



December 30, 2023

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: JANUARY 3, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, January 3, 2024, as been cancelled.

The Cancellation Notice can be found on the Kern COG website:

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

**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
January 31, 2024
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 October 4, 2023.

IV. HOUSING ELEMENT PROGRESS REPORT UPDATE (Davisson)

Comment: Adopted Housing Elements (HE) for the jurisdictions with land use authority in the Kern region were due to be submitted to the California Department of Housing and Community Development (HCD) on December 31st, 2023. As of January 16, 2024, no jurisdiction in the Kern region has yet received an "in compliance" letter from HCD.

Action: Information. Local jurisdictions work with HCD to get letters of compliance by December 31, 2024.

V. GENERAL PLAN LAND USE AND CIRCULATION REQUEST (Davisson)

Comment: In support of development of the Regional Transportation Plan and regional growth forecast, Kern COG staff requests digital copies of each jurisdiction's general plan land use circulation element maps.

Action: Information. Submit digital copies of local general plan, specific plan, and circulation element map files to Karl Davisson (661)635-2919 kdavisson@kerncog.org by April 3rd, 2024.

VI. 2024-2050 GROWTH FORECAST – TIMELINE (Davisson)

Comment: The Kern COG 2024-2050 Growth Forecast for the 2026 Regional Transportation Plan.

Action: Information.

VII. REGIONAL EARLY ACTION PLANNING PROGRAM (REAP) UPDATE (Napier)

Comment: In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. **The Local Government Planning Support Grants Program (AB 101)** was established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

Action: Information. Discuss and provide direction to staff.

VIII. 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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

IX. ANNOUNCEMENTS

- KARGO C-CAMS – Award going to board in February 2024
- Regional Awards – March 7, 2024
- Housing Unit Survey - Davisson
- Monthly Community Bike Rides/Mock city outreach (attached)

X. MEMBER ITEMS

XI. ADJOURNMENT

The next scheduled meeting will be March 6, 2024.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
October 4, 2023
130 P.M.

Chairman Staples called the meeting to order at 1:35 p.m.

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Mark Staples	Taft
	Christine Chaves	Delano
	Brianna DeLeon	McFarland
	Steve Esselman	Shafter
	Keri Cobb	Wasco
	Chris Soriano	Arvin
	Lorena Mendibles	Caltrans
	Eric Dhanens	Community Member
KERN COG STAFF:	Becky Napier	Karl Davisson
	Rob Ball	
OTHERS:	Paul Saldania	McFarland

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 May 31, 2023

Committee Member Esselman made a motion to approve the minutes of May 31, 2023; seconded by Committee Member Cobb, unanimously approved by voice vote.

IV. REGIONAL EARLY ACTION PLANNING GRANT PROGRAM (REAP) FUNDING (Napier)

Comment: Kern Council of Governments (COG) will soon be receiving an additional allocation of Regional Early Action Planning (REAP). The amount to be allocated at this time to Kern COG is \$924,200.

Action: Request the Kern COG Board approve the sub-allocation of \$924,200 in REAP funding as depicted in Exhibit B.

Committee Member Chavez made a motion to recommend the Kern COG Board approve the sub-allocation of \$924,200 in REAP funding as depicted in Exhibit B; seconded by Committee Member Esselman, approved by a unanimous roll call vote.

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

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. 2024-2050 REGIONAL GROWTH FORECAST TIMELINE (Davisson)

Comment: Timeline for development of the Kern Regional Growth Forecast for 2024-2050.

Action: Information.

VII. ANNOUNCEMENTS

None

VIII. MEMBER ITEMS

None

XIII. ADJOURNMENT

With no other business, the meeting was adjourned at 2:15 p.m. The next scheduled meeting of the RPAC is November 1, 2023.



IV. RPAC

January 31, 2023

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director
By: Karl Davisson, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
Housing Element Progress Report Update

DESCRIPTION:

Adopted Housing Elements (HE) for the jurisdictions with land use authority in the Kern region were due to be submitted to the California Department of Housing and Community Development (HCD) on December 31st, 2023. As of January 16, 2024, no jurisdiction in the Kern region has yet received an “in compliance” letter from HCD.

DISCUSSION:

Housing Element 6th Cycle

The 6th cycle Planning Cycle for the Kern Region began on December 31st, 2023, and runs through December 31st, 2031. As stated above, by operation of law the Housing Element updates are due to Housing and Community Development (HCD) within 18 months of the RTP adoption, that date being December 31st, 2023. The attached table provides a status of the submissions of Housing Elements in Kern.

Per HCD, draft housing elements should have been submitted 90 days prior to the December 31st deadline.

Information on Housing Elements can be found here: <https://www.hcd.ca.gov/planning-and-community-development/housing-elements>

Kern 6th Cycle Housing Element Status Table:

Jurisdiction	Status Housing Element 6th Cycle*
Arvin	Initial Draft
Bakersfield	Initial Draft
California City	No submittal
Delano	No submittal
Maricopa	No submittal

McFarland	Initial Draft
Ridgecrest	Initial Draft
Shafter	Subsequent Draft
Taft	No submittal
Tehachapi	Initial Draft
Wasco	Initial Draft
Kern County	Initial Draft

*Derived from the HCD Dashboard as of: 1/16/2024

Changes to HCDs Role and Posture

The changes in law and procedure from the previous cycles are dramatic. In writing, HCD has taken the position that:

1. Locally Adopted Housing Elements submitted to HCD are treated as drafts and as such may require revisions.
2. That jurisdictions cannot “self-certify”, and Housing Elements are only in compliance as of the date an “in compliance” letter is issued by HCD to a given jurisdiction.
3. HCD is authorized to review any action or failure to act by a local government that it determines is inconsistent with an adopted housing element or housing element law

Recent litigation has favored HCD in these positions. See attached March 16, 2023, letter from HCD.

Consequences for Late Housing Elements

The consequences for failure to have an “in compliance” Housing Element are potentially serious. A jurisdictions General Plan can be determined to be inadequate for being out of compliance. A jurisdiction can have its permitting authority restricted by a court for being out of compliance.

Being “out of compliance” precludes access and eligibility to various state grant programs that can be used to help implement Kern COG’s 2022 Sustainable Communities Strategy, including:

- Affordable Housing and Sustainable Communities Program
- Community Development Block Grant Program (CDBG)
- Caltrans Sustainable Communities Grant Program
- Infill Infrastructure Grant Program
- Local Housing Trust Fund Program
- Permanent Local Housing Allocation Program

Additionally, if a Housing Element is submitted late jurisdictions must complete any required rezoning within one year of the original due date. Meaning December 31st, 2024. Jurisdictions still out of compliance at this point may begin to suffer consequences.

Kern COG Assistance

Kern COG has wide variety Housing Element related resources available for member agency including:

The Kern COG RHNA website at- <https://www.kerncog.org/regional-housing-needs/>

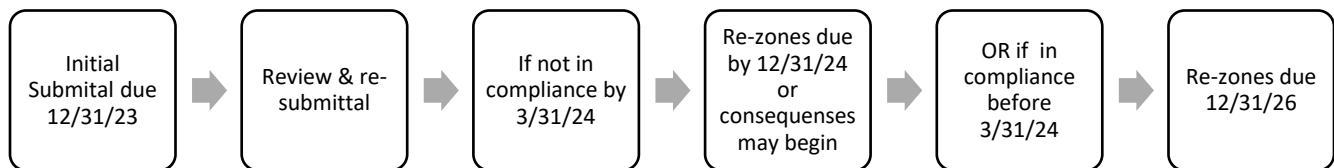
The Kern COG RHNA website includes the Kern COG Regional Housing Needs Online Mapping Tool – Staff and Rincon Consultants developed and are maintaining a publicly viewable online mapping

application, which allows users to view the proposed RHNA unit allocations for each jurisdiction and to explore specific parcels to evaluate the potential number of units a parcel could support.

Additionally, via the San Joaquin Valley Regional Early Action Planning (REAP) Program a Housing Need Water Supply Study was commissioned to evaluate the adequacy of water supply identified in water management plans to accommodate projected RHNA growth and as its relationship with the Sustainable Groundwater Management Act (SGMA). Notably this study found that, based on the findings in its groundwater sustainability plans at of the time of study's publication, Kern County was determined to be the area of greatest concern for water supply availability. That study is available on the Kern COG website at https://www.kerncog.org/wp-content/uploads/2024/01/SJV_REAP_Water_Supply_2024011.pdf

Kern COG also has several Local Technical Assistance Grants available to assist with member jurisdictions Housing Element efforts.

Kern COG staff are available to assist member agencies. Please contact Karl Davisson by email at kdavisson@kerncog.org or phone (661) 635-2919



ACTION: Information. Local jurisdictions work with HCD to get letters of compliance by December 31, 2024.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500
Sacramento, CA 95833
(916) 263-2911 / FAX (916) 263-7453
www.hcd.ca.gov

**MEMORANDUM**

DATE: March 16, 2023

TO: Planning Directors and Interested Parties

FROM: Megan Kirkeby, Deputy Director
Division of Housing Policy Development

A handwritten signature in black ink, appearing to read "Megan Kirkeby".

SUBJECT: Summary and Clarification of Requirements for Housing Element Compliance

HCD is committed to diligently reviewing all 539 local jurisdictions' housing elements for substantial compliance with State Housing Element Law. To comply with State Housing Element Law and avoid the consequences of noncompliance, a local jurisdiction must, among other things:

1. Submit a draft housing element to HCD at least 90 days before adoption¹ and receive findings from HCD determining whether the draft element is substantially compliant,² and consider HCD's findings before adopting the draft element.³

In other words, where a jurisdiction submits an "adopted" housing element before submitting an initial draft or before considering HCD's findings on an initial draft, HCD will consider the "adopted" to be an initial draft for purposes of both HCD's review and the jurisdiction's statutory compliance.

2. If HCD finds the draft element is not substantially compliant, revise the draft to address any findings by HCD⁴ or adopt without changes and include written findings explaining why the jurisdiction believes that the draft substantially complies.⁵ Promptly following adoption, submit the adopted housing element to HCD⁶ and receive findings on the adopted element from HCD.⁷

¹ Gov. Code, § 65585, subd. (b)(1)

² Gov. Code, § 65585, subds. (b)(3), (d)

³ Gov. Code, § 65585, subd. (e)

⁴ Gov. Code, § 65585, subd. (f)(1)

⁵ Gov. Code, § 65585, subd. (f)(2)

⁶ Gov. Code, § 65585, subd. (g)

⁷ Gov. Code, § 65585, subd. (h)

In other words, a jurisdiction does not have the authority to determine that its adopted element is in substantial compliance but may provide reasoning why HCD should make a finding of substantial compliance.

In addition, a jurisdiction is “in compliance” as of the date of HCD’s letter finding the adopted element in substantial compliance. Any other letters are not a finding of substantial compliance.

HCD recommends that a jurisdiction adopt only after receiving a letter from HCD finding the draft meets statutory requirements.

For more detailed information about this process, please visit HCD’s [Housing Elements webpage](#) and [Housing Elements Building Blocks](#).



V.
RPAC

January 31, 2023

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director
By: Karl Davisson, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
GENERAL PLAN LANDUSE and CIRCULATION REQUEST

DESCRIPTION:

In support of development of the Regional Transportation Plan and regional growth forecast, Kern COG staff requests digital copies of each jurisdiction's general plan land use and circulation element maps.

DISCUSSION:

Consistent with the adopted Kern COG Policy & Procedures Manual Ch. 5, VIII, Regional Transportation Modeling section and the Regional Travel Modeling MOUs of 2004, general plan land use capacity data or "Build-out capacity" is used to distribute the forecasted County population, housing, and employment totals, and is revised in regular consultation with local planning departments. Up to date land use maps are used to more accurately reflect future growth in the regional land use model, Kern COG creates a generalized land use map based upon the various general and specific plans of each of the jurisdictions with land use authority in the Kern region.

Updated land use and circulation maps are needed from each jurisdiction based on approved plans in January 2024. Kern COG will be asking all incorporated cities and the County of Kern for their January 2024 general plan land use maps. This data will then be combined into a seamless dataset for use with Kern COG's land use and transportation modeling program.

ACTION:

Information. Submit digital copies of local general plan, specific plan, and circulation element map files to Karl Davisson (661)635-2919 kdavisson@kerncog.org by April 3rd, 2024.



VI. RPAC

January 31, 2024

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
2024-2050 GROWTH FORECAST – TIMELINE

DESCRIPTION:

The Kern COG 2024-2050 Growth Forecast for the 2026 Regional Transportation Plan.

DISCUSSION:

Updates

The working/embargoed draft forecast/methodology report will be complete and ready for review with staff of member agencies; the consultant team is completing the draft forecast model which Kern COG staff will review and present to the RPAC on March 6, 2024.

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for the countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long-range planning activities. This forecast revision will be used in the development of the 2026 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is derived from Census Data and California Department of Finance (DOF) estimates for the base year. If the growth forecast is more than 1.5% outside of DOF projections, Kern COG will need to provide a detailed explanation why the forecast differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

The Kern COG recently adopted Public Involvement Procedures and Policies manual requires a 30-day public comment period. Additionally, extensive opportunities for public comment on the forecast will be provided as part of the 2026 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently share a consolidated meeting and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- February 2024 (1/31/24) – Status update
- March 6th, 2024 - 30-day public comment period notification (flyers/draft report to be available at www.kerncog.org)
- March 6th, 2024 – Draft Report to RPAC & TTAC
- March 21st, 2024 - Public Workshop on Growth Forecast -? RPAC?
- April 2024 - Kern COG Board reviews draft forecast for information and comments
- April 3rd, 2024 - RPAC and TTAC review report and public comments received and make recommendation to Kern COG board.
- April 5th, 2024 - Close of 30-day public review period
- April 18th, 2024 - Kern COG Board considers adoption of the regional growth forecast.

ACTION: Information.



VII. RPAC

January 31, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR

By: Becky Napier, Deputy Director - Administration

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VII.
REGIONAL EARLY ACTION PLANNING PROGRAM (REAP) UPDATE

DESCRIPTION:

In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. **The Local Government Planning Support Grants Program (AB 101)** was established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

DISCUSSION:

Kern Council of Governments (COG) is part of the eight county San Joaquin Valley (SJV) Multiagency Working Group (Working Group) with Fresno COG designated as the Fiscal Agent for the Working Group. Kern COG received from the Fiscal Agent two allocations of funds totalling \$1,576,329 was approved for allocation to the member agencies for development of Housing Elements. As the RPAC will recall the RPAC recommended both allocation formulas to the Kern COG Board for adoption.

Attached for RPAC information is a spreadsheet that represents the allocation of the funds by member agency and the funds remaining.

Issues:

- All funds must be spent by June 30, 2024 (products and reports are due to HCD beginning in August 2024).
- There are several cities that have not availed themselves of the funds, how should this be addressed? Cities have had multiple reminders.
- If funds are not spent by the deadline, it is required that the member agencies return unspent funds to Kern COG. Kern COG must then reimburse the funds to the Fiscal Agent, Fresno COG. (The funds will be returned to the state).

ACTION: Information. Discuss and provide direction to staff.

Attachment: REAP Funding Spreadsheet.

KERN COG REAP SUBALLOCATION
1/19/2024

City	Initial Allocation	Concept Letter Rec'd	Date Allocated	Amount	Amount Spent	Remainder	Second Allocation	Concept Letter Rec'd	Invoice Received	Date Allocated	Amount Spent	Total Remaining
Arvin	16,608.86	2/3/2022	2/17/2022	\$ 16,609	1,035.00	\$ 15,574	\$ 73,165.83	10/24/2023				\$ 88,739.69
Bakersfield	291,475.81	1/12/2022	1/20/2022	\$ 291,476	-	\$ 291,476	\$ 73,165.83	1/9/2024	1/9/2024			\$ 364,641.64
California City	11,233.33	10/3/2022					\$ 73,165.83					\$ 84,399.16
Delano	40,392.07	5/16/23					\$ 73,165.83					\$ 113,557.90
Maricopa	10,000.00	5/22/23	7/7/2023	\$ 10,000		.	\$ 73,165.83	10/24/2023	12/4/2023			\$ 83,165.83
McFarland	11,414.56	10/26/2021	12/2/2021	\$ 11,415		\$ 11,415	\$ 73,165.83					\$ 84,580.39
Ridgecrest	22,250.99	11/18/22	2/2/2023	\$ 22,251	55,385.00	\$ (33,134)	\$ 73,165.83	12/14/2023				\$ 40,031.82
Shafter *	15,641.29	9/10/2021	9/27/2021	\$ 15,641	15,641.00	\$ -	\$ 73,165.83	12/14/2023	12/20/2023			\$ 73,166.12
Taft	10,000.00	9/13/2021	10/8/2021	\$ 10,000	10,000.00	\$ -	\$ 73,165.83	12/5/2023	1/16/2024			\$ 73,165.83
Tehachapi	10,235.81	7/13/2021	8/13/2021	\$ 10,236	10,010.07	\$ 226	\$ 73,165.83	11/1/2023	11/28/2023			\$ 73,391.57
Wasco	20,935.19	10/21/2021	11/5/2021	\$ 20,935	20,935.00	\$ -	\$ 73,165.83	12/4/2023	1/11/2023			\$ 73,166.02
Kern County	238,151.17	06/14/23	6/22/2023	\$ 238,151	6,943.05	\$ 231,208	\$ 73,165.83	10/24/2023	1/9/2024			\$ 304,373.95
Total	698,339.08			\$ 646,714	119,949.12		\$ 877,989.96					\$ 1,456,379.92

Payment in process



VIII. RPAC

January 31, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director/Planning Director
Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VIII.
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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

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.

January 9, 2024 and November 2, 2023 – California Air Resources Board (ARB) provided an email updates 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 - ARB staff announced at the quarterly San Joaquin Valley Inter-Agency Consultation meeting that Kern, Stanislaus, and Tulare COGs have received their approval 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.

July 13, 2023 - ARB staff emailed Kern COG and the California, the final acceptance letter is still working its way through upper management reviews and may not be issued till September due to staffing and vacation issues.

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 of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023, and signed by the Chair. The letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for 45-day public review period to be concluded on June 15. In addition, the Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their 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 the Kern COG’s chair’s signature be approved by the Kern COG Board,

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. One final methodology issue remains out of 27 identified in CARB’s January 20th memorandum. Additional adjustments were made to the elasticity used to adjust the hybrid NCST tool method used by Fresno COG. Documentation of the adjustment was submitted to ARB on April 18, 2023. ARB is required to provide their findings and recommendations 2 months after the submitted package from Nov. 29, 2023, is found complete.

March 29, April 7, April 14, 2023 – Kern COG web conferenced with ARB to further refine SCS modeling methodology.

February 17, 2023 – Kern COG submitted responses to the ARB January 20, 2023 questions.

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.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm>. Kern COG's April target recommendation letter is located on page B-143 of the ARB staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf. Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

Preliminary Timeline 2026 RTP/SCS

- ~~• June 2023 – Update Public Involvement Procedure~~
- ~~• July 2023 – Stakeholder roundtable process to vet outreach and performance measures~~
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- February 2024 – Regional Growth Forecast Update
- September each year – Technical Assistance Requests to Kern COG Due
- October 17, 2023 – Comment Due on Early Draft 2026 Capital Improvement Program
- Spring 2024 – Adopt Regional Growth Forecast Update
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.

2024 MONTHLY COMMUNITY RIDES

***JOIN US FROM 5:30PM-6:30PM FOR A FAMILY-FRIENDLY, ALL-AGES CRUISE THROUGH YOUR COMMUNITY**

Kern River Valley - Old Isabella Coffee - 1st Saturday
Lost Hills - Lost Hills Community Center - 1st Monday
Arvin - Las Palmas Park - 1st Tuesday
Lamont - Lamont Library - 2nd Saturday
Delano - Delano Library - 2nd Monday
Buttonwillow Library - 2nd Tuesday
McFarland - McFarland Library - 3rd Saturday
Rathbun - Rathbun Library - 3rd Monday
Taft - Taft Library - 3rd Tuesday
Shafter - Tony's Pizza - Last Monday
California City - Balsitis Park - Last Wednesday
Maricopa - City Park - Last Saturday
Wasco - Barker Park - Last Tuesday



**Bike maintenance clinics, Mock City bike safety training and
Stakeholder meetings to be announced**

This program is a collaboration of Bike Bakersfield, California Walks, the Kern County Library, Snider's Cyclery, Finish Line Bikes and Kern Council of Governments. This program was funded by an Active Transportation Program Grant through the California Transportation Commission and Caltrans Active Transportation Planning Grant Program.

Scan QR Code for more info

*SCHEDULE TO CHANGE ACCORDINGLY





Kern Council
of Governments



*Exciting safe street course
for kids of all ages!*

**Safe Routes for Cyclists in
Kern County's Communities**



**Join us on the Biking
Adventure February 16th!**

**Boys & Girls Clubs of Kern
County - Lamont Club**

bikebakersfield.org/safe-routes/

This program is a collaboration of Bike Bakersfield, California Walks, the Kern County Library, Snider's Cyclery, Finish Line Bikes, and the Kern Council of Governments. This program is funded by an Active Transportation Program Grant through the California Transportation Commission.

SMART CYCLING 101 CLASS



Gain valuable knowledge both on and off the bike while enhancing your riding skills.



Date: 2/24/2024 - 2/25/2024
Location: 515 18th St, Bakersfield, CA

10AM - 3PM: In-Class (Saturday)

We will be offering beginner, intermediate and advanced courses of the Smart Cycling curriculum. Smart Cycling manuals will be provided.

10AM - 2PM: Outdoors (Sunday)

Please bring a functional multi-speed bicycle and a helmet. This class is for individuals 18 and older. Prior knowledge of bicycling is recommended.

Both days will need to be completed with a passing test score for certificate.

Register online at tony@bikebakersfield.org

Brought to you by
Bike Bakersfield, Kern Active Transportation Alliance and
The League Of American Cyclists

**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
March 6, 2024
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.**

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III. APPROVAL OF DISCUSSION SUMMARY

A. Meeting of January 31, 2024.

IV. PUBLIC WORKSHOP/PUBLIC COMMENT 2024-2050 GROWTH FORECAST DRAFT REPORT (Davisson)

Comment: The 2024-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast is scheduled to be hosted at the Kern COG board meeting in March 2024.

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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

VI. REGIONAL EARLY ACTION PLANNING (REAP) UPDATE (Napier)

Comment: In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. **The Local Government Planning Support Grants Program (AB 101)** was established for the purpose of providing regions and jurisdictions with one-time funding, including

grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

Action:

1. Recommend to the Kern COG Board that the unused funds be allocated equally to the remaining member agencies.
2. Do nothing.

VII. ANNOUNCEMENTS

- KARGO C-CAMS – Kick-off Meeting
- RHNA Annual Progress Reports by the Cities and Count are due to the State April 1, 2024.

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be April 3, 2024.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
January 31, 2024
130 P.M.

Chairman Staples called the meeting to order at 1:35 p.m.

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Mark Staples	Taft
	Paul Saldana	McFarland
	Chris Soriano	Arvin
	Bradon Duran	Caltrans
	Salvador Morales	Tehachapi
	Candi Asuncion	Tejon Tribe
KERN COG STAFF:	Becky Napier	Karl Davisson
	Ben Raymond	Irene Enriquez
	Rochelle Invina-Jayasiri	
OTHERS:	Brianna DeLeon	McFarland
	Rick Franz	Caltrans
	Gregg Strakaluse	Bakersfield
	Ryan Starbuck	Bakersfield
	Oscar Frates	Arvin
	Gary Hallen	Bakersfield

- 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 October 4, 2023

Committee Member Soriano made a motion to approve the minutes of October 4, 2023; seconded by Committee Member Saldana, unanimously approved by voice vote.

IV. HOUSING ELEMENT PROGRESS REPORT UPDATE (Davisson)

Comment: Adopted Housing Elements (HE) for the jurisdictions with land use authority in the Kern region were due to be submitted to the California Department of Housing and Community Development (HCD) on December 31st, 2023. As of January 16, 2024, no jurisdiction in the Kern region has yet received an “in compliance” letter from HCD.

Action: Information. Local jurisdictions work with HCD to get letters of compliance by December 31, 2024.

V. GENERAL PLAN LAND USE AND CIRCULATION REQUEST (Davisson)

Comment: In support of development of the Regional Transportation Plan and regional growth forecast, Kern COG staff requests digital copies of each jurisdiction's general plan land use circulation element maps.

Action: Information. Submit digital copies of local general plan, specific plan, and circulation element map files to Karl Davisson (661)635-2919 kdavisson@kerncog.org by April 3rd, 2024.

VI. 2024-2050 GROWTH FORECAST – TIMELINE (Davisson)

Comment: The Kern COG 2024-2050 Growth Forecast for the 2026 Regional Transportation Plan.

Action: Information.

VII. REGIONAL EARLY ACTION PLANNING GRANT PROGRAM (REAP) FUNDING (Napier)

Comment: In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. The Local Government Planning Support Grants Program (AB 101) was established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

Ms. Napier informed the Committee of the following issues related to the REAP Funding:

- All funds must be spent by June 30, 2024 (products and reports are due to HCD beginning in August 2024).
- Several cities have not availed themselves of the funds and cities have had multiple reminders. How should the unspent funds be addressed?
- If funds are not spent by the deadline, it is required that the member agencies return unspent funds to Kern COG. Kern COG must then reimburse the funds to the Fiscal Agent, Fresno COG, and the unspent funds will be returned to the state.

Action: The consensus of the Committee was that if member agencies are not going to avail themselves of the funding the funds be reallocated to the remaining member agencies equally. Staff was asked to bring this item to the March 6 meeting with information related to the actual amount spent by the member agencies and what REAP eligible projects they would use the funds for if they were reallocated. Members were asked to supply this information to Ms. Napier by February 26, for the March Agenda.

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

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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

VI. ANNOUNCEMENTS

- KARGO C-CAMS – Award going to board in February 2024
- Regional Awards – March 7, 2024
- Housing Unit Survey - Davisson
- Monthly Community Bike Rides/Mock city outreach (attached)

VII. MEMBER ITEMS

XIII. ADJOURNMENT

With no other business, the meeting was adjourned at _____ p.m. The next scheduled meeting of the RPAC is March 6, 2024.



IV. RPAC

March 6, 2024

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
PUBLIC WORKSHOP/PUBLIC COMMENT – 2024-2050 GROWTH
FORECAST DRAFT REPORT

DESCRIPTION:

The 2024-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast is scheduled to be hosted at the Kern COG board meeting in March 2024.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for the countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long-range planning activities. This forecast revision will serve as the growth assumption for the 2026 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year. Per Government Code § 65584.01, if the growth forecast is more than 1.5% above DOF projections, Kern COG will need to provide a detailed explanation why the forecast differs and work with DOF to agree on the forecast methodology.

Review Requirements – The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results...”

The Kern COG adopted Public Policy and Procedure manual requires an advertised notice of public meetings/workshops regarding the regional growth forecast and 30-day public comment period. Additionally, extensive opportunities for public comment on the forecast will be provided as part of the 2026 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet together and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Draft Regional Growth Forecast Report – The Draft Report is available for public review on Kern COG’s website: <https://www.kerncog.org/estimates-and-projections/>. The primary forecasts of the regional growth forecast are for the number of households, population, housing units, and employment. The report also provides forecast data demographic characteristics including: age distribution, housing units by type, average household size, household income, race and ethnicity.

The draft report shows Kern’s total population reaching 925,000 by 2027 and by 2050 the population is expected to be not quite 975,000. The number of households are expected to increase to just over 348,000 by 2050 from 281,000 in 2022. Total employment is forecasted to grow from 347,299 in 2022 to 420,180 in 2050.

Notably, the draft report builds on data from the US Census Bureau 2020 Decennial Census found that the average household size in the Kern region has fallen to 3.14 people per household in 2022. The household size of 3.14 data is substantially lower than earlier forecasts previously anticipated or projected.

The report compares the forecasts with other forecasts, projections, and trends. The total population forecast stays within 1.5% of the latest DOF projections. The graph below depicts how the forecast for total population compares to other forecasts and projections.

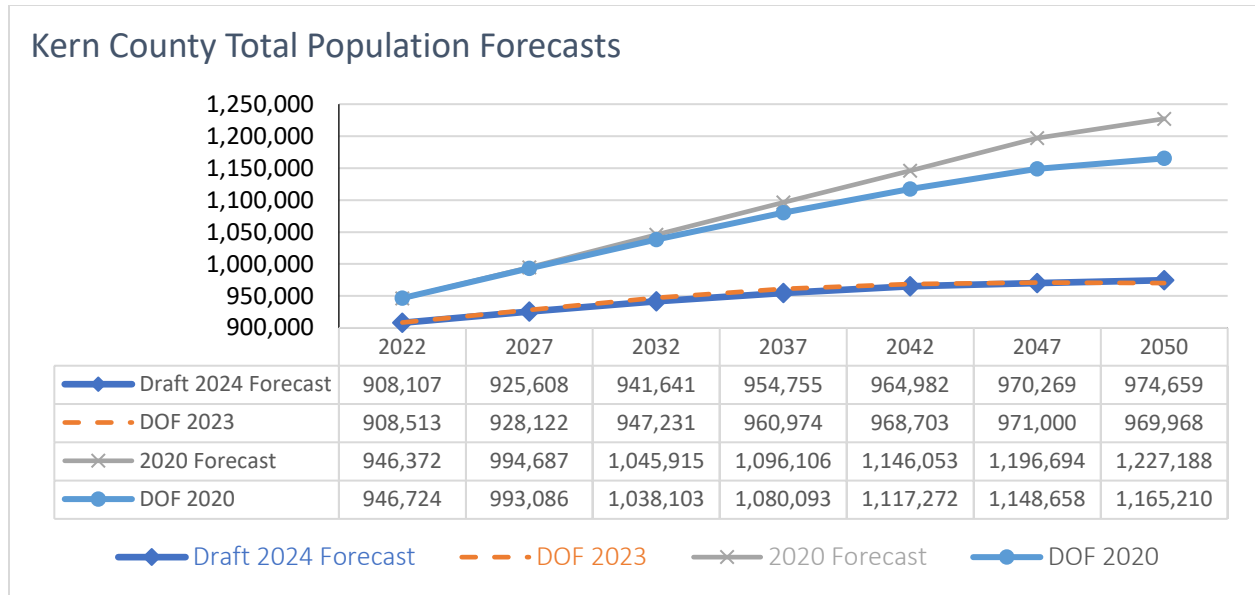


Figure 1. Above image compares latest projections with previous projections from California Department of Finance (DOF) and Kern COG.

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- March 6th, 2024 - 30-day public comment period notification (flyers/draft report to be available at www.kerncog.org)
- March 6th, 2024 – Draft Report to RPAC & TTAC
- March 21st, 2024 - Public Workshop on Growth Forecast
- April 2024 - Kern COG Board reviews draft forecast for information and comments
- April 3rd, 2024 - RPAC review report and public comments received and make recommendation to Kern COG board.
- April 5th, 2024 - Close of 30-day public review period
- April 18th, 2024 - Kern COG Board considers adoption of the regional growth forecast. (could slip to May 23rd)

ACTION: Information.



V.
RPAC

March 6, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

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.

February 20, 2024 – California Air Resources Board (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 updates 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 - ARB staff announced at the quarterly San Joaquin Valley Inter-Agency Consultation meeting that Kern, Stanislaus, and Tulare COGs have received their approval 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.

July 13, 2023 - ARB staff emailed Kern COG and the California, the final acceptance letter is still working its way through upper management reviews and may not be issued till September due to staffing and vacation issues.

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 of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023, and signed by the Chair. The letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for 45-day public review period to be concluded on June 15. In addition, the Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their 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 the Kern COG’s chair’s signature be approved by the Kern COG Board,

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. One final methodology issue remains out of 27 identified in CARB’s January 20th memorandum. Additional adjustments were made to the elasticity used to adjust the hybrid NCST tool method used by Fresno COG. Documentation of the adjustment was submitted to ARB on April 18, 2023. 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..

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.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf . Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

Preliminary Timeline 2026 RTP/SCS

- ~~June 2023 – Update Public Involvement Procedure~~
- ~~July 2023 – Stakeholder roundtable process to vet outreach and performance measures~~
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
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- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.



VI. RPAC

March 6, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR

By: Becky Napier, Deputy Director - Administration

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
REGIONAL EARLY ACTION PLANNING PROGRAM (REAP) UPDATE

DESCRIPTION:

In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. **The Local Government Planning Support Grants Program (AB 101)** was established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

DISCUSSION:

This item was discussed at length during the January 31, 2024, RPAC meeting. The consensus of the Committee was that if member agencies are not going to avail themselves of the funding the funds be reallocated to the remaining member agencies equally. Staff was asked to bring this item to the March 6 meeting with information related to the actual amount spent by the member agencies and what REAP eligible projects they would use the funds for if they were reallocated. Members were asked to supply this information to Ms. Napier by February 26, for the March Agenda.

As of the writing of this staff report, all of the requested information is not available. Staff sent out a reminder notice on February 28. An updated spreadsheet will be available at the meeting.

Issues:

- All funds must be spent by June 30, 2024 (products and reports are due to HCD beginning in August 2024).
- There are several cities that have not availed themselves of the funds, how should this be addressed? Cities have had multiple reminders.
- If funds are not spent by the deadline, it is required that the member agencies return unspent funds to Kern COG. Kern COG must then reimburse the funds to the Fiscal Agent, Fresno COG. (The funds will be returned to the state).

ACTION:

1. Recommend to the Kern COG Board that the unused funds be allocated equally to the remaining member agencies.
2. Do nothing.

**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
April 3, 2024
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.**

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III. APPROVAL OF DISCUSSION SUMMARY

- A. Meeting of March 6, 2024.

IV. PUBLIC WORKSHOP/PUBLIC COMMENT - 2024-2050 GROWTH FORECAST DRAFT REPORT (Davisson)

Comment: The 2024-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast was hosted at the Kern COG board meeting in March 2024.

Action: Recommend the Transportation Planning Policy Committee adopt the countywide 2024-2050 Regional Growth Forecast for use in development of the 2026 Regional Transportation Plan. ROLL CALL VOTE.

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. REGIONAL EARLY ACTION PLANNING (REAP) UPDATE (Napier)

Comment: In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. **The Local Government Planning Support Grants Program (AB 101)** was established for the purpose of providing regions and jurisdictions with one--time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

Action:

1. Recommend to the Kern COG Board that the unused funds be allocated equally to the remaining member agencies.
2. Do nothing.

VII. ANNOUNCEMENTS

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be May 4.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
March 6, 2024
130 P.M.

Chairman Staples called the meeting to order at 1:35 p.m.

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Mark Staples	Taft
	Chris Soriano	Arvin
	Bradon Duran	Caltrans
	Salvador Morales	Tehachapi
	Keri Cobb	Wasco
	Brianahi DeLeon	McFarland
KERN COG STAFF:	Becky Napier	Karl Davisson
	Ben Raymond	Rob Ball
	Rochelle Invina-Jayasiri	
OTHERS:	Rick Franz	Caltrans
	Dave Dmowhoski	Homebuilders Association
	Steve Gunnels	PlaceWorks

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 January 31, 2024

Committee Member Soriano made a motion to approve the minutes of January 31, 2024; seconded by Committee Member Morales, unanimously approved by voice vote.

VI. PUBLIC WORKSHOP/PUBLIC COMMENT 2024-2050 GROWTH FORECAST – DRAFT REPORT (Davisson)

Comment: Karl Davisson introduced consultant, Steve Gunnels, Placeworks who presented the Draft 2024-2050 Growth Forecast Report and answered questions. A workshop will be conducted during the Kern COG Board Meeting on March 21, 2024.

Action: Information.

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

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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

VI. REGIONAL EARLY ACTION PLANNING GRANT PROGRAM (REAP) FUNDING (Napier)

Comment: During the last meeting Ms. Napier discussed this item. Since then, the City of Delano has hired an engineer and they will be using their funding. California City just hired a new City Manager who will begin work on Monday, March 11, 2024. Ms. Napier requested that she be given the opportunity to correspond with the new City Manager before a decision is made concerning funds that have been allocated to them.

Action: Information.

VII. ANNOUNCEMENTS

- KARGO C-CAMS – Kick Off Meeting
- RHNA Annual Progress Reports by the Cities and County are due to the State April 1, 2024
- Tejon Tribe Health Fair – March 23, 2024

VIII. MEMBER ITEMS

None

IX. ADJOURNMENT

With no other business, the meeting was adjourned at 2:26 p.m. The next scheduled meeting of the RPAC is April 3, 2024.



IV. RPAC

April 3, 2024

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
PUBLIC WORKSHOP/PUBLIC COMMENT – 2024-2050 GROWTH
FORECAST DRAFT REPORT

DESCRIPTION:

The 2024-2050 Growth Forecast Draft Report is available for review and public comment on Kern COG's webpage <https://www.kerncog.org/estimates-and-projections/>. The public workshop of the forecast was hosted at the Kern COG board meeting in March 2024.

DISCUSSION:

Background

The Regional Growth Forecast Defined - The Kern COG regional growth forecast is a long-range projection for the countywide total population. The population total is used to develop housing, employment, school enrollment, and income forecasts. The forecast is used for local transportation and air quality planning as well as by the member agencies for a variety of long-range planning activities. This forecast revision will serve as the growth assumption for the 2026 Regional Transportation Plan/Sustainable Communities Strategy. The forecast is used as a control target by the modeling committee and RPAC for distribution of socio-economic data throughout the county sub areas. The forecast is based on Census Data and California Department of Finance (DOF) estimates for the base year.

The Kern COG Policy and Procedure Manual states:

“Socio-Economic Forecast Data – Countywide forecasts for households, employment and other socio-economic data shall be updated not less than 3 years from the time of the Socio-economic forecast. A minimum of three years between Countywide forecast revisions is needed to allow responsible state and federal

agencies time to complete their review of large environmental documents without major changes to transportation circulation modeling results... “

Review Requirements – Additionally the manual requires a notice of public meetings/workshops regarding the regional growth forecast and 30-day public comment period. Additionally, extensive opportunities for public comment on the forecast will be provided as part of the 2026 Regional Transportation Plan adoption.

