



**Kern Council  
of Governments**

July 21, 2017

Clerk of the Board, Air Resources Board  
1001 I Street  
Sacramento, CA 95814  
Electronic Submittal (<http://www.arb.ca.gov/lispub/comm/bclist.php>)

**Re: Comment on the Draft Environmental Analysis and Staff Report for the Proposed Update to the SB 375 Greenhouse Gas Reduction Targets**

Dear Clerk of the Board,

Thank you for the opportunity to comment on the ARB staff recommendation for the proposed update to the SB 375 Greenhouse Gas reduction targets. Kern COG believes that the ARB staff report, "Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets", is unacceptably vague in its proposal of new SB 375 target recommendations and that it does not give proper consideration to targets recommended by regional agencies, creating a strong potential for Alternative Planning Strategies (APS) in place of Sustainable Community Strategies (SCS). Kern COG requests that you accept the targets we proposed in our December 2016 and April 2017 report submittals to ARB.

Local travel demand models take into consideration millions of variables that reflect the diverse neighborhood level conditions throughout a region. Kern is unlike other regions with a self-contained model capturing close to 100% of its commuter's travel shed; a rural ex-urban commute pattern to strategic employment centers (ag, energy, logistics, tourism, prisons, and military); diverse valley, mountain and desert travel characteristics, covering an area twice the size of Los Angeles County; and disadvantaged communities unable to travel as much as more affluent areas of the state.

ARB justification for not going with our MPO recommended targets for 2035, discounts local model information that more accurately reflects the actual local circumstances in the region. ARB staff has proposed use of an arbitrary "step-up" approach to the percent per capita reduction target performance in the prior SCS based on the size and potential growth in each region regardless of modeling results. The largest regions received an additional 3 percentage point reduction, mid-sized regions like Kern received an additional 2 and the small regions received an additional 1 percentage point reduction. **We request that ARB remove this step-up approach and accept the target unanimously approved by the Kern COG Board for the following reasons:**

1. **Compare 2<sup>nd</sup> Round Targets to 2<sup>nd</sup> Round Targets** - Second round targets proposed by ARB for Kern and its disadvantaged communities are 2 percentage points more ambitious than those ARB assigned to Southern California in their second round of target setting. Like the major metropolitan areas, the Valley should be allowed more time to implement and learn from its strategy efforts before

setting the bar above Southern California's 2<sup>nd</sup> round of targets. Especially since we lack the same density and transit option strategies of Southern California.

2. **Valley Household Travel is Half What it is in Affluent Coastal Communities** - Vehicle Miles Traveled (VMT) per capita in Kern and the San Joaquin Valley are already half what it is in the more affluent Southern California and Bay Area regions. This is because the State's most disadvantaged communities are largely located in the San Joaquin Valley, where many communities still suffer from double digit unemployment. Residents in these communities are limited to only making essential trips using the lowest cost options available to them. For rural destinations, low cost transit is not one of those options. In Kern, half of all vehicles contain more than one occupant, and vanpooling to work is rapidly expanding.
3. **Account for Economic Rebound in Disadvantaged Communities** - Due to the downturn in the energy sector, Kern is lagging behind Fresno and much of the Valley now emerging from the 2008 recession. Fresno is seeing travel per capita increase. Consequently, Fresno's target is being set 2 percentage points lower than Kern's in part because per capita vehicle miles traveled, driven by their economic recovery, is increasing faster than in the Kern region. ARB must consider the economic impact to Kern's disadvantaged communities when setting targets. Targets should be set to allow for the possibility of economic rebound in disadvantaged communities where vehicle miles traveled per household is likely to increase toward state average rates should employment opportunities improve. Eliminating the step-up approach helps provide a cushion for economic rebound of disadvantage communities.
4. **Unanticipated Challenges in Implementing 2014 SCS** – Kern COG is committed to strategies such as infill development, active transportation, etc. but is seeing some of our tools become less effective or delayed, requiring expanded efforts in other areas to maintain current target demonstration progress, making an increase beyond our recommended target more likely to trigger an APS.
  - A. New state groundwater regulations may have a serious impact on the rate and location of growth, affecting the preferred SCS development pattern.
  - B. Infill infrastructure and housing in the San Joaquin Valley is severely hampered by the loss of redevelopment's tax increment finance mechanism. For example, Bakersfield has received over \$1M from the Strategic Growth Council's Affordable Housing Sustainable Communities program. This new funding has replaced less than half of the funding once generated annually by the former redevelopment agency, and the Housing & Community Development department staff has shrunk by more than half. Still, Bakersfield has seen infill housing downtown since the adoption of the Kern Blueprint increase 4 fold thanks in part to market rate housing, and a reduced-fee driven downtown infill incentive program. However this downtown resurgence is not as fast as assumed in the 2014 SCS. Fresno however has received over \$70M from the state Transformative Communities Program but have a target that is being set lower than Kern's.
  - C. Federal community development block grant funding is another major source for infill and pedestrian facilities, and is now being considered for curtailment.
  - D. Since the adoption of the 2014 RTP/SCS the State has delayed a major market incentive for infill in the Kern region. The State has delayed the building of the HSR station in Bakersfield by approximately 10 years with a decision to build north to the Bay Area first.

