

**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
February 4, 2026
1:30 P.M.**

TELECONFERENCE INFORMATION: [RPAC](#)

[Meeting](#) | [Meeting-Join](#) | [Microsoft Teams](#)

Meeting ID: 212 832 209 280 03

Passcode: WF66hL38

Dial in by phone

[+1 323-813-7062,,153896342#](#) United States, Los Angeles

[Find a local number](#)

Phone conference ID: 153 896 342#

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 November 5, 2025.

IV. 2025 KERN ELECTRIC VEHICLE CHARGING STATION BLUEPRINT UPDATE FINAL REPORT (Invina-Jayasiri)

Comment: Kern COG was awarded a grant from the California Energy Commission (CEC) to develop the 2025 Kern Electric Vehicle Charging Station (EVCS) Blueprint Update and the Final Report is completed.

Action: Recommend that the Transportation Planning Policy Committee receive and file 2025 the Kern Electric Vehicle Charging Station Blueprint Update. ROLL CALL VOTE.

V. PENDING TTAC REAP 2.0 GRANT STATUS REPORT (Davisson)

Comment: At the December 2025 Transportation Technical Advisory Committee (TTAC) meeting, an action item was adopted requesting that the three member agencies with Regional Early Action Planning (REAP) 2.0 reimbursement pending provide a status update at the February 4th TTAC meeting.

Action: Information.

VI. MOBILITY 2026 HOUSING UNIT SURVEY AND ANNUAL PROGRESS REPORT (Davisson)

Comment: The Department of Finance (DOF) collects data via the Housing Unit Survey in January each year. On April 1st of each year the Housing Element Annual Progress Reports are due to the Department of Housing and Community Development (HCD) and The Governor's Office of Land Use and Climate Innovation (LCI).

Action: Local jurisdictions coordinate on completed Housing Unit Surveys with Kern COG staff and submit Annual Housing Report to HCD/LCI by April 1, 2026.

VII. UPDATE: 2030 CENSUS BLOCK BOUNDARY SUGGESTION PROGRAM (Davisson)

Comment: The Block Boundary Suggestion Project (BBSP) is the Census Bureau's first redistricting phase, running January–May 2026, allowing local input to refine census blocks for the 2030 Census.

Action: Information.

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.

Action: Information only.

IX. SUMMARY OF KERN COG ASSISTANCE FOR SUSTAINABLE COMMUNITIES STRATEGY IMPLEMENTATION (Raymond)

Comment: Overview of Kern Council of Governments coordination, technical assistance, monitoring, and policy support provided to member agencies for implementing the Sustainable Communities Strategy.

Action: Review the attached resources and contact Kern COG staff to help develop and implement sustainable community strategies identified in the long-range transportation plan.

X. ANNOUNCEMENTS

XI. MEMBER ITEMS

XII. ADJOURNMENT

The next meeting is scheduled for Wednesday, March 4, 2026.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

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

Chairman Esselman called the meeting to order at 1:32 p.m.

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Steve Esselman Christine Chavez Brianna DeLeon David Deels Keri Cobb	Shafter Delano McFarland Caltrans Wasco
KERN COG STAFF:	Ben Raymond Irene Enriquez	Karl Davisson
OTHERS:	Andrea Nason	Caltrans

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

None.

III. APPROVAL OF DISCUSSION SUMMARIES

- RPAC Meeting of July 2, 2025

Committee Member Keri Cobb made a motion to approve the minutes of July 2, 2025; seconded by Committee Member Chavez, unanimously approved by voice vote.

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

Comment: Karl Davisson presented on several substantial changes to housing law passed in the recent legislative session, including the Permit Streamlining Act, AB 130, SB 131, AB 893 and SB 79.

Action: Information.

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

Comment: Ben Raymond provided an update on public outreach events that have taken place to support the development of the 2026 RTP.

Action: Information.

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

Comment: Victoria Romero Valdivia gave a status report on efforts by Kern COG to promote early deployment of alternative fuel vehicle technologies. The report covered progress made from July 1, 2025 to September 30, 2025.

Action: Information.

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

Comment: Mr. Raymond presented summary information on the draft travel model documentation and shared how to access and review the documentation.

VIII. ANNOUNCEMENTS

None.

IX. MEMBER ITEMS

None.

IX. ADJOURNMENT

With no other business, the meeting was adjourned at 1:54 p.m. The next scheduled meeting of the RPAC is December 3, 2025 (**May be dark**).



**Kern Council
of Governments**

IV. RPAC

February 4, 2026

TO: Regional Planning Advisory Committee (RPAC)

FROM: Jay Schlosser
Executive Director

By: Irene Enriquez, Regional Planner
Rochelle Invina-Jayasiri, Regional Planner

SUBJECT: Regional Planning Advisory Committee Item: IV.
2025 KERN ELECTRIC VEHICLE CHARGING STATION BLUEPRINT UPDATE
FINAL REPORT

DESCRIPTION:

Kern COG was awarded a grant from the California Energy Commission (CEC) to develop the 2025 Kern Electric Vehicle Charging Station (EVCS) Blueprint Update, and the Final Report is completed.

DISCUSSION:

The 2019 Blueprint established two deployment scenarios to guide EVCS investment: Scenario A, based on the EVI-Pro model, originally projected a need for 1,364 charging spaces by 2025, while Scenario B, using a population-proportional model, projected 4,426 charging spaces by 2025. The county has since made substantial progress, achieving all Scenario A targets and 80% of Scenario B targets by 2025. This progress includes major projects such as the Oasis Supercharger installation in Lost Hills, which added 168 solar powered stalls. In response, the scenario targets have been updated.

The new scenarios targets have been updated as follows:

- Updated Scenario A: Install 4,426 EV charging spaces by 2035 (adopting the previous Scenario B target as the new baseline)
- Updated Scenario B: Install 12,745 EV charging spaces by 2035 (aligned with AB 2127 EVCS forecasted requirements)

Both scenarios align with AB 2127's statewide EVCS forecast. AB 2127, enacted in 2018, requires the California Energy Commission to produce biennial assessments of statewide charging infrastructure needed to support California's goals of at least 5 million zero-emission vehicles by

2030 and 100% ZEV sales by 2035 under the Advanced Clean Cars II regulation. The 12,745-port target for Kern County reflects the region's proportional contribution to statewide infrastructure necessary to prevent supply constraints that could slow plug-in electric vehicle adoption.

The 2025 EVCS Blueprint Update implementation framework outlines two overarching objectives supported by three types of infrastructure investments, with updated goals and strategies (referenced in Tables 3–6) guiding ongoing, near-term, mid-term, and long-term actions.