Committee Oversight – The Kern COG Transportation Modeling sub-committee and the Regional Planning Advisory Committee (RPAC) will provide oversight during the growth forecast update. The committees currently meet jointly and are also responsible for sub-area distribution of the growth forecast following the adoption. The regional growth forecast will be presented to the Transportation Technical Advisory Committee (TTAC) concurrently, and then to the Transportation Planning Policy Committee/Kern COG Board for final adoption.

Draft Regional Growth Forecast Report – The Draft Report is available for public review on Kern COG’s website: <https://www.kerncog.org/estimates-and-projections/>. The primary forecasts of the regional growth forecast are for the number of households, population, housing units, and employment. The report also provides forecast data demographic characteristics including: age distribution, housing units by type, average household size, household income.

Due to changes to how the race and ethnicity questions were implemented with the 2020 census comparability has become problematic and therefore identifying trends has become dubious. The primary issue being that large numbers of Hispanic respondents to the 2020 Census reported “Some Other Race” that previously had been categorized as “White”.

The updated (March 18, 2024) draft report shows Kern’s total population reaching 930,000 in 2028 and by 2042 the population is expected to reach 1 million. The number of households are expected to increase to just over 350,000 by 2048 from just under 282,000 in 2022. Total employment is forecasted to grow from 347,300 in 2022 to 430,180 in 2050.

Notably, the draft report builds on data from the US Census Bureau 2020 Decennial Census and 2022 American Community Survey 1-year data found that the average household size in the Kern region has fallen to 3.14 people per household. A household size of 3.14 data is substantially lower than earlier forecasts previously anticipated or projected. This model anticipates that household size will continue to shrink to levels more typical statewide and nationally. Likewise, the model also anticipates that the vacancy rate will continue to increase to more typical levels.

Kern COG staff anticipates adopting another future regional growth forecast within the next 5 years before adopting the 7th Cycle Regional Housing Needs Allocation (RHNA). As a function of the calendar and law this forecast will not be used to develop RHNA.

Therefore Government Code § 65584.01 and the 1.5% requirement within it do not apply to this forecast.

The report compares the forecasts with other forecasts, projections, and trends. The total population forecast stays within 1.5% of the latest DOF projections through 2031. The graph below depicts how the forecast for total population compares to other forecasts and projections.

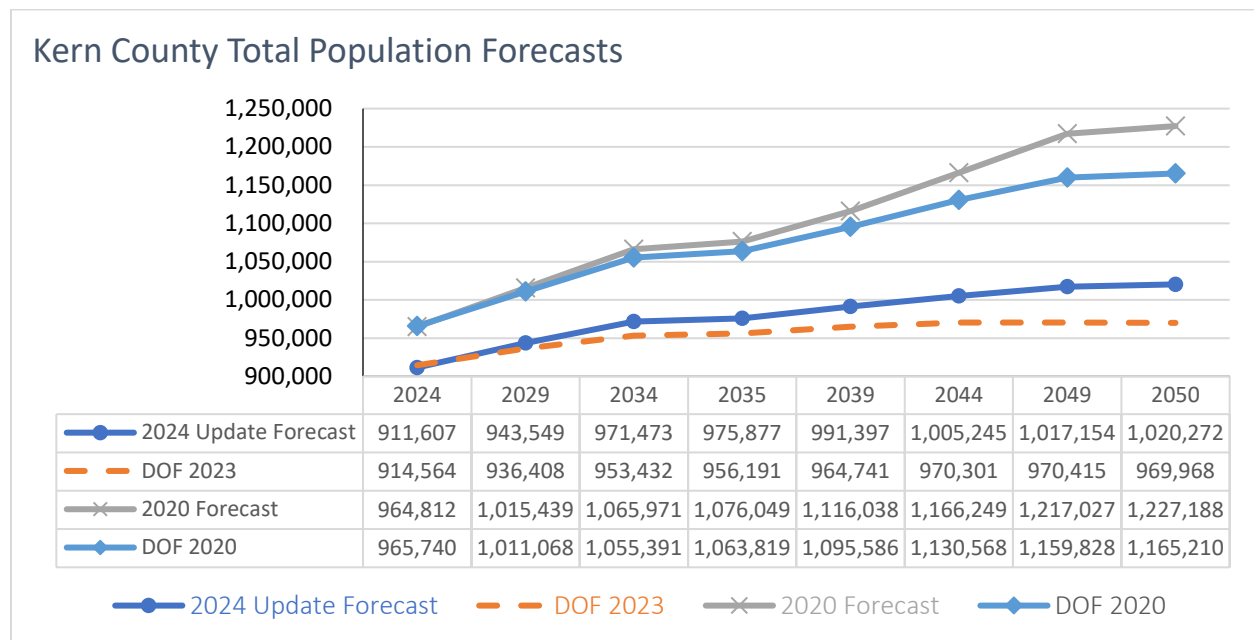


Figure 1. Above image compares latest projections with previous projections from California Department of Finance (DOF) and Kern COG.

Revised Growth Forecast Timeline – The following schedule is anticipated for forecast adoption:

- ~~March 6th, 2024 – 30-day public comment period notification (flyers/draft report to be available at www.kerncog.org)~~
- ~~March 6th, 2024 – Draft Report to RPAC & TTAC~~
- ~~March 21st, 2024 – Public Workshop on Growth Forecast/Kern COG Board reviews draft forecast report~~
- April 3rd, 2024 - RPAC review report and public comments received and make recommendation to Kern COG board.
- April 5th, 2024 - Close of 30-day public review period
- April 18th, 2024 - Kern COG Board considers adoption of the regional growth forecast.

ACTION: Recommend the Transportation Planning Policy Committee adopt the countywide 2024-2050 Regional Growth Forecast for use in development of the 2026 Regional Transportation Plan. ROLL CALL VOTE.



V.
RPAC

April 3, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
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.

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.

February 20, 2024 – California Air Resources Board (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 updates 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 - ARB staff announced at the quarterly San Joaquin Valley Inter-Agency Consultation meeting that Kern, Stanislaus, and Tulare COGs have received their approval 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.

July 13, 2023 - ARB staff emailed Kern COG and the California, the final acceptance letter is still working its way through upper management reviews and may not be issued till September due to staffing and vacation issues.

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 of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023, and signed by the Chair. The letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for 45-day public review period to be concluded on June 15. In addition, the Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their 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 the Kern COG’s chair’s signature be approved by the Kern COG Board,

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. One final methodology issue remains out of 27 identified in CARB’s January 20th memorandum. Additional adjustments were made to the elasticity used to adjust the hybrid NCST tool method used by Fresno COG. Documentation of the adjustment was submitted to ARB on April 18, 2023. 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..

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.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm>. Kern COG's April target recommendation letter is located on page B-143 of the ARB staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf. Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

Preliminary Timeline 2026 RTP/SCS

- ~~June 2023 – Update Public Involvement Procedure~~
- ~~July 2023 – Stakeholder roundtable process to vet outreach and performance measures~~
- ~~October 17, 2023 – Comment Due on Early Draft 2026 Capital Improvement Program~~
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- April 2024 – Regional Growth Forecast Update
- September each year – Technical Assistance Requests to Kern COG Due
- Spring 2024 – Adopt Regional Growth Forecast Update
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.



VI. RPAC

April 3, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR

By: Becky Napier, Deputy Director - Administration

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
REGIONAL EARLY ACTION PLANNING PROGRAM (REAP) UPDATE

DESCRIPTION:

In August 2019, the Governor signed the \$1.7 billion housing "trailer bill" as part of the 2019 - 2020 budget. **The Local Government Planning Support Grants Program (AB 101)** was established for the purpose of providing regions and jurisdictions with one-time funding, including grants for planning activities to enable jurisdictions to meet the sixth cycle of the regional housing need assessment, and to spur affordable housing production.

DISCUSSION:

This item was discussed at length during the January 31, 2024, RPAC meeting. The consensus of the Committee was that if member agencies are not going to avail themselves of the funding the funds be reallocated to the remaining member agencies equally. Staff was asked to bring this item to the March 6 meeting with information related to the actual amount spent by the member agencies and what REAP eligible projects they would use the funds for if they were reallocated. Members were asked to supply this information to Ms. Napier for the April Agenda.

As of the writing of this staff report, a meeting with California City has been scheduled for Thursday, March 28. An update on the status will be available at the RPAC meeting.

Issues:

- All funds must be spent by June 30, 2024 (products and reports are due to HCD beginning in August 2024).
- There is one city that has not availed itself of the funds, how should this be addressed?
- If funds are not spent by the deadline, it is required that the member agencies return unspent funds to Kern COG. Kern COG must then reimburse the funds to the Fiscal Agent, Fresno COG. (The funds will be returned to the state).

ACTION:

1. Recommend to the Kern COG Board that the unused funds be allocated equally to the remaining member agencies.
2. Do nothing.



April 24, 2024

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: MAY 1, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, May 1, 2024, has been cancelled.

The Cancellation Notice can be found on the Kern COG website:

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

The next regularly scheduled meeting is June 5, 2024.



May 29, 2024

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: JUNE 5, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, June 5, 2024, has been cancelled.

The Cancellation Notice can be found on the Kern COG website:

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

The next regularly scheduled meeting is July 3, 2024.



June 24, 2024

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: JULY 3, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, July 3, 2024, has been cancelled.

The Cancellation Notice can be found on the Kern COG website:

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

The next regularly scheduled meeting is July 31, 2024 (August Meeting).



Information Item

July 3, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director/Planning Director
Ben Raymond, Regional Planner

SUBJECT: Regional Planning Advisory Committee Information Item
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.

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.

May 20, 2024 – Kern COG hosted an outreach roundtable as part of the Kern Area Regional Goods-movement Operations (KARGO) Study. The latest KARGO Study will feed into the 2026 RTP and host series of outreach events to collect input of the study in coordination with the 2026 RTP development. At the roundtable meeting attendees from 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 – California Air Resources Board (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.

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Preliminary Timeline 2026 RTP/SCS

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- ~~July 2023 – Stakeholder roundtable process to vet outreach and performance measures~~
- ~~October 17, 2023 – Comment Due on Early Draft 2026 Capital Improvement Program~~
- ~~April 2024 – Regional Growth Forecast Update~~
- ~~June 11, 2024, Friday, 7-10am – Bakersfield Downtown Transit Ctr. – Long-Range Transit Plan Update walk-up event~~
- ~~June 11, 2024, Friday, 2-5pm – Bakersfield SW Transit Ctr. at Valley Plaza – Long-Range Transit Plan walk-up event~~
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- **July 24, 2024, Wednesday, 3-5pm, Cummings Valley Elementary, 24220 Bear Valley Rd, Tehachapi** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo> Zoom link: https://us02web.zoom.us/webinar/register/WN_dC8-SKemRvucicdiNJGfhq
- **July 29, 2024 Noon-2pm, Tejon Indian Tribe** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo> Zoom link: https://us02web.zoom.us/webinar/register/WN_axMEHar-S-SbzH1jCsy1Cq
- **July 30, 2024, Tuesday, 11am-1pm, Rosamond CSD, 3179 35th St. W., Rosamond** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo> Zoom link : https://us02web.zoom.us/webinar/register/WN_8-gTdwCBTn6GG1XBb1ngWg
- **August 2, 2024, 6-8pm, Center for Race, Poverty, Environment, 1012 Jefferson St #2, Delano** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo> Zoom link: https://us02web.zoom.us/webinar/register/WN_axMEHar-S-SbzH-1jCsy1Cq
-
- September each year – Technical Assistance Requests to Kern COG Due
- Spring 2024 – Adopt Regional Growth Forecast Update
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.

**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
July 31, 2024
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 April 3, 2024.

IV. GENERAL PLAN LANDUSE AND CIRCULATION REQUEST (Davisson)

Comment: In support of development of the Regional Transportation Plan and distribution of the Regional Growth Forecast, Kern ACOG staff requests digital copies of each jurisdiction's general plan land use and circulation element maps.

Action: Submit digital copies of local general plan, specific plan, and circulation element map files to Karl Davisson (661)635-2919 kdavisson@kerncog.org by August 15th, 2024.

V. SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND FEEDBACK MONITORING DATA - EMAIL REQUESTS DUE TO KERN COG FRIDAY, SEPTEMBER 27, 2024 (Invina-Jayasiri)

Comment: 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.

Action: Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by Friday, September 27, 2024.

VI. REGIONAL EARLY ACTION PLANNING 2.0 REVISED GRANT FUNDING (Napier)

Comment: The California Department of Housing and Community Development (HCD) advised Kern COG on July 16, that with the enrollment of the state budget bill, they now know that the REAP 2.0 program's MPO allocation has been restored above prior proposed levels, but ultimately has been reduced by \$30M. The funding reduction will be applied evenly to all REAP 2.0 MPO applicants. The revised allocations can be seen in the Excel spreadsheet included below. HCD will now begin processing reimbursement requests, and will process up to 94.1% of original awards.

Action: Recommend that the Kern COG Board approve the revised Kern COG suballocation of the REAP 2.0 funds in the amount of \$11,925,381. ROLL CALL VOTE.

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

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.

VIII. ANNOUNCEMENTS

IX. MEMBER ITEMS

X. ADJOURNMENT

The next meeting is scheduled for September 4, 2024.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
April 3, 2024
130 P.M.

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

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Mark Staples	Taft
	Salvador Morales	Tehachapi
	Bradon Duran	Caltrans
	Steve Esselman	Shafter
	Keri Cobb	Wasco
	Paul Saldana	McFarland
KERN COG STAFF:	Becky Napier	Karl Davisson
	Ben Raymond	Rob Ball
	Rochelle Invina-Jayasiri	Sarah Plank
OTHERS:	Rick Franz	Caltrans
	Brianna DeLeon	McFarland
	Steve Gunnels	PlaceWorks
	David Deels	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 March 6, 2024

Committee Member Morales made a motion to approve the minutes of March 6, 2024; seconded by Committee Member Cobb, unanimously approved by voice vote.

IV. PUBLIC WORKSHOP/PUBLIC COMMENT 2024-2050 GROWTH FORECAST – DRAFT REPORT (Davisson)

Comment: Karl Davisson presented the Draft 2024-2050 Growth Forecast Report and answered questions.

Action: Committee Member Saldana made a motion to recommend the Transportation Planning Policy Committee adopt the countywide 2024-2050 Regional Growth Forecast for use in development of the 2026 Regional Transportation Plan; seconded by Committee Member Esselman, unanimously approved by a roll call vote.

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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

VI. REGIONAL EARLY ACTION PLANNING GRANT PROGRAM (REAP) FUNDING (Napier)

Comment: Ms. Napier informed the Committee that she met with the City of California City and that they have agreed to expend the funds allotted to them by the REAP Program.

Action: Information.

VII. ANNOUNCEMENTS

- KARGO C-CAMS – Mr. Ball informed the Committee that meetings are being scheduled.
- Braden Duran of Caltrans introduced David Deels who will be taking his place beginning next month.

VIII. MEMBER ITEMS

None

IX. ADJOURNMENT

With no other business, the meeting was adjourned at 1:50 p.m. The next scheduled meeting of the RPAC is April 1, 2024 (may be dark).



IV. RPAC

July 31, 2024

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi, Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
GENERAL PLAN LANDUSE AND CIRCULATION REQUEST

DESCRIPTION:

In support of development of the Regional Transportation Plan and distribution of the Regional Growth Forecast, Kern COG staff requests digital copies of each jurisdiction's general plan land use and circulation element maps.

DISCUSSION:

Consistent with the adopted Kern COG Policy & Procedures Manual Ch. 5, VIII, Regional Transportation Modeling section and the Regional Travel Modeling MOUs of 2004, general plan land use capacity data or "Build-out capacity" is used to distribute the forecasted County population, housing, and employment totals, and is revised in regular consultation with local planning departments. Up to date land use maps are used to more accurately reflect future growth in the regional land use model, Kern COG creates a generalized land use map based upon the various general and specific plans of each of the jurisdictions with land use authority in the Kern region.

Updated land use and circulation maps are needed from each jurisdiction based on approved plans in January 2024. Kern COG will be asking all incorporated cities and the County of Kern for their January 2024 general plan land use maps. This data will then be combined into a seamless dataset for use with Kern COG's land use and transportation modeling program.

At the January 31st Regional Planning Advisory Committee, Kern COG staff requested members to submit latest copies of local general plan, specific plan, and circulation element map files by April 3rd, 2024. Kern COG staff will present an update on the status of outstanding responses from members and latest data received.

ACTION:

Submit digital copies of local general plan, specific plan, and circulation element map files to Karl Davisson (661)635-2919 kdavisson@kerncog.org by August 15th, 2024.

Draft General/Specific Plan Update Schedule Matrix (Future Dates are Estimated)

Type of Document	Date of Document	General Plans	Land Use	Link/Source	Staff Contact
PDF	Feb-19	Arvin - GP	Amended in Feb 2019	https://www.dropbox.com/sh/g257e8p6oos77u8/AAAEFo_wzr?Wiu8dNLI7WCtk-a?dl=0	Mitzy Cuxum mcuxum@arvin.org ??? 661-606-6066
PDF & SHP		Metro Bakersfield GP			Karl Davissoo kdavisso@bakersfieldcity.us 661-326-3594 ???
PDF	Jan-09	California City - GP	Jan-09	https://www.californiacity-ca.gov/CC/index.php/planning/final-general-plan-2009-2028/download	Shawn Monk smonk@californiacity-ca.gov Office 760-373-7141 Temporary Cell 760-301-6197 ???
SHP	Don't know	Delano - GP	Don't know	Emailed files	Bill Card BCard@CityofDelano.org ??? Michael Glietz Michael.Glietz@okinc.com
		Maricopa - GP			Laura Robison LRobison_COM@bak.rr.com 661-769-8279 Eric Ziegler eziegler@bak.rr.com
PDF & SHP	Mar-20	McFarland	March 20 Draft	Emailed files	Alexander Lee alee@mcfarlandcity.org ???
PDF	Dec-09	Ridgecrest - GP		https://ridgecrest-ca.gov/172/Planning	Michael Winters mwinters@ridgecrest-ca.gov (760) 499-5087 Heather Spurlock hspurlock@ridgecrest-ca.gov (760)-499-5063 ???
		Downtown/Balsam - SP			
PDF & SHP	2020	Shafter - GP		https://shafter.maps.arcgis.com/apps/webappviewer/index.html?id=814dc758780f4a2cbadd2fb72c03e6f	Chris Schultz cschultz@shafter.com desk: (661) 746-5086 cell: (719) 930-3741 Suzanne Forest sforrest@shafter.com
PDF	Apr-17	Taft - GP	Apr-17	https://www.cityoftaft.org/documents.aspx	Mark Staples 661-763-3144 mstaples@cityoftaft.org
PDF	Jan-12	Tehachapi - GP		https://www.liveuptehachapi.com/DocumentCenter/View/3184/Combined-General-Plan-2015-reduced?bidId=	Kim Burnell kburnell@tehachapicityhall.com ???
PDF & SHP	Oct-16	Wasco - GP	Oct-16	Emailed files	Keri Cobb kecobb@cityofwasco.org Aurelio Garcia augarcia@cityofwasco.org
PDF & SHP	Jun-04	Kern - GP		https://kernplanning.com/planning/planning-documents/ https://kernplanning.com/planning/planning-documents/specific-plans/	Julie Williams WilliamsJ@kerncounty.com (661) 862-8884 Jeffrey Utterj@kerncounty.com

Specific Plans

Print	May-09	Kern - Tejon Mountain Village SP		
PDF	Feb-06	Shafter - Heritage Ranch SP		
PDF	Mar-05	Shafter - Mission Lakes SP		
PDF	Mar-05	Shafter - Coberly West SP		
PDF	Jul-06	Shafter - Orchard Park SP		
???		<u>OTHERS ?</u>		



V.
RPAC

July 31, 2024

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

FROM: Ahron Hakimi
Executive Director

BY: Rob Ball, Deputy Director/Planning Director
Rochelle Invina-Jayasiri, Regional Planner
Irene Enriquez, Regional Planner
Vincent Liu, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND
FEEDBACK MONITORING DATA - EMAIL REQUESTS DUE TO KERN COG
FRIDAY, SEPTEMBER 27, 2024

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 27, 2024

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 or Irene Enriquez - 661-635-2904, ienriquez@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, 2025, 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 or Susanne Campbell 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 2024

Attachment 2 – 2022 RTP/SCS Change in Daily Auto Miles Traveled

Attachment 3 – Kern Sub Area Index and Vehicle Miles Traveled Maps

ACTION: Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by Friday, September 27, 2024.

Attachment 1

Kern Sustainable Community Grant Resources
(Updated July 2024)

Program	Program Description	Resource and contact
Kern Council of Governments	- 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: - Travel modeling and GIS mapping support technical support - In-kind staff time in data collection/outreach to help match a sustainable planning grant - Grant writing assistance - Community bike and complete street plans - Community visioning/design workshops - Transportation impact fee programs - General plan circulation element updates - Transportation project development planning studies To support grant applications Kern COG posts regional plans, resources and toolkits on the Kern COG website www.kerncog.org. For example: - 2022 Regional Transportation Plan Chapter 4 - Sustainable Communities Strategy provides projects and strategies for implementing Kern efforts to reduce GHG emissions from passenger vehicles. - EV Charging Station Blueprint – 2019 Kern EVCS Blueprint, Kern COG will produce a 2024 EV Charging Station Blueprint in the coming year - Kern COG EV Charging Station Installation Resource List - 2023 Kern Medium-Duty and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprint featured five high-impact sites which may serve as	Email Request to Rob Ball rball@kerncog.org or Irene Enriquez ienriquez@kerncog.org due by Friday, September 27, 2024

	examples to follow. The five sites may be eligible for a new CEC funding program to be launched in Q2 or Q3. - 2018 Kern Regional Active Transportation Plan provides eligible bike and pedestrian projects for all jurisdictions in Kern. - 2020 Kern County Rural Alternative Transportation Plan provides transit ZEV projects for all outlying jurisdictions in Kern	
San Joaquin Valley Air Pollution Control District Grants and Incentive Programs	- Bike Paths provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths - E-Mobility Commerce provides funds to develop or expand electronic telecommunication services - Public Benefit provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems - Charge Up! Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use. - Plug in Electric Vehicle Resources Center provides information about plug-in electric vehicles including available incentive funding, charging infrastructure and locations, and the District's activities to increase and sustain electric vehicles in the Valley - Public Transportation Subsidy and Park & Ride Lots provides funds to subsidize transportation passes for bus, shuttle and commuter rail services. Funds are also available for the construction of park and ride lots - Emergency Vehicle Replacement Program, Alternate Fuel Mechanic Training - Heavy Duty Waste Haulers - School Bus Programs, AB 836 Wildfire Smoke 'Clean Air Centers' -are currently accepting applications	Grants Valley Air District - Some applications accepted year-round.
Eastern Kern Air Pollution Control District	- DMV Vehicle Voucher Program is ongoing with no application deadline. - \$4,000 funding available for the purchase of a Zero Emission Vehicle (ZEV) with an EPA Smog Score of 10 - DMV Grant Program (\$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. Applications opened annually and the program closed February 23, 2024. Check the website in late 2024 for the next round of funding.	Eastern Kern APCD Grants – Contact: 661-862-5250. Some grant funds are distributed annually.

Kern County Air Pollution Mitigation Fund	For projects designed to reduce particulate or ozone air pollution in Kern and is administered by the Rose Foundation for Sierra Club.	KC Air Pollution Mitigation Fund
Caltrans Sustainable Transportation Planning Grants FY 2025-2026	The Sustainable Transportation Planning Grant Program includes Sustainable Communities Grants, Climate Adaptation Planning Grant, Strategic Partnerships Grants - Call for applications September 2024 and grant application deadline in November 2024. Applicants are encouraged to visit the California Grants Portal and subscribe to receive notifications about State funding opportunities.	Sustainable Transportation Planning Grants Caltrans
Caltrans 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	Caltrans Transportation Planning Resources
Active Transportation Program (ATP)	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.	Active Transportation Program (ATP) Caltrans
FHWA Charging and Fueling Infrastructure (CFI) Discretionary Grant Program	Funds the strategic deployment of publicly accessible electric vehicle charging and alternative fueling infrastructure where people work and live. Applications are due by August 28, 2024.	CFI - Environment - FHWA (dot.gov)
California Housing and Community Development Department (HCD)	The California Department of Housing and Community Development (HCD) has a list of housing programs that currently have funding available. - Super NOFA - Announced May 2023 and closed July 12, 2023, combined four programs into one application: Multifamily Housing Program (MHP), Infill Infrastructure Grant (IIG) Program, Veteran's Housing and Homelessness Prevention (VHHP) Program, and Joe Serna, Jr. Farmworker Housing Grant (FWHG) Program. Super NOFA California Department of Housing and Community Development	Grants & Funding California Department of Housing and Community Development

California Housing and Community Development Department Affordable Housing and Sustainable Communities (AHSC)	Program make it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. AHSC Round 8 is processing on schedule. NOFA released in January 2024 with applications due on March 19, 2024.	California Department of Housing and Community Development AHSC
Strategic Growth Council (SGC) Transformative Climate Communities (TCC)	Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The SGC Round 4 application process closed on July 1, 2022, with awards scheduled to be approved in October 2022. The TCC Program does not currently have funding allocated a fifth round of awards	SGC Transformative Climate Communities
California Natural Resources Agency	The California Natural Resources Agency Bonds and Grant unit administers various programs. They offer listserv registration for some program notifications. For instance, the Environmental Enhancement and Mitigation Program is an annual program (solicitation closed for 2022) offering grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Visit the website to obtain information about the various programs (including an extensive 43-page list of “other” funding programs), project eligibility requirements and application due dates.	CA Natural Resources Grant Programs
California Air Resources Board	Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates.	Incentives California Air Resources Board
California Energy Commission	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.	CEC Funding Opportunities (ca.gov)
United States Department of Energy	Energy Efficiency & Renewable Energy Alternative Fuels Data Center - California Transportation Data for Alternative Fuels and Vehicles - Find transportation data and information about alternative fuels and advanced	Alternative Fuels Data Center: California Laws and Incentives (energy.gov)

	vehicles in California, including laws and incentives, fueling stations, fuel prices, and more: AFDC California	
US Department of Transportation – Federal Railroad Administration	Railroad Crossing Elimination Grant Program - This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods. Applications are due no later than 11:59 pm ET on September 23, 2024.	US DOT Railroad Grant Program
Federal Highway Administration	- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance). - Nationally Significant Multimodal Freight and Highway Projects (INFRA) provides grants for multimodal freight and highway projects of national or regional significance. - National Infrastructure Project Assistance Program (MEGA) 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. - Rural Surface Transportation Grant Program provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. - Safe Streets and Roads for All 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). Applications for Planning and Demonstration Grants due 5 p.m. (EDT) August 29, 2024. - Bridge Investment Program 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. - Reconnecting Communities Pilot Program – Planning Grants provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development.	US DOT Grants

	- <u>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</u> 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. - <u>Tribal High Priority Projects Program</u> provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable. - <u>National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant</u> provides 10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. - <u>Charging and Fueling Infrastructure Grants Program (Community Charging)</u> 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. Applications are due by August 28, 2024. - <u>Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</u> provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands. - <u>Wildlife Crossings Pilot Program</u> 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. The deadline to apply for FY23 funding via grants.gov is September 23, 2024, at 11:59 p.m. ET. - <u>National Culvert Removal, Replacement, and Restoration Grants</u> provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish. The deadline to apply for FY23 funding via grants.gov is September 23, 2024, at 11:59 p.m. ET.	
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	- <u>Advanced Transportation Technologies and Innovative Mobility Deployment</u> (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program) provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment. - <u>Accelerated Innovation Deployment (AID) Demonstration Program</u> provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	
California Grants Portal	The California Grants Portal (a project by the <u>California State Library</u>) is your one destination to find all grants and loans offered on a competitive or first-come basis by California state agencies.	<u>CA Grants Portal</u>

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.

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

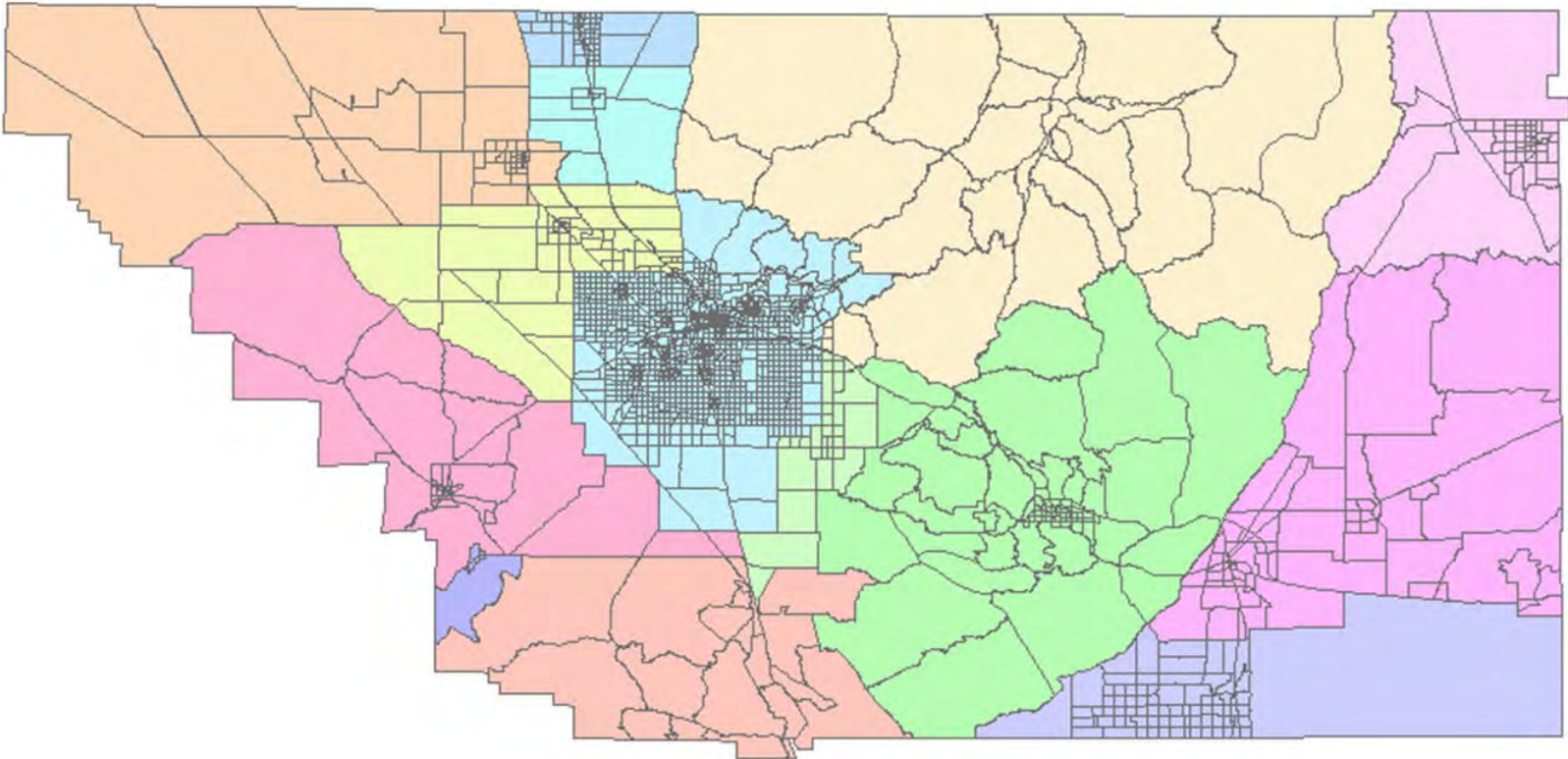
2022 RTP Change in Daily Auto Miles Traveled Compared to the Old Plan

		RSA VMT			Persons = Household Population + Employment (by place of work)			Auto Miles Traveled/Person			% Change from Base 2020		Progress Compare d to Old Plan
			2046 Old			2046 Old			2046 Old		2020 & 2046	2020 & 2046	
		2020	Plan	2046 Plan	2020	Plan	2046 Plan	2020	Plan	2046 Plan	Old Plan	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%
	Total / Average:	30,217,561	38,240,107	38,745,291	1,209,973	1,581,100	1,596,578	24.97	24.19	24.27	-3.2%	-2.8%	0.3%
16	Gateway	9,085,626	9,971,386	10,338,693									
	All Travel	39,303,187	48,211,493	49,083,984									

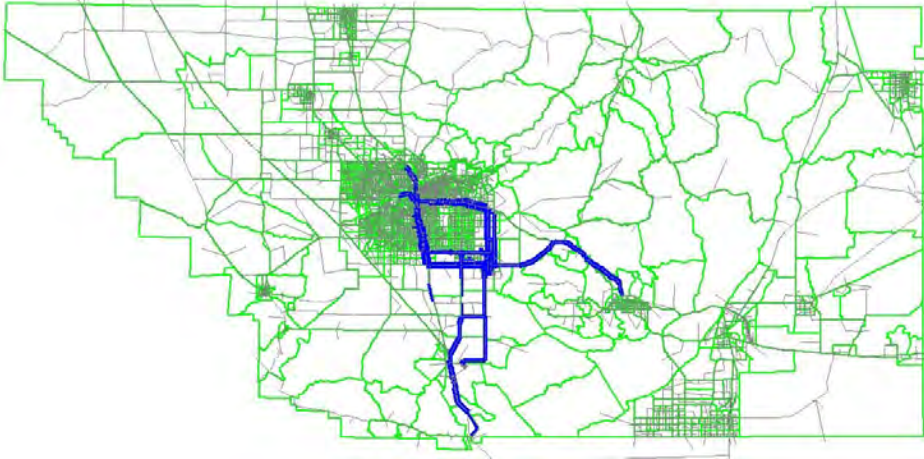
Note that this reporting is voluntary and for advisory purposes only. Future year values are estimated based on the latest land use assumptions and are updated every four years. These assumptions can vary widely from year to year based on recent changes in the local development activity and other variables. 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

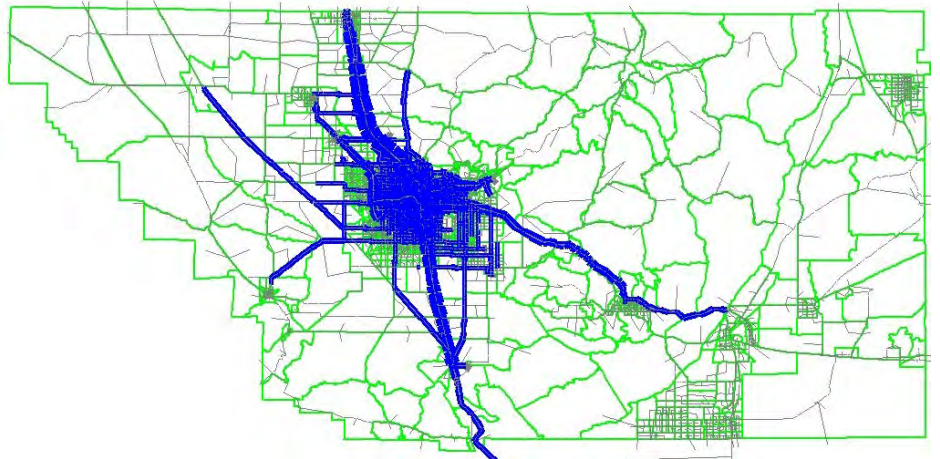
Transportation Analysis Zones (TAZs) by Regional Statistical Areas (RSAs)