Kern COG's member agencies are committed to achieving and exceeding the targets demonstrated in the 2014 RTP. Our region is accelerating SCS existing strategies and implementing new ones. Our jurisdictions have been the most aggressive and successful region in the State in pursuing Active Transportation Program (ATP) grants, accelerating delivery of 20-years' worth of anticipated funding for bike and ped facilities in the first 4-years of the SCS! In addition, one promising new strategy is promoting 4,000 workplace vehicle charging spaces by 2025 to provide an incentive for accelerated electric vehicle purchases in the region. Local regions need flexibility to adapt their SCSs to these changing conditions caused by situations outside their local control. Placing an arbitrary increase in the target does not take into account the uncertainty in implementing new strategies and may unnecessarily force a region into an SCS where the strategies become voluntary, undermining the progress we are currently making.

5. **Rebound Effect** – ARB has ignored specific modeling provided the valley COG's showing that the rebound effect created by lower travel costs from more fuel efficient vehicles and shared mobility technology ranges from 40% higher for Kern up to 700% higher for other Valley COGs compared to ARB's analysis. Target setting adjustments should be set based on local conditions which vary greatly throughout the state.
6. **Preliminary Modeling** - Kern COG modeling to date is still being improved for accuracy. A second consultant has been hired to assist with this process and is providing an independent, fully documented peer review of the new model. Use of preliminary modeling in target setting creates additional uncertainties that need to be considered by the target setting process.

As a region our Board is committed to implement every strategy we can find resources for to meet and exceed our SCS targets. According to the Caltrans Highway Performance Monitoring Program, Since 1990 Kern is out-performing the state in total VMT per capita reduction at -4.4% compared to -.3% statewide since 1990. We attribute this to our extensive bottoms-up outreach effort for the 2014 RTP/SCS which garnered input from 1% of the region's population including our disadvantaged communities. Increasing the target using the step-up approach ignores the public input that went into the 2014 SCS and is reflected in the improved local modeling we proposed for our target.

In addition, our region is highly motivated to implement these strategies because of the numerous co-benefits, especially cleaner air. It is because of this that Kern has identified 55 strategy success stories that we are working hard to implement. Projects on the ground are a much more tangible measure of the success of an SCS than a numbers exercise that will be updated as information improves. We look forward in working closely with ARB to find the funding to fully implement these strategies as rapidly as possible.

Sincerely,



Cheryl Wegman  
Chair

Attachments

**ATTACHMENT A**

**Kern RTP/SCS Highlights**

# Sustainable Community Strategy Highlights

## Kern Council of Governments (Kern COG)



Kern COG's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) will help the State of California meet its climate change goals and the requirements of Senate Bill 375.

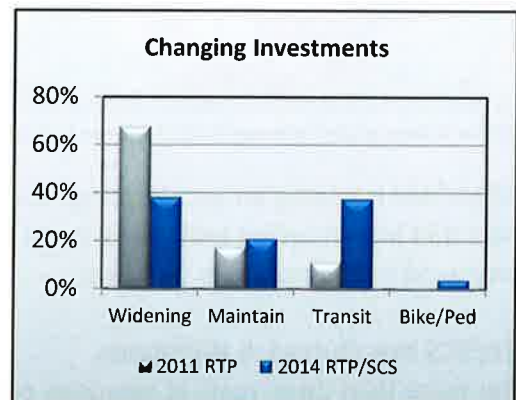
### Kern COG Draft 2018 - 2042 RTP/SCS Plan

Located at the crossroads of California, Kern COG is a single county region that serves as the Northern gateway to the Southern California as well as the gateway between Northern California and the national I-40 corridor. The region is roughly home to 900,000, and is expected to add over ½ million people, 150,000 jobs and 160,000 households by 2042. The RTP/SCS is the Kern region's strategy to meet the near-term and future needs of its residents. As with the previous Plan, implementation is expected to increase the region's transportation options and access to jobs while reducing the distance traveled between jobs and housing. Kern COG's 2014 RTP/SCS is expected to help California meet its greenhouse gas reduction goals by meeting its SB 375 targets to be updated by 2018.