DKS Associates prepared the 2025 EVCS Blueprint Update report. The draft report was circulated on December 23, 2025, and comments were due January 20, 2026. The final report can be found on the Kern COG website at: <https://www.kerncog.org/kern-electric-vehicle-charging-station-blueprint/> DKS Associates will be providing a presentation during the meeting.

ATTACHMENT: Presentation Slides

ACTION: Recommend that the Transportation Planning Policy Committee receive and file 2025 the Kern Electric Vehicle Charging Station Blueprint Update. ROLL CALL VOTE.

Kern COG Blueprint Update

**KERN COG
BLUEPRINT
UPDATE**

February 2026

THOMAS PADDON
PROJECT MANAGER
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MIKE USEN
PRINCIPAL
Mike.Usen@dkassociates.com

DKS

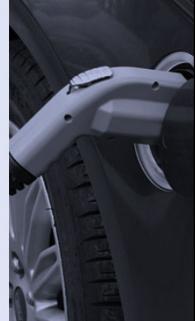
Kern Council of Governments

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AGENDA

- 1. PROJECT OVERVIEW
- 2. PUBLIC/STAKEHOLDER ENGAGEMENT
- 3. PEV/EVCS GROWTH
- 4. BLUEPRINT UPDATES
- 5. FUNDING AND INCENTIVES
- 6. NEXT STEPS

KERN EV CHARGING STATION BLUEPRINT 2024



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1. PROJECT OVERVIEW



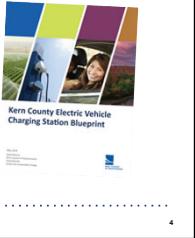
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PROJECT OVERVIEW

KERN EV CHARGING STATION BLUEPRINT 2024

- Updates to the 2019 Kern EVCS Blueprint
- Additional EV charger site recommendations
- Update and Identify Funding opportunities
- Updated Goals and Strategies
- Align with 2026 RTP/SCS Policies

Kern County Electric Vehicle Charging Station Blueprint



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PROJECT PARTNERS

Kern COG

- Irene Enriques - Project Manager
- Rochelle Irvin-Jayasiri - Regional Planner
- Rob Ball - Deputy Director, Planning

Stakeholders

- Adna
- Bakersfield
- California City
- Delano
- McFarland
- Ridgecrest
- Shafter
- Taft
- Truchaspi
- Visalia

Regional, State, & Federal Agencies

- Kern County
- City of Bakersfield
- Eastern Kern Air Pollution Control District
- San Joaquin Valley Air Pollution Control District
- California Energy Commission (CEC)

DKS

DKS Associates

Mike Usen - Principal-in-Charge
Thomas Paddon - Project Manager

Technical Analysis Leads:

- Steffen Coenen
- David Tokarski

Additional Project Support:

- Steven Phillips

Stakeholder and Public Engagement:

- Elise Brockett
- Kendall Flint
- Elizabeth Aguilar



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KEY ACHIEVEMENTS

Kern County Has Crossed a Critical Inflection Point

- 100% of 2019 Scenario A targets achieved by 2025
- 83% of 2019 Scenario B targets achieved by 2025
- PEV market share: 14.2% (Q3 2025), 13.3% (full year 2025)
- Kern County now squarely within adoption tipping point range (10-15%)
- Exponential growth dynamics now dominant



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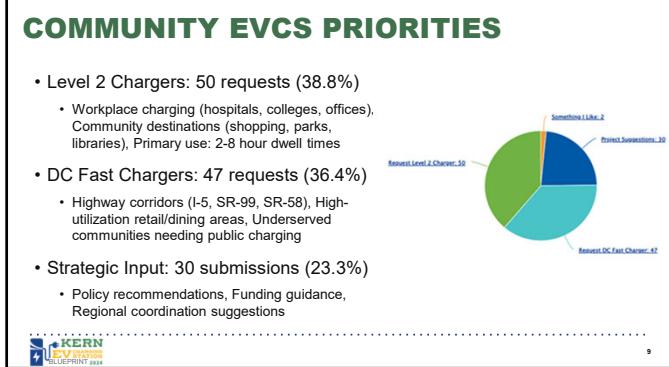
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PUBLIC/STAKEHOLDER ENGAGEMENT

- 129 comments from 35 participants
- 4,543 total platform visits/4,252 users
- Average engagement time: 1 hour 36 minutes
 - > 121 upvotes vs. 2 down votes
 - > 8 comments in Spanish
- Participation from government, business, nonprofits, residents, educational institutions



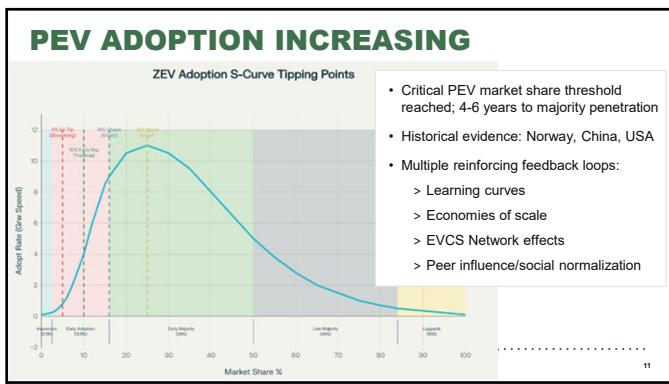
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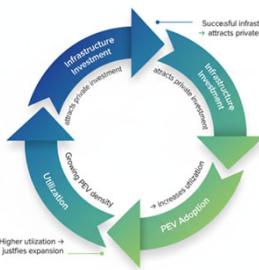
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EXPONENTIAL EVCS GROWTH

- Exponential PEV demand requires exponential EVCS supply
 - > 4-6 Year Transition: Kern County could move from 13% → 30%+ market share by 2030
- EVCS Installations drive positive feedback loop
 - > More EVCS → less range anxiety → more PEV adoption → higher EVCS utilization → more EVCS
- Near-Term (2026-2028) is Important:
 - > 3-year window helps to determine whether EVCS enables or constrains PEV adoption
 - > Early deployment costs more but reduces per-unit costs faster (learning curves)
 - > Sets trajectory for 2029-2035



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MEETING AB 2127 TARGETS

- Scenario A 2025 Goal (1,364 ports): Achieved (3,540 ports) **260% of Goal**
- Scenario B 2025 goals (4,426 ports): Partially Achieved **83% of Goal**

AB 2127 Remaining Ports needed	2025	2030	2035
Level 1 and Level 2 chargers at MUDs	0	0	516
Level 2 chargers at work and public sites	366	4,336	8,336
DCFCs for local needs	0	55	384
DCFCs for long distance	0	0	0
TOTAL PORTS NEEDED	366	4,391	9,236