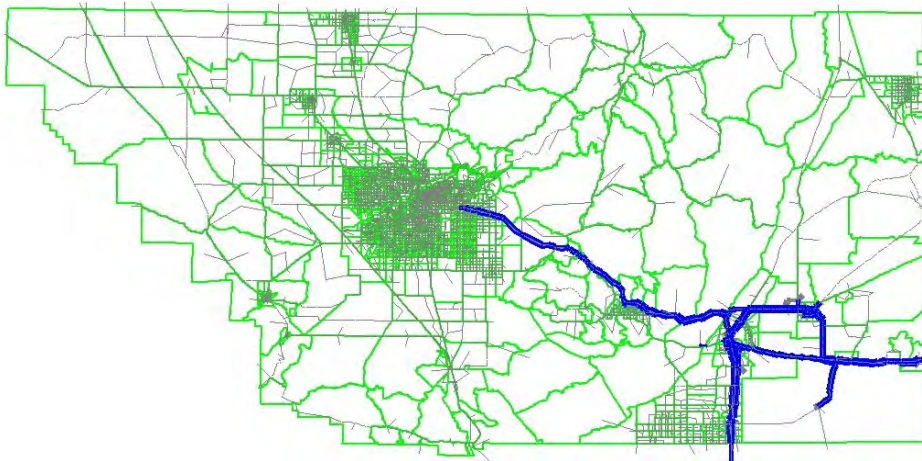
Greater Arvin



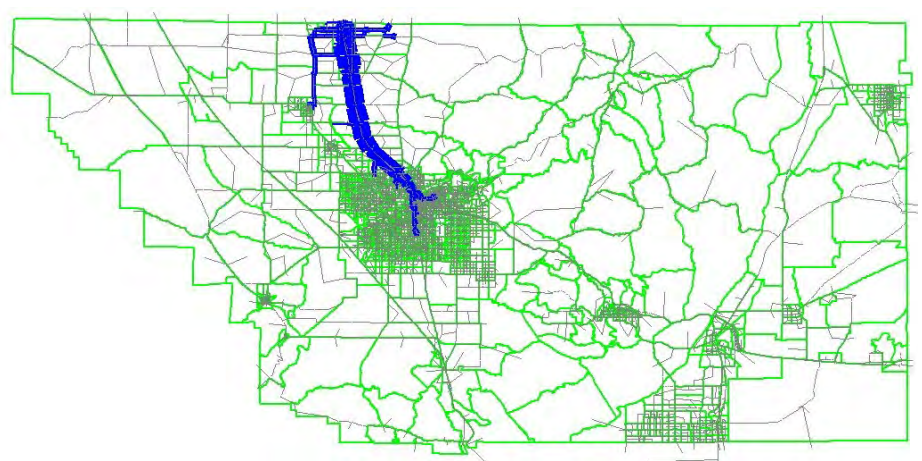
Greater Bakersfield



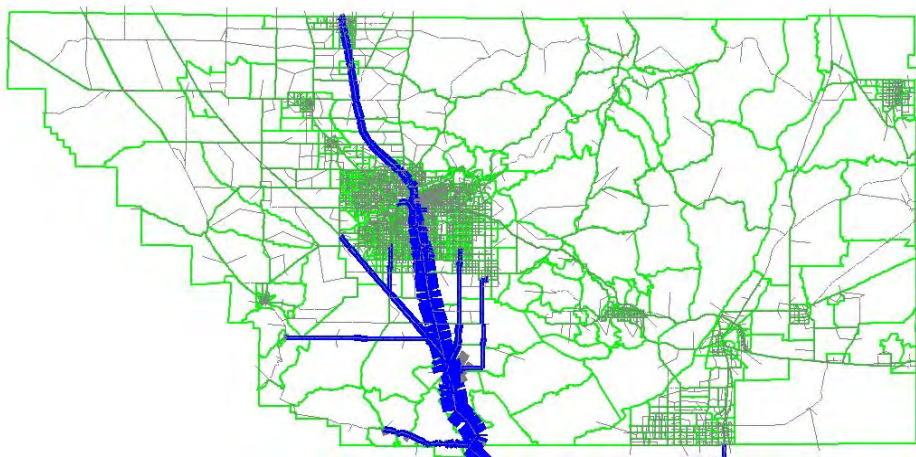
Greater California City / Mojave



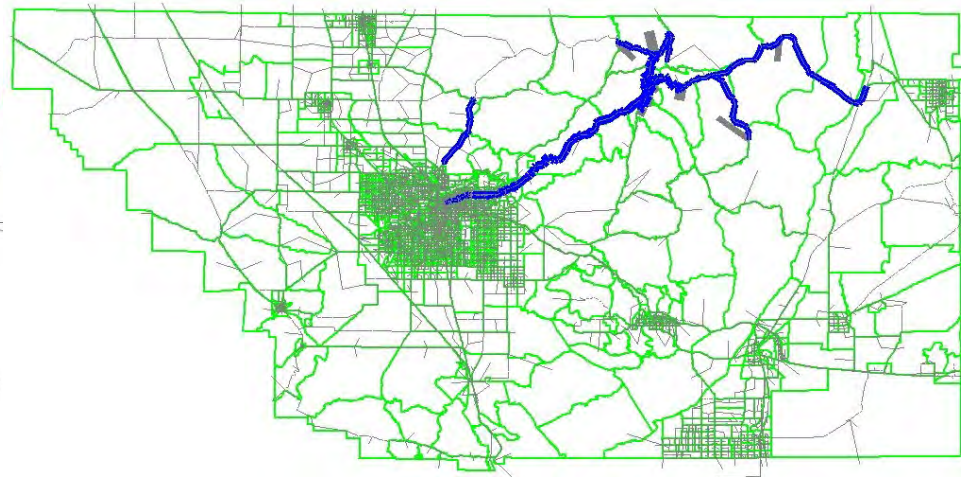
Greater Delano



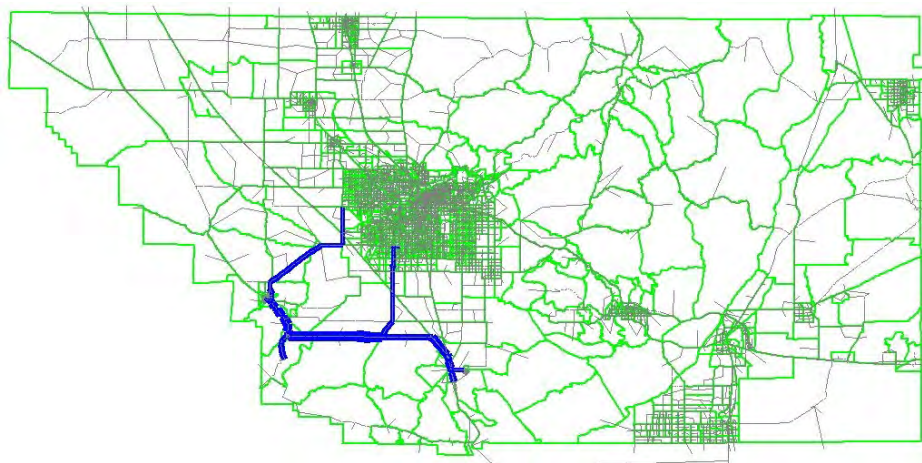
Greater Frasier Park



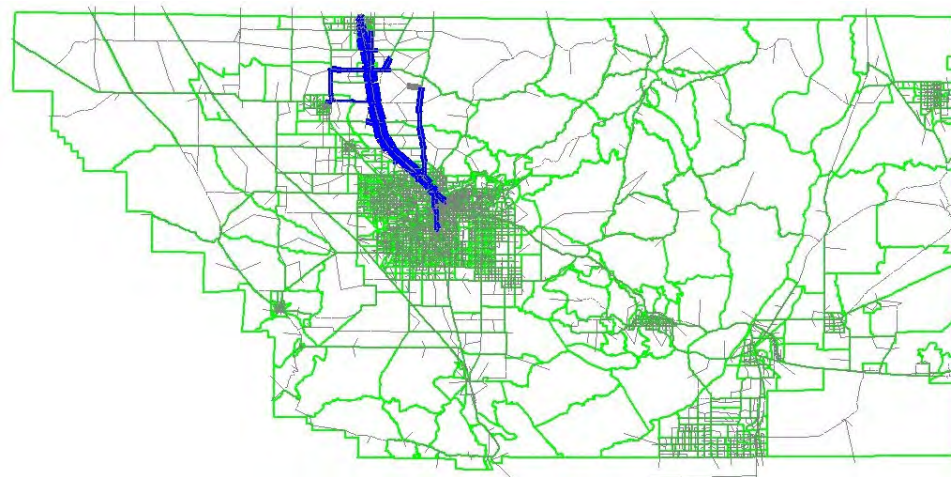
Greater Lake Isabella



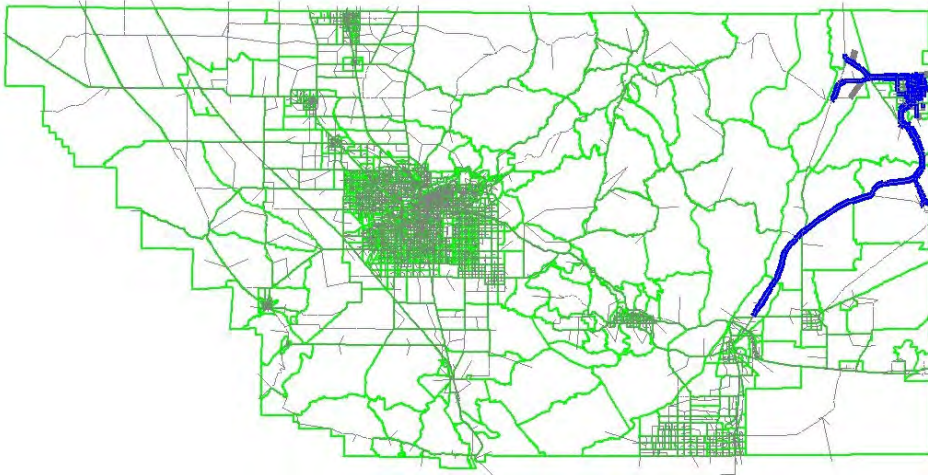
Greater Maricopa



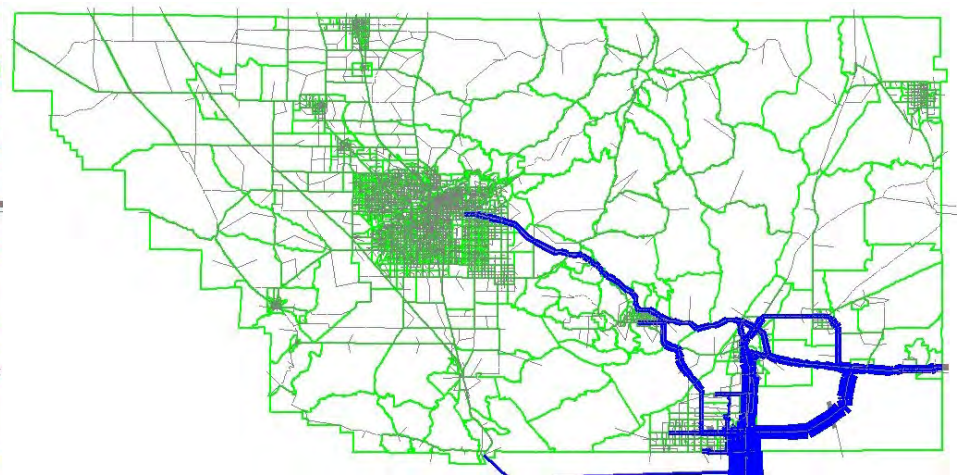
Greater McFarland



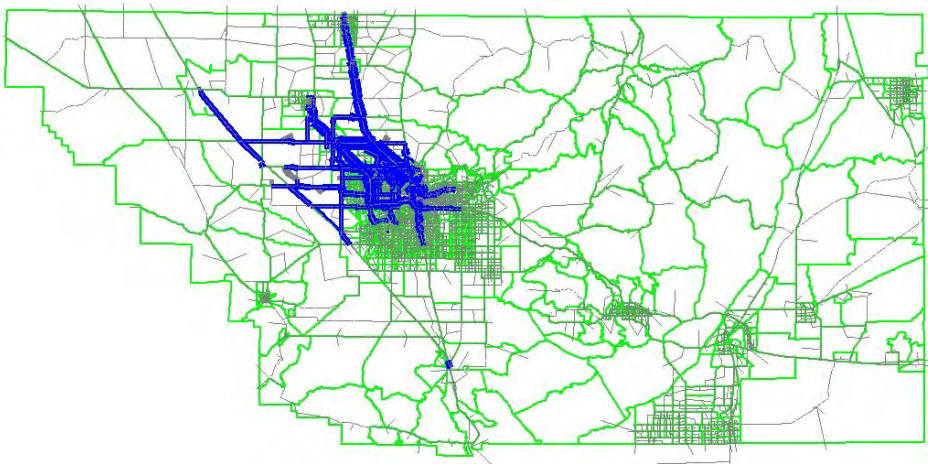
Greater Ridgecrest



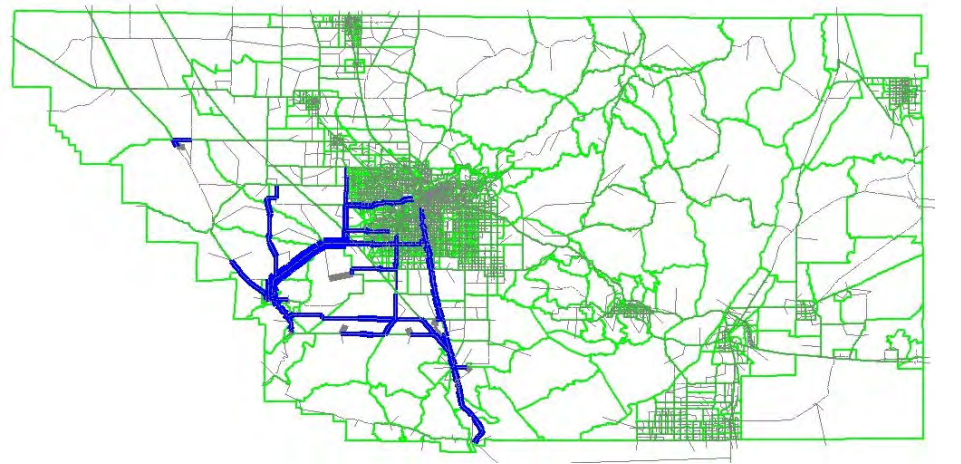
Greater Rosamond



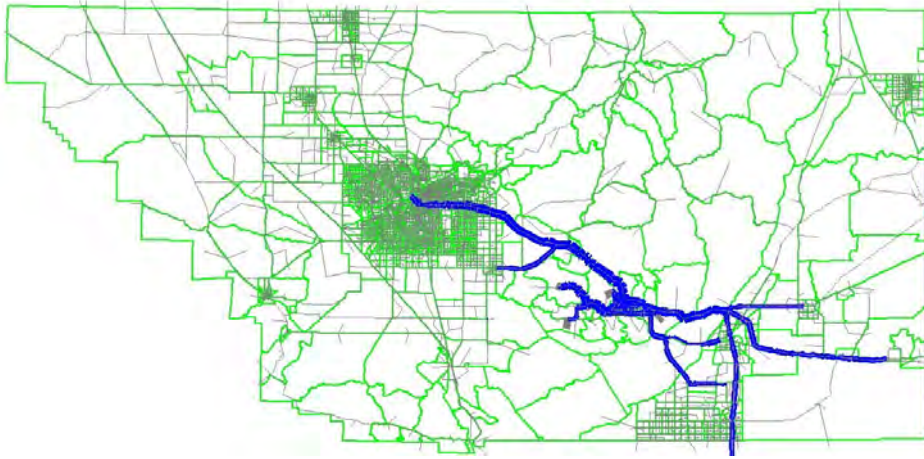
Greater Shafter



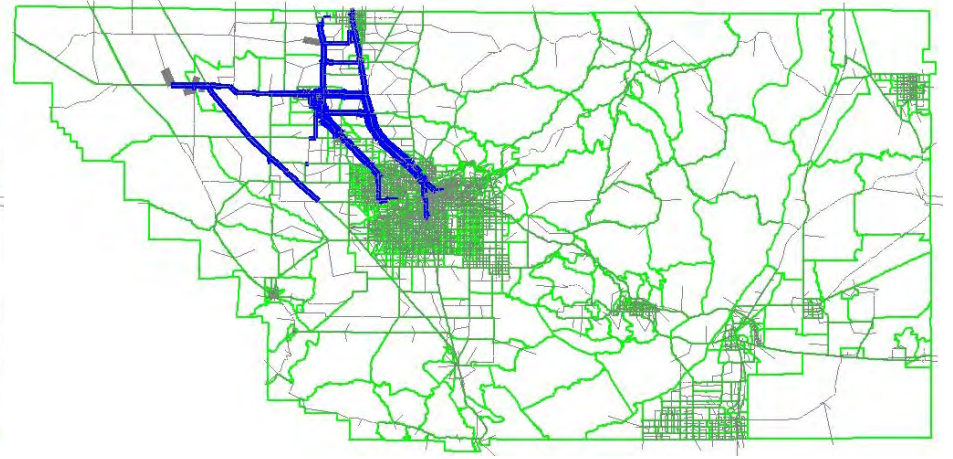
Greater Taft



Greater Tehachapi



Greater Wasco





VI. RPAC

July 31, 2024

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Becky Napier, Deputy Director - Administration

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
REGIONAL EARLY ACTION PLANNING 2.0 REVISED GRANT FUNDING

DESCRIPTION:

The California Department of Housing and Community Development (HCD) advised Kern COG on July 16, that with the enrollment of the state budget bill, they now know that the REAP 2.0 program's MPO allocation has been restored above prior proposed levels, but ultimately has been reduced by \$30M. The funding reduction will be applied evenly to all REAP 2.0 MPO applicants. The revised allocations can be seen in the Excel spreadsheet included below. HCD will now begin processing reimbursement requests, and will process up to 94.1% of original awards.

DISCUSSION:

The REAP 2.0 team at HCD will be reaching out to the MPOs to begin the process of amending the standard agreements. Contracts will be amended for revised contract amounts and obligation deadline. MPOs should identify and seek approval for any changes needed to project scope, budgets, and timelines associated with the allocation reduction.

Funding Allocations

REAP 2.0 - Updated MPO Allocations			
MPO		Previous Allocation	Revised Allocation
AMBAG	Association of Monterey Bay Area Governments	10,133,742.41	9,537,639.92
BCAG	Butte County Association of Governments	2,944,762.37	2,771,541.05
Fresno COG	Fresno Council of Governments	13,633,148.06	12,831,198.17
Kern COG	Kern Council of Governments	12,670,717.96	11,925,381.61
Kings CAG	Kings County Association of Governments	2,060,590.24	1,939,379.05
Madera CTC	Madera County Transportation Commission	2,213,724.74	2,083,505.64
Merced CAG	Merced County Association of Governments	3,912,152.75	3,682,026.12
MTC	Metropolitan Transportation Commission	102,842,103.03	96,792,567.56

SACOG	Sacramento Area Council of Governments	33,727,893.48	31,743,899.75
SANDAG	San Diego Association of Governments	43,037,322.72	40,505,715.50
SJCOG	San Joaquin Council of Governments	10,612,514.62	9,988,249.05
SLOCOG	San Luis Obispo Council of Governments	3,539,684.58	3,331,467.84
SBCAG	Santa Barbara County Association of Governments	5,839,412.28	5,495,917.44
Shasta RTA	Shasta County Regional Transportation Agency	2,243,909.07	2,111,914.42
SCAG	Southern California Association of Governments	246,024,084.00	231,552,079.05
Stan COG	Stanislaus Council of Governments	7,535,242.05	7,091,992.52
Tahoe RPA	Tahoe Regional Planning Agency	604,134.15	568,596.85
Tulare CAG	Tulare County Association of Governments	6,424,861.49	6,046,928.46

Proposed Kern COG Sub Allocation

Project	Original Sub Allocation	Revised Sub Allocation
Wasco Alley Rehabilitation for ADUs	750,000	705,882
Shafter Tract 6713	230,235	216,692
Bakersfield Senior Center Affordable Housing & Facility	6,000,000	5,647,059
Arvin "Keeping it Green in the San Joaquin"	5,690,482	5,355,748
Total	\$12,670,717	\$11,925,381

Moving forward, Kern COG will work with HCD to update the Standard Agreement, submit all documents needed to access the funding and produce Agreements with the four entities for sub allocation of the funds.

ACTION:

Recommend that the Kern COG Board approve the revised Kern COG suballocation of the REAP 2.0 funds in the amount of \$11,925,381. ROLL CALL VOTE.



VII. RPAC

July 31, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director/Planning Director
Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VII.
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.

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.

June 28, 2024 – Kern COG submitted to the California Air Resources Board (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 as part of the Kern Area Regional Goods-movement Operations (KARGO) Study. The latest KARGO Study will feed into the 2026 RTP and host series of outreach events to collect input of the study in coordination with the 2026 RTP development. At the roundtable meeting attendees from 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 updates 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 - ARB staff announced at the quarterly San Joaquin Valley Inter-Agency Consultation meeting that Kern, Stanislaus, and Tulare COGs have received their approval 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.

July 13, 2023 - ARB staff emailed Kern COG and the California, the final acceptance letter is still working its way through upper management reviews and may not be issued till September due to staffing and vacation issues.

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.kerncoq.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 of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023, and signed by the Chair. The letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for 45-day public review period to be concluded on June 15. In addition, the Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their 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 the Kern COG’s chair’s signature be approved by the Kern COG Board,

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. One final methodology issue remains out of 27 identified in CARB’s January 20th memorandum. Additional adjustments were made to the elasticity used to adjust the hybrid NCST tool method used by Fresno COG. Documentation of the adjustment was submitted to ARB on April 18, 2023. 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.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm>. Kern COG’s April target recommendation letter is located on page B-143 of the ARB staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf. Kern COG and the 8 San Joaquin Valley COG’s prepared individual letters and a joint comment letter. The letters

document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

Preliminary Timeline 2026 RTP/SCS

- ~~June 2023~~ — ~~Update Public Involvement Procedure~~
- ~~July 2023~~ — ~~Stakeholder roundtable process to vet outreach and performance measures~~
- ~~October 17, 2023~~ — ~~Comment Due on Early Draft 2026 Capital Improvement Program~~
- ~~April 2024~~ — ~~Regional Growth Forecast Update~~
- ~~June 11, 2024, Friday, 7-10am~~ — ~~Bakersfield Downtown Transit Ctr.~~ — ~~Long-Range Transit Plan Update walk-up event~~
- ~~June 11, 2024, Friday, 2-5pm~~ — ~~Bakersfield SW Transit Ctr. at Valley Plaza~~ — ~~Long-Range Transit Plan walk-up event~~
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- **July 24, 2024, Wednesday, 3-5pm, Cummings Valley Elementary, 24220 Bear Valley Rd, Tehachapi** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo> . Zoom link: https://us02web.zoom.us/webinar/register/WN_dC8-SKemRvucicdiNJGfhq
- **July 29, 2024 Noon-2pm, Tejon Indian Tribe** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo>. Zoom link: https://us02web.zoom.us/webinar/register/WN_axMEHar-S-SbzH1jCsy1Cq
- **July 30, 2024, Tuesday, 11am-1pm, Rosamond CSD, 3179 35th St. W., Rosamond** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo>. Zoom link : https://us02web.zoom.us/webinar/register/WN_8-gTdwCBTn6GG1XBb1ngWg
- **August 2, 2024, 6-8pm, Center for Race, Poverty, Environment, 1012 Jefferson St #2, Delano** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo>. Zoom link: https://us02web.zoom.us/webinar/register/WN_axMEHar-S-SbzH-1jCsy1Cq
- September each year – Technical Assistance Requests to Kern COG Due
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.



August 26, 2024

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: SEPTEMBER 4, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, September 4, 2024, has been cancelled.

The Cancellation Notice can be found on the Kern COG website:

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

The next regularly scheduled meeting is October 2, 2024.



September 4, 2024

TO: Regional Planning Advisory Committee (RPAC)

FROM: Ahron Hakimi,
Executive Director

BY: Rob Ball, Deputy Director/Planning Director
Rochelle Invina-Jayasiri, Regional Planner
Irene Enriquez, Regional Planner
Vincent Liu, Regional Planner



SUBJECT: **INFORMATION ITEM 1.**

Sustainable Community Grants/COG Assistance Requests and Feedback
Monitoring Data - **Email Requests Due to Kern COG Friday, September 27,
2024**

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 27, 2024

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 or Rochelle Invina-Jayasiri - 661-635-2908, 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, 2025, 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 or Susanne Campbell 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 – August 2024

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 August 2024)

Program	Program Description	Resource and contact
Kern Council of Governments	- 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: - Travel modeling and GIS mapping support technical support - In-kind staff time in data collection/outreach to help match a sustainable planning grant - Grant writing assistance - Community bike and complete street plans - Community visioning/design workshops - Transportation impact fee programs - General plan circulation element updates - Transportation project development planning studies To support grant applications Kern COG posts regional plans, resources and toolkits on the Kern COG website www.kerncog.org. For example: - 2022 Regional Transportation Plan Chapter 4 - Sustainable Communities Strategy provides projects and strategies for implementing Kern efforts to reduce GHG emissions from passenger vehicles. - EV Charging Station Blueprint – 2019 Kern EVCS Blueprint, Kern COG will produce a 2024 EV Charging Station Blueprint in the coming year - Kern COG EV Charging Station Installation Resource List - 2023 Kern Medium-Duty and Heavy-Duty Zero-Emission Vehicle Infrastructure Blueprint featured five high-impact sites which may serve as	Email Request to Rob Ball rball@kerncog.org or Rochelle Invina-Jayasiri rinvina@kerncog.org due by Friday, September 27, 2024

	examples to follow. The five sites may be eligible for a new CEC funding program to be launched in Q2 or Q3. - 2018 Kern Regional Active Transportation Plan provides eligible bike and pedestrian projects for all jurisdictions in Kern. - 2020 Kern County Rural Alternative Transportation Plan provides transit ZEV projects for all outlying jurisdictions in Kern	
San Joaquin Valley Air Pollution Control District Grants and Incentive Programs	- Bike Paths provides funds to establish bicycle infrastructure such as Class I or Class II bicycle paths - E-Mobility Commerce provides funds to develop or expand electronic telecommunication services - Public Benefit provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems - Charge Up! Provides funds for businesses and public agencies to purchase and install electric vehicle chargers for public use. - Plug in Electric Vehicle Resources Center provides information about plug-in electric vehicles including available incentive funding, charging infrastructure and locations, and the District's activities to increase and sustain electric vehicles in the Valley - Public Transportation Subsidy and Park & Ride Lots provides funds to subsidize transportation passes for bus, shuttle and commuter rail services. Funds are also available for the construction of park and ride lots - Emergency Vehicle Replacement Program, Alternate Fuel Mechanic Training - Heavy Duty Waste Haulers - School Bus Programs, AB 836 Wildfire Smoke 'Clean Air Centers' -are currently accepting applications	Grants Valley Air District- Some applications accepted year-round.
Eastern Kern Air Pollution Control District	- DMV Vehicle Voucher Program is ongoing with no application deadline. - \$4,000 funding available for the purchase of a Zero Emission Vehicle (ZEV) with an EPA Smog Score of 10 - DMV Grant Program (\$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. Applications opened annually and the program closed February 23, 2024. Check the website in late 2024 for the next round of funding.	Eastern Kern APCD Grants Contact: 661-862-5250 Some grant funds are distributed annually.

Kern County Air Pollution Mitigation Fund	For projects designed to reduce particulate or ozone air pollution in Kern and is administered by the Rose Foundation for Sierra Club.	KC Air Pollution Mitigation Fund
Caltrans Sustainable Transportation Planning Grants FY 2025-2026	The Sustainable Transportation Planning Grant Program includes Sustainable Communities Grants, Climate Adaptation Planning Grant, Strategic Partnerships Grants - Call for applications September 2024 and grant application deadline in November 2024. Applicants are encouraged to visit the California Grants Portal and subscribe to receive notifications about State funding opportunities.	Sustainable Transportation Planning Grants Caltrans
Caltrans 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	Caltrans Transportation Planning Resources
Active Transportation Program (ATP)	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.	Active Transportation Program (ATP) Caltrans
California Housing and Community Development Department (HCD)	The California Department of Housing and Community Development (HCD) has a list of housing programs that currently have funding available. - Super NOFA - Announced May 2023 and closed July 12, 2023, combined four programs into one application: Multifamily Housing Program (MHP), Infill Infrastructure Grant (IIG) Program, Veteran's Housing and Homelessness Prevention (VHHP) Program, and Joe Serna, Jr. Farmworker Housing Grant (FWHG) Program. Super NOFA California Department of Housing and Community Development	Grants & Funding California Department of Housing and Community Development
California Housing and Community Development Department	Program make it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. AHSC Round 8 is processing on schedule. NOFA released in January 2024 with applications due on March 19, 2024.	California Department of Housing and Community Development AHSC

Affordable Housing and Sustainable Communities (AHSC)		
Strategic Growth Council (SGC) Transformative Climate Communities (TCC)	Program empowers the communities most impacted by pollution to choose their own goals, strategies, and projects to reduce greenhouse gas emissions and local air pollution. The SGC Round 5 application process closed on August 1, 2023, with awards approved in December 2023. The TCC Program does not currently have funding allocated a fifth round of awards	SGC Transformative Climate Communities
California Natural Resources Agency	The California Natural Resources Agency Bonds and Grant unit administers various programs. They offer listserv registration for some program notifications. For instance, the Environmental Enhancement and Mitigation Program is an annual program (solicitation closed for 2022) offering grants to local, state and federal governmental agencies and to nonprofit organizations for projects to mitigate the environmental impacts caused by new or modified public transportation facilities. Visit the website to obtain information about the various programs (including an extensive 43-page list of “other” funding programs), project eligibility requirements and application due dates.	CA Natural Resources Grant Programs
California Air Resources Board	Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates.	Incentives California Air Resources Board
California Energy Commission	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.	CEC Funding Opportunities (ca.gov)
United States Department of Energy	Energy Efficiency & Renewable Energy Alternative Fuels Data Center - 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: AFDC California	Alternative Fuels Data Center: California Laws and Incentives (energy.gov)
US Department of Transportation –	Railroad Crossing Elimination Grant Program - This program provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on	US DOT Railroad Grant Program

Federal Railroad Administration	improving the safety and mobility of people and goods. Applications are due no later than 11:59 pm ET on September 23, 2024.	
Federal Highway Administration	- <u>Rebuilding American Infrastructure with Sustainability and Equity (RAISE)</u> provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance). - <u>Nationally Significant Multimodal Freight and Highway Projects (INFRA)</u> provides grants for multimodal freight and highway projects of national or regional significance. - <u>National Infrastructure Project Assistance Program (MEGA)</u> 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. - <u>Rural Surface Transportation Grant Program</u> provides grants for projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. - <u>Safe Streets and Roads for All</u> 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). Applications for Planning and Demonstration Grants due 5 p.m. (EDT) August 29, 2024. - <u>Bridge Investment Program</u> 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. - <u>Reconnecting Communities Pilot Program</u> – Planning Grants provides grants for feasibility studies and other planning activities for projects to restore community connectivity by removing, retrofitting, or mitigating highways or other transportation facilities that create barriers to community connectivity, including to mobility, access, or economic development. The deadline for applications is 11:59 p.m. ET on September 30, 2024 - <u>Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Discretionary Grants</u> provides grants for activities that enable communities to address vulnerabilities to current and future weather events, natural disasters, and changing conditions, including sea level	<u>US DOT Grants</u>

	rise, and plan transportation improvements and emergency response strategies to address those vulnerabilities. - <u>Tribal High Priority Projects Program</u> provides grants to Indian Tribes or a governmental subdivision of an Indian Tribe whose annual allocation of funding received under the Tribal Transportation Program is insufficient to complete the highest priority project of the Tribe, or to any Tribe that has an emergency or disaster occur on a Tribal transportation facility that renders the facility impassible or unusable. - <u>National Electric Vehicle Infrastructure (NEVI) Set-aside Discretionary Grant</u> provides 10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. - <u>Charging and Fueling Infrastructure (CFI) Grants Program (Community Charging)</u> 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. Applications are due by August 28, 2024. - <u>Nationally Significant Federal Lands and Tribal Projects (NSFLTP) Program</u> provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands. - <u>Wildlife Crossings Pilot Program</u> 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. The deadline to apply for FY23 funding via grants.gov is September 23, 2024, at 11:59 p.m. ET. - <u>National Culvert Removal, Replacement, and Restoration Grants</u> provides grants to fund projects for the replacement, removal, and repair of culvert or weirs that would meaningfully improve or restore fish passage for anadromous fish. The deadline to apply for FY23 funding via grants.gov is September 23, 2024, at 11:59 p.m. ET. - <u>Advanced Transportation Technologies and Innovative Mobility Deployment</u> (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program) provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency,	
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	system performance, intermodal connectivity, and infrastructure return on investment. - Accelerated Innovation Deployment (AID) Demonstration Program provides grants to support the pilot/demonstration of innovations on projects, in areas such as planning, financing, operations, pavements, structures, materials, environment, and construction.	
California Grants Portal	The California Grants Portal (a project by the California State Library) is your one destination to find all grants and loans offered on a competitive or first-come basis by California state agencies.	CA Grants Portal

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.

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

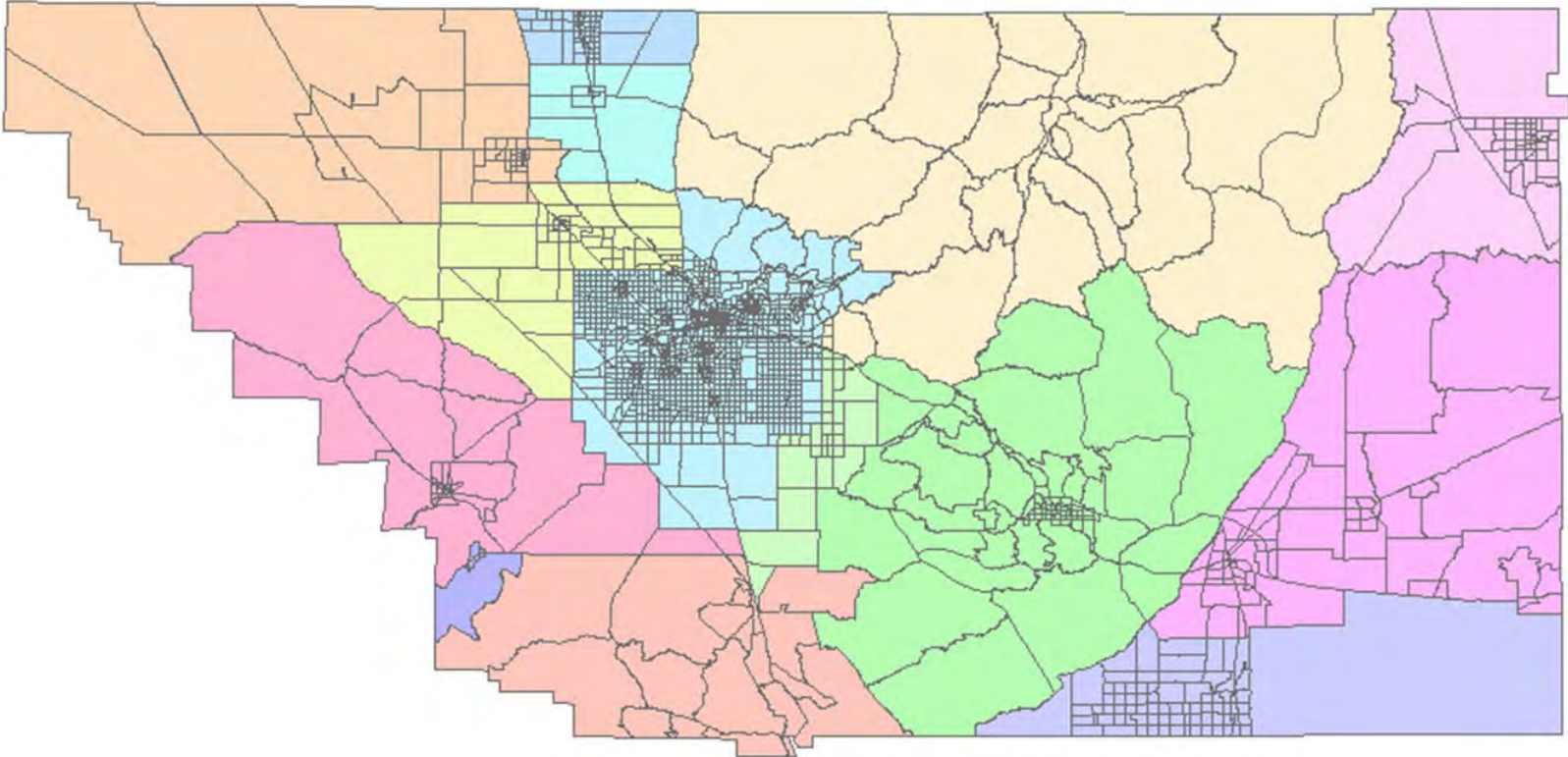
2022 RTP Change in Daily Auto Miles Traveled Compared to the Old Plan

		RSA VMT			Persons = Household Population + Employment (by place of work)			Auto Miles Traveled/Person			% Change from Base 2020		Progress Compare d 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%
	Total / Average:	30,217,561	38,240,107	38,745,291	1,209,973	1,581,100	1,596,578	24.97	24.19	24.27	-3.2%	-2.8%	0.3%
16	Gateway	9,085,626	9,971,386	10,338,693									
	All Travel	39,303,187	48,211,493	49,083,984									

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.