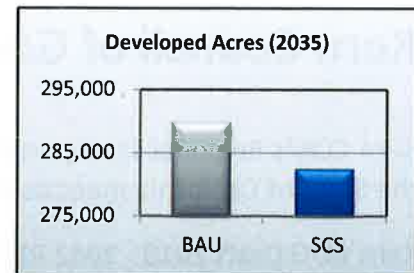
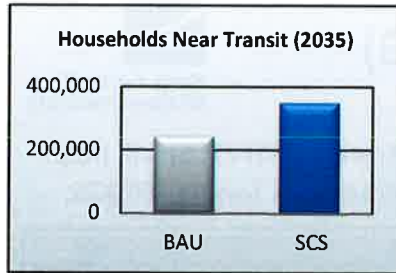
### RTP/SCS Key Strategy Highlights

Kern COG's 2014 RTP/SCS Included strategies that signal a major change from the prior plans, promoting a more efficient land use pattern/transportation system. The 2018 RTP/SCS will build on this success:

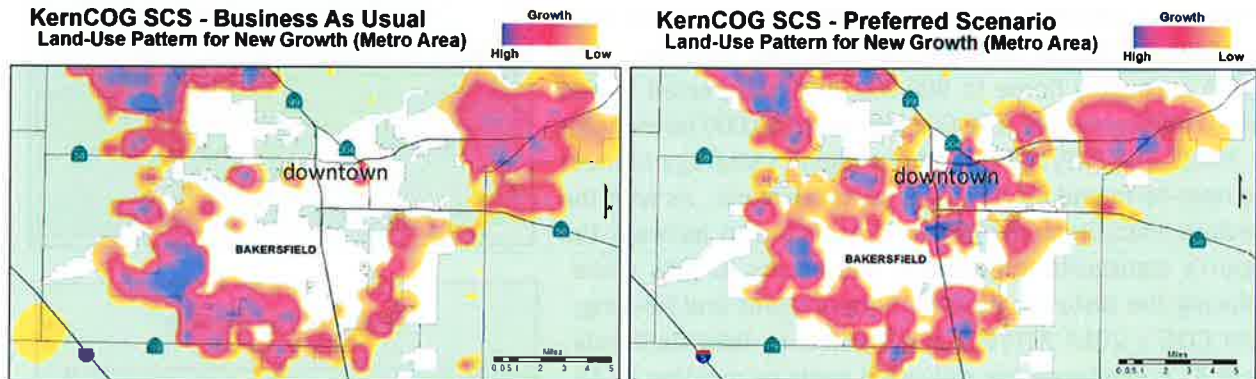


- **Advancing All Communities** – Environmental Justice communities receive **36%** of highway investment and **60%** of transit investment but only account for **18%** and **48%** of passenger miles traveled respectively.
- **Active Transportation** - **1000+** miles of new/safer bike facilities by 2040, funded in-part by a **700%** increase in existing sources re-directed to bike and pedestrian infrastructure resulting in a **5+** decrease in household medical costs by promoting cleaner air and more active life-styles. And these facilities are being built faster than anticipated with Kern receiving 20 years of anticipated Active Transportation Program funding in the first 3 years of the plan.
- **Improved Transit Access** - **4,000%** increase (10,600 to 473,000) in homes + jobs within 1/2 mile of passenger rail stops and high frequency transit (<15 min.).
- **Improved Transit Investment** – Over a **700%** increase in transit related capital spending over prior plan including BRT, express bus, transit/HOV lanes, park & ride facilities, vanpooling, and commuter rail (not including high speed rail expenditures in Kern).
- **Revitalization of Existing Communities** - **46%** reduction in the rate of farmland loss to urban uses compared to the previous 22 years (from 1.8 mi<sup>2</sup>/yr to <1), **11%** decrease in infrastructure costs, and a **10%** reduction in water use by providing a full range of housing choices.
- **Transportation System/Demand Management** – Improved system management and technology is helping to slow travel growth, allowing the delay of two beltways and the redirection of up to **\$2B** in highway funding to transit and active transportation.

## Measuring the Benefits of the 2014 RTP/SCS



## Forecasted Development Pattern – Metropolitan Bakersfield (Growth Only)



2040 transportation analysis zone data is based on UPlan land use model. For the latest growth planning assumptions refer to local general plans.

Bakersfield is seeing an accelerating resurgence in downtown development. In the past 10 years 434 infill housing units have been built in central Bakersfield, an increase of over 400% compared to the previous 16 years.