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4. BLUEPRINT UPDATES



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EVCS DEPLOYMENT PRIORITIES

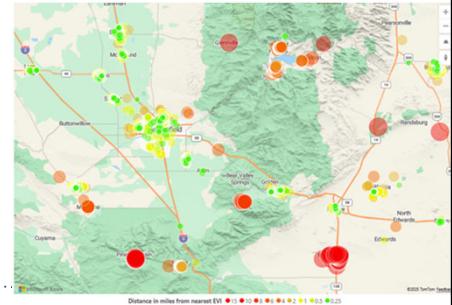
- 1) Workplace & Community Level 2 Charging
 - > Substantially below AB 2127 targets
 - > Community L2: retail, parks, libraries (~2-8 hour dwell times)
- 2) Community DC Fast Charging
 - > Serves long-distance travel, fleet operations, communities lacking home access, ride-hailing, delivery fleets
- 3) Multi-Unit Dwelling (MUD) Access
 - > CALGreen mandate addresses new MUD construction
 - > Proximity to workplace/community charging is a viable alternative



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CHARGING DESERTS

- > DAC communities disproportionately underserved (5-10+ mile travel distances to nearest EVCS)
- > Rural populations isolated from charging networks (often >15 miles to nearest charger)
- > Lack of chargers in remote areas increase "range anxiety" which dampens PEV growth



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MARKET-RESPONSIVE INVESTMENTS

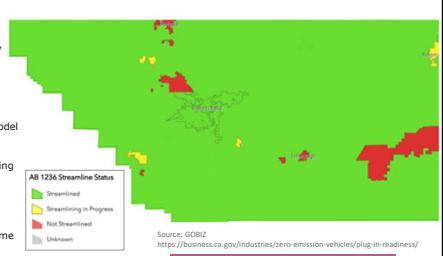
- > Creates Positive Feedback Loops
- > Performance-Based Incentives (Goal 4):
 - > Expedited permitting, permit fee waivers, priority grant access for high-utilization sites
- > Balances Public & Private:
 - > Public investment focuses on equity/coverage gaps
 - > Private investment focuses on profitable, high-utilization sites
 - > Market mechanisms accelerate deployment without limiting reach



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STREAMLINING PERMITTING

- > Fragmented Permitting
 - > Inconsistent timelines, requirements, and fees creates uncertainty, delays, discourages investment
- > Solution (Strategy 8):
 - > Kern County develops consistent regional guidelines; Adopt GO-Biz model ordinances; Standardized documentation; online submission; Uniform review timelines; Staff training
- > Implementation Actions:
 - > County as regional coordination hub, Metrics tracking for accountability; Reduce average permit processing time



Condition for Clean Air
Lawsuit filed 11/2025 to compel 110 non-compliant cities & counties to streamline permitting as required by
<https://business.ca.gov/industries/zero-emission-vehicles/plug-in-readiness/>

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IMPL. GOAL 1 - GHG EMISSIONS REDUCTION

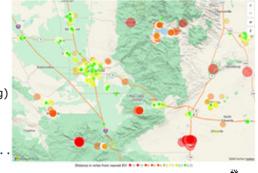
- Multi-Level Impact:
 - eMVT (PEV miles traveled) reduces tailpipe emissions
 - Grid: California grid 67% carbon-free; improving to 80% by 2035
 - Equity: DACs receive air quality benefits in highest-pollution areas
- Key Strategies:
 - Strategy 1: Annual GHG emissions/eMVT reporting
 - Strategy 13: Pair renewable energy with EVCS
 - Strategy 14: Support public fleet electrification



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IMPL. GOAL 2 - TRANSPORTATION INFRA. READINESS

- Objective 1: Eliminate charging deserts
 - Target: Chargers <2 miles from all Priority Areas
 - Prioritize investment in identified charging deserts
- Objective 2: Market-driven investment in high-utilization areas
 - Performance-based incentives reward proven performers
 - Creates positive feedback loop: success → expansion
- Critical Actions:
 - Regional EVCS collaborative (semi-annual meetings)
 - Streamlined permitting (Goal 4, Strategy 8)
 - NEVI corridor buildout (I-5, SR-99, SR-58 at <20-mile spacing)
 - Gap-filling in underserved communities



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IMPL. GOAL 3 - EV/EVCS AWARENESS & ADOPTION

- Challenge:
 - Kern County at 13.3% PEV new purchases annual market share, below state 29.1%
- Opportunity:
 - Peer effects, social normalization drive adoption
- Strategies:
 - Regional (tracking/reporting); Workforce training programs; Blueprint integration into local planning, Regional EV expert advisory program, Marketing campaigns (near-term, mid-term)
- Equity:
 - Specific outreach to DAC populations



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IMPLEMENTATION GOAL 4 - EVCS AFFORDABILITY

- Funding Sources:
 - Pursue funding (NEVI, CALeVIP 2.0, Communities in Charge, SCE Charge Ready, LCFS credits)
- Timeline Reductions:
 - Streamlined permitting, Pre-approved equipment lists; Utility coordination protocols
- Learning Curve Cost Reductions:
 - EVCS installations
- Economies of Scale Reductions:
 - Scaling EVCS manufacturing



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SUCCESS METRICS

- Infrastructure Metrics (Goal 2):
 - Annual EVCS deployments by type, utilization rates, coverage gaps
- Adoption Metrics (Goal 3):
 - PEV registration data, consumer awareness surveys
- Equity Metrics (Goal 1):
 - DAC vs. non-DAC coverage, reduction in travel distance to chargers
- Affordability Metrics (Goal 4):
 - Permitting timelines, project cost trends
- Accountability Structure:
 - Semi-annual collaborative meetings (Strategy 2)
 - Annual public reporting
 - Adaptive management: adjust strategies based on metrics



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5. FUNDING AND INCENTIVES



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FUNDING AND INCENTIVES

- Federal Programs:
 - NEVI, CFI, Title XVII: DOE loan guarantees up to 100% project cost
- California State Programs:
 - CALEVIP 2.0, Fast Charge California, Communities in Charge
- Utility Programs:
 - SCE Charge Ready: Infrastructure + rebates
- LCFS: Revenue from charging operations
- Private capital:
 - Performance-based incentives (fees, expedited permitting) as local leverage