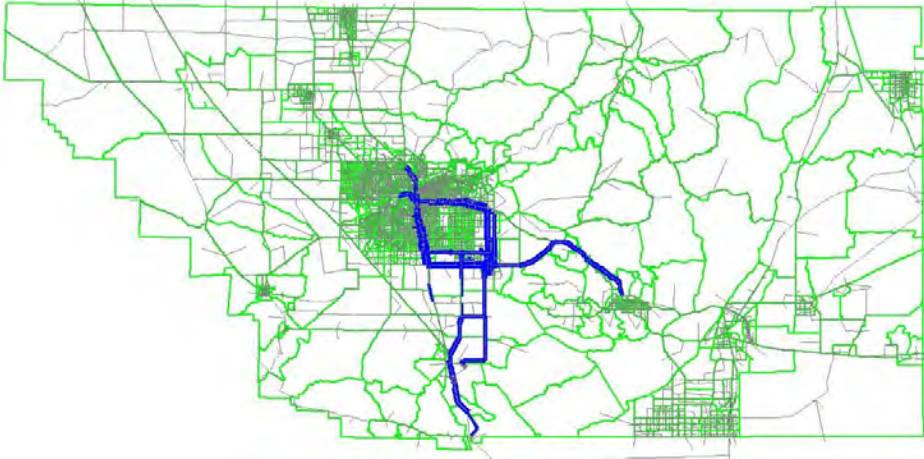
Attachment 3 – Map of Sub Areas

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

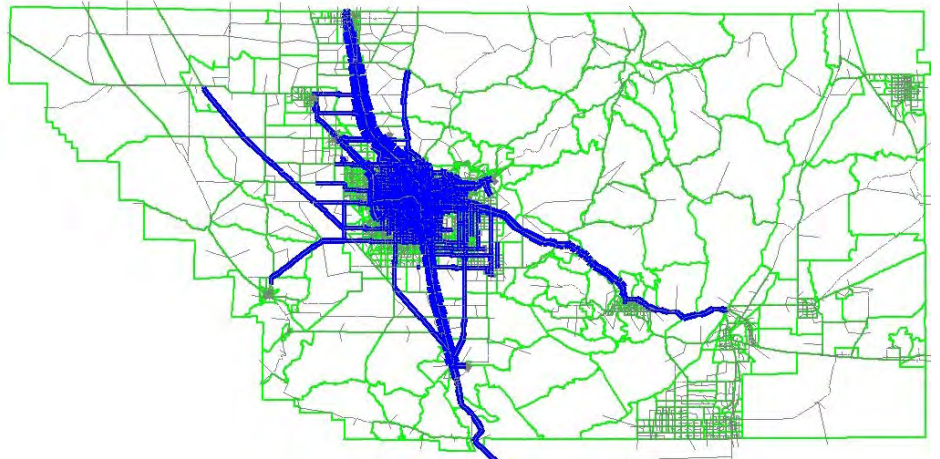


- | | | | |
|-------------------------|-----------------------|--------------------|-------------------|
| Greater Arvin | Greater Frazier Park | Greater Ridgecrest | Greater Taft |
| Metro Bakersfield | Greater Lake Isabella | Greater Rosamond | Greater Tehachapi |
| Greater Cal City/Mojave | Greater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

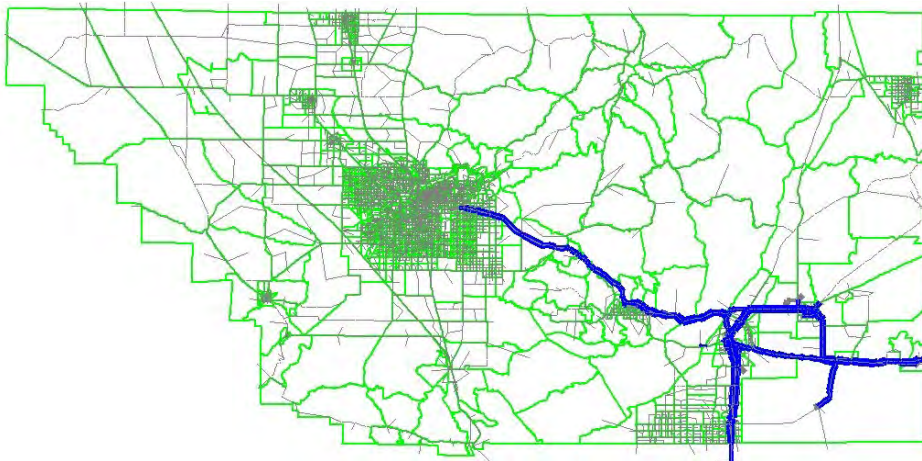
Greater Arvin



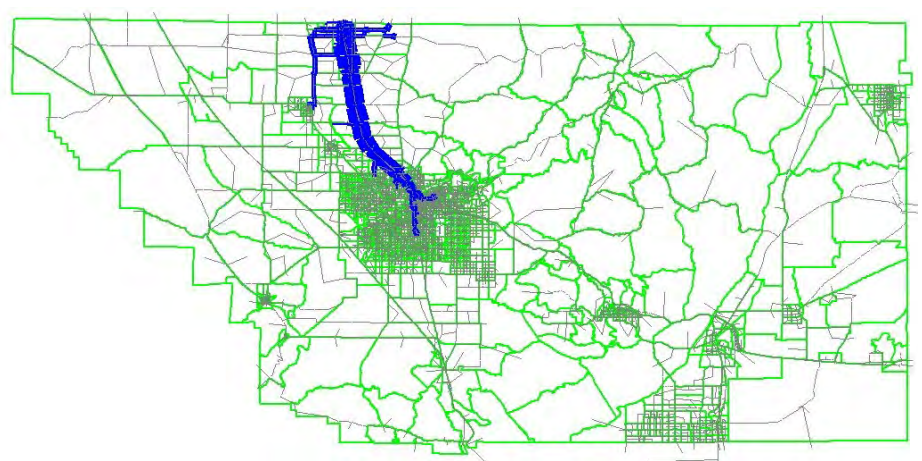
Greater Bakersfield



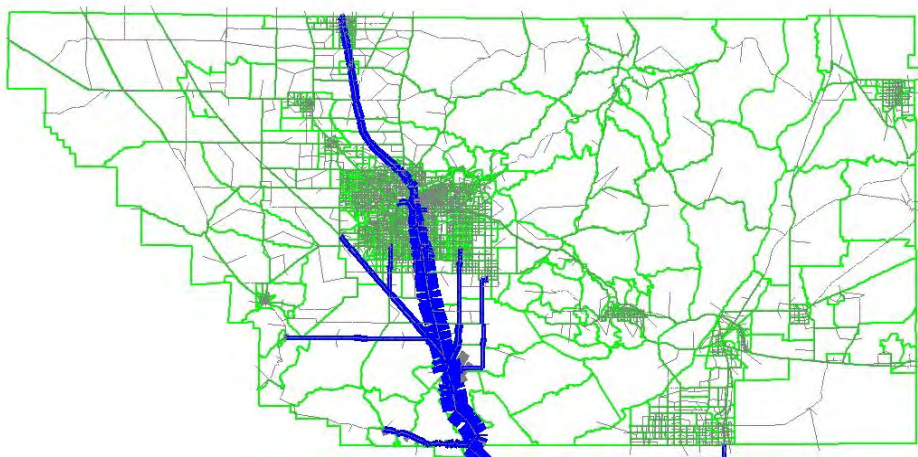
Greater California City / Mojave



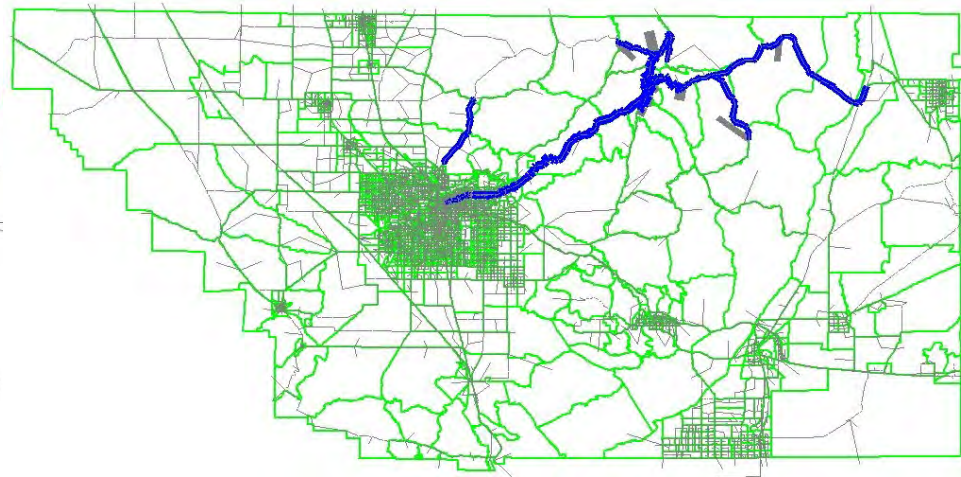
Greater Delano



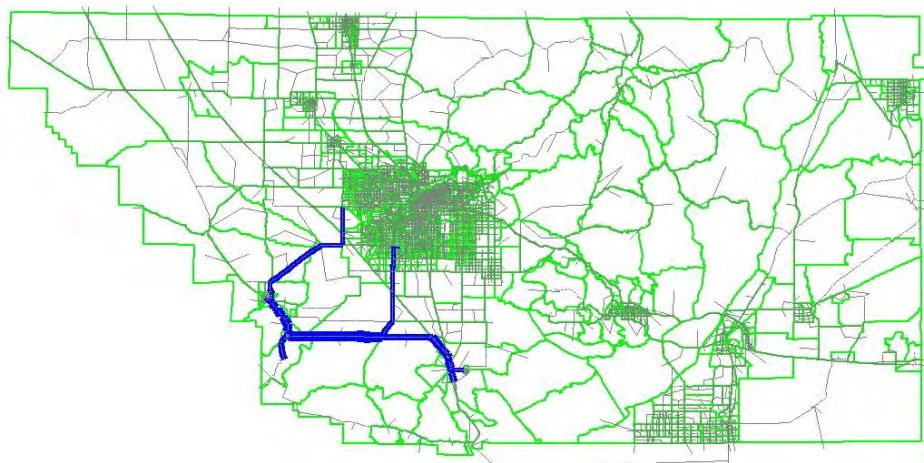
Greater Frasier Park



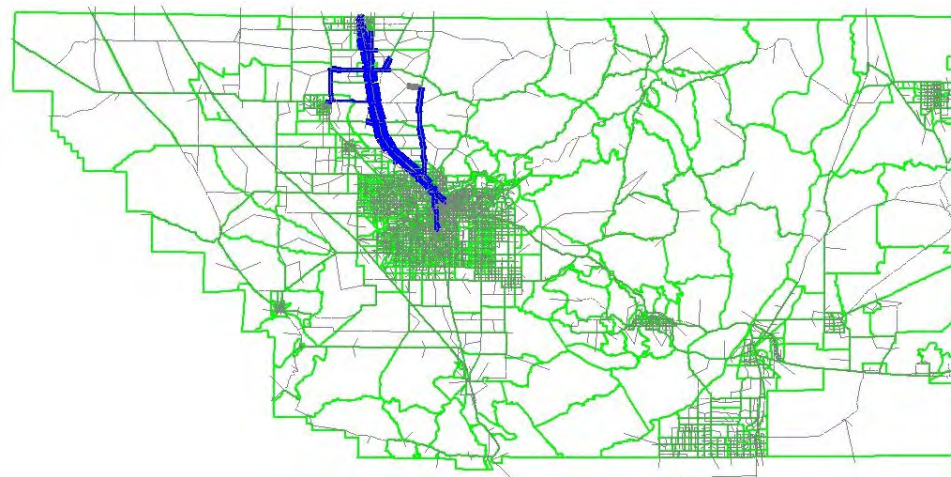
Greater Lake Isabella



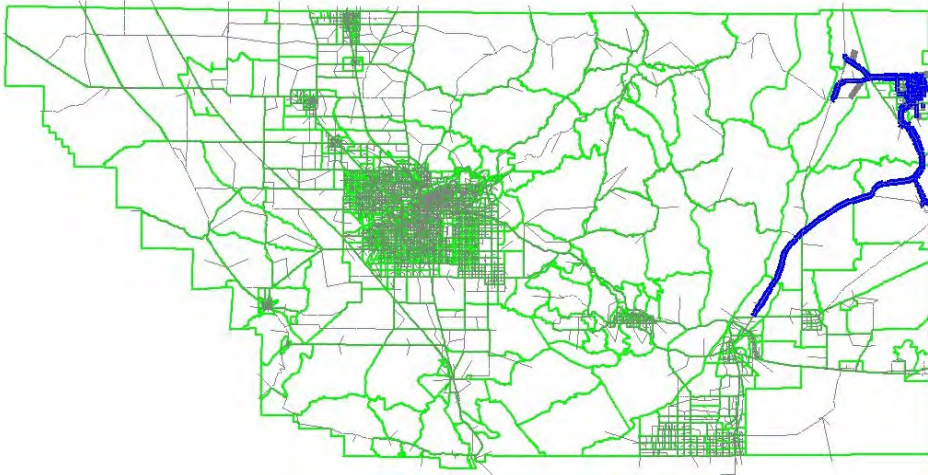
Greater Maricopa



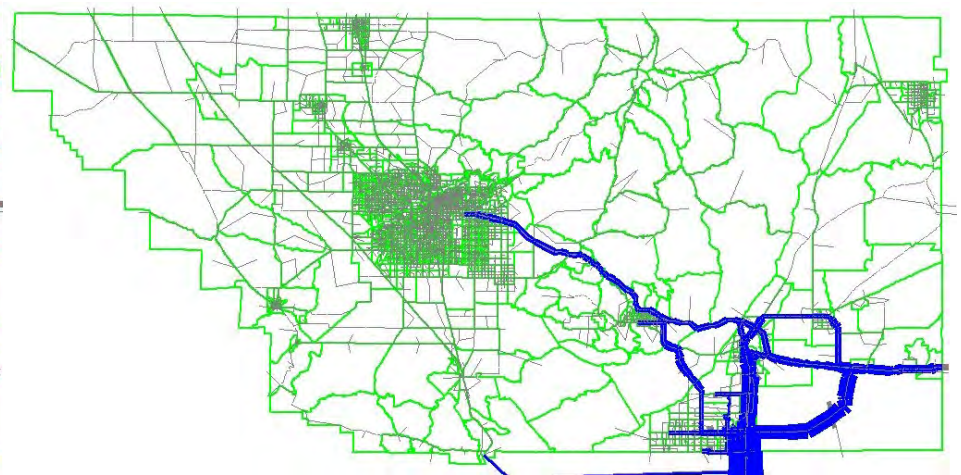
Greater McFarland



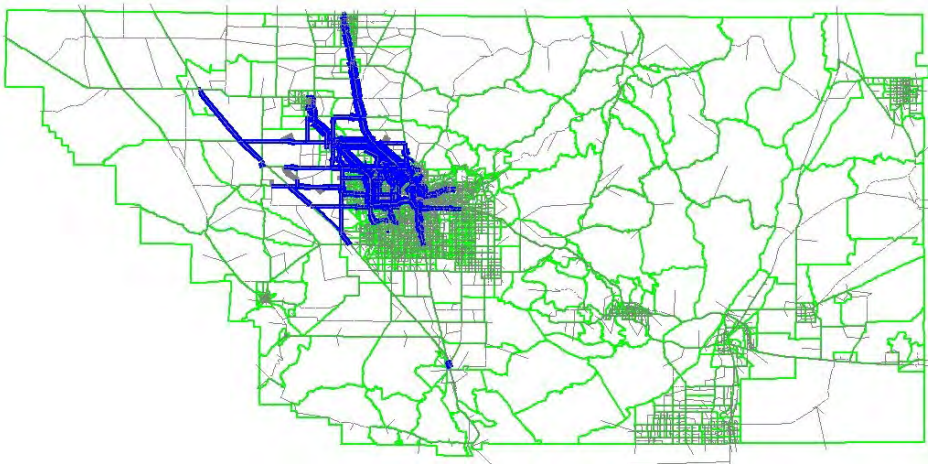
Greater Ridgecrest



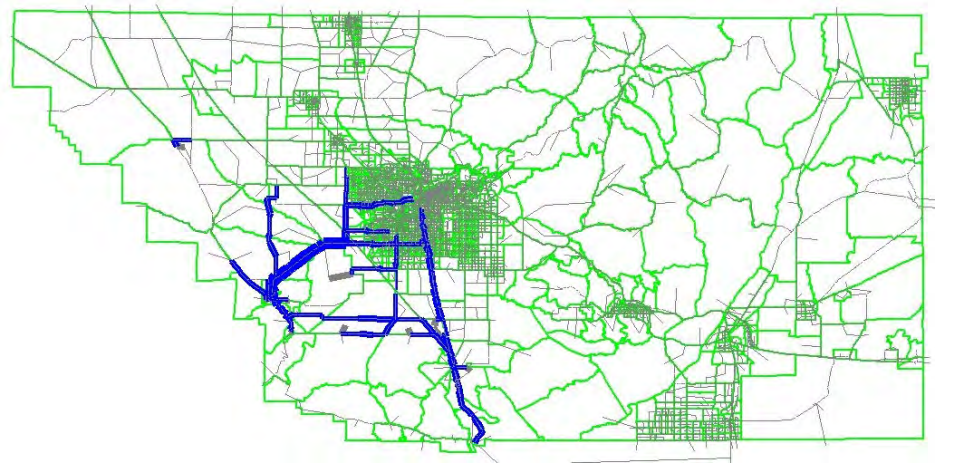
Greater Rosamond



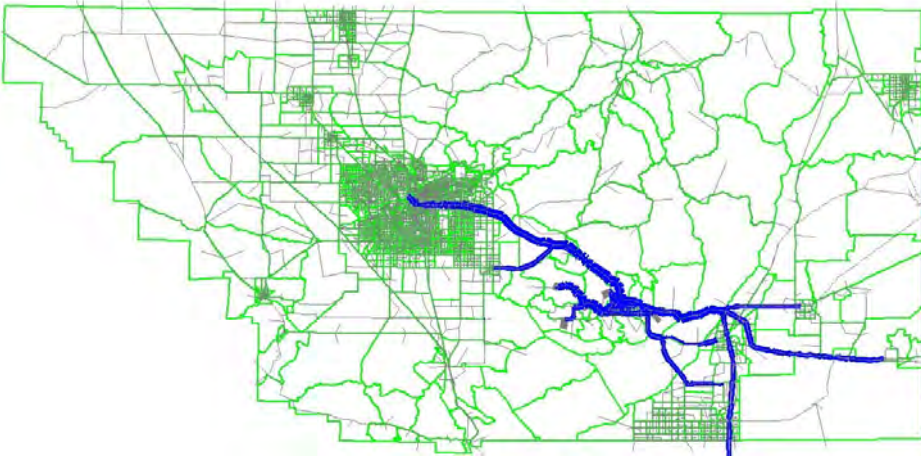
Greater Shafter



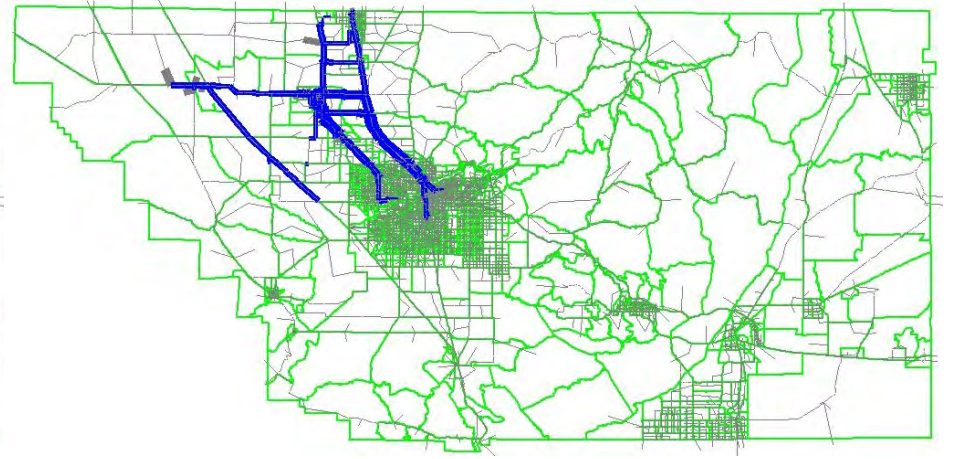
Greater Taft



Greater Tehachapi



Greater Wasco



Kern Active Transportation Alliance

September 2024 Community Rides

Join us for a family-friendly, all-ages cruise through your community!
Bring your friends, family, and neighbors for a fun and relaxing ride. All skill levels are welcome!

Kern River Valley @ Old Isabella Coffee Company	11 AM to 12 PM*	Saturday, Sept. 7th	Lost Hills @ Lost Hills Community Center	5 PM to 7 PM*	Friday, Sept. 13th
Arvin @ Las Palmas Park	6 PM to 7 PM*	Tuesday, Sept. 3rd	Lamont @ Lamont Library	11 AM to 12 PM*	Saturday, Sept. 14th
Delano @ Delano Library	6 PM to 7 PM*	Wednesday, Sept. 11th	Buttonwillow @ Buttonwillow Library	6 PM to 7 PM*	Tuesday, Sept. 10th
McFarland @ McFarland Community Garden	10 AM to 12 PM*	Saturday, Sept. 21st	Oildale @ Beach Park	6 PM to 9 PM*	Tuesday, Sept. 17th
Taft @ Taft Library	6 PM to 7 PM*	Monday, Sept. 16th	Shafter @ Tony's Pizza	6 PM to 7 PM*	Monday, Sept. 30th
California City @ Balsitis Park	6 PM to 7 PM*	Wednesday, Sept. 25th	Maricopa @ City Park	11 AM to 12 PM*	Saturday, Sept. 28th
		Wasco @ Barker Park	6 PM to 7 PM*	Tuesday, Sept. 24th	

We regularly host bike maintenance clinics, safety street demonstrations, smart cycling courses, and bike rodeos. Stay updated by following us on social media and visiting our website for more details!



*SCHEDULE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER EVENTS



Kern Active Transportation Alliance

October 2024 Community Rides

Join us for a family-friendly, all-ages cruise through your community!
Bring your friends, family, and neighbors for a fun and relaxing ride. All skill levels are welcome!

Kern River Valley @ Old Isabella Coffee Company	11 AM to 12 PM*	Saturday, Oct. 5th	Lost Hills @ Lost Hills Community Center	6 PM to 7 PM*	Monday, Oct. 7th
Arvin @ Las Palmas Park	6 PM to 7 PM*	Tuesday, Oct. 1st	Lamont @ Lamont Library	11 AM to 12 PM*	Saturday, Oct. 12th
Delano @ Delano Library	6 PM to 7 PM*	Wednesday, Oct. 16th	Buttonwillow @ Buttonwillow Library	6 PM to 7 PM*	Tuesday, Oct. 8th
McFarland @ McFarland Community Garden	10 AM to 12 PM*	Saturday, Oct. 19th	Oildale @ Rathbun Library	6 PM to 7 PM*	Monday, Oct. 21st
Taft @ Taft Library	6 PM to 7 PM*	Tuesday, Oct. 15th	Shafter @ Tony's Pizza	6 PM to 7 PM*	Monday, Oct. 28th
California City @ Balsitis Park	6 PM to 7 PM*	Wednesday, Oct. 30th	Maricopa @ City Park	11 AM to 12 PM*	Saturday, Oct. 26th
Wasco @ Barker Park		6 PM to 7 PM*	Tuesday, Oct. 29th		

We regularly host bike maintenance clinics, safety street demonstrations, smart cycling courses, and bike rodeos. Stay updated by following us on social media and visiting our website for more details!



*SCHEDULE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER EVENTS



Kern Active Transportation Alliance

November 2024 Community Rides

Join us for a family-friendly, all-ages cruise through your community!
Bring your friends, family, and neighbors for a fun and relaxing ride. All skill levels are welcome!

Kern River Valley @ Old Isabella Coffee Company	11 AM to 12 PM*	Saturday, Nov. 2nd	Lost Hills @ Lost Hills Community Center	6 PM to 7 PM*	Monday, Nov. 4th
Arvin @ Las Palmas Park	6 PM to 7 PM*	Wednesday, Nov. 6th	Lamont @ Lamont Library	11 AM to 12 PM*	Saturday, Nov. 9th
Delano @ Delano Library	6 PM to 7 PM*	Wednesday, Nov. 13th	Buttonwillow @ Buttonwillow Library	6 PM to 7 PM*	Tuesday, Nov. 12th
McFarland @ McFarland Community Garden	10 AM to 12 PM*	Saturday, Nov. 16th	Oildale @ Rathbun Library	6 PM to 7 PM*	Monday, Nov. 18th
Taft @ Taft Library	6 PM to 7 PM*	Tuesday, Nov. 19th	Shafter @ Tony's Pizza	6 PM to 7 PM*	Monday, Nov. 25th
California City @ Balsitis Park	6 PM to 7 PM*	Wednesday, Nov. 27th	Maricopa @ City Park	11 AM to 12 PM*	Saturday, Nov. 23rd
Wasco @ Barker Park		6 PM to 7 PM*	Tuesday, Nov. 26th		

We regularly host bike maintenance clinics, safety street demonstrations, smart cycling courses, and bike rodeos. Stay updated by following us on social media and visiting our website for more details!



*SCHEDULE SUBJECT TO CHANGE DUE TO WEATHER OR OTHER EVENTS





September 25, 2024

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: OCTOBER 2, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, October 2, 2024, has been cancelled.

The Cancellation Notice can be found on the Kern COG website:

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

The next regularly scheduled meeting is November 6, 2024.

**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 6, 2024
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 31, 2024.

IV. 2023 BASE SOCIOECONOMIC DATA – TRANSPORTATION ANALYSIS ZONES (Raymond)

Comment: Kern COG has prepared 2023 socioeconomic data at the Transportation Analysis Zone (TAZ) level for use in development of the 2026 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS).

Action: Information. (Comments due November 22, 2024)

V. UPDATE: SB 743 (2013) COMPLIANCE AND IMPLEMENTATION (Davisson)

Comment: Senate Bill 743 of 2013 (SB 743) substantially altered CEQA analysis of transportation projects.

Action: Information.

VI. SUSTAINABLE COMMUNITIES STRATEGY SUCCESS STORIES UPDATE (Valle)

Comment: Staff compiled the Sustainable Communities Strategy (SCS) success stories that have been submitted by member agencies and other stakeholders related state SB 375 greenhouse gas reduction goals to be included in the next Regional Transportation Plan/SCS update.

Action: Member agencies/stakeholders please submit edits, comments and/or new success stories by Friday, December 20, 2024.

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

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.

VIII. ANNOUNCEMENTS

- a. January Agenda – Selection of Chairman and Vice Chairman
- b. January Agenda – Selection of RPAC Community Members

IX. MEMBER ITEMS

X. ADJOURNMENT

The next meeting is scheduled for December 4, 2024. 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 31, 2024
130 P.M.

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

I. ROLL CALL:

RPAC MEMBERS PRESENT:

Mark Staples	Taft
Steve Esselman	Shafter
Keri Cobb	Wasco
Brianna DeLeon	McFarland
Christine Viterelli	Arvin
Jenifer Byers	Bakersfield
Ricardo Chavez	Delano

KERN COG STAFF:

Becky Napier	Karl Davisson
Ahron Hakimi	Rob Ball
Rochelle Invina-Jayasiri	

OTHERS:

Lili Parker	Bakersfield Senior Center
Bonita Steele	Kern Community College District
Jason Cater	City of Bakersfield
Christine Chavez	City of Delano
Yasenia Ocampo	Dolores Huerta Foundation
Steve Pelz	KC Housing Authority
Chris Hinds	City of Bakersfield

- 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 3, 2024

Committee Member Cobb made a motion to approve the minutes of April 3, 2024; seconded by Committee Member DeLeon, unanimously approved by voice vote.

IV. GENERAL PLAN LANDUSE AND CIRCULATION REQUEST (Davisson)

Comment: Mr. Davisson stated that in support of development of the Regional Transportation Plan and distribution of the Regional Growth Forecast, Kern COG staff requests digital copies of each jurisdiction's general plan land use and circulation element maps.

Action: Submit digital copies of local general plan, specific plan, and circulation element map files to Karl Davisson kdavisson@kerncog.org by August 15, 2024.

V. SUSTAINABLE COMMUNITY GRANTS/COG ASSISTANCE REQUESTS AND FEEDBACK MONITORING DATA – EMAIL REQUESTS DUE TO KERN COG FRIDAY, SEPTEMBER 27, 2024

Comment: 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.

Action: Information. Technical/grant writing assistance requests from member agencies are due to Kern COG by Friday, September 27, 2024.

VI. REGIONAL EARLY ACTION PLANNING 2.0 REVISED GRANT FUNDING (Napier)

Comment: Ms. Napier stated that as the RPAC will recall, the State Budget recommended a 50% across the board decrease in funding for REAP 2.0 or \$300,000,000. The May revise did not change that recommendation. CALCOG and all the California MPOs got together and educated our representatives what a 50% decrease in funding would mean to proposed housing projects.

The California Department of Housing and Community Development (HCD) advised Kern COG on July 16, that with the enrollment of the state budget bill, they now know that the REAP 2.0 program's MPO allocation has been restored above prior proposed levels, but ultimately has been reduced by \$30M. The funding reduction will be applied evenly to all REAP 2.0 MPO applicants.

The following members were asked to comment on the proposed allocation. Steve Esselman, City of Shafter agreed with the allocation of the reduction in funds equally to all REAP 2.0 projects. Keri Cobb, City of Wasco stated that the City of Wasco also agreed with the allocation of the reduction in funds equally to all REAP 2.0 projects. Christine Viterelli, City of Arvin thanked Kern COG for treating every project equally and agreed with the allocation. Jenifer Byers, City of Bakersfield thanked CALCOG and the MPOs for advocating for the REAP 2.0 funding and stated that Bakersfield agreed with the allocation of the reduction in funds equally.

Action: Committee Member Viterelli made a motion to recommend that the Kern COG Board approve the revised Kern COG suballocation of the REAP 2.0 funds in the amount of \$11,925,381, seconded by Committee Member Esselman, motion carried with a unanimous roll call vote.

VII. 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. This standing item is regularly reviewed by the Regional Planning Advisory Committee.

Action: Information.

VI. ANNOUNCEMENTS

None

VII. MEMBER ITEMS

None

IX. ADJOURNMENT

With no other business, the meeting was adjourned at 2:03 p.m. The next scheduled meeting of the RPAC is September 4, 2024.



IV. RPAC

November 6, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Ben Raymond, Regional Planner
Karl Davisson, Regional Planner

SUBJECT: Regional Planning Advisory Committee Agenda Item: IV.
2023 BASE SOCIOECONOMIC DATA – TRANSPORTATION ANALYSIS
ZONES

DESCRIPTION:

Kern COG has prepared 2023 socioeconomic data at the Transportation Analysis Zone (TAZ) level for use in development of the 2026 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS).

DISCUSSION:

In preparation for modeling the transportation system for the 2026 RTP/SCS, Kern COG has prepared 2023 socioeconomic data at the Transportation Analysis Zone (TAZ) level. The 2023 TAZ data will be used to perform model validation of the Kern Travel Demand Model. The data includes estimated employment numbers, household numbers and enrollment numbers for January 1st, 2023. Maps of the data are available for review at: www.kerncog.org/maps/

PROCESS

Household Data – was estimated based on 2020 Census Block Group data for Occupied Housing Units for the year 2020. The growth that occurred between 2020 and January 1st, 2023 based on the Department of Finance's (DOF) E-5 report was distributed by TAZ based on year built data from the Kern County Assessor's parcel data.

Employment Data – was acquired from both a private vendor and California Employment Development Department (EDD). Kern COG staff performed analysis comparing the acquired data versus previous TAZ data and aerial imagery to determine which data source best fit for each TAZ.

Enrollment Data – for elementary and high schools was acquired from California Department of Education's (CDE) California Longitudinal Pupil Achievement Data System (CALPADS). Adult and college education enrollment was compiled from a multitude of sources including California Basic Educational Data System (CBEDS), the Institutional Research Department of the Kern

Community College District, the California State University system, direct outreach to schools listed by the California Bureau for Private Postsecondary Education and US Department of Education. Kern COG staff compared acquired datasets to previous TAZ data and verified data with aerial imagery.

Member agencies are encouraged to review the 2023 socioeconomic data and submit comments to Ben Raymond at braymond@kerncog.org by Friday, November 22nd, 2024.

ACTION: Information. (Comments due November 22nd, 2024)



V.
RPAC

November 6, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Karl Davisson, Regional Planner

SUBJECT: Regional Planning Advisory Committee Agenda Item: V.
UPDATE: SB 743 (2013) Compliance and Implementation.

DESCRIPTION:

Senate Bill 743 of 2013 (SB 743) substantially altered CEQA analysis of transportation projects.

DISCUSSION:

This discussion provides an introduction and update on SB 743 compliance and implementation as it is related to the RTP/SCS. This report may be updated from time to time.

SB 743 has changed the way transportation impacts from development projects are analyzed and how identification of mitigation measures to reduce those impacts occurs. SB 743 still allows agencies discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. However, SB 743 explicitly directs that traffic congestion and delay are no longer a CEQA concern and cannot be considered a significant impact under CEQA. Nor can they be a cause of action under CEQA.

Multiple departments of the State of California and private entities have made resources that address SB 743 publicly available. The recommended changes to CEQA Guidelines include a Technical Advisory published by LCI (https://lci.ca.gov/docs/20190122-743_Technical_Advisory.pdf) that provides recommendations about VMT screening, methodology and thresholds. Many local agencies throughout the state including most larger ones have identified their own VMT goals, screening guidelines and/or levels of significance. Among the mechanisms used to implement SB 743 goals is the identification of prescreened areas through the creation of maps identifying low VMT areas. As a function of available data, the prescreened areas often come in the form of Census Block Groups or Census Tracts.

Key points:

- SB 743 applies to residential, retail and office projects but not industrial projects.
- No current statutory exemptions to CEQA specifically require VMT reduction.

- Recommendation from the 2013 CARB scoping plan is to reduce existing per capita residential and office employee VMT by 15% below 2013 levels. A statewide goal has not yet been mandated. One could be in the future.
- Level of Service may be analyzed *outside* of CEQA.
- The LCI Technical Advisory encourages prescreening to identify areas that meet the guidelines, including existing zones of low VMT.
- Only incorporated Cities may use the infill (Class 32) categorical exemption as it relates to SB 743.
- VMT guidelines, goals and levels of significance have not been adopted by Kern COG nor any of its member agencies.

Glossary:

- **AB** - Assembly Bill
- **CARB** – California Air Resources Board
- **CEQA** - California Environmental Quality Act
- **LCI** - The Governor's Office of Land Use and Climate Innovation (*formerly known as The Governor's Office of Planning and Research or OPR*)
- **LOS** – Level of Service
- **SB** – Senate Bill
- **VMT** – Vehicle Miles Traveled

ACTION: Information.



VI. RPAC

November 6, 2024

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Ceasar Valle, Regional Planner
Victoria Romero Valdivia, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
Sustainable Communities Strategy Success Stories Update

DESCRIPTION:

Staff compiled the Sustainable Communities Strategy (SCS) success stories that have been submitted by member agencies and other stakeholders related state SB 375 greenhouse gas reduction goals to be included in the next Regional Transportation Plan/SCS update.

DISCUSSION:

In order to help demonstrate our region's extensive efforts to comply with state greenhouse gas reduction goals, Kern COG identified over 50 activities. The SCS Success Stories were included as Appendix E in the most recent RTP/SCS and are also planned to be included in the next RTP/SCS with additional success stories. The document serves to help local agencies see what other communities are doing that may work for them as well. Attachment 1 is a template for capturing new success stories. Attachment 2 contains draft success stories from the 2022 RTP/SCS updated by Kern COG staff. The attachments will be emailed out to RPAC members directly.

Kern COG staff requests comments and/or additional success stories to be submitted by Friday, December 20, 2024 to Ceasar Valle (cvalle@kerncog.org) and Victoria Romero Valdivia (vromerovaldivia@kerncog.org).

ACTION:

Member agencies/stakeholders please submit edits, comments and/or new success stories by Friday, December 20, 2024.

Attachments: 1) Success Stories Template
2) Draft 2022 Success Stories

PROJECT TITLE: Title
PROJECT SPONSOR: Agency Name

PROJECT DESCRIPTION:
Text

COST BENEFIT RATIO: Text
TOTAL COST OF PROJECTS: Text
YEAR OF CONSTRUCTION: Text
STATUS: Text

PROJECT BENEFITS:
Text

Reference: Text

Image Title

Insert image

Sustainable Communities Strategy (SCS) Success Stories Benefitting Disadvantaged Communities in Kern

In order to help demonstrate the Kern region's extensive efforts to comply with state climate change goals, Kern COG has identified related member agency activities. All of the following success stories benefit the disadvantaged communities by improving emissions; the highlighted strategies benefit Kern's disadvantaged communities directly.

NEW STRATEGIES

1. Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update
2. Kern COG 4,000 Workplace Charging Spaces by 2025
3. Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods
4. New Taft Transit Center / Regional Transit Hub
5. Early Delivery of Wasco Disadvantage Community Active Transportation Projects
6. Bakersfield Disadvantage Communities Bike Share & Downtown Bicycle Connectivity Project
7. Kern Highway Projects Advancing Complete Streets
8. Kern Regional Active Transportation Plan Including Disadvantaged Communities
9. Kern COG Intelligent Transportation System Plan Update
10. SJV Rural Transit Shared Mobility Study for Disadvantaged Communities
11. SR 184 Lamont Bike and Pedestrian improvements
12. SR 184 and 155 Roundabouts in Disadvantage Communities of Delano and Weedpatch
13. Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements
14. Early Deployment Pricing Policies for Parking and FastPass HOT Lanes

ENHANCED STRATEGIES

15. City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street
16. Commuter Rail Feasibility Study – Amtrak Improvements
17. Rideshare Program – Commute Kern
18. Expanding Park and Ride Lots
19. Dial-A-Ride and Local Transportation Services
20. Kern County Bicycle Master Plan & Complete Streets Recommendations/City of Tehachapi Bicycle Master Plan
21. City of Bakersfield Bicycle Facilities
22. Westside Station Multi-modal Transit Center
23. San Joaquin Valley Vanpool Program (CalVans)
24. Kern County Wind Farm Areas (Largest in U.S.)
25. City of Shafter Container Yard and Intermodal Rail Facility Expansion
26. Intersection Signalization/Synchronization

ENHANCED STRATEGIES (continued)

27. City of Bakersfield 4 New Downtown Infill Housing Projects
28. Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles
29. Golden Empire Transit – Purchase of 2 Electric Buses
30. Lost Hills Wonderful Park and Communitywide Improvements
31. Grapevine Specific and Community Plan and Special Plan

EXISTING/CONTINUING STRATEGIES

32. City of Tehachapi General Plan (Form-Based Code, Transect Zone, Mobility Element, Town Form Element)
33. Infill Incentive Zone – Lower Transportation Impact Fee Core Area
34. City of Taft General Plan – Sustainability Principles
35. City of Ridgecrest General Plan and Multi-Modal Circulation Element
36. Metro Bakersfield General Plan Sewer Policy – Hook-up required for parcels less than 6 acres
37. City of Bakersfield Required Lot Area Zoning Strategies
38. San Joaquin Valley Air District's Indirect Source Review to Mitigate Off-Site Impacts of Development
39. Transit Priority Areas in the Kern COG SCS
40. Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types
41. GET Short-Term Service Plan (2012–2020)
42. GET X-92 Commuter Express bus service to Tejon Industrial Complex
43. Kern511 – Traveler Information System
44. San Joaquin Valley Blueprint Integration Project
45. Caltrans Vehicle Detection System – State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems
46. California Highway Patrol's Safety Corridors
47. Purchase of CNG Buses (80+ bus fleet)
48. The Electric Cab Company of Delano
49. Downtown Elementary School Expansion (Bakersfield)
50. Traffic Control Devices
51. Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3
52. Tejon Ranch Conservation and Land Use Agreement
53. Kern County Community Revitalization Program
54. Kern Transit – Route Connection with Antelope Valley Transit Authority
55. CSU Bakersfield – Public Transit Center

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Bakersfield High Speed Rail Station Area Plan – Specific/General Plan Update
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

The City of Bakersfield in partnership with and funding from the California High-Speed Rail Authority, are developing a High Speed Rail Station Area Plan for Downtown Bakersfield. The Plan will serve as vision document that will guide the future development of the HSR station area.