### RTP/SCS Key Outreach Highlights

After more than three years of extensive public input garnering input from **over 8,000 participants**, the Kern COG Board approved a slate of alternatives for inclusion in the EIR including the plan alternative to move forward with during the 55 day public comment period in 2014. Key Outreach Activities Included:

- Business/Industry and Environmental/Social Equity Roundtable stakeholder meetings;
- Twenty-seven community workshops and meetings;
- Directions to 2050 website with two online activities and an online survey to garner input;
- Presentations before the eleven member agency City Councils and the Kern County Board of Supervisors; and
- Presentations to local organizations upon request.

Similar outreach efforts are underway for the 2018 RTP/SCS.

### For More Information

The Kern COG RTP/SCS can be found at the following web address [www.kerncog.org/regional-transportation-plan](http://www.kerncog.org/regional-transportation-plan). For additional information regarding the Kern COG 2018 RTP/SCS, please contact Becky Napier or Rob Ball by phone 661-635-2900 or by email at [bnapier@kerncog.org](mailto:bnapier@kerncog.org) or [rball@kerncog.org](mailto:rball@kerncog.org).

**ATTACHMENT B**

**55 Sustainable Community Success Stories in the Kern Region**





## **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, however 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. New Developments Innovative Green Tech

### **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

**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.

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.

**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

**COST BENEFIT RATIO:** Not Applicable  
**TOTAL COST OF PROJECTS:** Unknown  
**YEAR OF CONSTRUCTION:** 2017  
**STATUS:** In Progress

**Reference:** *City of Bakersfield, 2016*



**DRAFT APPENDIX E – SUCCESS STORIES**

**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**



Photo: Tehachapi News

**Electric charging station in Bakersfield**



**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), and 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 while improvements to the curb, gutter and pavement adjacent to the bus stops have improved access for the drivers.

**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

**DRAFT APPENDIX E – SUCCESS STORIES**

**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:** In progress

**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**



**PROJECT TITLE:** Early Delivery of Wasco Active Transportation Program Projects

**PROJECT SPONSOR:** City of Wasco

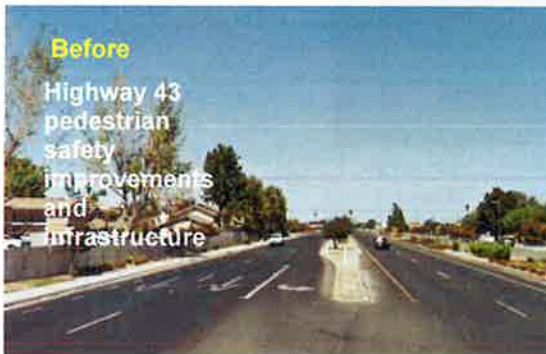
**PROJECT DESCRIPTION:**

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:** Varies



**DRAFT APPENDIX E – SUCCESS STORIES**

**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:** In progress

**Bakersfield Bike Share Program**



**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**





**DRAFT APPENDIX E – SUCCESS STORIES**

**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 to 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**



**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 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 phasing in of new technologies that will improve the efficiency of the

**Examples of Intelligent Transportation Systems**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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