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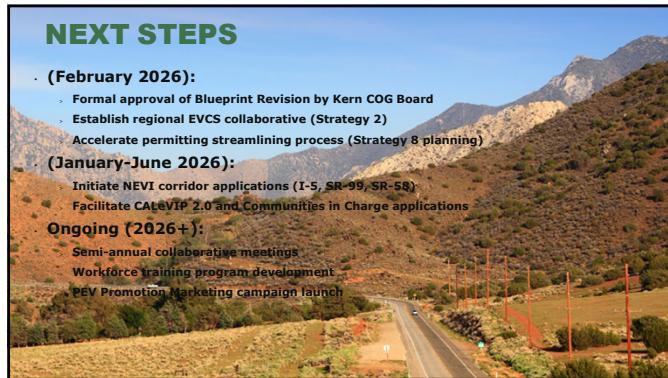


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NEXT STEPS

- (February 2026):**
 - Formal approval of Blueprint Revision by Kern COG Board
 - Establish regional EVCS collaborative (Strategy 2)
 - Accelerate permitting streamlining process (Strategy 8 planning)
- (January-June 2026):**
 - Initiate NEVI corridor applications (I-5, SR-99, SR-58)
 - Facilitate CALeVIP 2.0 and Communities in Charge applications
- Ongoing (2026+):**
 - Semi-annual collaborative meetings
 - Workforce training program development
 - PEV Promotion Marketing campaign launch

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THANK YOU



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MIKE USEN
PRINCIPAL
Mike.Usen@dkassociates.com



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**Kern Council
of Governments**

**V.
RPAC**

February 4, 2026

TO: Regional Planning Advisory Committee (RPAC)

FROM: Jay Schlosser
Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: Regional Planning Advisory Committee Item: V.
PENDING TTAC REAP 2.0 GRANT STATUS REPORT

DESCRIPTION:

At the December 2025 Transportation Technical Advisory Committee (TTAC) meeting, an action item was adopted requesting that the three member agencies with Regional Early Action Planning (REAP) 2.0 reimbursement pending provide a status update at the February 4th TTAC meeting.

DISCUSSION:

REAP 2.0 Project Update

In light of the pending reimbursement deadline and recent legislative changes to the program, the TTAC requested an update on the status of REAP 2.0 projects. This report is intended to inform the RPAC of the report due at the February 4 TTAC meeting.

The Shafter Tract 6713 project has been completed, and the City of Shafter was reimbursed \$216,692. During the April 2025 reporting cycle, the Cities of Bakersfield, Kern Community College District/Arvin, and Wasco did not report any expenditures toward their respective projects. Kern COG staff have since engaged in a dialogue with these member agencies and Kern Community College District/as Arvin's fiscal agent on the topic.

Legislative Update

Under AB 130 (2025–2026 Budget), the Governor extended REAP 2.0 grant deadlines as follows:

- Expenditure deadline: Extended six months, from June 30, 2026 to December 31, 2026.
- Final invoice submission: Extended fifteen months, from March 31, 2026 to June 30, 2027 (for expenditures through December 31, 2026).
- Final report submission: Extended six months, from December 31, 2026 to June 30, 2027.
- For MPOs only: If unexpended funds remain after the expenditure deadline, the department may reallocate those funds to another eligible MPO by December 31, 2027

(previously 2026), for reimbursement of eligible costs incurred by the expenditure deadline, up to the original allocation amount.

All other terms, including reporting requirements, remain unchanged.

Approved Projects (November 2022)

- \$750,000 — Wasco Alley Rehabilitation for ADUs
- \$230,235 — Shafter Tract 6713
- \$6,000,000 — Bakersfield Senior Center Affordable Senior Housing & Facility
- \$5,690,482 — Arvin “Keeping it Green in the San Joaquin”

On July 16, 2024, the California Department of Housing and Community Development (HCD) notified Kern COG that REAP 2.0 funding had been reduced by \$30 million, applied evenly across all MPO applicants. Revised allocations are provided in the table below.

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

ACTION: Information.



**Kern Council
of Governments**

VI. RPAC

February 4, 2026

TO: Regional Planning Advisory Committee (RPAC)

FROM: Jay Schlosser
Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: Regional Planning Advisory Committee Item: VI.
2026 HOUSING UNIT SURVEY AND ANNUAL PROGRESS REPORT

DESCRIPTION:

The Department of Finance (DOF) collects data via the Housing Unit Survey in January each year. On April 1st of each year the Housing Element Annual Progress Reports are due to the Department of Housing and Community Development (HCD) and The Governor's Office of Land Use and Climate Innovation (LCI).

DISCUSSION:

Department of Finance Housing Unit Survey

Around the first workday of each year—meaning January 5, 2026, in this instance—the California Department of Finance (DOF) emails every city and county contact regarding the annual Housing Unit Survey. The email contains links and instructions for completing the survey. Completed surveys are typically due to DOF by the third week of January.

In recent years, Kern COG staff has identified discrepancies between verified newly built units in several jurisdictions in the Kern region and what is being reported back by the State via the [annual E-5 population reports](#).

State government staff has confirmed that there is a straight-line link between the data that is reported by the jurisdictions in this survey and **both**:

- the financial calculation for each jurisdiction's budgetary Gann limit
- and the populations reported in the E-5 population report put out by DOF each July.

Each reported new housing unit may generate thousands of dollars in formula-based revenue for a jurisdiction; underreporting therefore results in significant potential revenue loss. Kern COG has a direct interest in the accuracy of this data, as it informs the growth assumptions used in the Kern travel demand model. Accordingly, Kern COG staff request the opportunity to coordinate with

each jurisdiction's designated survey contact and to retain a copy of the completed survey for regional planning purposes.

Housing Element/RHNA Annual Progress Reports

Separately, member agencies should begin preparing their Annual Progress Report (APR) to California Department of Housing and Community Development (HCD) for calendar year 2025. The interface for the APR requires one to set up an account and a login to complete the required inputs and form submission. Please note that depending on your agency's situation the preparation for this submission may take substantial effort.

Pursuant to Government Code Section 65400, all jurisdictions with land use authority are required to submit their 2025 APRs no later than April 1, 2026. The APR provides HCD with standardized metrics to assess each jurisdiction's progress in implementing its adopted Housing Element.

If jurisdictions do not submit their annual APRs, they may become ineligible for certain housing grants and other funding. With the adoption of Assembly Bill 2653 (2022) the APR process is enforceable by HCD and the Attorney General's office.

The Annual Progress Report Form, along with the updated instructions, a supplemental webinar, and a comprehensive FAQ are available at: <https://www.hcd.ca.gov/planning-and-community-development/annual-progress-reports>

Additionally, we would note that much of the data required for the Housing Unit Survey report is similar to the data required by HCD for the Annual Progress Report but on a much shorter timeline.