PROJECT BENEFITS:

Based on with an economic impact analysis, the vision document will: increase population and economic density in the urban core; support residential and commercial activity; develop under-utilized or vacant properties; connect

existing activity and cultural centers; create an efficient, reliable, and effective multi-modal transportation system; connect existing activity and cultural centers; enhance sustainability, livability and a sense of place; and secure funding for identified implementation actions like a new property-based business improvement district.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017

STATUS: In Progress

Reference: City of Bakersfield, 2016



PROJECT TITLE: 4,000+ Workplace Charging Spaces by 2025

PROJECT SPONSOR: Kern Council of Governments and member agencies

PROJECT DESCRIPTION:

Active Transportation and Demand Management is the Federal Highway Administration's (FHWA's) program to promote active management, control, and influence of travel demand, traffic demand, and travel flow of transportation facilities. Under this program, Kern COG member agencies are invited to work with Kern COG staff to capitalize on the resources provided through a new work element and OWP 801.1 grant writing element to develop electric charging infrastructure projects in Kern communities. Together, Kern plans to establish a county-wide network of 2,456 Electric Vehicle Charging Stations (EVSE) (4,320 spaces) at workplaces and public charging locations to support Governor Brown's 2015 ZEV Action Plan goal of 1.5 million ZEVs on California roads by the year 2025.

PROJECT BENEFITS:

Kern COG's implementation of Active Transportation Demand Management programs will offer opportunities to reduce transportation-related air pollution emissions and greenhouse gas emissions by engaging the public and private sectors in actions that accelerate advanced clean transportation technologies enhancing efforts to influence travel demand, and travel flow of transportation facilities through our traditional Transportation Demand Management strategies.

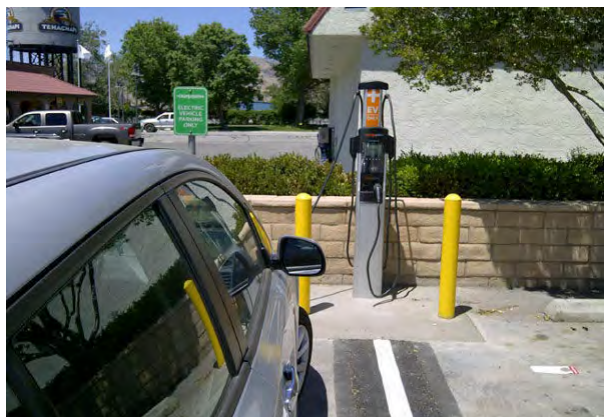
COST BENEFIT RATIO:

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016-2025

STATUS: In progress

Electric charging station in Tehachapi



Electric charging station in Bakersfield



Photo: Tehachapi News; Yelp; WattEV



Electric charging station in Bakersfield



Electric charging station in Lost Hills

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Improvements to 51 Bus Stops – Metro Bakersfield/Disadvantaged Neighborhoods

PROJECT SPONSOR: City of Bakersfield, County of Kern, Golden Empire Transit District (GET), Kern Council of Governments, and VOICED

PROJECT DESCRIPTION:

Through a partnership of the City of Bakersfield, County of Kern, Golden Empire Transit District (GET), Kern COG, and VOICED, a coalition formed to build alliances with organizations that provide services to individuals with disabilities and their families, Bakersfield residents with disabilities have increased bus stop accessibility. Contributed funds through the partnership improved 51 bus stop locations that were identified and prioritized in Bakersfield. Additional locations are currently planned.

PROJECT BENEFITS:

Improvements to ADA ramps and sidewalks have improved access to the bus stop locations for the riders. In contrast, improvements to the curb, gutter, and pavement adjacent to the bus stops have improved driver access.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: \$1,000,000

YEAR OF CONSTRUCTION: 2016

STATUS: In Progress

Press conference for bus stop accessibility



Installation of new bus stop



Photos: Golden Empire Transit

PROJECT TITLE: Taft Transit Center – Regional Transit Hub

PROJECT SPONSOR: City of Taft

PROJECT DESCRIPTION:

The City of Taft broke ground on the Taft Transit Center in November 2016. The location of the transit facility is along the Rails to Trails and Oilworker Monument. The design for the facility will preserve the historic theme of the Rails to Trails. The facility will not only be a transit center but will include a maintenance and office building and a community center. The facility's expected completion is in Summer of 2017.

and Maricopa will be sheltered from the summer heat and winter while waiting for Taft and Kern transit service. Due to its central location, this facility may encourage the use of Taft and Kern transit to local and visiting riders.

COST BENEFIT RATIO: \$49.18/lb.

TOTAL COST OF PROJECTS: \$1.9 million

YEAR OF CONSTRUCTION: 2016-17

STATUS: Completed

PROJECT BENEFITS:

This project is being funded by surplus Proposition 1B Transit funds. Residents of the cities of Taft

Rendering of Taft Transit Center



Groundbreaking ceremony of Taft Transit Center



Constructed Taft Transit Center



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Early Delivery of Wasco Active Transportation Program Projects

PROJECT SPONSOR: City of Wasco

PROJECT DESCRIPTION:

The City of Wasco was awarded Active Transportation Program (ATP) funding during the first cycle of ATP. The projects included bike and pedestrian improvements for John L. Pruiett Elementary School and Teresa Burke Elementary School; pedestrian improvements near Karl Clemens School and Palm Avenue Elementary School; and pedestrian safety lighting and pedestrian infrastructure along the Highway 43 corridor. These were some of the first ATP projects delivered in the State.

PROJECT BENEFITS:

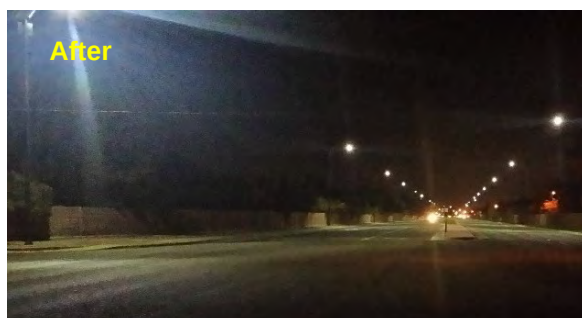
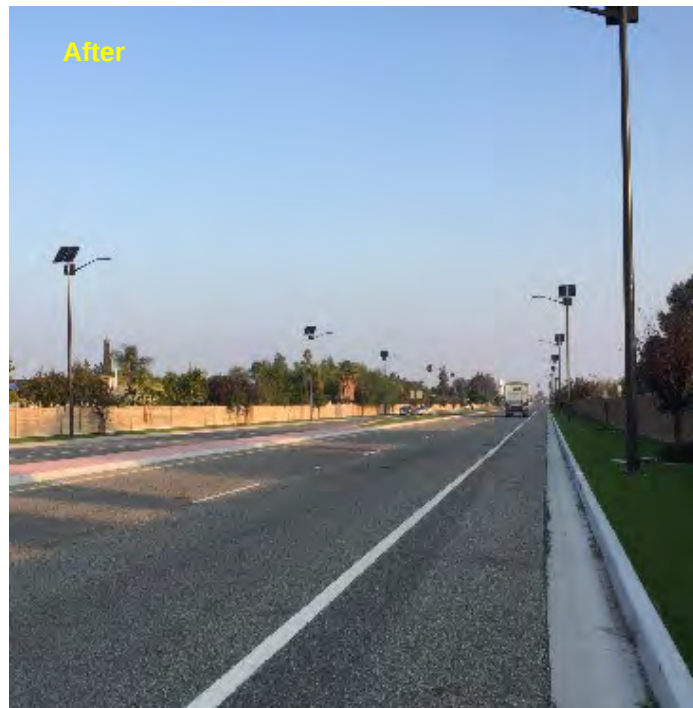
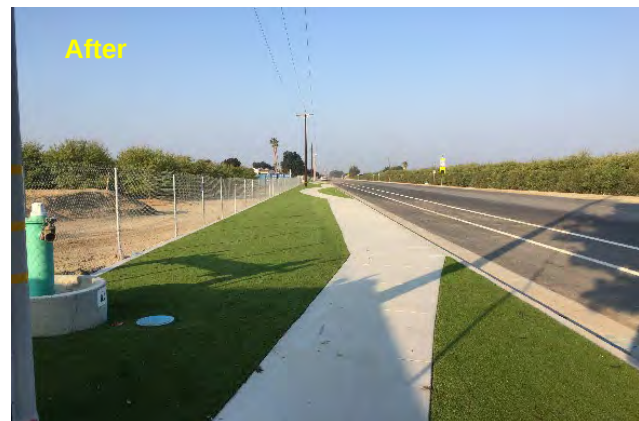
There were significant benefits to the City of Wasco and its residents with the completion of these ATP projects. These included access to bike lanes, safe and walkable streets, lighting and landscaping along sidewalks, and safe routes to schools for students.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: \$3.6 million

YEAR OF CONSTRUCTION: 2014-2017

STATUS: Completed



PROJECT TITLE: Bakersfield Disadvantage Communities Bike Share & Bicycle Connectivity Project
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

In 2017 Kern COG awarded nearly one million dollars to the City of Bakersfield in regional share Active Transportation Program funds for a new bike share program and improvements to central Bakersfield. The program includes adding 19 miles of bike lanes; installing 80 bicycle parking and storage racks; and adding up to 25 stations with 180 dock ports for 100 smart bicycles. This pilot project may be expanded if proven successful.

greenhouse gas emissions by providing the public with more active transportation choices. The project benefits the largest concentration for disadvantage populations in the region, for a community with the second highest number of disadvantaged census tracts in the state. This project has tremendous potential to affect the health and access to jobs and services for these disadvantaged neighborhoods. The project is also expected to attract millennial job seekers.

PROJECT BENEFITS:

The City of Bakersfield's implementation of this project will offer opportunities to reduce transportation-related air pollution emissions and

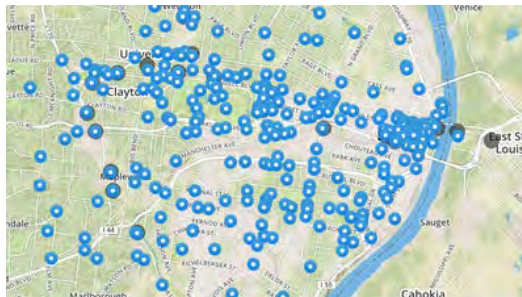
COST BENEFIT RATIO:

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016

STATUS: Completed

Bakersfield Bike Share Program



California State University Bakersfield Bike Share Rack

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Highway Projects Advancing Kern COG Complete Streets Recommendations

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

In 2012 Kern COG completed the Complete Streets Recommendations report. Highway projects in Kern are implementing these recommendations. The Thomas Roads Improvement Program has now completed the following complete streets facilities:

- More than 21 miles of new bike lanes
- More than 18 miles of new sidewalks
- More than 120 new ADA curb cuts
- Three new interchanges with ramp metering

PROJECT BENEFITS:

These projects incorporate bike and pedestrian friendly facilities as well as facilities that promote carpools, vanpools and transit use through ramp metering. Surface streets are at grade, improving ease of bike and pedestrian flow.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2009-2021

STATUS: In Progress

Calloway Bridge, Westside Parkway



PROJECT TITLE: Kern Regional Active Transportation Plan Including Disadvantaged Communities

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Kern COG began the development of an Active Transportation Plan for the Kern region in July 2016 and completion date in June 2017. The Plan will inventory existing active transportation infrastructure, identify deficiencies in the system and prioritize the installation of new facilities that will improve system safety, connectivity and user convenience.

Golden Empire Transit, and the County of Kern's Regional Transit the active transportation/public transit interface will be examined to improve transit opportunities for active transportation users.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017-2037

STATUS: In Progress

PROJECT BENEFITS:

With financial assistance from both the metropolitan Bakersfield public transit provider,

**Examples of obstructed sidewalk and sidewalk gap in
Downtown Bakersfield**



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Intelligent Transportation Systems Plan

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

In 2017 Kern COG began the development of an update to the current Intelligent Transportation System (ITS) Infrastructure Plan. The plan proposes the implementation of technology that improves the efficiency of the transportation system. An example of ITS infrastructure is traffic signal coordination.

transportation system thereby reducing greenhouse gas and health-based air pollution emissions.

COST BENEFIT RATIO: Not Applicable

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017-2042

STATUS: In Progress

PROJECT BENEFITS:

The ITS Plan provides for the phasing in of new technologies that will improve the efficiency of the

Examples of Intelligent Transportation Systems



PROJECT TITLE: SJV Rural Transit Shared Mobility Study for Disadvantaged Communities
Implementation Alternatives for Meeting Transit Needs in the Rural San Joaquin Valley

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

The 8-San Joaquin Valley COGs are partnering with the Institute of Transportation Studies at UC Davis and Michael Sigala to explore opportunities for leveraging new technology driven shared access services to enhance, compliment, and/or replace traditional fixed-route transit serving rural communities. The shared access services will study ridesharing, carsharing, and bikesharing.

PROJECT BENEFITS:

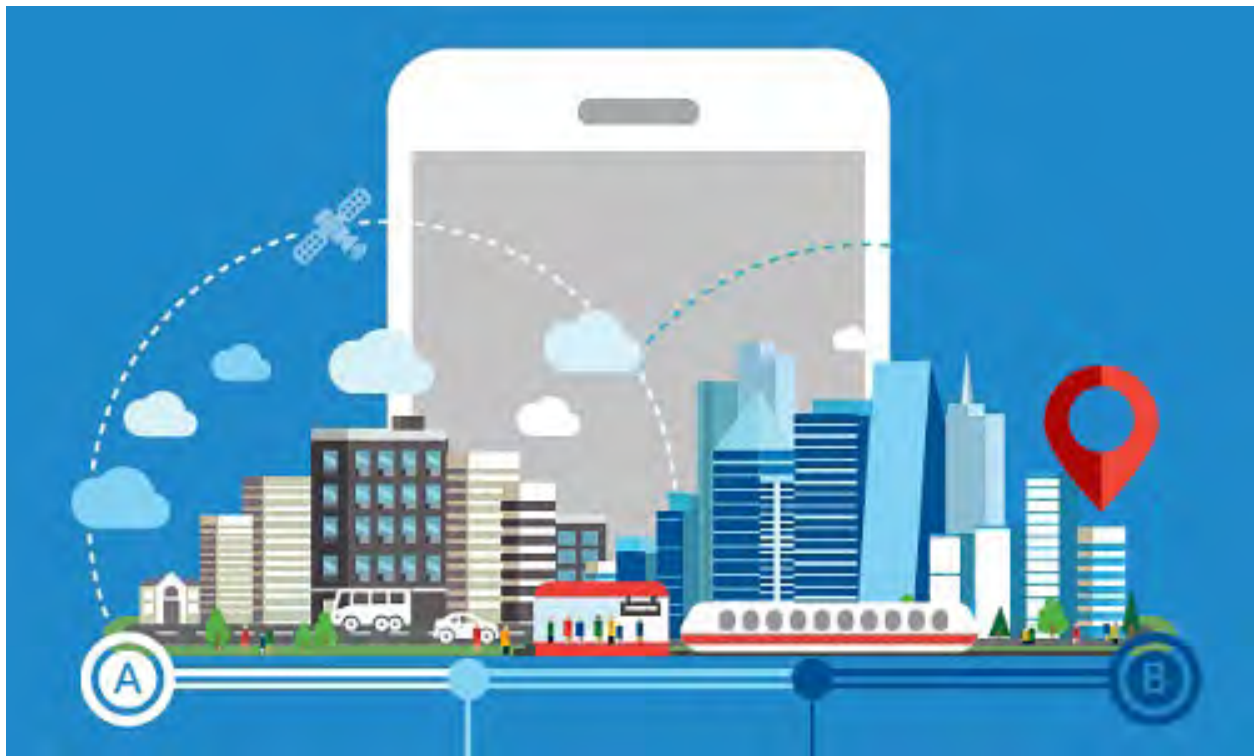
The partnership and project will expand low-carbon transportation options in rural areas and disadvantage communities.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: \$600,000

YEAR OF CONSTRUCTION:

STATUS: In progress



***DRAFT* APPENDIX E – SUCCESS STORIES**

PROJECT TITLE: SR 184 Lamont Bike and Pedestrian Improvements

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:

Caltrans 18.5 mile project proposed to rehabilitate State Route 184 connecting the disadvantaged communities of Southeast Bakersfield, Lamont, and Weedpatch. The project will widen the shoulders to standard widths, install a Class 2 bike lane, and upgrade existing nonstandard curb ramps. The project scope also includes Complete Street concepts.

PROJECT BENEFITS:

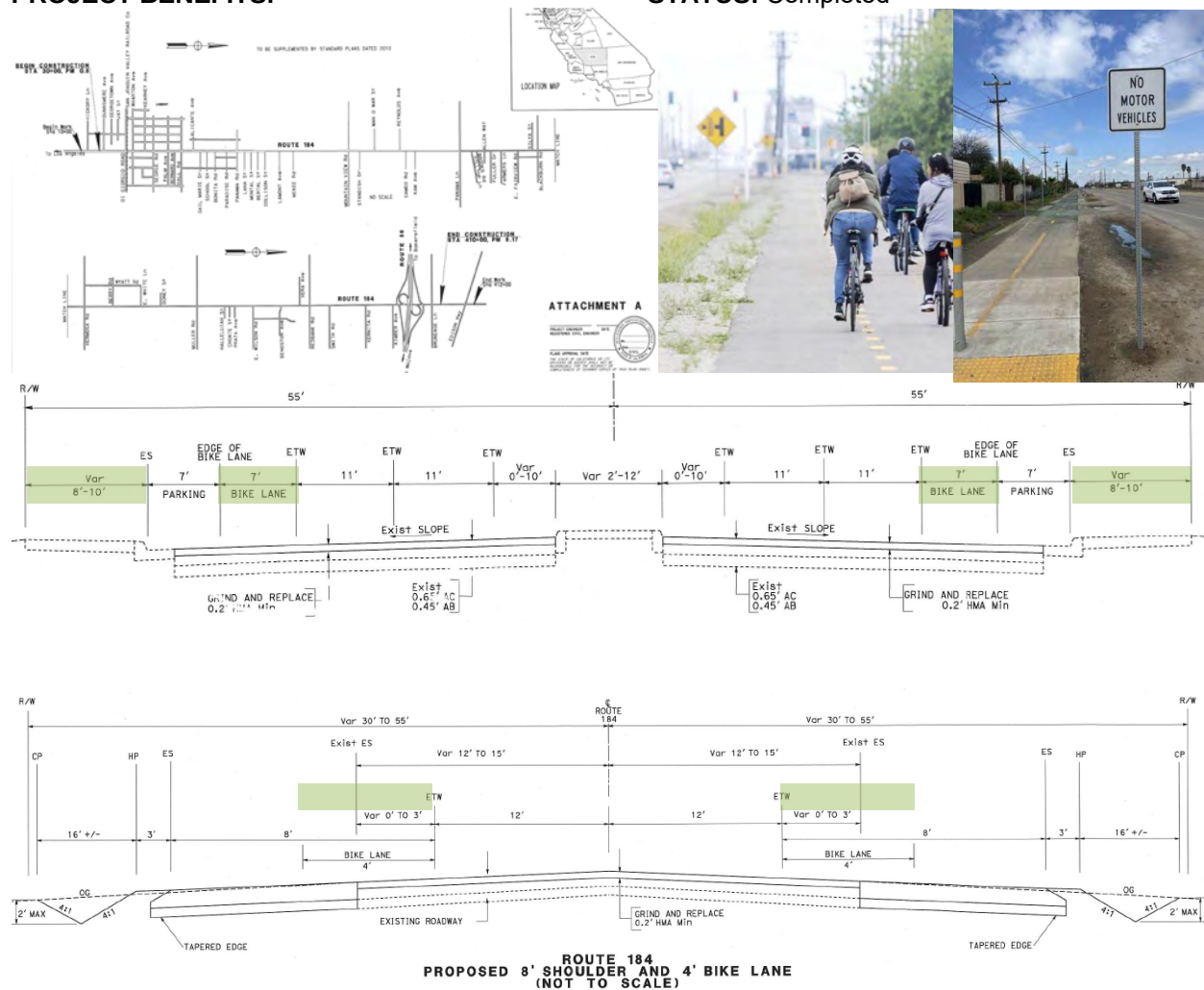
The project will provide a safer route for pedestrians, and bike traffic along residential, commercial, and institutional frontages and close a major bike and pedestrian facility gap in these disadvantaged communities.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: \$318,500

YEAR OF CONSTRUCTION: 2018

STATUS: Completed



PROJECT TITLE: SR 184 and 155 Roundabouts in Disadvantage Communities of Delano and Weedpatch

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:

Caltrans project proposed a roundabout at the intersection of State Route (SR) 185 and Sunset Blvd, near the disadvantaged communities of Lamont and Weedpatch. This site benefits the rural elementary school.

number and severity of collisions by accelerating the replacement of a 4-way stop. The roundabout will also have splitter islands, sidewalks, ramps and crosswalks for pedestrians.

COST BENEFIT RATIO: Unknown

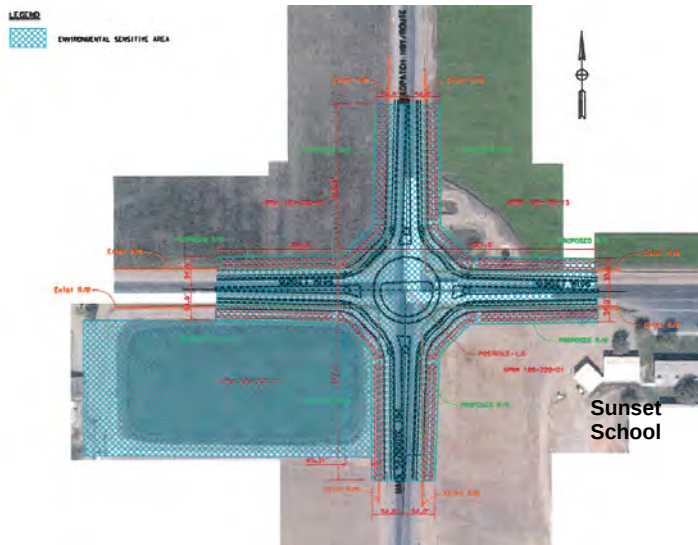
COST OF PROJECTS: \$3 million

YEAR OF CONSTRUCTION: 2019

STATUS: Completed

PROJECT BENEFITS:

The roundabout in Lamont will improve the safety and welfare of the traveling public and reduce the



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern County General Plan Update – Land Use, Conservation, Open Space, Circulation, Housing, and other key elements

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

In October 2016, the County of Kern kicked off the update to their General Plan. The General Plan update includes Land Use, Conservation, Open Space, Circulation, Housing, Water, Healthy Communities, Energy, Military Readiness, Safety and Noise Elements. The update process to the document that controls the resource land use areas of the county. The document will have to balance land uses and resources will providing a plan for disadvantaged unincorporated communities. The County already requires farmland lost to Solar requires 2-1 farmland preservation Easements.

PROJECT BENEFITS:

The plan when complete will advance the existing efforts to preserve Kern County resource areas for future generations while helping to reduce greenhouse gas production through alternative energy and ensuring water availability for the region's agricultural carbon sink.

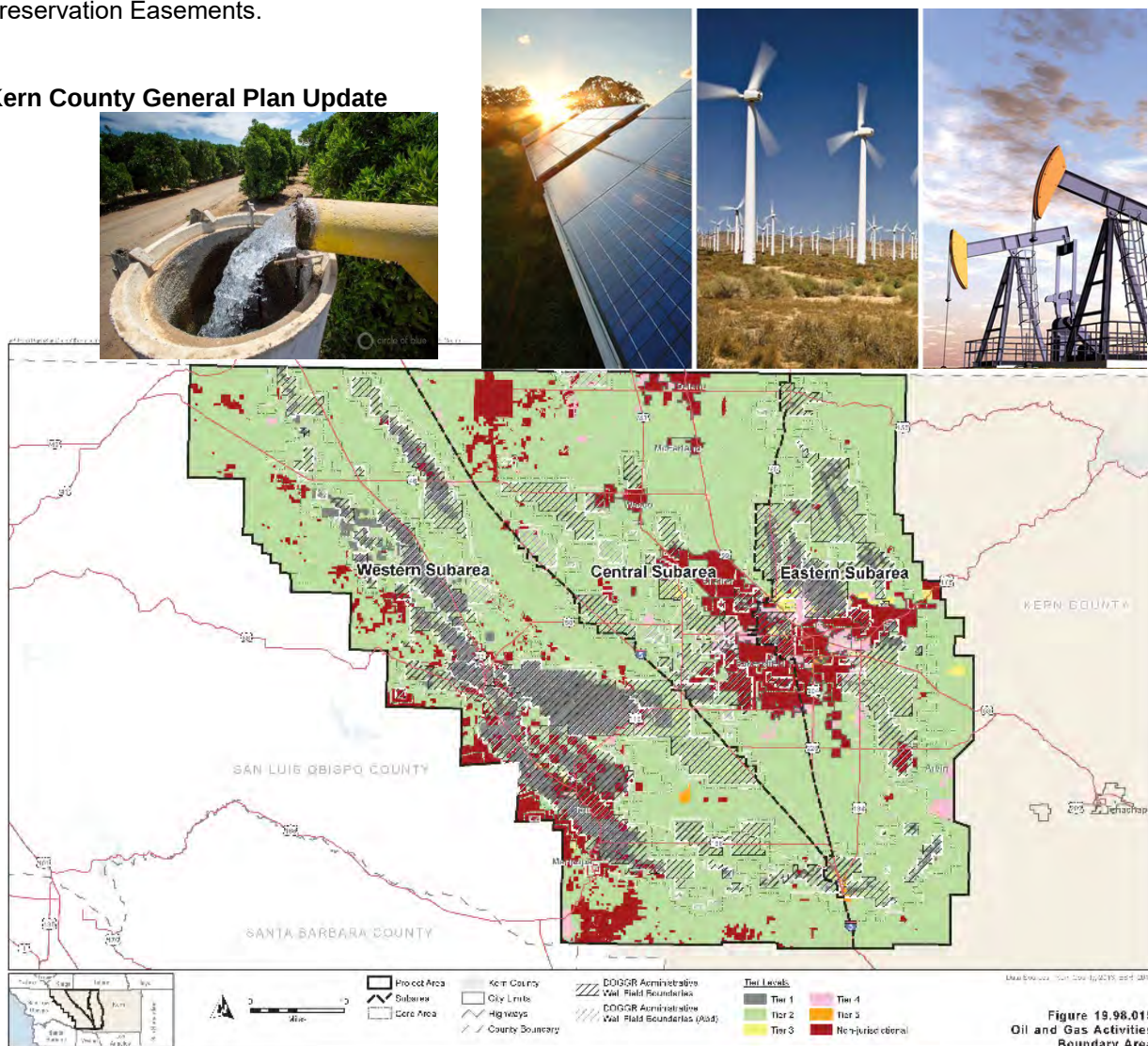
COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In progress

Kern County General Plan Update



PROJECT TITLE: Early Deployment Pricing Policies for Parking and FastPass HOT Lanes
PROJECT SPONSOR: City of Bakersfield/Caltrans

PROJECT DESCRIPTION:

Parking Pricing - The 18th and Eye Street parking structure provides approximately 500 covered and uncovered parking spaces for hourly and monthly use in the heart of downtown Bakersfield. The current parking structure rates are: first two hours are not charged, \$1 per each additional hour, with a \$10 maximum daily fee. The current monthly rate is \$30 per space. The Bakersfield Parking Study, completed in March of 2024, recommends increasing garage parking fee to \$1.25 per hour for a maximum of \$12.50 per day to align with inflation.

HOT Lanes Pricing - New FastPass lanes on I-5 and SR 14 are planned to be extended through Santa Clarita towards Kern County. These corridors are used by more than 10,000 Kern commuters per day and will likely benefit vehicle occupancy in Kern as well as Southern California.

Interestingly, not many people commute from Kern. Over 90% of Kern workers both live and work in Kern County and most make occasional trips to Southern California.

PROJECT BENEFITS:

Parking toll lane pricing policies have proven to be an effective means to redistribute demand during peak periods, delaying the need for new infrastructure while providing a pay-as-you-go method to make improvements to the parking area or corridor. The reduced congestion benefits GHG and health-based criteria pollutants.

COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress

Bakersfield Downtown Parking Garage



I-5 North County Enhancements Project



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Bakersfield Redevelopment Projects – Mill Creek and Baker Street

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

The Mill Creek Linear Project was a redevelopment project in Downtown Bakersfield and included the renovation and redesign of Central Park. The Mill Creek Project includes a 1.5-mile linear park, housing, senior housing, and commercial developments, along with landscaping and street improvements, and has recently received a State AHSC grant for senior housing.

The Baker Street Village Project was also a redevelopment project that involved the revitalization of Olde Town Kern. The Project mixes condos and lofts, along with 10,000 square feet of commercial and community space.

PROJECT BENEFITS:

These two mixed-use redevelopment projects help reduce auto dependency, roadway congestion, and improve air quality. In addition, these projects promote pedestrian and bicycle travel and promote efficient use of land and infrastructure.

COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: \$58 million

YEAR OF CONSTRUCTION: 2007-2017

STATUS: Complete

Mill Creek Linear Project and Pedestrian Corridor



Mill Creek Senior Housing (AHSC) Project



Baker Street Village Project



PROJECT TITLE: Commuter Rail Feasibility Study/Amtrak Improvements

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Kern COG contracted with a consultant to develop a feasibility study for Federal Small Starts or New Starts program, and to determine alternative commuter bus and passenger rail service to replace or enhance the Amtrak San Joaquin passenger rail service between Bakersfield and Fresno once high-speed rail is implemented.

In 2016 Amtrak began operating a 7th train per day on this corridor, facilitating potential additional intercity stops on this passenger rail corridor in Kern.

PROJECT BENEFITS:

The Study recommends a long-term alternativeservice strategy for the San Joaquin's Amtrak ifhigh-speed rail trains begin to operate in six to eight years.

If funding is available, strategies include:

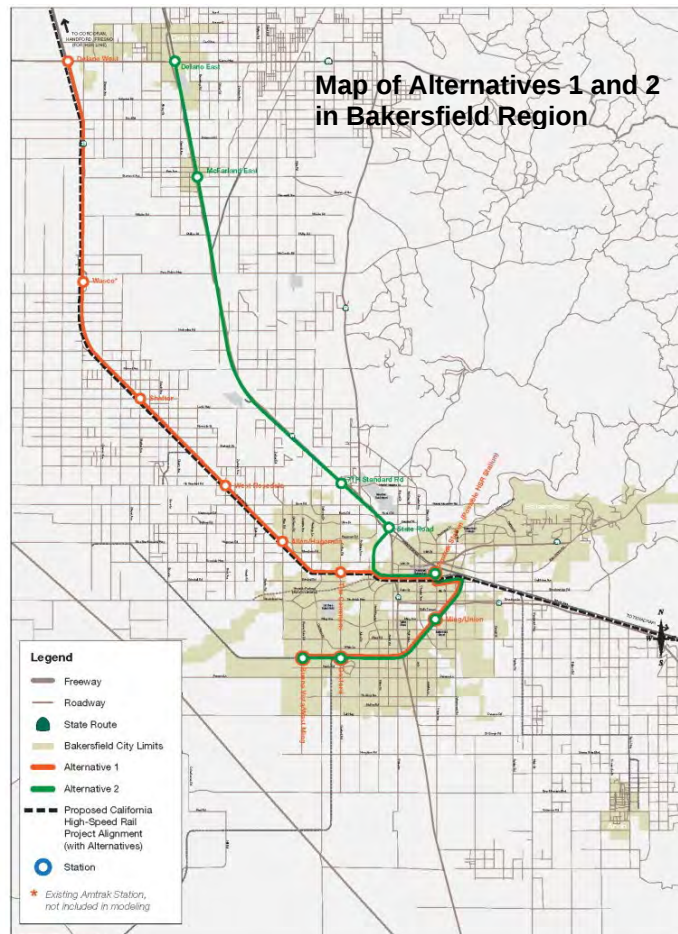
- A possible commuter passenger rail service from Bakersfield to Delano with stops in northwest Bakersfield, Shafter, Wasco, and Delano.
- A possible commuter passenger rail service to rural employment sites such as Frito Lay, Grimmway, Bolthouse, etc.
- An extension of the Metrolink commuter passenger rail services from Palmdale to Rosamond.

COST BENEFIT RATIO: Unknown

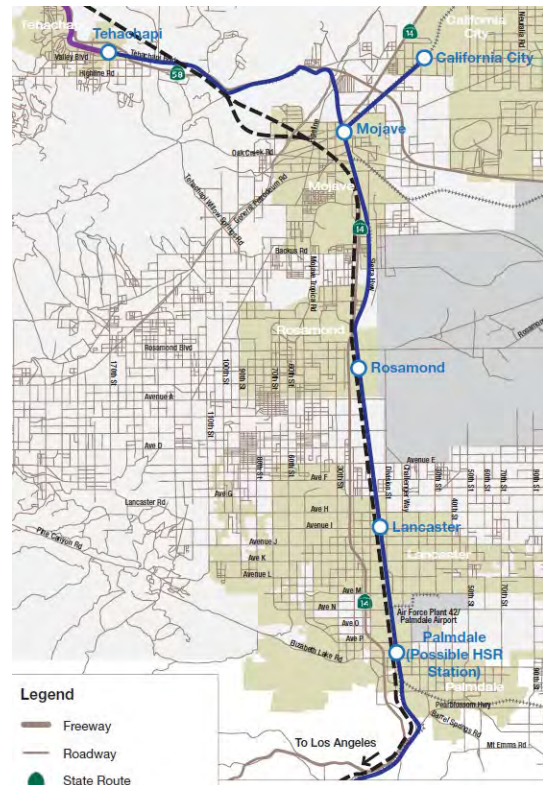
COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: Completed



Metrolink Extension – E. Kern



Source: Commuter Rail Feasibility Study, Draft July 2012

DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Rideshare Program – Commute Kern

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Commute Kern provides customer service upon request from the general public, employers, colleges, vanpool operators, other agencies and the media regarding ridesharing opportunities. As an on-line transportation demand management program, Commute Kern's website-commutekern.org, serves as a resource for carpooling, vanpooling, public transit, park-and-ride facility use, telework, walking and bicycling for commuters to work and school to help improve our air quality. The program also allows for flexible scheduling, daily tracking, vanpool management, outreach to employers, resources to commuters such as concierge services, and a forum for discussion and sharing resources.

PROJECT BENEFITS:

Using rideshare services reduces the number of single occupancy vehicles on the road, and ultimately helps to improve our air quality.

COST BENEFIT RATIO:

2024-2025: \$41.53 / lbs.

2025-2026: \$40.48 / lbs.

COST OF PROJECT:

2024-2025: \$355,563

2025-2026: \$379,918

YEAR OF CONSTRUCTION: Non-construction

STATUS: Ongoing

Bicycle



Carpool



PROJECT TITLE: Expanding Park and Ride Lots

PROJECT SPONSOR: Caltrans, City of Bakersfield and California City

PROJECT DESCRIPTION:

The purpose of the development of Park and Ride lots is to provide a safe and centralized location for commuters to meet and either carpool, vanpool, or use transit. There are seven existing Park and Rides within Kern County that Caltrans (Districts 6 and 9) operates. There are lots in California City, Lake Isabella, Delano, Taft, Ridgecrest, and three in Bakersfield.

The newest Park and Ride location was created through a partnership with Tejon Ranch, GET Bus, and IKEA Industrial Plaza. A bus picks up and drops off the Industrial Plaza employees from the newest park and ride lot at South H Street and McKee Road.

An addition proposed project is the construction of College Station Park and Ride with a bus turnout at the intersection of California City Blvd. (South) and Yale Ave in California City. The primary purpose of the project is to provide a place to park

and car/van pool for those working at the Borax Plant in Boron, and Edwards Air Force base.

PROJECT BENEFITS:

Provides a meeting point for commuters to leave their individual cars as they join carpools or vanpool services. This service helps eliminate the number of single occupied vehicles from the roads on a daily basis.

In addition, the proposed project is anticipated to reduce the number of vehicle trips for those who will car or van pool to work. Using the latest emission factors, it is estimated that this project would remove between 865 and 1,100 pounds of emissions annually over a twenty year life expectancy.

COST BENEFIT RATIO: \$23 / lbs.

COST OF PROJECT: \$375,000

YEAR OF CONSTRUCTION: 2014

STATUS: Complete

Park and Ride lot at South H Street and McKee Road

Map of Park & Ride Lots in Kern County



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Dial-A-Ride and Local Transportation Services**

PROJECT SPONSOR: City of Arvin, California City, City of Delano, City of McFarland, City of Ridgecrest, City of Shafter, City of Taft, City of Tehachapi, City of Wasco, City of Bakersfield (GET)

PROJECT DESCRIPTION:

The following cities provide Dial-A-Ride service to the public within their city limits: Arvin, California City, Delano, McFarland, Ridgecrest, Shafter, Taft, Tehachapi, and Wasco. The Dial-A-Ride services vary from city to city; some cities provide services to all the public while some limit services to seniors and the disabled. In addition, Bakersfield through Golden Empire Transit (GET) provides the GET-A-Lift service to eligible persons. Dial-A-Ride service within the Bakersfield urban area is also provided by the Consolidated Transportation Service Agency (CTSA).

Kern COG is part of a study with UC Davis on shared mobility for rural transit that may of solutions to enhance transit service in rural, disadvantaged communities.