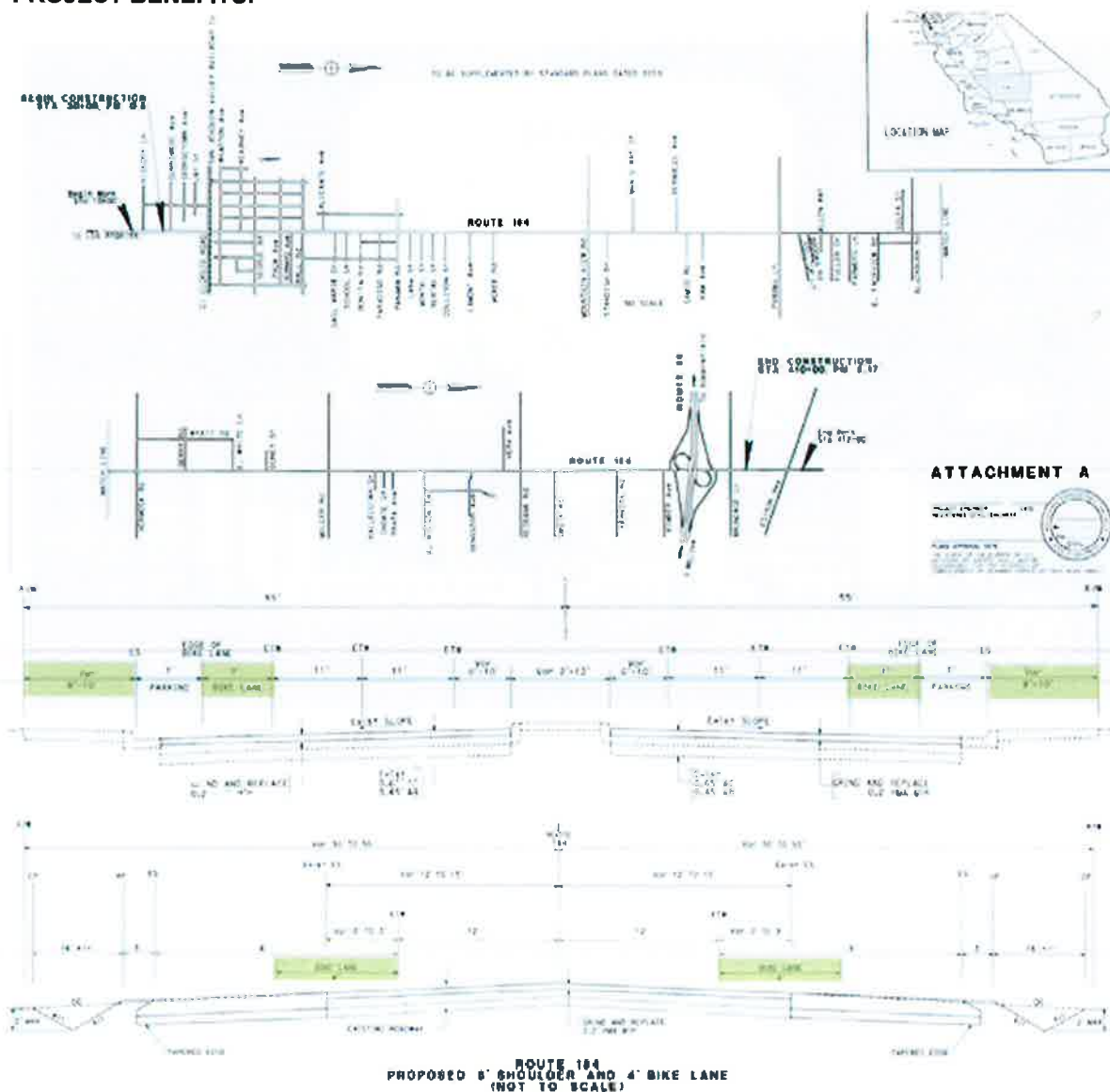
**PROJECT TITLE:** SR 184 Lamont Bike and Pedestrian improvements  
**PROJECT SPONSOR:** Caltrans

**PROJECT DESCRIPTION:**  
 Caltrans 18.5 mile project proposed to rehabilitate State Route 184 connecting the disadvantaged communities of SE 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.

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 community.

**COST BENEFIT RATIO:** Unknown  
**COST OF PROJECTS:** \$318,500  
**YEAR OF CONSTRUCTION:** 2018  
**STATUS:** Proposed

**PROJECT BENEFITS:**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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 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.

**PROJECT BENEFITS:**

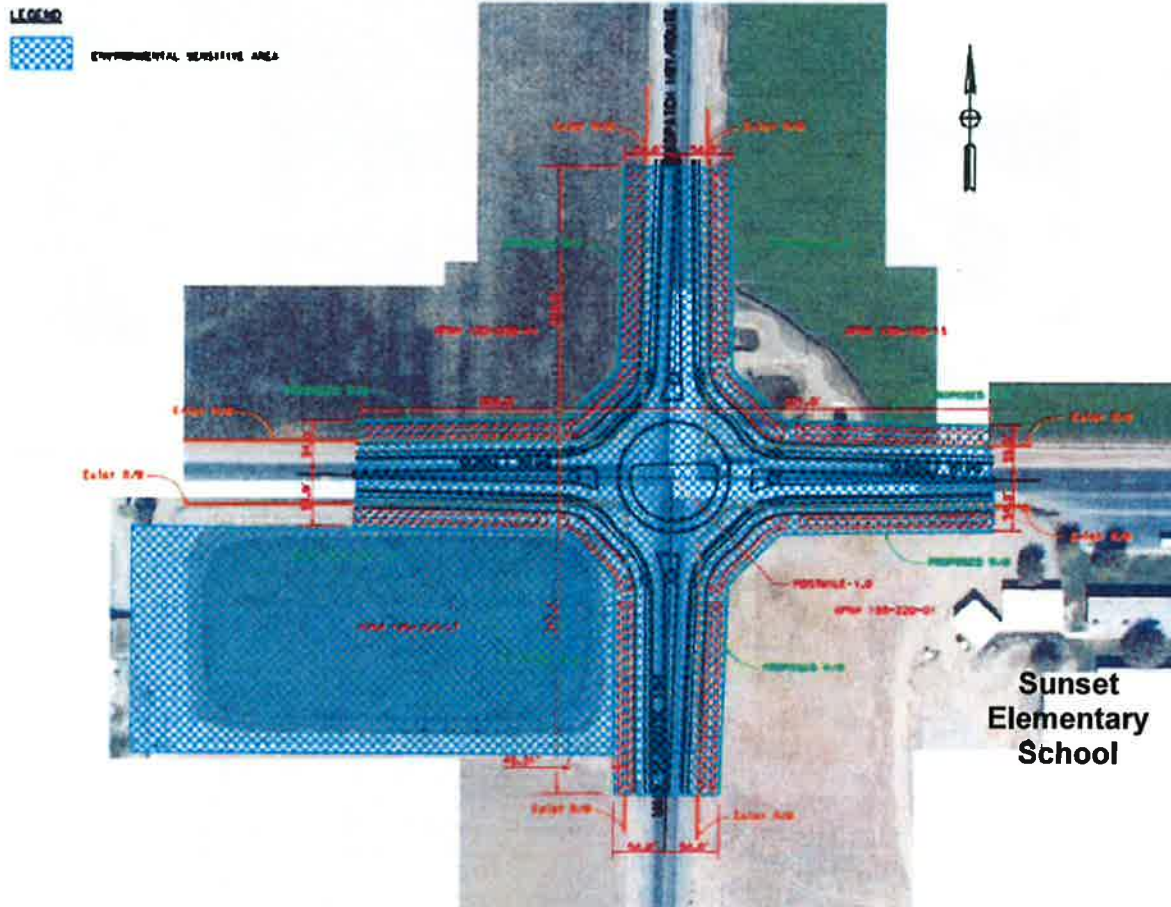
The roundabout Lamont will improve safety and welfare of the traveling public and reduce the