Timeline 2026 Housing Unit Survey & Annual Progress Reports

- January 5, 2026 – Housing Unit Survey email is sent out/received.
- 3rd week of January – Housing Unit Survey is due to DOF
- April 1st, Annual Progress Reports are due to HCD/LCI

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

ACTION: Local jurisdictions coordinate on completed Housing Unit Surveys with Kern COG staff and submit Annual Housing Report to HCD/LCI by April 1, 2026.



**Kern Council
of Governments**

VII. RPAC

February 4, 2026

TO: Regional Planning Advisory Committee (RPAC)

FROM: Jay Schlosser,
Executive Director

By: Karl Davisson, Regional Planner

SUBJECT: Regional Planning Advisory Committee Agenda Item: VII.
UPDATE: 2030 Census Block Boundary Suggestion Program

DESCRIPTION:

The Block Boundary Suggestion Project (BBSP) is the Census Bureau's first redistricting phase, running January–May 2026, allowing local input to refine census blocks for the 2030 Census.

DISCUSSION:

The Block Boundary Suggestion Project (BBSP) is Phase 1 of at least 4 phases of the U.S. Census Bureau's Redistricting Data Program. Running between January and May 2026, the BBSP allows the opportunity to suggest geographic features that should be used to refine existing census tabulation blocks and define new ones for use in the 2030 Census. This is done to ensure that blocks, the smallest geographic areas for which population data are released, align with local communities and administrative boundaries.

The US Census Bureau recently announced the BBSP ahead of the 2030 Census. Subsequently, the state level program coordinator for California, the Statewide Database at UC Berkeley, has reached out to Kern COG for local assistance in the Kern Region.

Kern COG as the Metropolitan Planning Organization (MPO) and State Data Center representative for the Kern region, will be coordinating the BBSP for the entire region and will serve as the primary point of contact for all related submissions to the Statewide Database. Currently, no action is required from individual jurisdictions. If any coordination or data requests arise, Kern COG will communicate directly with affected agencies.

The BBSP provides the opportunity to influence how census blocks are drawn before the decennial census. The program allows the opportunity to suggest adding or removing linear features (like rivers, railroads, or property lines) to be used as census block boundaries. This ensures that the resulting census blocks are logical and align with local electoral and non-political boundaries, such as streets, canals and subdivision boundaries. If a boundary is not established

during this phase, it cannot be used for state or local redistricting once the final population counts are released.

During the January-May 2026 time period, Kern COG will be granted access to web-based GIS software called the Geographic Update Partnership Software (GUPS), which was developed by the Census Bureau for the 2026 BBSP. Kern COG will use GUPS to provide input on the county's geography and submit suggested census block changes to the Statewide Database.

Next phases of Redistricting Data Program

Over the coming few years, Kern COG anticipates participating in other phases of the Census Bureau's Redistricting Data Program. Including, notably, the Participant Statistical Areas Program (PSAP), a Census Bureau program that provides for review and updates to the statistical geographic boundaries that exist above the block level that are commonly used for census data analysis including:

- Census Tracts – small, relatively permanent statistical subdivisions of a county.
- Block Groups – clusters of blocks within a tract.
- Census Designated Places (CDPs) – unincorporated communities recognized for statistical purposes.

ACTION: Information.



VIII. RPAC

February 4, 2026

TO: Regional Planning Advisory Committee (RPAC)

FROM: JAY SCHLOSSER,
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.

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.

December 10, 2025 – Received revised modeling protocol from the California Air Resources Board (ARB) to account for impact of the revocation of the ARB waiver for setting more stringent emissions than the rest of the nation.

November 13, 2025 – Concluded the 4-year outreach process engaging over 10,000 participants on the 2026 RTP/SCS via statically valid phone/text surveys, fairs/festivals, workshops and more.

October 10 – November 13, 2025 – Completed 7 stakeholder outreach events on the RTP/SCS engaging 300 participants. The effort garnered input from 7 stakeholder groups in the communities of Bakersfield, Taft, Delano, Ridgecrest, Arvin, Rosedale, and Wasco. The stakeholder groups included Bike Bakersfield, Taft Chamber of Commerce, Center for Race

Poverty and the Environment, AkaMya Culture Group, FARO Church/Arvin HS Students, Riverlakes Farmers Market, and Wasco Youth Police Activities League.

September 17-28, 2025 – Received input from over 1,000 people at the Kern County Fair booth on the development pattern scenarios for the 2026 RTP.

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

May 21st – June 4th, 2025 – Kern COG hosted four hybrid (in-person/online) community workshops and three online workshops collecting input on the Kern Area Regional Goods-movement Operations (KARGO) Community Prosperity/Protection Study and Freight related projects for the RTP/SCS. Workshops were held in Arvin, California City, Keene, and Shafter.

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

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

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

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

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

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

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

May 3, 2024 – Golden Empire Transit (GET) hosted a workshop on the Metro Bakersfield Moves – Long-Range Transit Plan (LRTP). The LRTP is a key input in the development of the 2026 RTP.

During the outreach process for the LRTP, survey collected public input for both the LRTP and the RTP.

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

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

January 9, 2024 and November 2, 2023 – ARB provided an email update on the status of Kern COG's promised 2022 RTP/SCS acceptance letter. A key upper management review person is not available this month pushing the issuance of the final letter into 2024, 7-months after ARB indicated acceptance of Kern COG's SCS in their June 13th email.

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

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

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

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

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

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

May 1, 2023 – Kern COG circulated the draft Public Involvement Procedure for a 45-day public review ending June 15. The Executive Director and other San Joaquin Valley COG directors also

met with ARB's SJV representative, where staff indicated Kern was close to an acceptance finding for its SCS.

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

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

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

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

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

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

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

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

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

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

Preliminary Timeline 2026 RTP/SCS

- June 2023 – Update Public Involvement Procedure
- July 2023 – Stakeholder roundtable process to vet outreach and performance measures
- April 2024 – Regional Growth Forecast Update
- June 11, 2024, Bakersfield Downtown Transit Ctr. – LRT Plan Update walk-up event
- July/August 2024 KARGO Study RTP/SCS Freight Outreach Events
- April 2025 – Annual Statistically Valid Community Phone Surveys
- May 2025 – KARGO Study RTP/SCS Freight Outreach Events
- August 6, 2025 – Transportation Modeling Committee Special Meeting
- August 23-24, 2025 – 2026 RTP/SCS Outreach at Tehachapi Mountain Festival
- August 29, 2025 – Mini Grants Applications Due
- September 17-28, 2025 – 2026 RTP/SCS Outreach at Kern County Fair
- September each year – Technical Assistance Requests to Kern COG Due

- ~~October 18, 2025 – 2026 RTP/SCS Outreach at Oildorado Days in Taft~~
- ~~Fall 2025 – Mini Grant Stakeholder Hosted RTP/SCS Workshops (see attached flyer)~~
- ~~Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach~~
- Spring 2023 to Spring 2026 – RTP/SCS Public Outreach Process
- Spring 2023 to Spring 2026 – Annual Statistically Valid Community Phone Surveys
- April-May 2026 – 55 day public review process for RTP/SCS, environmental document, air quality conformity, federal transportation improvement program
- August 2026 – Kern COG Board adopts the 2026 RTP/SCS and associated documents

Attachment: Kern COG RTP/SCS Fall 2025 Outreach Event Flyer (English/Spanish)

ACTION: Information only.