PROJECT BENEFITS:

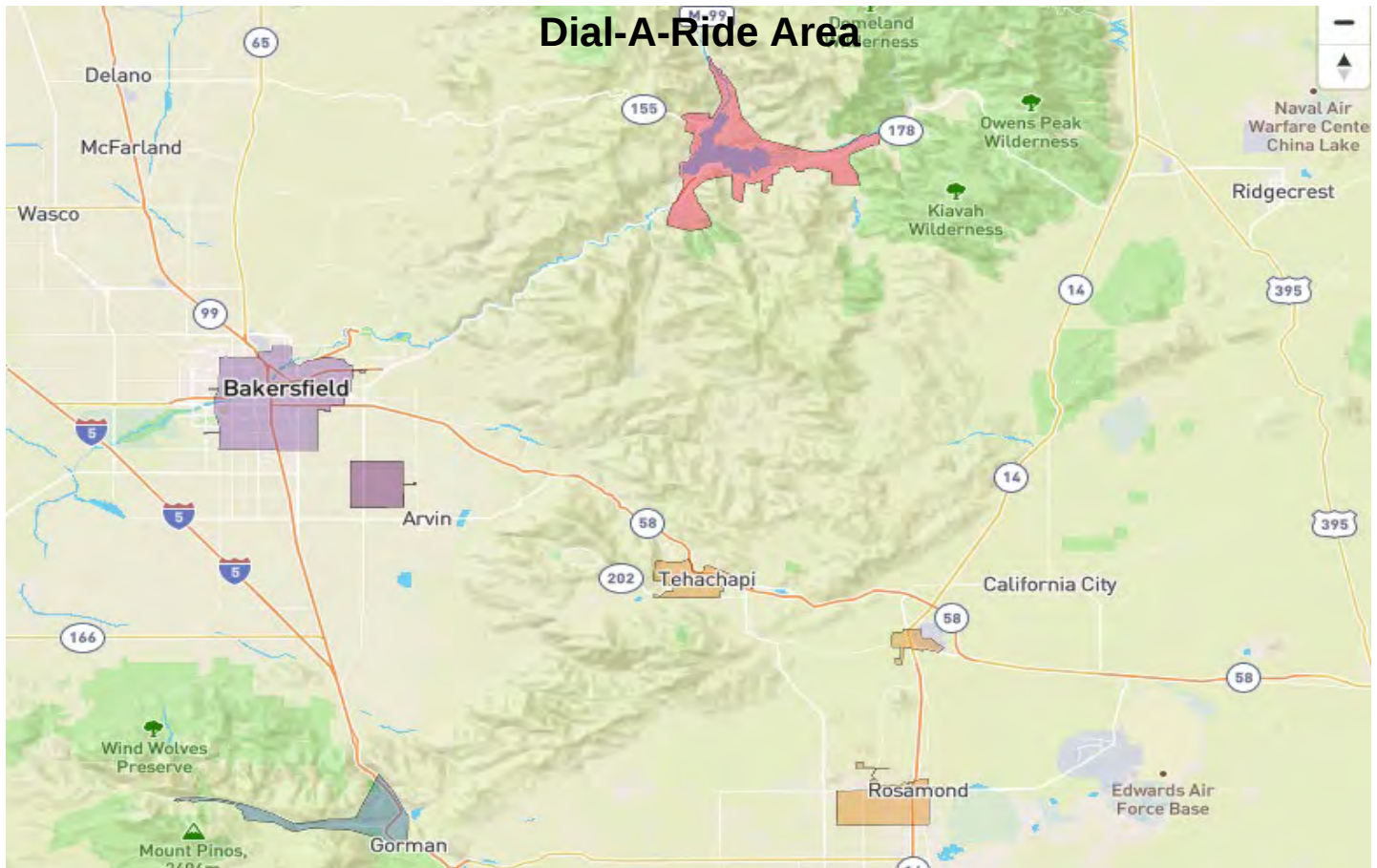
The Dial-A-Ride service is a form of ridesharing that benefits the Kern region by reducing the number of single occupancy vehicles on the road which ultimately helps improve our air quality.

COST BENEFIT RATIO: Not Applicable

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress



PROJECT TITLE: Kern County Bicycle Master Plan and Complete Streets Recommendations / City of Tehachapi Master Bike Plan

PROJECT SPONSOR: Kern Council of Governments/ City of Tehachapi

PROJECT DESCRIPTION:

The Kern County Bicycle Master Plan and Complete Streets Recommendations proposed 664 miles of new bikeways, including 30 miles of Class I bike paths, 297 miles of Class II bike lanes, 46.6 miles of Class III bike routes, and 186 miles of Class II bike routes on State Routes. In addition, the Plan also presents recommendations for complete streets.

The City of Tehachapi Master Bike Plan proposed 31.69 total miles of bikeways, including 4.66 miles of Class I Bike Paths and 25.24 miles of Class II bike lanes.

PROJECT BENEFITS:

Replacing vehicular trips with bicycle trips can reduce human-generated GHGs in the atmosphere, reduce VMT, reduce fuel consumption, and lessen mobile source pollutants, such as carbon dioxide being released into the air.

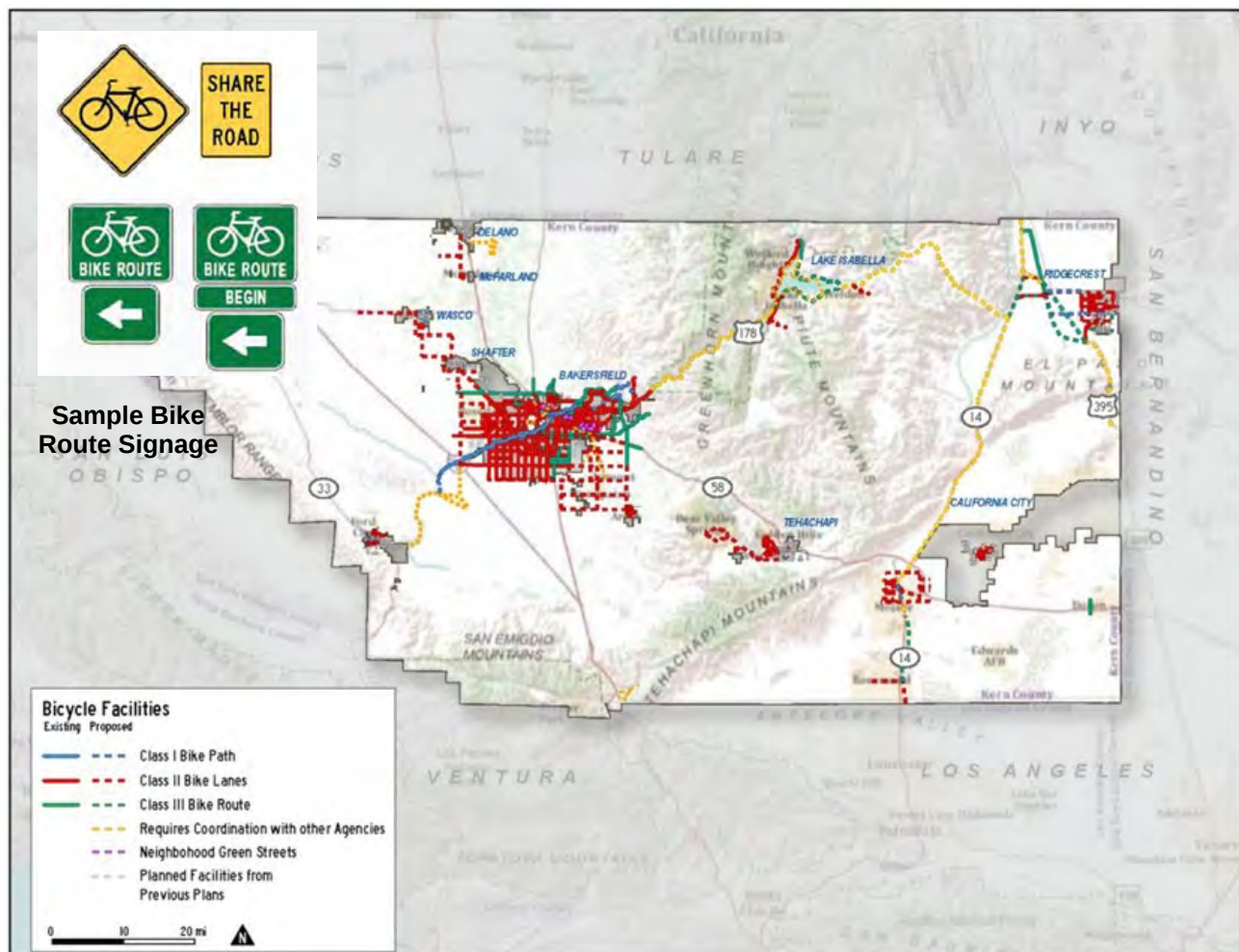
COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: Complete.

Map of Proposed Bicycle Facilities in Kern County



Source: Kern County Bicycle Master Plan and Complete Streets Recommendations. June 2012.

DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Bakersfield Bicycle Facilities

PROJECT SPONSOR: City of Bakersfield Public Works Department

PROJECT DESCRIPTION:

These projects relate to bicycle facilities at numerous locations within the City of Bakersfield. There were a total of two proposed bicycle facilities projects (total of eight proposed lanes) for the Fiscal years of 2012-2013. Both projects proposed the installation of Class 2 bicycle lanes along each corridor including pavement striping, markings and roadway signage. The map also includes the existing bicycle facilities.

PROJECT BENEFITS:

On-street bike lanes (Class 2) along major roadways help raise bicycle usage resulting in lower emissions and congestion, while resolving safety issues.

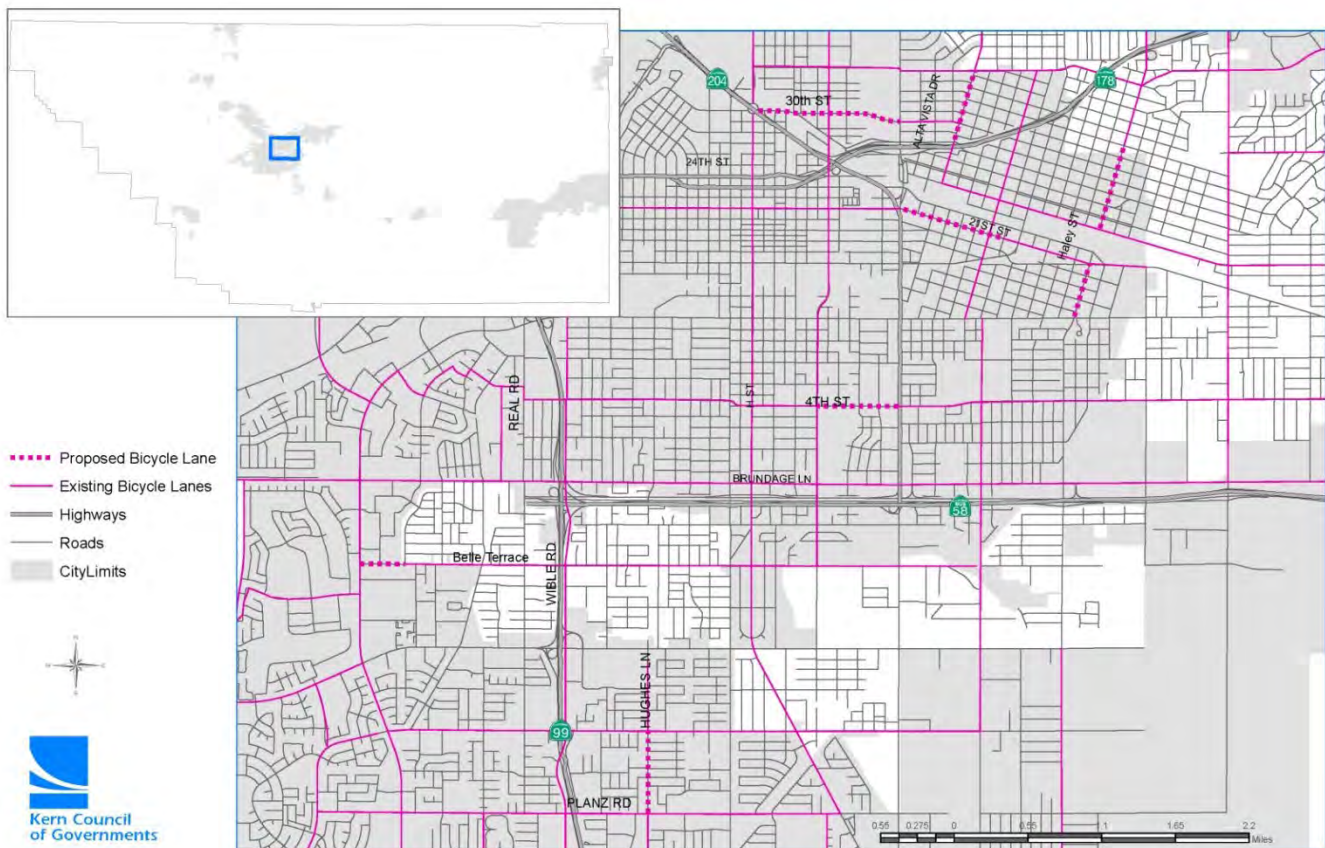
COST BENEFIT RATIO: \$7 – \$21/ lbs.

TOTAL COST OF PROJECTS: \$35,000 - \$60,000

YEAR OF CONSTRUCTION: 2013

STATUS: Completed.

Map of Bicycle Lanes



PROJECT TITLE: Westside Station – Multi-modal Transit Center

PROJECT SPONSOR: California City

PROJECT DESCRIPTION:

The completed project provides the eastern Kern region with a multi-modal transit center on City-owned property in the Wonder Acres neighborhood at the southwest corner of California City Blvd. and Wonder Ave. The Transit Center includes a parking lot, lighting, restrooms, landscaping, and Kern Regional Transit bus stops.

The purpose of this project is to provide a comfortable, accessible, and safe place to park that encourages residents who were parking at the previously undeveloped site to commute to work or school using carpools, ride sharing, or public transit.

PROJECT BENEFITS:

Improves site accessibility to local area residents desiring to use vanpools, ride-sharing, and public transit throughout the Kern region. Encourages future users of alternative transportation options.

COST BENEFIT RATIO: All emissions: \$8.34/lbs.

COST OF PROJECT: Approximately \$500,000

YEAR OF CONSTRUCTION: Completed in 2013

STATUS: Complete

Westside Station – Multi-modal Transit Center, California City



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: San Joaquin Valley Vanpool Program (CalVans)

PROJECT SPONSOR: CalVans

PROJECT DESCRIPTION:

The San Joaquin Valley vanpool program (CalVans) is a public vanpool service that serves Central California and began serving Kern County residents in 2009. CalVans provides public transit services to people in transportation uses that are difficult for traditional public transit operators to provide. CalVans currently provides transportation services to farmworkers throughout the county and has also provided services to Shafter students attending Taft Community College. In 2016, CalVans added vanpools going to Tehachapi. There are now 28 vanpools operating in Kern.

PROJECT BENEFITS:

CalVans provides a higher level of vanpooling while reducing overall miles traveled and carbon dioxide emissions from passenger vehicles.

CalVans provides 7, 8, and 15-passenger vans to its customers. Currently CalVans has over 495 vanpools in operation which in turn saves nearly 13,000 vehicle miles traveled per day. Growing demands project a market for nearly 500 vans pools which can save approximately 100,000 vehicle miles traveled per day.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS:

YEAR OF CONSTRUCTION: 2009

STATUS: Complete

Local college students who use CalVans



PROJECT TITLE: Kern County Wind Farm Areas (Largest in the U.S.)

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

The County of Kern has 21,752 acres of existing wind energy areas, 57,524 acres of approved wind projects and 14,998 acres of wind projects that are in progress.

PROJECT BENEFITS:

Wind is a clean source of renewable energy that produces no air pollution. In addition, wind turbines create power without producing greenhouse gases.

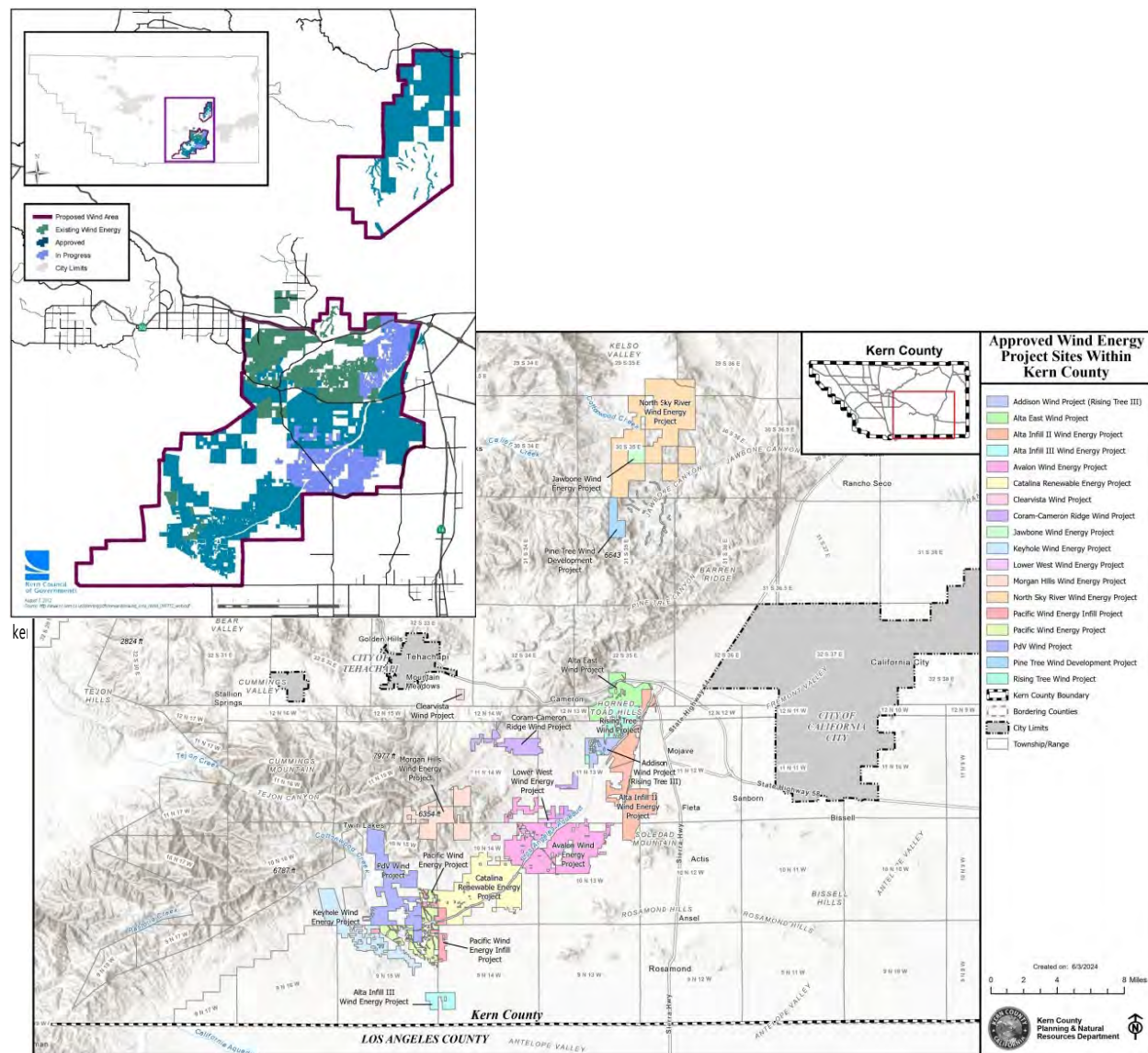
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress/ongoing.

Map of Preliminary Wind Farm Areas (DRAFT)



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Shafter Container Yard and Intermodal Rail Facility Expansion

PROJECT SPONSOR: City of Shafter

PROJECT DESCRIPTION:

The City of Shafter Intermodal Rail Facility was recently expanded by adding 2 miles of tail sidings and a container storage yard. The rail facility will establish a dedicated reliable intra-state rail shuttle connecting the Port of Oakland and Los Angeles/Long Beach with the southern San Joaquin Valley. The container yard is leased by a dock operating company for Los Angeles/Long Beach and Oakland and uses the facility to help match loads between the ports and the southern San Joaquin Valley so as to eliminate emissions and truck trips.

PROJECT BENEFITS:

The rail shuttle will better utilize existing port facilities, highways, and rail infrastructures in California to reduce the relocation of empty containers, remove trucks from overcrowded highways, and improve air quality. The proposal is to create an intermodal facility which will divert the freight transported by 600 trucks per day to 2 unit trains per day to and from the Port of Oakland.

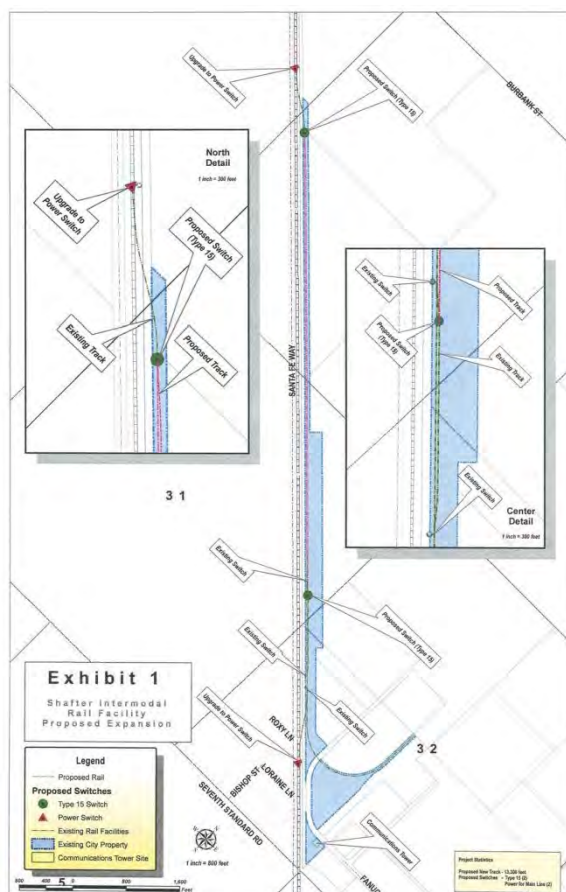
COST BENEFIT RATIO: \$99 / lbs.

TOTAL COST OF PROJECTS: \$60 million

YEAR OF CONSTRUCTION: 2013

STATUS: Completed

Proposed Shafter Intermodal Rail Facility Expansion



Container Yard



PROJECT TITLE: Next Generation Intersection Signalization

PROJECT SPONSOR: City of Bakersfield Public Works, Kern County Roads Department, City of Ridgecrest, Caltrans

PROJECT DESCRIPTION:

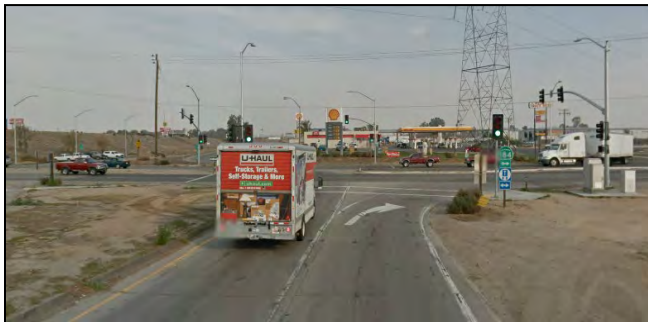
Existing and proposed intersection signalization projects at numerous locations throughout the Kern region. A total of 27 intersection signalization projects have been completed for the fiscal years of 2012-2024. There are 5 new planned intersection signalization projects for fiscal years 2023-2026.

In 2016 Kern COG commenced an update to the Intelligent Transportation System (ITS) Plan that

will look at the next generation of traffic signal technology.

PROJECT BENEFITS:

Improves signal timing along the reference corridor which will reduce overall vehicle stops and starts, and limits delay in travel time. The reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the harmful pollutants generated by vehicles traveling at low speeds and when idling.



COST BENEFIT RATIO: \$ 22.98 – \$ 45.28/ lbs.

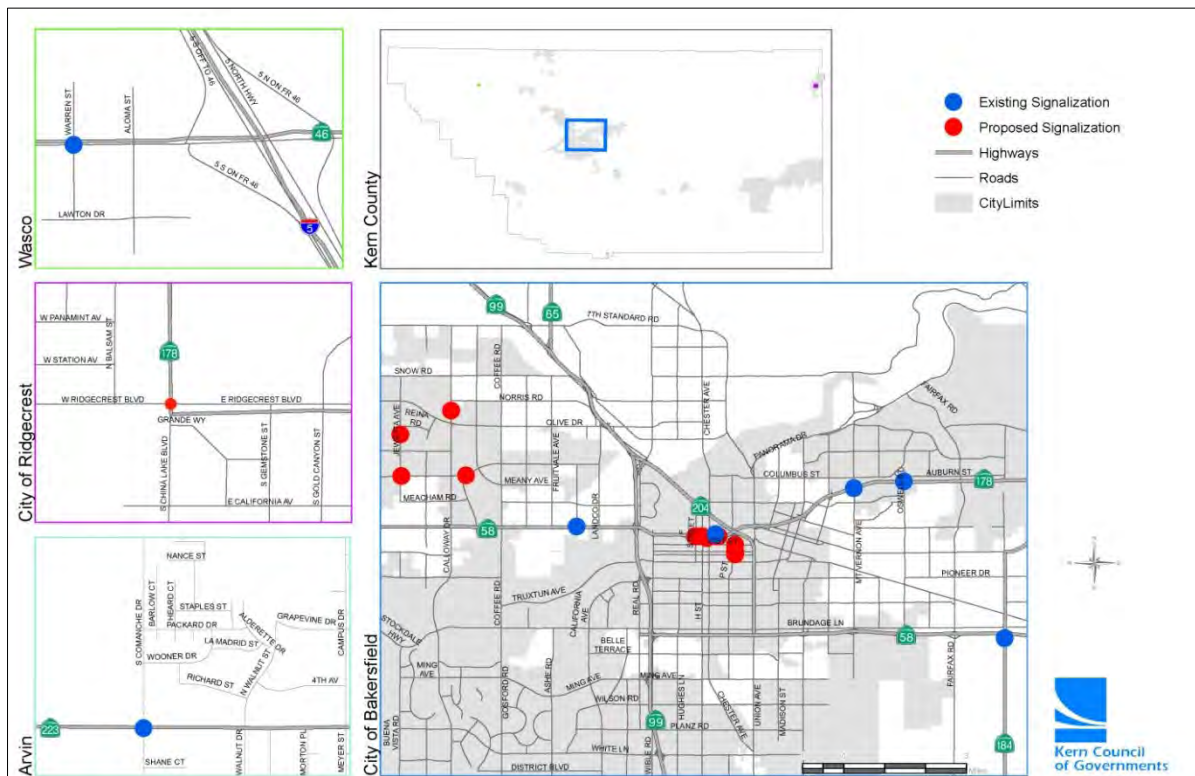
TOTAL COST OF PROJECT:

\$517,500 - \$1,211,800

YEAR OF CONSTRUCTION:

STATUS: Constructed/Operating, Planned

Proposed Intersection Signalization Projects



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Bakersfield 4 New Downtown Infill Housing Projects – Mill Creek South, 1612 City Lofts, 17th Place Townhouses, AHSC Senior Housing Project at Mill Creek

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

South Mill Creek Apartments was developed and operates with Federal housing financing. The property utilizes the Low Income Housing Tax Credit Federal housing program to make rent affordable to lower income tenants.

1612 City Lofts (The Lofts) is a mixed use development located in the thriving Downtown Bakersfield Arts and Entertainment District or popularly known as “The District.” 1612 City Lofts became the first mixed-use building in downtown Bakersfield in the 21st century. The Lofts also provide a workforce housing as part of a program through the Bakersfield Economic Redevelopment Agency. Tenants income limits are adjusted annually.

17th Place Townhomes is an environmentally friendly downtown community walking distance from downtown amenities. The luxury development townhomes will include drought-sensitive landscaping and courtyard space.

AHSC Senior Housing Project at Mill Creek provides affordable one and two-bedroom apartment homes for seniors 55 years and older. The Mill Creek Village will be coming in early 2017 and includes private patios or balconies and a central courtyard.

PROJECT BENEFITS:

The infill housing projects are conveniently located to public transportation that includes the Amtrak Station and Bakersfield Downtown Transit Center. The housing projects are also within walking distance of downtown shopping and dining.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

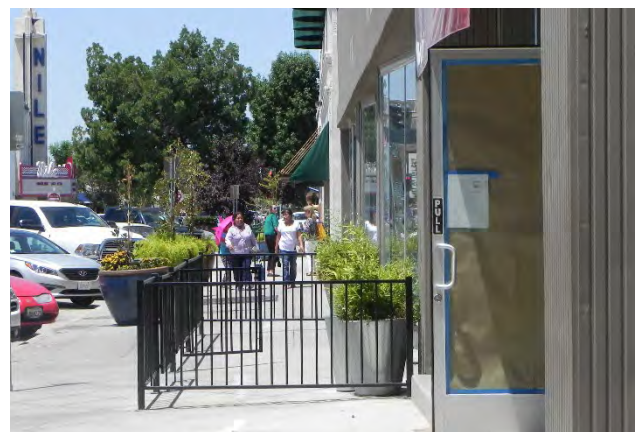
YEAR OF CONSTRUCTION: Varied

STATUS: In Progress

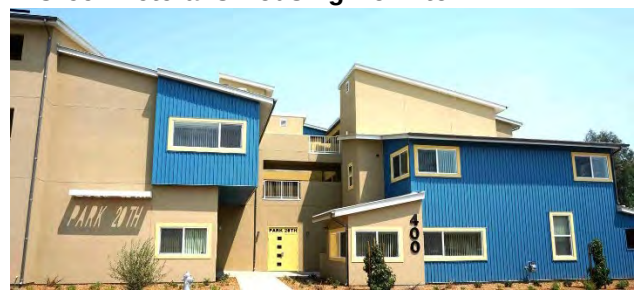
1612 City Lofts located in mixed use building in Downtown Bakersfield



17th Place Apartments Downtown



Mill Creek Veterans Housing Downtown



PROJECT TITLE: Cities of McFarland and Shafter – Conversion of transit fleet to electric vehicles

PROJECT SPONSOR: City of McFarland, City of Shafter

PROJECT DESCRIPTION:

The City of Shafter introduced four electric vans for use in its Dial-A-Ride program. Each van is configured to carry up to 16 passengers or cargo at 100 miles per charge. The City of McFarland is in the process of converting their transit fleet to electric vehicles.

vehicles on the road and ultimately helps improve our air quality, lower maintenance and repair costs, and lower fuel costs.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016

STATUS: In Progress

PROJECT BENEFITS:

The benefits of transit electric vehicles includes the reduction of the number of single occupancy

Shafter Electric Vehicles



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Golden Empire Transit/Kern Transit – Purchase of 4 Electric Buses

PROJECT SPONSOR: Golden Empire Transit District, Kern Transit

PROJECT DESCRIPTION:

The Golden Empire Transit District will be purchasing 2 electric buses in 2017. Clean non-polluting buses may attract more riders who may be looking to alternatives to the auto for home to work purposes. These electric buses are planned to be used for the future bus rapid transit route in Bakersfield.

Kern Transit was recently awarded a grant to purchase 2 electric busses for its east Kern run to the Metrolink station in Lancaster.

PROJECT BENEFITS:

As fleets increase, rapid routes may make commuter travel preferable. This improves preferences and accessibility to medical, shopping centers and employment centers.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2017

STATUS: In Progress

Electric buses being driven in Bakersfield



PROJECT TITLE: **Lost Hills Wonderful Park and Communitywide Improvements**

PROJECT SPONSOR: The Wonderful Company

PROJECT DESCRIPTION:

The Lost Hills Wonderful Park is located at the intersection of Highway 46 and Lost Hills Road. The park was part of Lynda Resnick, co-chair of The Wonderful Company, Central Valley Leadership Project. Phase I of the project involved major park improvements including resurfaced basketball court, soccer field, bleachers, and a mile-long walking path that circles the park, a splash park, and solar powered lights to illuminate the park in the evening. The community center located in the park was also completely renovated to include a fully equipped kitchen, tables and chairs for community and private events. Phase II of the project renovation included widening of streets and addition of bike lanes; installation of sidewalks, gutters, bus stop shelters and street lights; and the planting of drought-resistant landscaping.

The Wonderful Company made major street improvements in the community. The Wonderful Company, improved 3.8 miles of streets, built 7.2 miles of sidewalk, extended 220 driveways and installed 6.9 miles of curbs and gutters. In addition, the Wonderful Company planted 730 trees, put up 16 stop signs, erected 38 LED street lights and built 1,400 feet of 60-foot-wide pedestrian walkways. Residents of Lost Hills can safely walk, ride their bike, or drive to the Park. Directly across from the Park is a bus shelter for the regional transit, Kern Transit. The Wonderful Company, the County and Caltrans are developing a pedestrian overpass on SR 43 for the community.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2019

STATUS: Completed

PROJECT BENEFITS:



Lost Hills Wonderful Bridge



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Grapevine Specific and Community Plan and Special Plan

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

Newly approved developments such as Grapevine leverage new technologies to provide the lowest carbon footprint, sustainable education, and housing options closer to jobs in the region. In December, 2016, Kern County approved the Tejon Ranch Company's Grapevine Community Plan which is strategically located on 8,010 acres adjacent to the Tejon Ranch Commerce Center on both sides of Interstate 5 near its junction with Highway 99 in the southern San Joaquin Valley. The Tejon Ranch Commerce Center has transformed the vehicle traffic traveling the freeways into a greater asset for Kern County, resulting in the creation of 5 million square feet of commercial and logistics uses and 4,000 associated jobs.

PROJECT BENEFITS:

Reduction in vehicle miles traveled and a reduction in the overall percapita carbon footprint. Importantly, the Grapevine development will be guided by Sustainability Principles that reduce GHG emissions through implementation of an emission reduction agreement, Transportation Management Association programs and design elements that employ renewable energy technology, water conservation measures, alternative fuels technology for vehicle fleets and provision for electric charging stations.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Unknown

STATUS: In Progress

Reference: <http://www.grapevineattejonranch.com/>

Grapevine Development Projects



PROJECT TITLE: City of Tehachapi General Plan – Form Based Code General Plan

PROJECT SPONSOR: City of Tehachapi

PROJECT DESCRIPTION:

The City of Tehachapi adopted the 2035 General Plan Update, and the new General Plan will contribute towards the implementation of SB 375.

The new General Plan can be characterized as a Form Based General Plan because it emphasizes facilitating mixed use, walkable neighborhoods and developments. The “T” Zone will facilitate high density mixed use development opportunities. The Mobility Element is still linked to the Land Use Element with an emphasis on greater connectivity, walkability, and opportunities for mixed use developments. The “O” Sectors will reinforce the preservation of the Sphere of Influence area as open space, prevent urban sprawl and maintain our compact urban form. The “G” Sectors will

emphasize infill development as our highest priority as the General Plan continues to build out.

PROJECT BENEFITS:

The new General Plan will maintain a compact urban form by maintaining all areas outside of the current City limits and within the sphere of influence area as Open Space. This approach will prevent urban sprawl, protect important agricultural resources and provide a clear line of demarcation between town and countryside.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Unknown

STATUS: In Progress

Reference: City of Tehachapi General Plan, 2012

The Walkable Neighborhood example

FIGURE INTRO-1: THE WALKABLE NEIGHBORHOOD

KEY TO NEIGHBORHOOD DIAGRAM

Block defined by streets. Streets vary according to vision/intended physical context for particular area of neighborhood.

Civic / Open Space. Types vary according to vision/intended physical context for particular area of neighborhood

Streets connect where possible and traffic is calmed by using a variety of street types and alignments to promote pedestrian and bicyclist safety.

A Important locations are preferred site for civic buildings.

B Short face of blocks along boulevard (without slip road).

C Boulevard with slip road provides additional location for shopping, office, and housing above while buffering the neighborhood from large volumes of traffic.

D School location shared by adjacent neighborhoods.

E A variety of open/civic space is distributed.

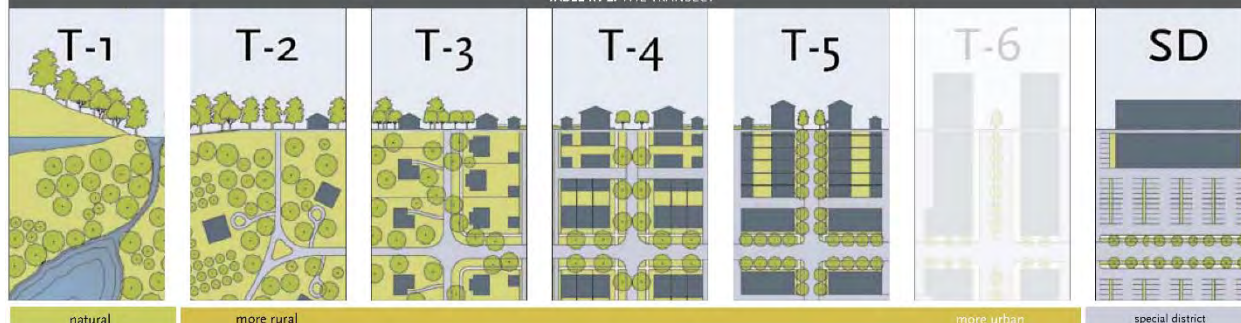
Mixed-use area and civic focus of neighborhood. Depending upon each neighborhood's physical location and particular intensity, this area will vary in the types of buildings and uses that sustain it as the neighborhood's center. For example, in a low-intensity neighborhood, it may be configured with house-scale buildings near or at the sidewalk with live-work/office activity on the ground floor while in a higher intensity neighborhood, it may be configured with a combination of house-scale and block-scale buildings with retail, restaurant, live-work and office activity.

High-volume corridor oriented activity



Conceptual Transect System

TABLE IN-2: THE TRANSECT



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Infill Incentive Zone – Lower Transportation Impact Fee Core Area

PROJECT SPONSOR: City of Bakersfield / City of Tehachapi

PROJECT DESCRIPTION:

The Transportation Impact Fee (TIF) Core Area is a designated area within Metro Bakersfield that has been identified through the City's Land Use policies as an area where development is encouraged. Developers who plan projects in the TIF Area will have reduced permitting fees. The TIF Core Area would allow an increase of approximately four times the number of households that are currently in this area.

The City of Tehachapi also has implemented a Tehachapi Region Core Area TIF. Tehachapi's

TIF is established for the similar purposes as Bakersfield's TIF.

PROJECT BENEFITS:

Implementing incentives for development in the TIF Core Area can promote infill, mixed-use, and discourage sprawl. Future development in the TIF Core Area will also bring the public closer to quality transit service.