**COST BENEFIT RATIO:** Unknown

**COST OF PROJECTS:** \$3 million

**YEAR OF CONSTRUCTION:** 2019

**STATUS:** Proposed



**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.

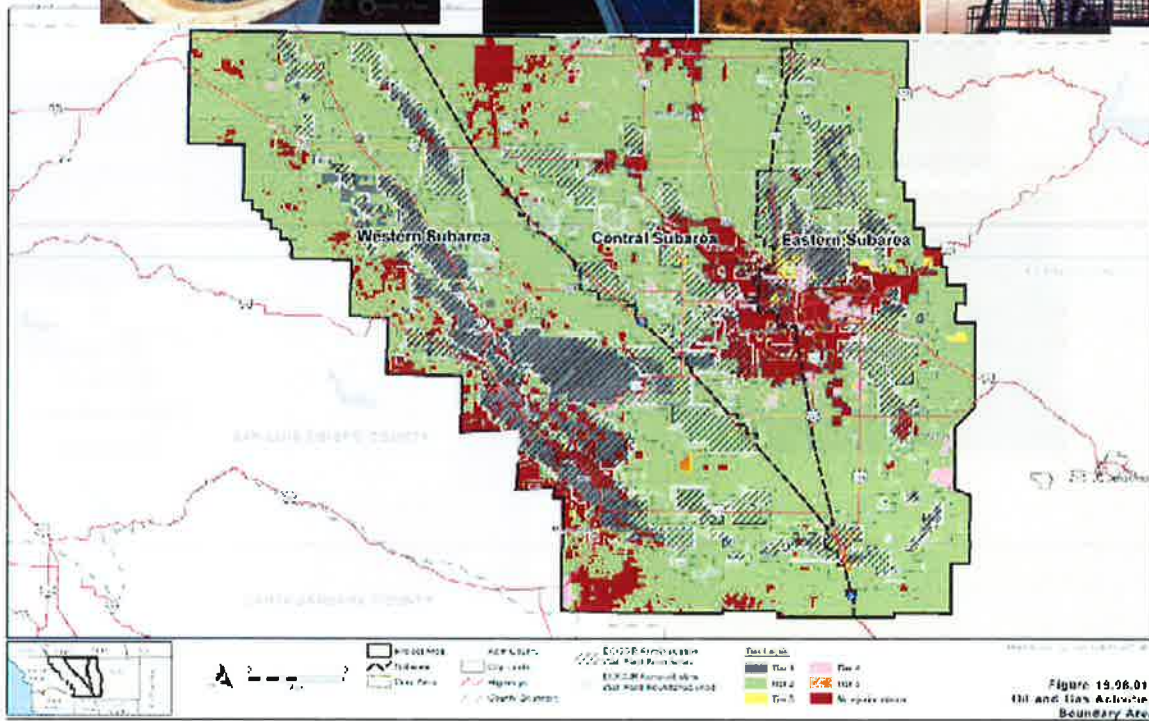
**COST BENEFIT RATIO:** Not Applicable

**COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:** Not Applicable

**STATUS:** In progress

**Kern County General Plan Update**



**DRAFT APPENDIX E – SUCCESS STORIES**

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

**PROJECT DESCRIPTION:**

**Parking Pricing** - In 2016 the City of Bakersfield approved an increase in the parking cost at the city owned downtown parking structure, and downtown parking is being evaluated as part of the HSR Station Area Plan.