Kern Council
of Governments

WE WILL BE OUT IN YOUR COMMUNITY!

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

COME VISIT US HERE:

AUG
23-24

Tehachapi Mountain Festival

SEPT
17-28

Kern County Fair in Bakersfield
(Exhibit Building 2)

OCT
10
6:30PM

RTP/SCS Workshop with
Bike Bakersfield at
Café Smitten (parking lot) -
915 18th Street, Bakersfield

OCT
18

Taft Oildorado Days -
4th & Supply Rd, Taft

OCT
20
6:00PM

RTP/SCS Workshop with Center on
Race, Poverty & The Environment at
CRPE Office -
1012 Jefferson St, Delano

NOV
1

AkaMya Culture Group - 1st Annual
Regional Hoop Dance Championship -
Desert Empire Fairgrounds, 520 S
Richmond St, Ridgecrest

NOV
6
6:00PM

RTP/SCS Workshop with
FARO Church -
500 Campus Drive, Arvin

NOV
8
9:00AM

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

NOV
13
4:00PM

RTP/SCS Workshop with City of
Wasco Police Activities League
(PAL) Program -
1276 Birch Ave, Wasco



Visit our website or scan the QR
code for more details:
[kerncog.org/2026-rtp/](http:// kerncog.org/2026-rtp/)





Kern Council
of Governments

¡VAMOS A ESTAR EN TU COMUNIDAD!

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

VEN A VISITARNOS:

AGO
23-24

Tehachapi Mountain Festival

SEPT
17-28

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

OCT
10
6:30PM

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

OCT
18

Taft Oildorado Days -
4th & Supply Rd, Taft

OCT
20
6:00PM

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

NOV
1

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

NOV
6
6:00PM

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

NOV
8
9:00AM

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

NOV
13
4:00PM

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



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

[kerncog.org/2026-rtp/](http:// kerncog.org/2026-rtp/)



February 4, 2026

TO: Regional Planning Advisory Committee (RPAC)

FROM: Jay Schlosser,
Executive Director

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

SUBJECT: Regional Planning Advisory Committee Agenda Item: IX.
SUMMARY OF KERN COG ASSISTANCE FOR SUSTAINABLE COMMUNITIES
STRATEGY IMPLEMENTATION

DESCRIPTION:

Overview of Kern Council of Governments coordination, technical assistance, monitoring, and policy support provided to member agencies for implementing the Sustainable Communities Strategy.

DISCUSSION:

Overview

The Kern Council of Governments (COG) continues to work closely with its member agencies to coordinate planning efforts and provide technical assistance that supports implementation of the Sustainable Communities Strategy (SCS) included in the region's long-range transportation plan. These activities are intended to help jurisdictions advance transportation, land use, and housing strategies that reduce per-capita vehicle miles traveled and greenhouse gas emissions while improving community livability.

Summary of Support Activities

Kern COG's SCS implementation support is provided through a combination of technical assistance, policy alignment, data sharing, and peer coordination. Since 2009, Kern COG has invested more than \$5 million in technical assistance grants and in-kind staff support to help member agencies plan and develop projects consistent with state and regional sustainability goals.

Core areas of support include regional travel demand modeling and performance monitoring, sustainable transportation and community planning assistance, and coordination on state housing and land use policies that enable compact and infill development. Kern COG also aligns regional funding decisions

with SCS objectives through project delivery policies that prioritize projects supporting more sustainable and livable communities.

In addition, Kern COG facilitates information sharing among member agencies by documenting and presenting examples of local projects that further SCS goals, allowing jurisdictions to learn from and adapt successful strategies implemented elsewhere in the region.

Figure 1 provides a concise summary of the primary areas of Kern COG support, the type of assistance provided, and the corresponding benefits to member agencies.

Figure 1

Area of Support	Description	Primary Outcome for Member Agencies
Technical Assistance Grants & Staff Support	Grants and in-kind staff time for planning and early project development (see Attachment 1 – Kern Sustainable Community Grants Resources)	Increased local capacity to advance SCS-consistent projects
Travel Modeling & Monitoring Data	Regional modeling, vehicle miles traveled per person metrics, geographic information system mapping (see Attachment 2 - Summary of Kern Subareas VMT Reductions)	Data-driven evaluation of local performance
Sustainable Transportation Planning	Bicycle, complete streets, transit-supportive, and park-and-ride planning (see Attachment 3 – Kern Sustainable Transportation Initiatives)	Improved multimodal access and reduced auto dependence
Project Delivery Policies	Sustainability-weighted project evaluation criteria	Increased funding competitiveness for sustainable projects
Housing Policy Coordination	Updates on accessory dwelling unit laws, land use reforms, and environmental review streamlining	Improved use of state tools supporting infill and compact development
Best Practice Sharing	Collection and presentation of local SCS success stories.	Peer learning and replication across jurisdictions

Kern COG sends out an annual request to its member agencies in August for technical planning and/or grant writing assistance for projects and plans that support implementation of the SCS. Member agencies are always encouraged to contact staff anytime on projects and planning needs for technical assistance in implementing strategies as needs arise, however, assistance requests submitted after September of each year may be delayed.

Attachments: Attachment 1 – Kern Sustainable Community Grant Resources – August 2025
Attachment 2 – 2022 RTP/SCS Change in Daily Auto Miles Traveled
Attachment 3 – Kern Sustainable Transportation Planning Initiatives

ACTION:

Review the attached resources and contact Kern COG staff to help develop and implement sustainable community strategies identified in the long-range transportation plan.