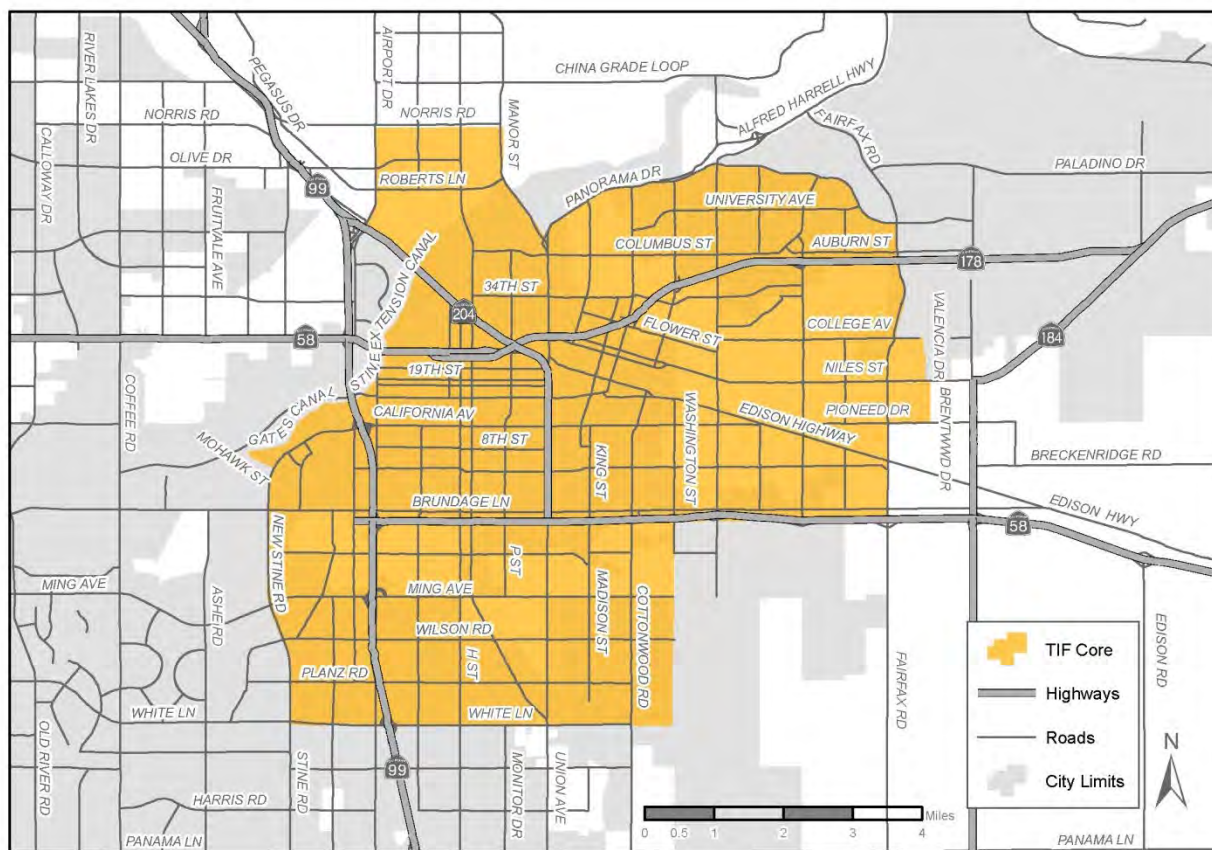
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: n.a.

STATUS: In process

Map of TIF Core Area for Bakersfield



PROJECT TITLE: City of Taft General Plan – Sustainability Principles

PROJECT SPONSOR: City of Taft

PROJECT DESCRIPTION:

The City of Taft's General Plan incorporates sustainable principles throughout the elements of the General Plan. The City's principle involves the three aspects of sustainability: environment, economy, and equity. Throughout the General Plan, there is a leaf symbol adjacent to goals and policies based on the sustainable or "green" principles.

The City of Taft's General Plan promotes the development of a sustainable community by ensuring its general plan policies are crafted to cut greenhouse gas emissions and move toward cleaner energy sources.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

PROJECT BENEFITS:

Reference: City of Taft General Plan, 2009

Table of Sustainable Principles by Element

	Land Use	Circulation	Open Space & Conservation	Energy Resources	Noise	Safety	Public Facilities & Services	Economic Development
Environment								
Promote mixed-use development.	•		•					
Promote compact, walkable development.	•	•	•					•
Focus new development in existing developed areas in the Planning Area, while limiting growth of undeveloped lands.	•		•	•				
Promote infill development.	•		•	•			•	•
Protect open space and agricultural lands.	•		•					•
Promote the efficient use of energy and resources (water, soil, building materials, etc.).			•	•			•	
Economy								
Create strong local and regional economies.	•		•	•				•
Encourage jobs/housing balance.	•			•			•	•
Support energy and resource efficient industries.			•	•				•
Promote energy and resource efficient buildings.	•		•	•				
Promote economic opportunity for all segments of the community.	•							•
Enhance the design character of commercial and office development	•							•
Equity								
Provide adequate housing for all income levels.	•							
Provide a fair and predictable land use planning process.	•		•					•
Promote development that is equitable in terms of sharing costs and benefits among all Taft residents and businesses.		•					•	
Require fairness in the development, adoption, and enforcement of regulations and policies.	•	•	•	•	•	•	•	•
Promote alternative transportation options to increase access.		•	•					

DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Ridgecrest General Plan and Multi-Modal Circulation Element
PROJECT SPONSOR: City of Ridgecrest

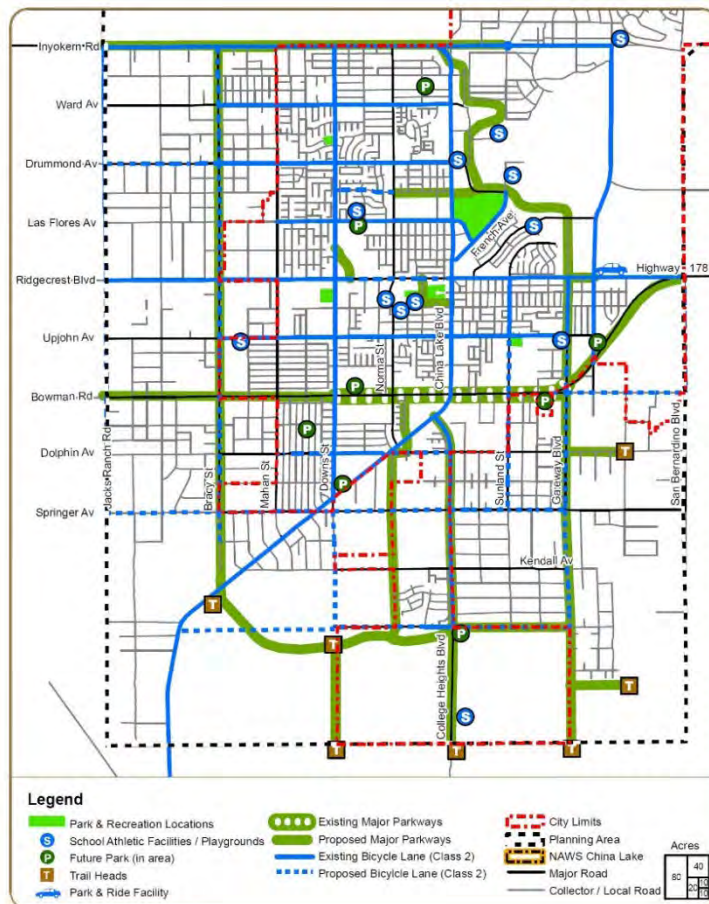
PROJECT DESCRIPTION:

In 2009, the City of Ridgecrest adopted its most recent General Plan. The guiding principles that are included in the updated general plan are: explore land use and policy alternatives; provide guidance in the planning and evaluation of future land and resource decisions; and provide a vision and framework for the future growth of the City. In addition, the Circulation Element addresses automobile travel, public transit, aviation, and trails for bicyclists and pedestrians.

PROJECT BENEFITS:

The City of Ridgecrest's updated General Plan includes new goals, policies, and implementation measures that are sustainable approaches. A new Land Use goal in the City's General Plan is to provide an appropriate mix of land use opportunities and provide incentives for infill development. In addition, the Circulation Element includes a goal to encourage and provide alternative modes of transportation and alternatives to travel for Ridgecrest residents to decrease dependence on single-occupant vehicular travel and reduce vehicle emissions.

Non-Motorized Circulation Map



COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

Reference: City of Ridgecrest General Plan, 2009

PROJECT TITLE: General Plan Sewer Policy – Hook-up required for parcels less than 6 acres

PROJECT SPONSOR: County of Kern

PROJECT DESCRIPTION:

In November 2005, the Kern County Board of Supervisors approved revisions to the Metropolitan Bakersfield General Plan including its sewer policy. The revisions required all new commercial, industrial and residential developments including residential land divisions proposing parcels smaller than six gross acres to connect to public sewer.

PROJECT BENEFITS:

The policy is intended to ensure that new growth be based on the availability of the extension of sewer infrastructure. The policy greatly curtails large lot development on the periphery of Metro Bakersfield.

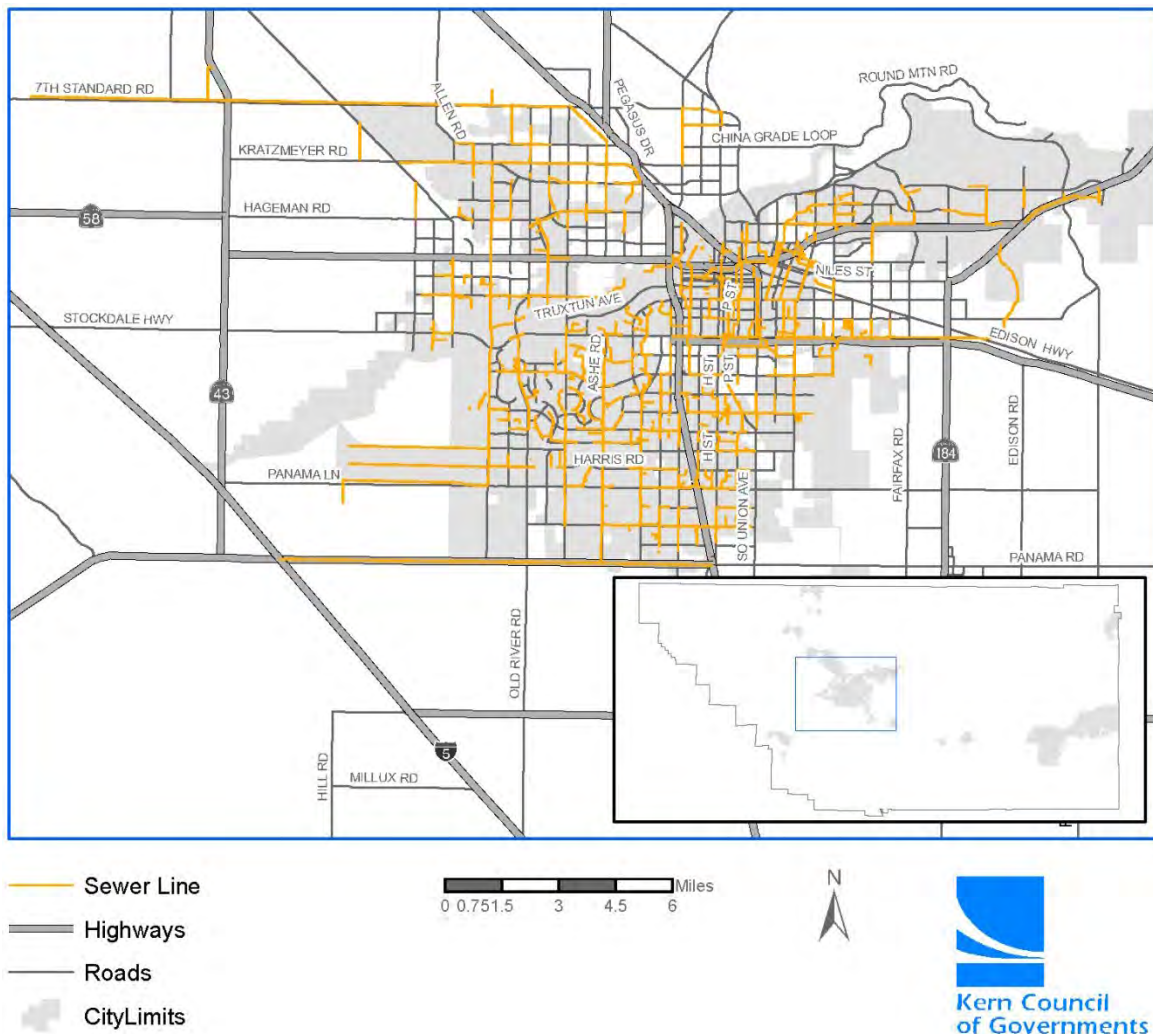
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In process

Map of Sewer Area in Metro Bakersfield



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: City of Bakersfield Required Lot Size Zoning Strategies

PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

In January 2005, the City of Bakersfield amended Section 17.14.070 of the Municipal Code relating to minimum lot area zoning. The amendment reduced the minimum lot size for R-2 zone dwellings to four thousand five hundred square feet per dwelling unit.

The City of Bakersfield also has a Planned Unit Development (PUD) zone, which enables developers to propose any lot size they desire, subject to discretionary approval by either the Council or Planning Commission. An example of a project that achieved higher density in a single-family residential development is University Park located in southwest Bakersfield.

The housing project includes a mixture of small, but traditional lots as well as cluster lots where six lots share a single driveway. In addition, the City has the Commercial-Center (C-C) zone which permits mixed use development by-right.

PROJECT BENEFITS:

Building on smaller lot sizes allows for compact and sustainable development. Planning and implementing compact sustainable development provides opportunities to reduce greenhouse gas emissions.

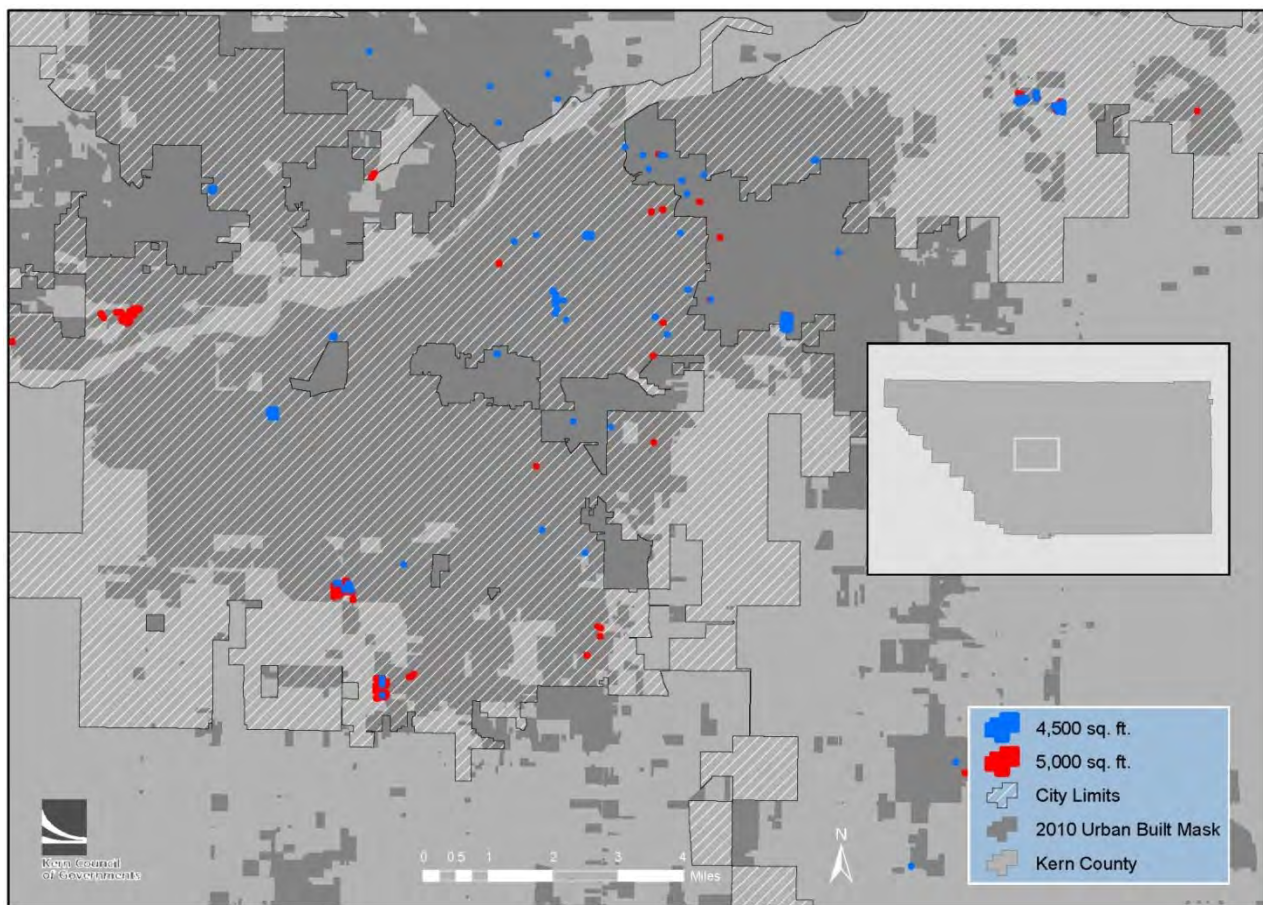
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Ordinance implemented in 1995

STATUS: Completed

Map of Small Lot Areas in Metro Bakersfield



PROJECT TITLE: San Joaquin Valley Air Pollution Control District – Indirect Source Review (ISR) to Mitigate Off-Site Air Quality Impacts of New Development

PROJECT SPONSOR: San Joaquin Valley Air Pollution Control District (SJVAPCD)

PROJECT DESCRIPTION:

The SJVAPCD adopted Indirect Source Review (Rule 9510) to reduce the impacts of growth in emissions from all new land development in the San Joaquin Valley. Indirect air emissions are emissions indirectly caused by growth in population. ISR applies to development projects that have not yet gained discretionary approval.

PROJECT BENEFITS:

The ISR Rule looks to reduce the emission of harmful pollutants, specifically NO_x and PM₁₀ associated with the construction and operation of new development projects in the San Joaquin Valley.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Unknown

STATUS: Adopted

Examples of Smart Growth Development Located in Downtown Bakersfield



918 at Eastchester

918 20th St, Bakersfield, CA 93301

The Cue

1800 Q St, Bakersfield, CA 93301



DRAFT APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Transit Priority Areas (TPA)**

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

SB 375 addresses Transit Priority Areas (TPA) as part of the SCS. TPA are areas within ½-mile of either rail stations or bus services with 15 minute headways in the peak period. Prior to 2012, only 5,600 people lived within one-half mile of high-quality transit areas. The Kern region has been proactive in expanding high quality transit service since SB 375 passed in 2008. With the implementation of short-term transit improvements in 2012, population served by transit priority areas has already expanded more than 20 times. Another 38% increase in 2020, and an increase of up to 225% is anticipated by 2035 over 2012 service areas.

PROJECT BENEFITS:

TPA encourages sustainable development by providing accessibility to quality transit which can reduce vehicle miles traveled and reduce the region's GHG.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECT: Unknown

YEAR OF CONSTRUCTION: October 2012

STATUS: In progress

Figure 4-14: Expanding Transit Priority Areas to Populations Within One-Half Mile of High Quality Transit

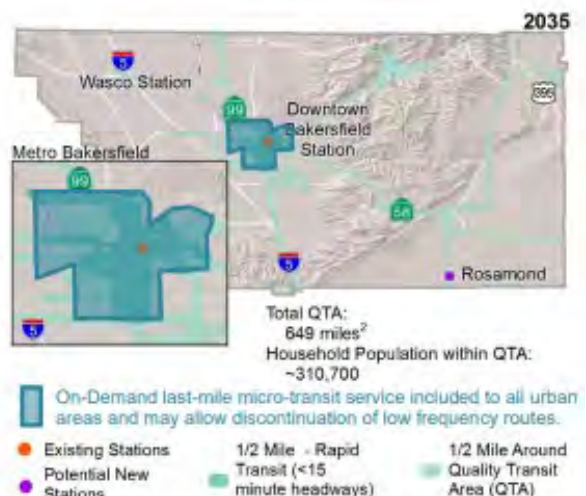
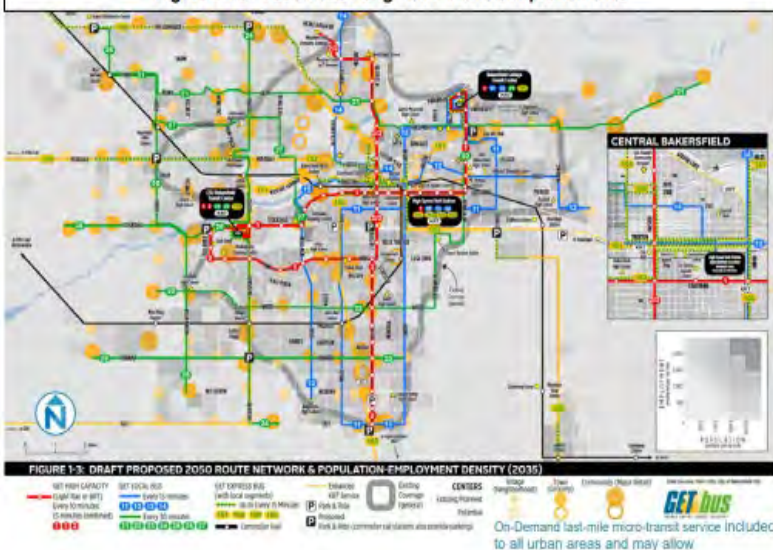


Figure 4-13: 2035-2046 Long-Term Transit Improvements



PROJECT TITLE: Metropolitan Bakersfield General Plan Centers Concept – Transit Priority & Strategic Employment Place Types

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Below is a map based on the Metro Bakersfield General Plan Centers Concept that was adopted in 1992. The Centers Concept was incorporated into the 2008 Kern Regional Blueprint Conceptual View maps. These map series were designed to illustrate some of the Regional Blueprint Principles designed to promote sustainable communities. The Maps are distinguished in phases; resources and other layers, existing, planned, and potential centers, along with a map that combines all the phase layers. The Maps include City spheres of influence from the County General Plan (included

in the Public/Resources layer), the transportation model network, and the major transit routes.

PROJECT BENEFITS:

Transit Priority Centers and Strategic Employment Place Types are illustrated in three phases; existing, planned, and potential. The Planned and Potential centers are located along major transit services within the urban area.

COST BENEFIT RATIO: Unknown

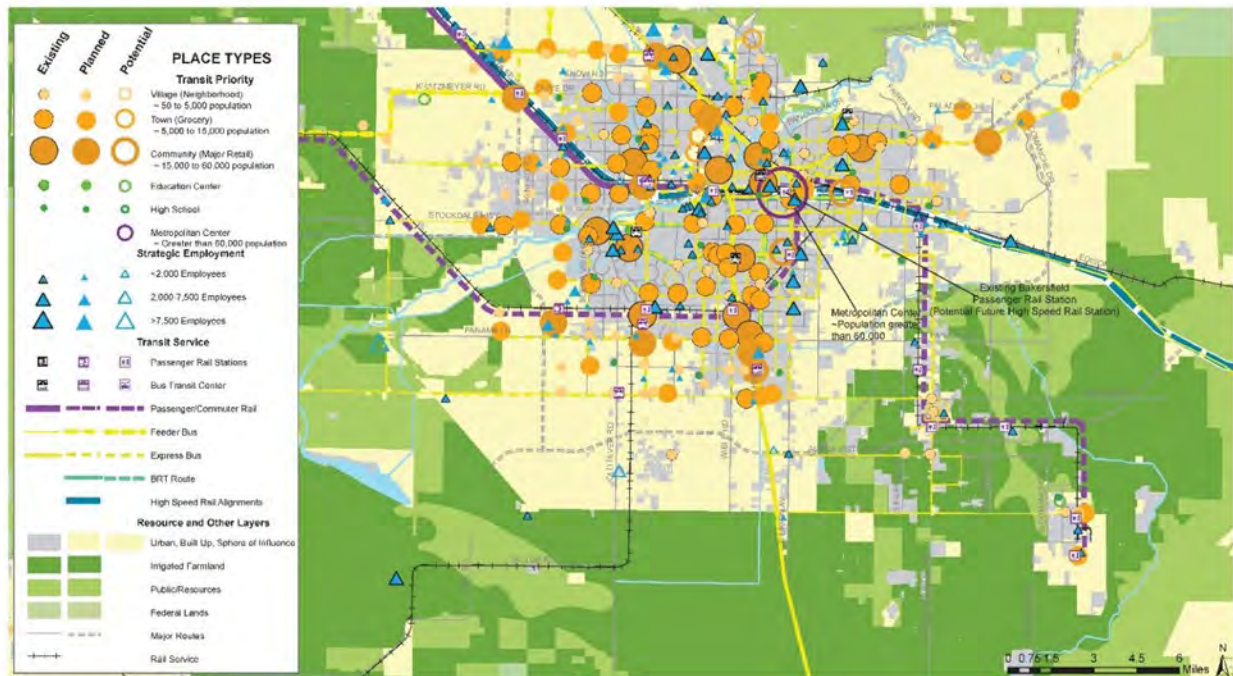
COST OF PROJECTS: N/A

YEAR OF CONSTRUCTION: N/A

STATUS: Adopted

DISCLAIMER: These maps are for conceptual purposes only. The RTP is updated every 4 years. Local general plans and other data can be updated more frequently. For more detailed information on the latest planning assumptions, please refer to the latest locally adopted general plan for each community or other latest data source. Local general plans and other data updates will be incorporated into the next RTP update every 4 years.

**Conceptual View - Bakersfield, Arvin
Transit Priority & Strategic Employment Place Types Map**



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: GET - Short-Term Service Plan (2012-2020)

PROPOSED SPONSOR: Golden Empire Transit District (GET)

PROJECT DESCRIPTION:

In the Metropolitan Bakersfield Transit System Long-Range Plan, there is a proposed Short-Term Service Plan (2012-2020). In the Short-Term plan, GET's fixed-route bus network would be reconfigured to reflect population and employment growth since the 1980's and to improve customer service and cost-effectiveness. In addition, the area covered within .75 miles from the Short-Term transit routes is 111 square miles.

PROJECT BENEFITS:

The prominent features of the Short-Term Plan includes a new transit center at CSU Bakersfield, increased service to CSU Bakersfield and Bakersfield College, faster cross-town trips, and decreased emphasis on timed connections at transit centers. The public will have more access to quality transit which will influence more people to use public transportation.

COST BENEFIT RATIO: -

TOTAL COST OF PROJECT: -

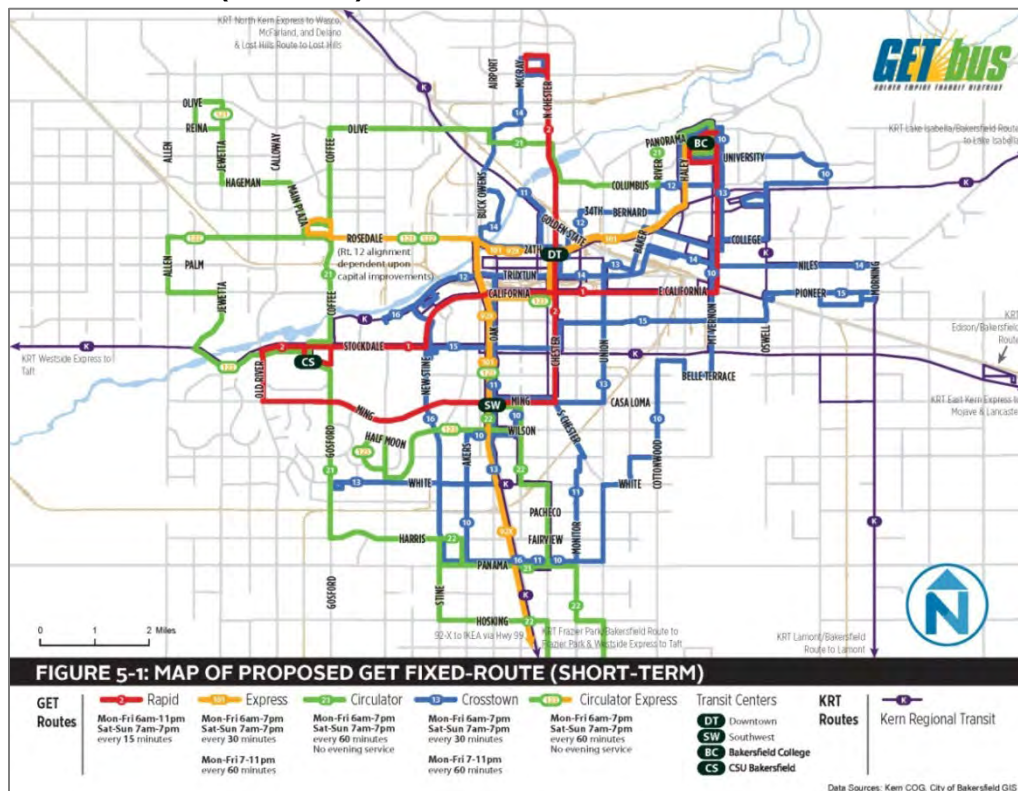
YEAR OF CONSTRUCTION: -

STATUS: Complete



Reference: Metropolitan Bakersfield Transit System Long-Range Plan, April 2012

Short Term Service Plan (2012-2020)



2018 Regional Transportation Plan (RTP)

Kern Council of Governments (Kern COG)

Sustainable Communities Strategy (SCS)

June 2018

PROJECT TITLE: GET X-92 Commuter Express bus service to Tejon Industrial Complex

PROJECT SPONSOR: Golden Empire Transit District (GET)

PROJECT DESCRIPTION:

Since 2008, GET has been using federal and local funds to provide a round-trip commuter express bus service that begins at 22nd Street and Eye Street, travels to a Park and Ride facility at McKee Road, and then terminates at the Tejon Industrial Complex (TIC). The purpose of this service is to provide employees of the TIC an efficient, inexpensive commuter alternative to driving to work in their own car. Service is also provided to the Tejon Outlets.

GET staff has worked closely with the employers at TIC to ensure the X-92 Route arrivals and departures match the work schedules as much as possible. GET currently offers nine round-trip schedules beginning at 3:50 a.m. and ending as late as 12:10 a.m. to accommodate as many TIC employers/employees as possible. Approximately 19,000 employees per year use the X-92. A 31-day pass for the service currently costs \$75; a significant value given the fluctuation of today's fuel prices!

PROJECT BENEFITS:

The X-92 Route provides the benefits below:

- Lowers employee driving costs such as general vehicle wear and tear, oil changes, fuel costs, etc.
- Allows for TIC employers to offer fare subsidies to meet SB 375 requirements.
- Reduces the number of single occupancy vehicle trips.
- Reduces vehicle emissions throughout metro-Bakersfield and the surrounding rural area.

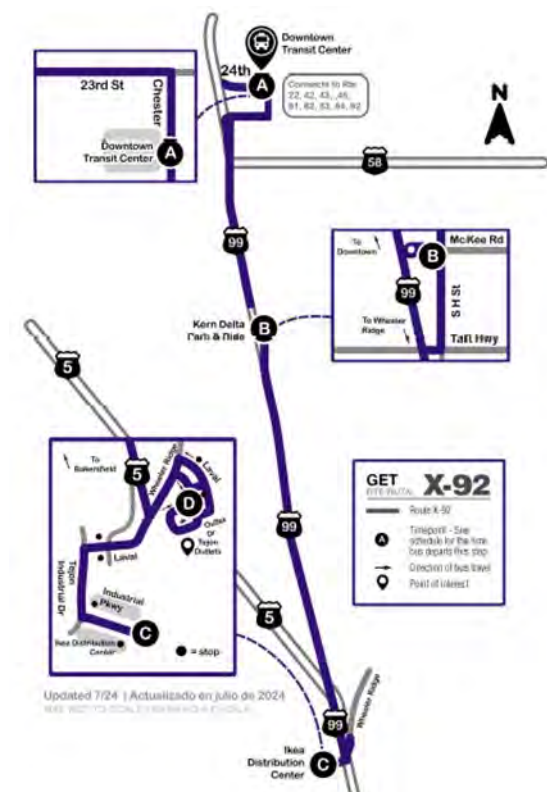
COST BENEFIT RATIO: 29% (FY 2015-2016)

COST OF PROJECTS: \$361,767 (FY 2015-2016)

YEAR OF CONSTRUCTION:

STATUS: In progress

Map of GET's X-92 Route



Southbound Weekday Día laborable en dirección sur				
BAKERSFIELD / TEJON				
DOWNTOWN TRANSIT CENTER A	MCKEE @ KERN DELTA PARK & RIDE B	TEJON TRIBAL CENTER C	INDUSTRIAL PARKWAY DRIVE @ IKEA D	
3:50A	4:10	-	5:00	
5:55A	6:15	-	7:00	
7:55A	8:15	8:40	9:00	
10:10A	10:30	10:55	11:15	
12:30P	12:50	1:15	1:40	
-	2:05	-	2:45	
-	3:25	3:50	4:10	
5:15P	5:35	-	6:05	
10:30P	10:50	-	11:40	

Northbound Weekday Día laborable en dirección norte				
TEJON / BAKERSFIELD				
INDUSTRIAL PARKWAY DR @ IKEA E	TEJON OUTLETS D	TEJON TRIBAL CENTER C	MCKEE @ KERN DELTA PARK & RIDE B	DOWNTOWN TRANSIT CENTER A
5:00A	-	-	5:30	5:55
7:00A	-	-	7:30	7:55
9:00A	9:10	9:25	9:50	10:10
11:15A	11:25	11:45	12:10	12:30
1:40P	-	-	2:05	-
2:45P	2:55	3:05	3:25	-
4:10P	-	4:30	4:55	5:15
6:05P	6:15	-	6:40	7:00
11:40P	-	-	12:10	-

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern 511

PROJECT SPONSOR: Kern Council of Governments

PROJECT DESCRIPTION:

Establish a 511 Traveler Information System in Kern County. The Kern 511 System will include a website and an Interactive Voice Recognition System (IVR).

The purpose of this project is to provide real-time information to the traveling public to improve traffic flow and safety on highways throughout Kern County.

PROJECT BENEFITS:

Provides traveler information including traffic speeds, traffic alerts, transit services, carpool information, and trip planning.

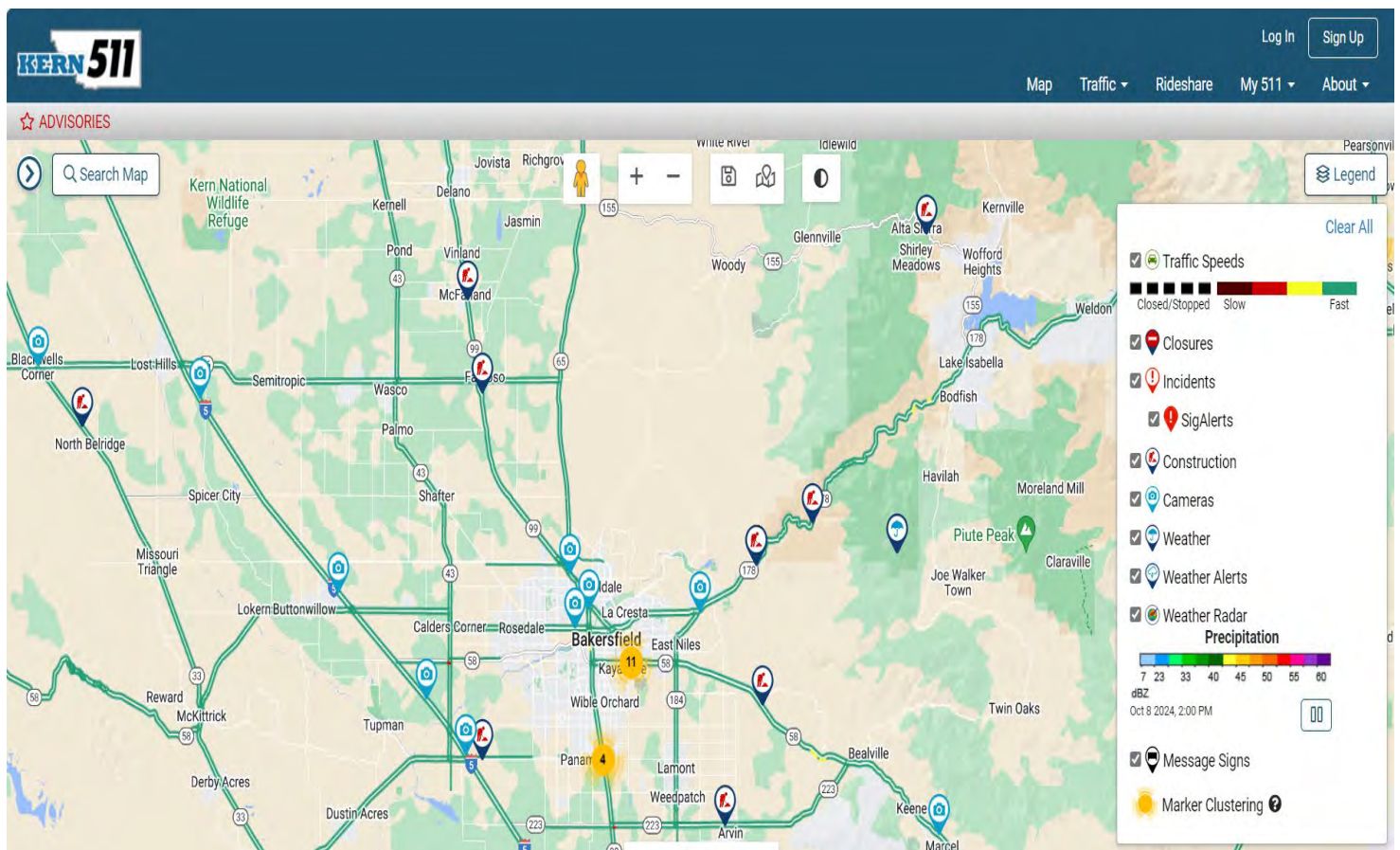
COST BENEFIT RATIO: Unknown

COST OF PROJECT: \$773,762

YEAR ESTABLISHED: 2012

STATUS: In Process

Kern County 511 Website



PROJECT TITLE: San Joaquin Valley Blueprint Integration Project

PROJECT SPONSOR: San Joaquin Valley Blueprint

PROJECT DESCRIPTION:

The San Joaquin Valley Blueprint Integration Project is a valley-wide program to provide support to cities in the valley whose population is under 50,000. The Project integrates Blueprint Smart Growth principles into the cities' General Plan and planning policies. A team of planning consultants will serve as Circuit Planners and will provide hands-on support to local agencies to integrate the appropriate Blueprint principles into local planning programs.