**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 Capacity Enhancements Phase 2a**



**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:** In progress

**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

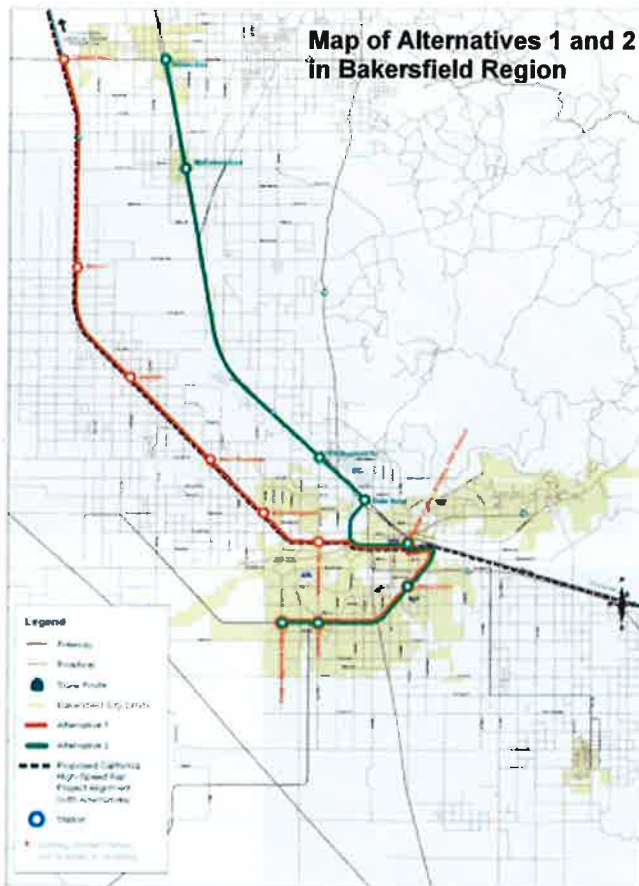
**PROJECT DESCRIPTION:**

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 7<sup>th</sup> train per day on this corridor, facilitating potential additional intercity stops on this passenger rail corridor in Kern.

high-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:** In progress



Source: Commuter Rail Feasibility Study, Draft July 2012

**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 commutes 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 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:**

2016-2017: \$58.36 / lbs.  
 2017-2018: \$59.15 / lbs.