Attachment 1

Kern Sustainable Community Grant Resources (Updated August 2025)

Program	Program Description	Resource and contact
Kern Council of Governments	<p>- Technical Assistance Program</p> <p>Requests may be made by email and should include a draft scope, budget and timeline regarding the planning need. Agencies are encouraged to contact COG staff for assistance in developing the request for planning resources and strategizing which sources are most appropriate. Awards are subject to available funding, need, and past geographic distribution of past awards. The awards will be used in developing the programming for next fiscal year's Kern COG Overall Work Program. Past awards have included:</p> <ul style="list-style-type: none">- 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 <p>To support grant applications Kern COG posts regional plans, resources and toolkits on the Kern COG website www.kerncog.org. For example:</p> <ul style="list-style-type: none">- 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 an updated EV Charging Station Blueprint in the coming year<ul style="list-style-type: none">- 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 examples to follow. The five sites may be eligible for a new CEC funding. Check CEC website for funding opportunities.	Email Request to Rob Ball rball@kerncog.org or Rochelle Invina-Jayasiri rinvina@kerncog.org due by Annually in September

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

	<ul style="list-style-type: none"> - <u>Public Benefit</u> Provides funds to purchase new, alternative-fuel vehicles and infrastructure and develop advanced transit and transportation systems. - <u>Public Transportation Subsidy and Park & Ride Lots</u> 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. - <u>Zero-Emission Landscaping Equipment Voucher Program</u> Provides incentives for the replacement of landscape maintenance equipment to lawn care providers. - <u>Zero-Emission School Bus Replacement Incentive Program</u> Provides monetary incentives to replace existing yellow school buses that transport public school children to and from school with zero-emission school buses in disadvantaged or low-income communities. 	
Eastern Kern Air Pollution Control District	<ul style="list-style-type: none"> - DMV Zero Emission Vehicle (ZEV) Rebate 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</u>, <u>Installation of EV Charging Station</u> or CNG refilling stations, Alternative Fuel Mechanics Training, Public Education Courses, and Innovative Vehicle-Related Emission Reduction Proposals accepted. Available annually, 2026 applications due February 27, 2026. 	<u>Eastern Kern APCD Grants</u> 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.	<u>KC Air Pollution Mitigation Fund</u>
Caltrans Sustainable Transportation Planning Grants FY 2026-2027	The Sustainable Transportation Planning Grant Program includes Sustainable Communities Grants, Climate Adaptation Planning Grant, Strategic Partnerships Grants <ul style="list-style-type: none"> - Call for applications normally in Fall of each year. Applicants are encouraged to visit the <u>California Grants Portal</u> and subscribe to receive notifications about State funding opportunities. 	<u>Sustainable Transportation Planning Grants Caltrans</u>
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	<u>Division of Transportation Planning Caltrans</u>

Caltrans Federal Grants 101 Webinar Series	Session 1 Recording (How to Create Competitive Federal Grants Applications) Session 2 Recording (Learn about Federal Grant Requirements and Resources) Session 3 Recording (All about Benefit-Cost Analysis) Session 4 (Post-Award: What happens now?) – TBA	<u>Federal Grants 101 Webinar Series</u>
Active Transportation Program (ATP)	The California Transportation Commission (CTC) ATP Cycle 8 Call for Projects opened March 20, 2026 and close on June 22, 2026. <ul style="list-style-type: none"> - 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. 	<u>Active Transportation Program (ATP) Caltrans</u>
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. <ul style="list-style-type: none"> - Programs include: <u>CalHome Program</u>, <u>Community Development Block Grant Program (CDBG)</u>, <u>Emergency Solutions Grants Program (ESG)</u> , <u>Encampment Resolution Funding (ERF) Program</u> , <u>Local Housing Trust Fund (LHTF) Program</u> - <u>NOFA calendar</u> shows targeted release dates for draft guidelines, NOFAs, and awards 	<u>Grants & Funding California Department of Housing and Community Development</u>
California Housing and Community Development Department Affordable Housing and Sustainable Communities (AHSC)	AHSC program makes it easier for Californians to drive less by making sure housing, jobs, and key destinations are accessible by walking, biking, and transit. In the 2025 cycle the NOFO was released in March 2025 with applications due on May 28, 2025. Similar schedule is expected in future cycles.	<u>California Department of Housing and Community Development AHSC</u>
Strategic Growth Council (SGC)	SGC's grant programs promote sustainability, health, and equity across California. Find funding for affordable housing, transit-oriented development, open space conservation, and climate change resilience.	<u>Strategic Growth Council Grant Programs</u>
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	<u>CA Natural Resources Grant Programs</u>

	<p>closed for 2025) 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.</p>	
California Air Resources Board	<p>Air Pollution Incentives, Grants and Credit Programs - Multiple granting programs. Visit the website to obtain project eligibility requirements and application due dates.</p> <ul style="list-style-type: none"> - Carb Planning and Capacity Building Administrator: Planning and Capacity Building Projects are intended to increase transportation equity in disadvantaged and low-income communities. 	Incentives California Air Resources Board
California Energy Commission	<p>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.</p>	CEC Funding Opportunities (ca.gov)
United States Department of Energy	<p>Energy Efficiency & Renewable Energy Alternative Fuels Data Center</p> <ul style="list-style-type: none"> - 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 – Federal Railroad Administration	<p>Federal Railroad Administration Grants & Loans - To develop safety improvements and encourage the expansion and upgrade of passenger and freight rail infrastructure and services, FRA supports the nation's rail network through a variety of competitive and dedicated grant programs.</p>	US DOT Railroad Grant Program
Federal Highway Administration	<p><u>Competitive Grant Funding:</u></p> <ul style="list-style-type: none"> - ADCMS - Advanced Digital Construction Management Systems: A program to promote, implement, deploy, demonstrate, showcase, support and document the application of advanced digital construction management systems, practices, performances, and benefits. - AID - Accelerated Innovation Deployment 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. - Advanced Transportation Technologies and Innovative Mobility Deployment (also known as Advanced Transportation Technology and Innovation (ATTAIN) Program): 	US DOT Grants