PROJECT BENEFITS:

The SJV Blueprint Integration Project assists in implementing the 12 Blueprint Smart Growth Principles. The Principles include creating walkable neighborhoods, mixing land uses, and providing a variety of transportation choices.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In progress

Within Kern County, the following small cities are involved in the Project and will be integrating the corresponding Blueprint Integration (BPI) tool:

Ridgecrest – Sign Ordinance

Wasco – Design guidelines SR 46 Corridor

Arvin – Design guidelines

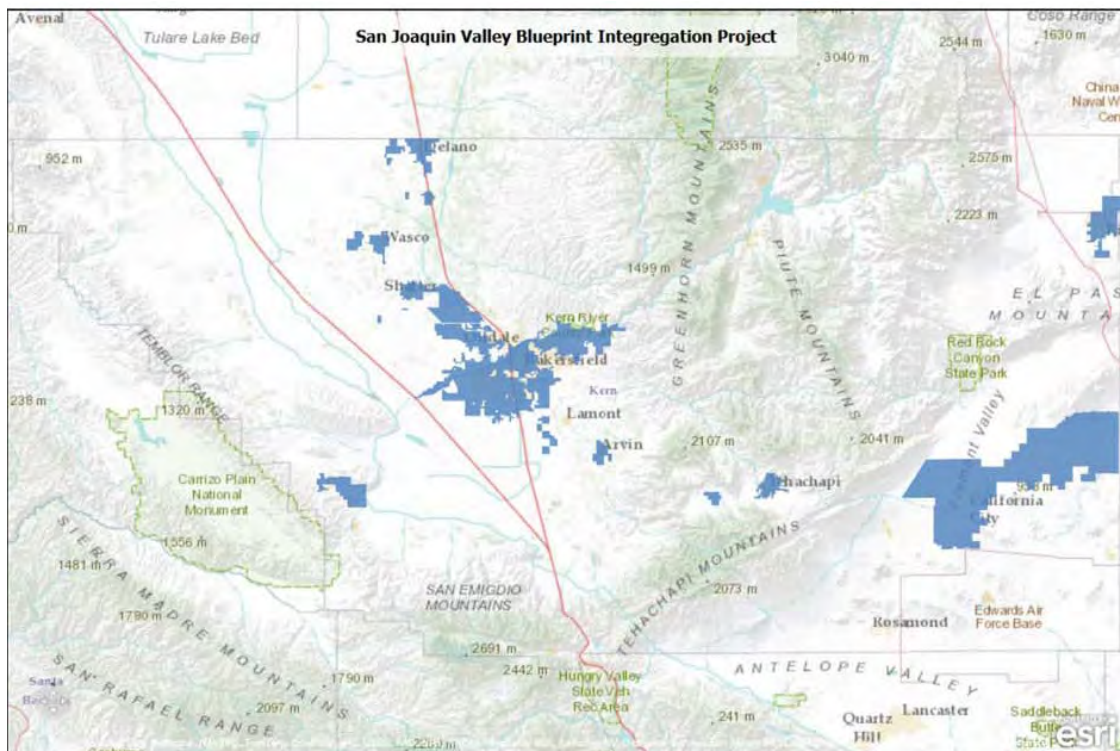
Shafter – Strategy to link transportation/land use

California City – infill strategy

McFarland – Ag mitigation program

Tehachapi – Climate Action Plan Guidance

Taft – Zoning Ordinance audit tool



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Caltrans Detection Systems - State Route 43 Intersection Improvements and East Bakersfield Vehicle Detection Systems

PROJECT SPONSOR: Caltrans

PROJECT DESCRIPTION:

The SR 43 Intersection Improvements in Shafter installed vehicle detection systems (loops, vehicle signal heads, conduit and connectors) and new signal controllers with GPS clocks to reduce traffic congestion and improve operations at the following intersections of SR 43: Lerdo Hwy, Shafter Ave, Central Ave and Kimberlina Rd.

The East Bakersfield Vehicle Detection Systems proposed project will install vehicle detection systems in order to reduce traffic congestion and maximize efficiency of existing highways. The system will be on State Route 58 through the City of Bakersfield from Real Road to Vineyard Street at various locations. The system may be traditional loops installed in roadways or microwave radar detection systems.

PROJECT BENEFITS:

The system will provide travelers with real time information to make decisions to choose alternate routes for more efficient travel. These efficiencies will also help to improve air quality.

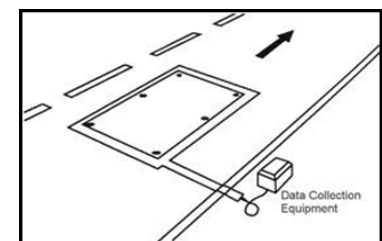
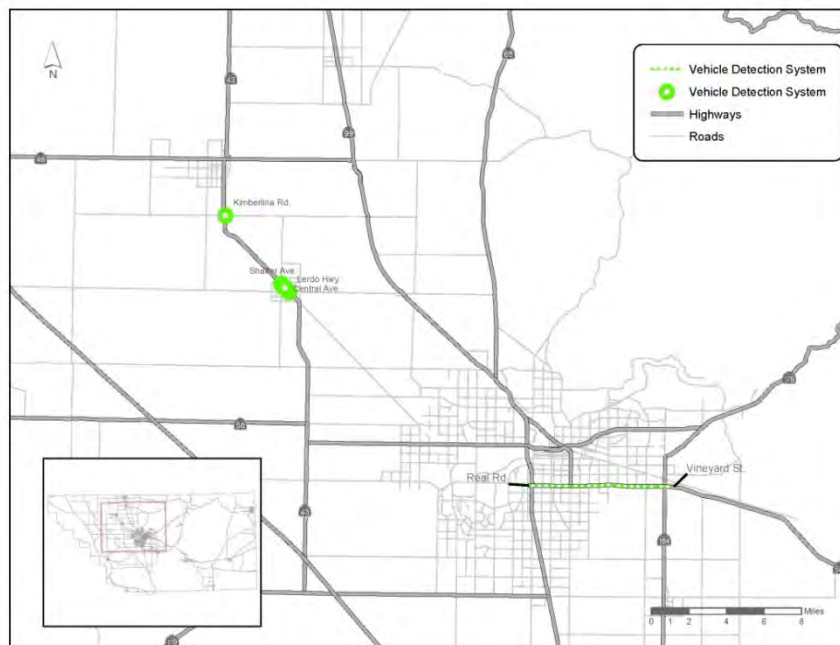
COST BENEFIT RATIO: All emissions – \$7.00 - \$21.00 / lbs.

COST OF PROJECTS: \$1,038,000

YEAR OF CONSTRUCTION: 2010, 2012

STATUS: Operating

Detection System



PROJECT TITLE: California Highway Patrol's Safety Corridors

PROJECT SPONSOR: California Highway Patrol

PROJECT DESCRIPTION:

The California Highway Patrol (CHP) has received funds from the Office of Traffic Safety (OTS) to establish task forces comprised of representatives from city, county, regional, state, and federal government agencies, and the private sector. The mission of each task force is to assess a high collision highway or pedestrian corridor, and make recommendations to improve traffic safety on the roadways of interest.

PROJECT BENEFITS:

With the increased CHP presence along these highway safety corridors, drivers will be more sensible of their driving habits. Sensible driving and observing the speed limits can impact fuel efficiency and have a fuel economy benefit of 5% to 33% (fuelconomy.gov). Fuel efficiency can reduce CO2 emissions through reducing the burning of gasoline and diesel.

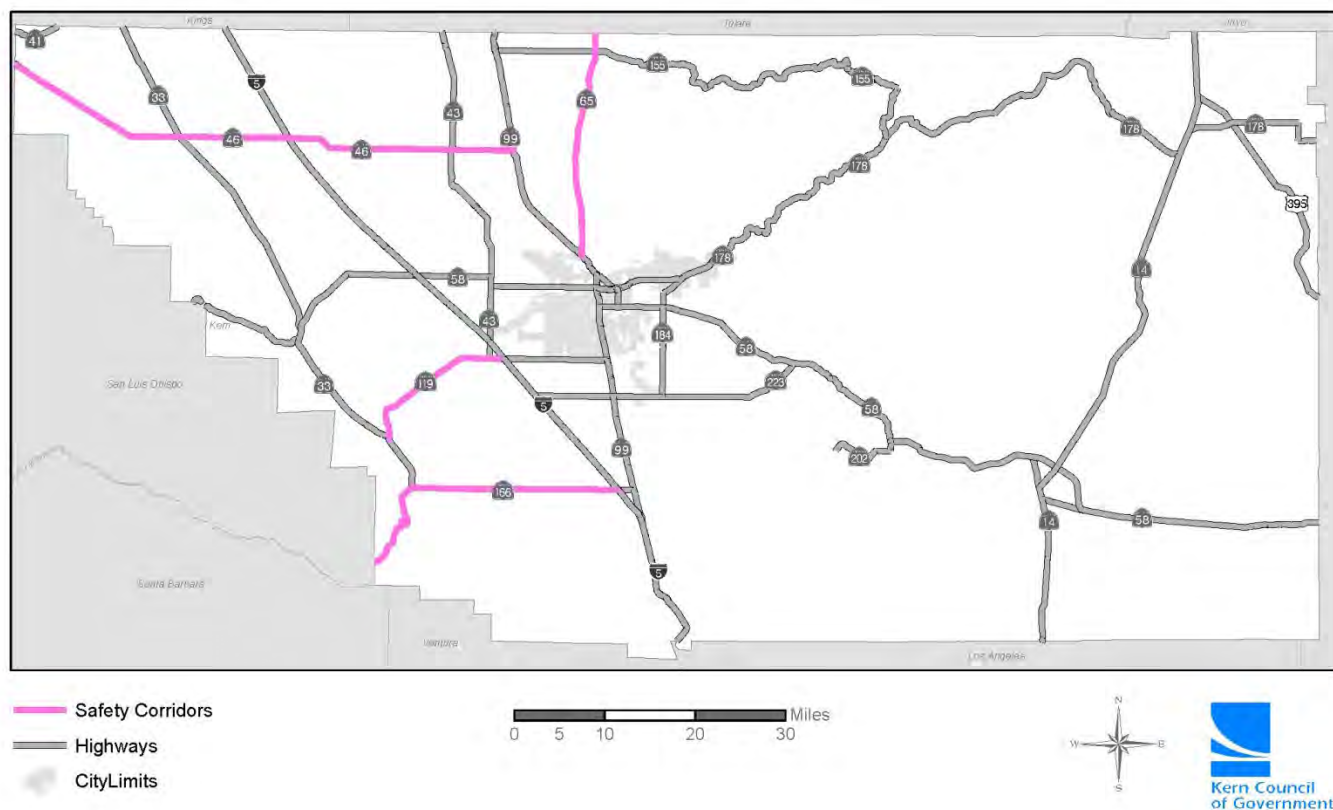
COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: Started in 2002

STATUS: In progress

Map of Safety Corridors in Kern County



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: **Purchase of CNG Buses**

PROJECT SPONSOR: Golden Empire Transit District, County of Kern Roads/Kern Regional Transit

PROJECT DESCRIPTION:

Purchasing and replacing CNG buses for Golden Empire Transit (GET) and Kern Regional Transit (KRT). There are three proposed projects that relate to the acquisition of CNG buses for Fiscal Years 2012-2014.

The purpose of these projects is to invest in alternate fuel fleets which promote the reduction of automobile trips, while also reducing the emission of harmful pollutants.

PROJECT BENEFITS:

Increasing the available capacity for passengers will encourage the public not to drive their own vehicles and decrease the number of buses for services that will reduce fleet emission levels.

COST BENEFIT RATIO: \$ 34+ / lbs.

COST OF PROJECTS: \$400,000 - \$575,000 per bus

YEAR OF CONSTRUCTION: 2013-2014

STATUS: Completed

GET CNG Bus



KRT CNG Bus



PROJECT TITLE: The Electric Cab Company of Delano

PROJECT SPONSOR: The Electric Cab Corporation and Private Organization

PROJECT DESCRIPTION:

The Electric Cab Company of Delano is a business organization founded in the City of Delano. The company currently provides local transportation services to the community members of Delano.

PROJECT BENEFITS:

The Electric Cab Company provides alternative transportation services to the community of Delano by using electric vehicles which reduce the emission of harmful air pollutants.

COST BENEFIT RATIO: Unknown

COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2012

STATUS: Completed

<http://www.theelectriccab.com/>

Images of Electric Cab Company's electric vehicles



Photos from: <http://www.theelectriccab.com/>

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Downtown Elementary School (City of Bakersfield)

PROJECT SPONSOR: Bakersfield City School District

PROJECT DESCRIPTION:

Downtown Elementary School is located in the City of Bakersfield's Downtown. The school serves K-8 students and provides extended day programs where the school day is extended before and after school to accommodate working parents. Downtown Elementary was recently expanded to accommodate more students.

PROJECT BENEFITS:

Downtown Elementary was designed to support families of the employees working in the downtown area.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION:

STATUS: In process



PROJECT TITLE: Traffic Control Devices
PROJECT SPONSOR: City of Bakersfield

PROJECT DESCRIPTION:

Implements traffic control devices at numerous locations within the City of Bakersfield. There were a total of four proposed traffic control device projects (total of nine monitoring cameras) for the Fiscal years of 2012-2014.

The purpose of these projects is to improve traffic flow and safety through better signal timing and accident detection through main corridors. The cameras will be controlled and monitored from the City's Traffic Operation Center (TOC), and changes to signal time can be made through the City's existing signal communication system.

PROJECT BENEFITS:

Signal timing improvements as well as visually monitoring traffic flow on central corridors will reduce overall vehicle stops and starts and limit delays in travel time. This reduction in vehicle stops and starts will improve the corridor's average speed, thereby reducing the harmful pollutants generated by vehicles at low speeds and when idling.

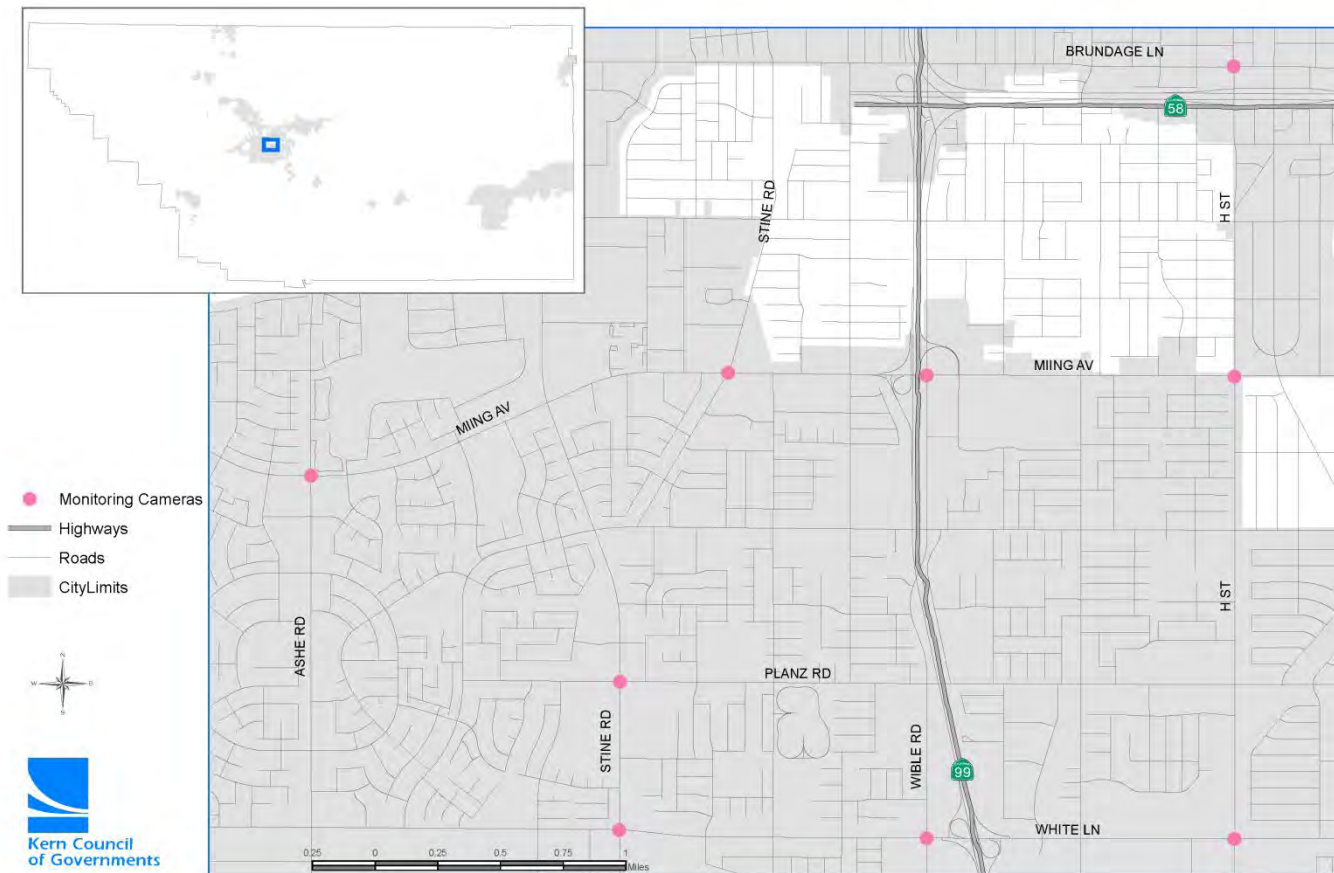
COST BENEFIT RATIO: \$15 – \$30 / lbs.

TOTAL COST OF PROJECTS: \$168,000 - \$460,000

YEAR OF CONSTRUCTION: 2013-2014

STATUS: Completed

Proposed Traffic Control device Projects (Traffic Monitoring Cameras)



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern Region Energy Action Plans (Kern REAP) and Kern Energy Watch Goal 3

PROJECT SPONSORS: Kern Energy Watch Partnership with Southern California Edison (SCE), Pacific Gas & Electric (PG&E), and Southern California Gas Company (SCG)

PROJECT DESCRIPTION:

Kern COG is coordinating Greenhouse Gas Inventories based on energy use and Energy Action Planning (EAP) for ten cities and the County of Kern. Energy Action Plans identify policies, goals, and strategies for the city or county to adopt and enforce or to implement to improve energy efficiency.

Through SCE's Flight #5.6 Funding Opportunity and the Kern Energy Watch Partnership, Kern COG was awarded funding for activities that support California's Long-Term Energy Efficiency Strategic Plan along with the Great Valley Center, which was awarded funding to implement PG&E's Green Communities Program. Kern COG coordinates the efforts of all of the partners and programs. As of October 2013, the County of Kern and ten cities have completed baseline inventories for the years 2005 and 2010. Five cities and the

County of Kern have adopted Energy Action Plans. Work will continue to update the inventories in 2014, to identify strategies to address natural gas use, then to update the plans, and to establish plans for the remaining local government partners.

PROJECT BENEFITS:

Through the development of EAPs, the participating municipalities will be the lead in conducting energy inventories and using energy efficiency to reduce global warming emissions and energy use in both their own facilities and throughout the communities.

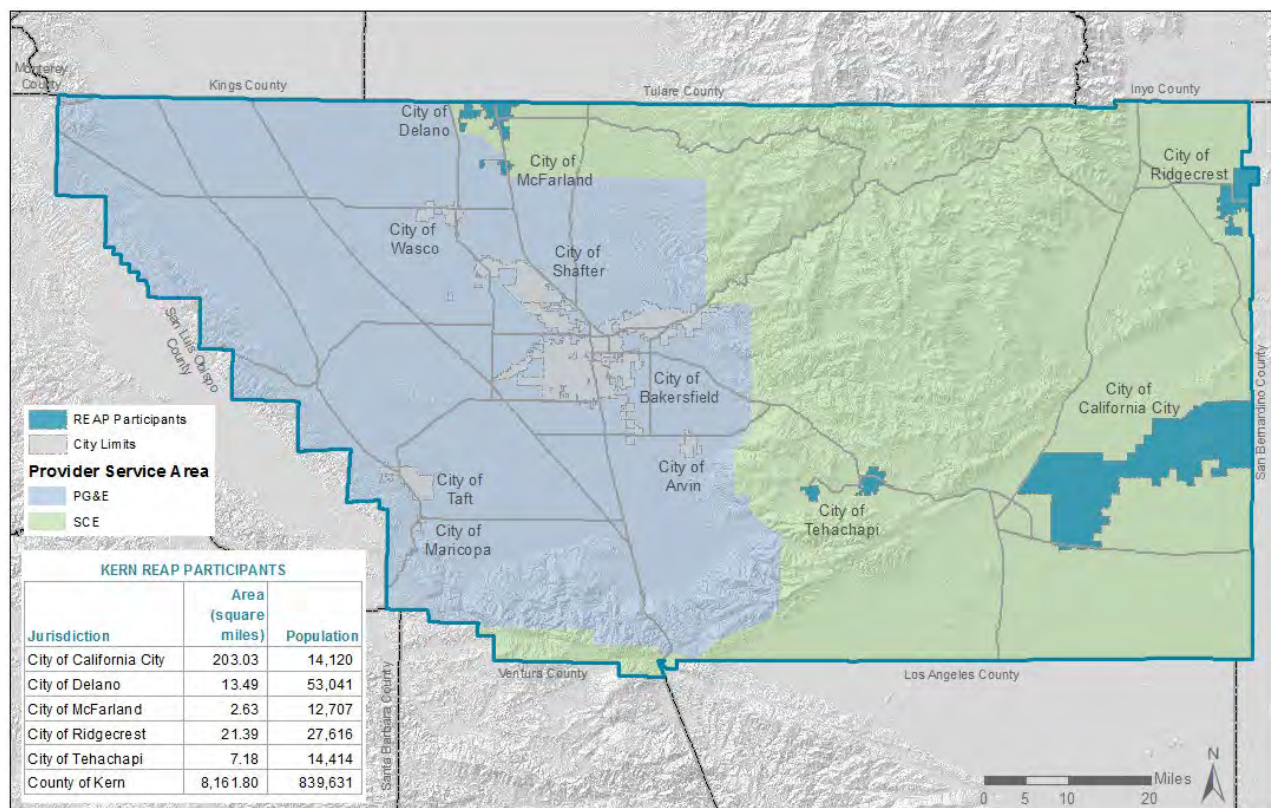
COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: N/A

YEAR OF CONSTRUCTION: N/A

STATUS: Completed

Map of Kern Region Energy Action Plans and Utility Service Areas



PROJECT TITLE: Tejon Ranch Conservation and Land Use Agreement

PROJECT SPONSOR: Tejon Ranch Co.

PROJECT DESCRIPTION:

On June 17, 2008, Tejon Ranch Co. and the nation's major environmental organizations, including The Sierra Club, Natural Resources Defense Council, Audubon California, the Planning and Conservation League and the Endangered Habitats League, unveiled a landmark agreement on the future of the Tejon Ranch. The agreement provides for the permanent protection of 240,000 acres of the historic Ranch — approximately 90 percent of the entire landholding. The remaining 10 percent, or 30,000 acres, of the Ranch is designated for responsible master-planned community development. The agreement and land use plan serve as a major regional sustainability success story, and the scale of the landscape makes it a state-wide and national success.

PROJECT BENEFITS: The Ranch's location between Bakersfield and Los Angeles and its adjacency to major California and national infrastructure corridors offer opportunities for regionally-beneficial development. The Conservancy has developed and is implementing a Ranch-wide management plan in collaboration with the Tejon Ranch Company.

The agreement also provides new opportunities for public access, including realignment of 37 miles of the Pacific Crest Trail to the Blue Ridge on Tejon Ranch, a potential location for a new CA state park, and a potential UC Reserve research site. In addition, the Conservancy leads public access programs that have brought approximately 5,000 visitors to the Ranch since 2008 and are serving approximately 1,000 per year through docent-led tours.

COST BENEFIT RATIO: Unknown

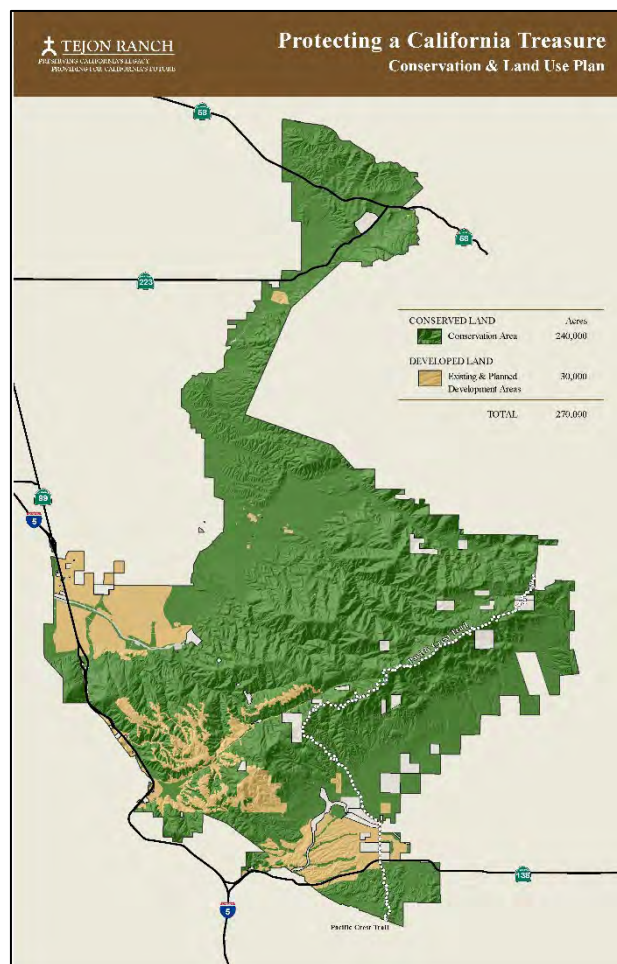
TOTAL COST OF PROJECTS: Not Applicable

YEAR OF CONSTRUCTION: Not Applicable

STATUS: In Progress

Reference: Tejon Ranch Co.

Tejon Ranch – Conservation and Land Use Plan Map



APPENDIX E – SUCCESS STORIES

PROJECT TITLE: Kern County Community Revitalization Program

PROJECT SPONSORS: County of Kern

PROJECT DESCRIPTION:

With the recent loss of redevelopment agencies, the County of Kern Planning and Community Development Department established a centralized Economic Opportunity Areas and developed the RENEWBIZ grant-funding mechanism to assist communities with initiating projects that improve and enhance the quality of life within the community as well as increase the economic benefit to the County as a whole. The Kern County Community Revitalization Program provides the seed money for a focused visioning process that is tailored to each community to develop a visual road map and unique identity. Each community visioning effort is highly collaborative and requires the County's close collaboration with an outreach/visioning consultant and the local community. Many times, initial funding for the visioning efforts have come from private businesses.

Two of the community vision plans developed through the Kern County Community Revitalization Programs

PROJECT BENEFITS:

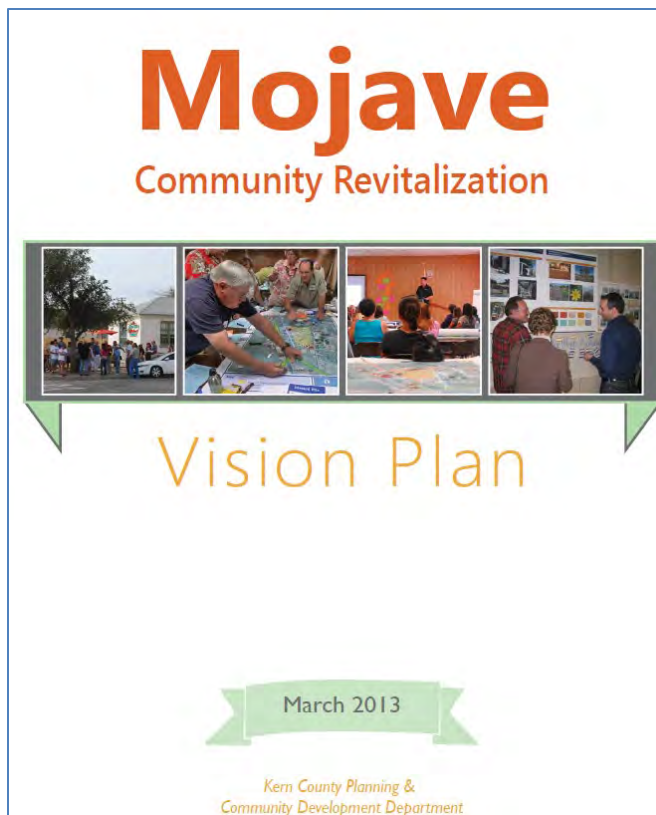
The program has attracted investment and real improvements of over \$4 million in the communities of Oildale, East Bakersfield, Rosamond, Mojave, Boron, and soon, Olde Town Tehachapi. The outreach efforts established a collaboration between residents, businesses, and stakeholders with the county that continues with physical improvements and additional planning efforts to be completed into the future.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: N/A

YEAR OF CONSTRUCTION: N/A

STATUS: Completed



PROJECT TITLE: Kern Transit – Route Connection with Antelope Valley Transit Authority

PROJECT SPONSOR: Kern Transit

PROJECT DESCRIPTION:

Kern Transit now meets with Antelope Valley Transit Authority's Route 785 that provides commuter service to Downtown Los Angeles, San Fernando Valley, and Century City. The Kern Transit Route 100 also connects with the Metrolink in Lancaster.

The collaboration with Kern Transit and Antelope Valley Transit Authority provides significant alternative transportation benefits for commuters and enhances air quality.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS: Unknown

YEAR OF CONSTRUCTION: 2016

STATUS: In progress

PROJECT BENEFITS:

Kern Transit Route 100 Schedule

100 BAKERSFIELD to LANCASTER											
Eastbound / Dirección Este		Monday - Friday / Lunes a Viernes						Mon-Thu/ Lun-Jue		Sat - Sun / Sáb - Dom	
Bus Stop	AM	PM							AM	PM	
BAKERSFIELD											
1 Bakersfield Amtrak	--	8:00	9:25	12:40	3:50	5:15	9:00	--	8:10	3:15	
3 Downtown Transit Center	3:25	8:09	9:34	12:49	3:59	5:24	9:09	3:40	8:19	3:24	
4 Bakersfield College - Panorama Dr.	--	8:20	9:45	1:00	4:10	5:35	9:20	--	8:30	3:35	
5 Kern Medical Center - Flower St.	--	8:30	9:55	1:10	4:20	5:45	9:30	--	8:40	3:45	
TEHACHAPI											
6 Park & Ride - Tehachapi Blvd	4:13	9:20	10:45	2:00	5:10	6:35	10:20	4:30	9:30	4:35	
MOJAVE											
7 Carls Jr. - Inyo St.	4:43	9:50	11:15	2:30	5:40	7:05	--	5:00	10:00	5:05	
ROSAMOND											
9 Taco Bell - Eagle Way	5:00	10:07	--	2:47	5:57	7:22	--	5:17	10:17	5:22	
10 Hummel Hall - 20th St.	5:06	10:13	--	2:53	6:03	7:28	--	5:23	10:23	5:28	
LANCASTER											
11 Mobil - Avenue J	5:23	10:30	--	3:10	6:20	7:45	--	5:40	10:40	5:45	
12 Antelope Valley College - Entrance H	5:27	--	--	--	--	--	--	5:44	10:44	5:49	
13 Owen Memorial Park - AVTA	5:35	--	--	--	--	--	--	--	--	--	
14 Antelope Valley Medical Center - 15th St.	5:43	--	--	--	--	--	--	5:52	10:52	5:57	
15 Metrolink - Sierra Hwy.	5:49	10:39	--	3:19	6:29	7:54	--	6:01	11:01	6:06	
16 Senior Center - Jackman St.	5:53	10:43	--	3:23	6:33	7:58	--	6:05	11:05	6:10	

APPENDIX E – SUCCESS STORIES

PROJECT TITLE: California State University of Bakersfield – Construction of Public Transit Center

PROJECT SPONSOR: Golden Empire Transit District, California State University of Bakersfield

PROJECT DESCRIPTION: The California State University of Bakersfield (CSUB) Transit Center is a partnership between CSUB and Golden Empire Transit District (GET). In GET's Long Range Plan, a new transit center was identified in the Short-Term Service Plan (2013-2020) at CSUB campus. The transit center will facilitate access and travel to several activity centers that include large employers, retail, a hospital, medical offices, and residential neighborhoods.

PROJECT BENEFITS:

The CSUB Transit Center will improve existing transportation choices by enhancing points of

modal connectivity, increasing the number of modes accommodated on existing assets and reducing congestion on existing modal assets. The location of the station is along a bicycle corridor and passengers may also connect with Kern Regional Transit.

COST BENEFIT RATIO: Unknown

TOTAL COST OF PROJECTS:

YEAR OF CONSTRUCTION: 2017, 2018, 2019

STATUS: Complete

CSUB Transit Center





VII. RPAC

November 6, 2024

TO: Regional Planning Advisory Committee

FROM: AHRON HAKIMI,
EXECUTIVE DIRECTOR

By: Rob Ball, Deputy Director/Planning Director
Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VII.
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.

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.

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 California Air Resources Board (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 as part of the Kern Area Regional Goods-movement Operations (KARGO) Study. The latest KARGO Study will feed into the 2026

RTP and host series of outreach events to collect input of the study in coordination with the 2026 RTP development. At the roundtable meeting attendees from 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 updates 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 - ARB staff announced at the quarterly San Joaquin Valley Inter-Agency Consultation meeting that Kern, Stanislaus, and Tulare COGs have received their approval 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.

July 13, 2023 - ARB staff emailed Kern COG and the California, the final acceptance letter is still working its way through upper management reviews and may not be issued till September due to staffing and vacation issues.

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 of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023, and signed by the Chair. The letter documents technical changes that do not affect the adopted RTP/SCS text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for 45-day public review period to be concluded on June 15. In addition, the Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their 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 the Kern COG’s chair’s signature be approved by the Kern COG Board,

April 17, 2023 – Kern COG web conferenced with ARB staff for the 14th time in 3 years to discuss the 2022 SCS technical methodology. One final methodology issue remains out of 27 identified in CARB’s January 20th memorandum. Additional adjustments were made to the elasticity used to adjust the hybrid NCST tool method used by Fresno COG. Documentation of the adjustment was submitted to ARB on April 18, 2023. 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.

June 13, 2017 - ARB released proposed targets that were 2 percentage points higher than what Kern COG recommended for 2035. The related ARB documents are available online at <https://www.arb.ca.gov/cc/sb375/sb375.htm> . Kern COG's April target recommendation letter is located on page B-143 of the ARB staff report at https://www.arb.ca.gov/cc/sb375/appendix_b_mpo_scenario_and_data_submittals.pdf . Kern COG and the 8 San Joaquin Valley COG's prepared individual letters and a joint comment letter. The letters document methodological changes that make it difficult to compare the 2014 RTP results with the latest modeling refinements.

Preliminary Timeline 2026 RTP/SCS

- ~~June 2023~~ — Update Public Involvement Procedure
- ~~July 2023~~ — Stakeholder roundtable process to vet outreach and performance measures
- ~~October 17, 2023~~ — Comment Due on Early Draft 2026 Capital Improvement Program
- ~~April 2024~~ — Regional Growth Forecast Update
- ~~June 11, 2024, Friday, 7-10am~~ — ~~Bakersfield Downtown Transit Ctr.~~ — Long-Range Transit Plan Update walk-up event
- ~~June 11, 2024, Friday, 2-5pm~~ — ~~Bakersfield SW Transit Ctr. at Valley Plaza~~ — Long-Range Transit Plan walk-up event
- **July-August 2024** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Events
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- **July 24, 2024, Wednesday, 3-5pm**, Cummings Valley Elementary, 24220 Bear Valley Rd, **Tehachapi** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo> . Zoom link: https://us02web.zoom.us/webinar/register/WN_dC8-SKemRvucicdiNJGfhq
- **July 29, 2024 Noon-2pm**, **Tejon Indian Tribe** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo>. Zoom link: https://us02web.zoom.us/webinar/register/WN_axMEHar-S-SbzH1jCsy1Cg
- **July 30, 2024, Tuesday, 11am-1pm**, **Rosamond CSD**, 3179 35th St. W., Rosamond – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo>. Zoom link : https://us02web.zoom.us/webinar/register/WN_8-gTdWCBTn6GG1XBb1ngWg
- **August 2, 2024, 6-8pm**, Center for Race, Poverty, Environment, 1012 Jefferson St #2, **Delano** – KARGO Community Prosperity/Protection Study RTP/SCS Freight Outreach Event <http://kerncog.org/kargo>. Zoom link: https://us02web.zoom.us/webinar/register/WN_axMEHar-S-SbzH-1jCsy1Cg
- September each year – Technical Assistance Requests to Kern COG Due
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents.

ACTION: Information.



November 26, 2024

TO: **REGIONAL PLANNING ADVISORY COMMITTEE**
FROM: AHRON HAKIMI, EXECUTIVE DIRECTOR
SUBJECT: DECEMBER 4, 2024, MEETING CANCELLATION NOTICE

The meeting of the Regional Planning Advisory Committee (RPAC) scheduled for Wednesday, December 4, 2024, has been cancelled.

The January 2025 meeting would be on Wednesday, January 1, 2025, a holiday; therefore, it will also be cancelled. If we need a special meeting, we will advise you as soon as possible.

The Cancellation Notice can be found on the Kern COG website:

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

The next regularly scheduled meeting is February 5, 2025.