	<p>Provides grants to deploy, install, and operate advanced transportation technologies to improve safety, mobility, efficiency, system performance, intermodal connectivity, and infrastructure return on investment.</p> <ul style="list-style-type: none"> - <u>Active Transportation Infrastructure Investment Program</u>: Funding beyond FY23 is subject to the availability appropriations; the program provides grants to construct safe and connected active transportation facilities in an active transportation network or active transportation spine and to develop plans for active transportation networks and active transportation spines. - <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>BUILD - Better Utilizing Investments to Leverage Development Grant Program</u>: Provides grants for surface transportation infrastructure projects that will have a significant local or regional impact (aka Local and Regional Project Assistance). - <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. - <u>Charging and Fueling Infrastructure Grants Program (Corridor Charging)</u>: Deploys publicly accessible EV charging infrastructure and hydrogen, propane, and natural gas fueling infrastructure along designated Alternative Fuel Corridors. - <u>Congestion Relief Program</u>: Provides grants to advance innovative, integrated, and multimodal solutions to reduce congestion and the related economic and environmental costs in the most congested metropolitan areas with an urbanized area population of at least 1 million. - <u>INFRA - Nationally Significant Multimodal Freight and Highway Projects</u>: Provides grants for multimodal freight and highway projects of national or regional significance. - <u>MEGA - National Infrastructure Project Assistance Program</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>Nationally Significant Federal Lands and Tribal Projects (NSFLTP)</u>: Provides grants to Tribes and Federal land management agencies to complete projects that will provide substantial benefits to their communities or parklands. 	
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	<ul style="list-style-type: none"> - NEVI set-aside (First NOFO: Electric Vehicle Charger Reliability and Accessibility Accelerator Program): 10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. This first round of the NEVI set-aside program focuses on repairing and replacing existing non-operational EV chargers. - NEVI set-aside (Second NOFO: NEVI 10): 10 percent set-aside each fiscal year to provide grants to provide additional assistance to strategically deploy EV charging infrastructure. This second round of the NEVI set-aside program has been incorporated into the Charging and Fueling Infrastructure Grant Program second NOFO. - PROTECT: Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation Grants: 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. - Reduction of Truck Emissions at Port Facilities Grant Program (RTEPF): Studies and provides grants to reduce idling at port facilities, including through the electrification of port operations. - Safe Streets and Roads for All (SS4A): 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). - Wildlife Crossings Pilot Program: 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. 	
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 – Summary of Kern Subareas VMT (Vehicle Miles Traveled) Reductions

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

	RSA VMT			Persons = Household Population + Employment (by place of work)			Auto Miles Traveled/Person			% Change from Base 2020		Progress Compared to Old Plan	
	2020	2046 Old Plan	2046 Plan	2020	2046 Old Plan	2046 Plan	2020	2046 Old Plan	2046 Plan	2020 & 2046 Old Plan	2020 & 2046 Plan		
		(miles)		(persons)			(miles/person)			(percent)			
1	Greater Taft	1,139,077	1,459,016	1,447,492	27,496	33,334	33,221	41.43	43.77	43.57	5.7%	5.2%	-0.5%
2	Greater McFarland	895,810	1,013,188	1,016,217	25,972	32,597	32,426	34.49	31.08	31.34	-9.9%	-9.1%	0.7%
3	Greater Wasco	1,477,836	1,804,142	1,771,176	38,691	53,046	52,749	38.20	34.01	33.58	-11.0%	-12.1%	-1.1%
4	Greater Tehachapi	1,588,962	1,966,921	1,920,689	40,884	54,914	54,224	38.87	35.82	35.42	-7.8%	-8.9%	-1.0%
5	Greater Bakersfield	15,674,973	19,140,950	19,128,176	792,093	1,011,853	1,016,113	19.79	18.92	18.82	-4.4%	-4.9%	-0.5%
6	Greater Cal City/Mojave	1,054,411	1,397,478	1,365,859	25,727	40,094	38,396	40.99	34.86	35.57	-15.0%	-13.2%	1.8%
7	Greater Lake Isabella	769,798	880,509	727,855	19,215	23,285	21,160	40.06	37.81	34.40	-5.6%	-14.1%	-8.5%
8	Greater Ridgecrest	775,055	802,517	736,566	49,742	58,629	58,265	15.58	13.69	12.64	-12.2%	-18.9%	-6.7%
9	Greater Frazier Park	955,022	2,570,839	3,468,996	13,788	46,682	65,164	69.26	55.07	53.24	-20.5%	-23.1%	-2.7%
10	Greater Shafter	2,173,354	3,022,792	3,057,541	47,887	73,573	73,203	45.39	41.09	41.77	-9.5%	-8.0%	1.5%
11	Greater Arvin	1,011,263	1,290,470	1,226,085	30,692	37,201	35,672	32.95	34.69	34.37	5.3%	4.3%	-1.0%
12	Greater Delano	1,626,396	1,720,906	1,703,981	63,266	72,919	72,297	25.71	23.60	23.57	-8.2%	-8.3%	-0.1%
13	Greater Maricopa	204,836	203,423	197,277	1,625	1,636	1,628	126.05	124.34	121.16	-1.4%	-3.9%	-2.5%
14	Greater Rosamond	870,768	966,958	977,382	32,894	41,336	42,061	26.47	23.39	23.24	-11.6%	-12.2%	-0.6%
	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 – Kern Sustainable Transportation Planning Initiatives

Initiative	Description	Source/Link
Kern Region Active Transportation Plan	Regional vision and strategies for pedestrian and bicycle infrastructure across Kern County with prioritized implementation strategies for jurisdictions.	Kern COG Active Transportation Plans (Kern Council of Governments)
Bakersfield City Active Transportation Plan (ATP)	City-developed plan (Fall 2023–Spring 2024) to enhance safety, connectivity, and equity for bicycling and walking across Bakersfield.	Bakersfield ATP Overview (Bakersfield City ATP)
Kern County Bicycle Master Plan & Complete Streets Recommendations	County-level bicycle planning with strategies to expand and connect bikeway networks in unincorporated areas.	Kern COG Bicycle Plans (Kern Council of Governments)
Safe Routes for Cyclists in Kern County's Disadvantaged Communities	Grant-funded (Caltrans ATP Cycle 5) educational and encouragement program to increase bicycling in identified disadvantaged communities.	Safe Routes Program Overview (California Walks)
Downtown Bakersfield Pedestrian Access to Transit Plan	Plan focused on improving pedestrian linkages to transit and downtown destinations (part of broader active transportation planning).	Kern COG ATP Docs (Kern Council of Governments)
Golden Empire Transit On-Demand / GET-A-LIFT	Micro-transit and on-demand shared service operated by Golden Empire Transit in Bakersfield (“On-Demand” service), including paratransit options for ADA riders.	GET On-Demand Service Info (GetBus)
Commute Kern	Coordinates with local employers to improve and implement telecommute and rideshare programs. Provides commute demand management program offering ride matching, carpool/vanpool planning, and Guaranteed Ride Home to reduce single-occupancy vehicle use and support sustainable commuting.	CommuteKern.org (Commute Kern)
Kern Electric Vehicle Charging Station Blueprint	Framework for accelerating zero-emission transportation through advancing EV charging network in Kern.	Kern COG EV Charging Blueprint (Kern Council of Governments)
City of Bakersfield Multimodal Transportation & Traffic Safety Committee	City Council committee advising on multimodal transportation (walking, biking, transit) and traffic safety policies and projects.	Bakersfield Multimodal Committee Info (Bakersfield City)