**COST OF PROJECT:**

2016-2017: \$ 231,420  
 2017-2018: \$ 243,886

**YEAR OF CONSTRUCTION:** Non-construction  
**STATUS:** Ongoing

**Bicycle**



**Carpool**



**Public Transit**

**DRAFT APPENDIX E – SUCCESS STORIES**

**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 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

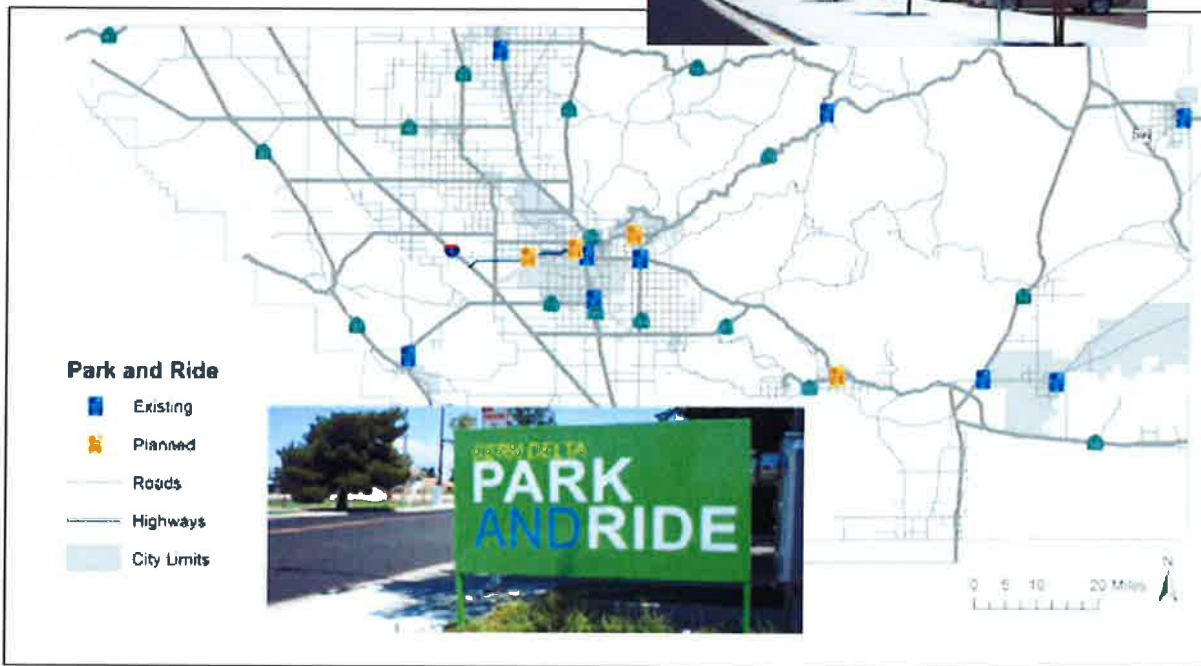
**YEAR OF CONSTRUCTION:** 2014

**STATUS:** Complete

**Park and Ride lot at South H Street and McKee Road**



**Map of Park & Ride Lots in Kern County**



**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:**

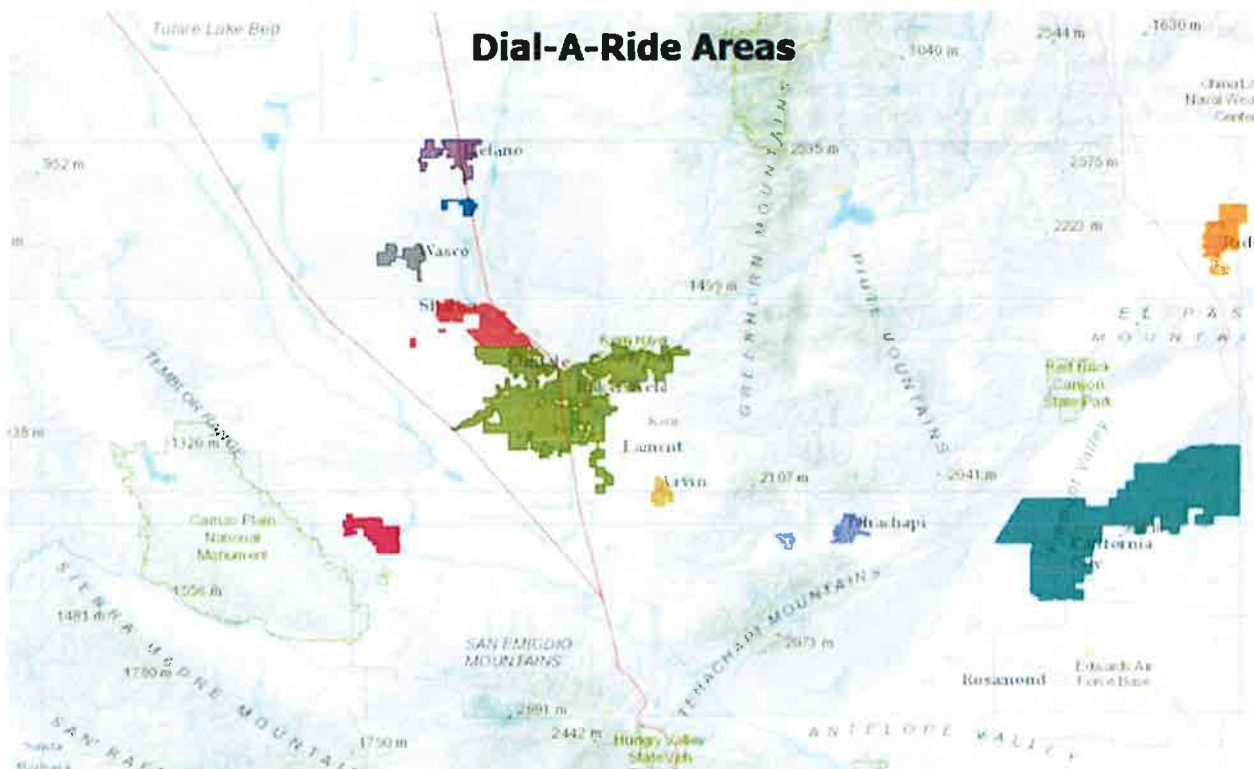
The Dial-A-Ride service is a form of ridesharing that benefits the Kern region by reducing the number of single occupancy vehicles on the road which ultimately helps improve our air quality.

**COST BENEFIT RATIO:** Not Applicable

**COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:**

**STATUS:** In progress



**DRAFT APPENDIX E – SUCCESS STORIES**

**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.

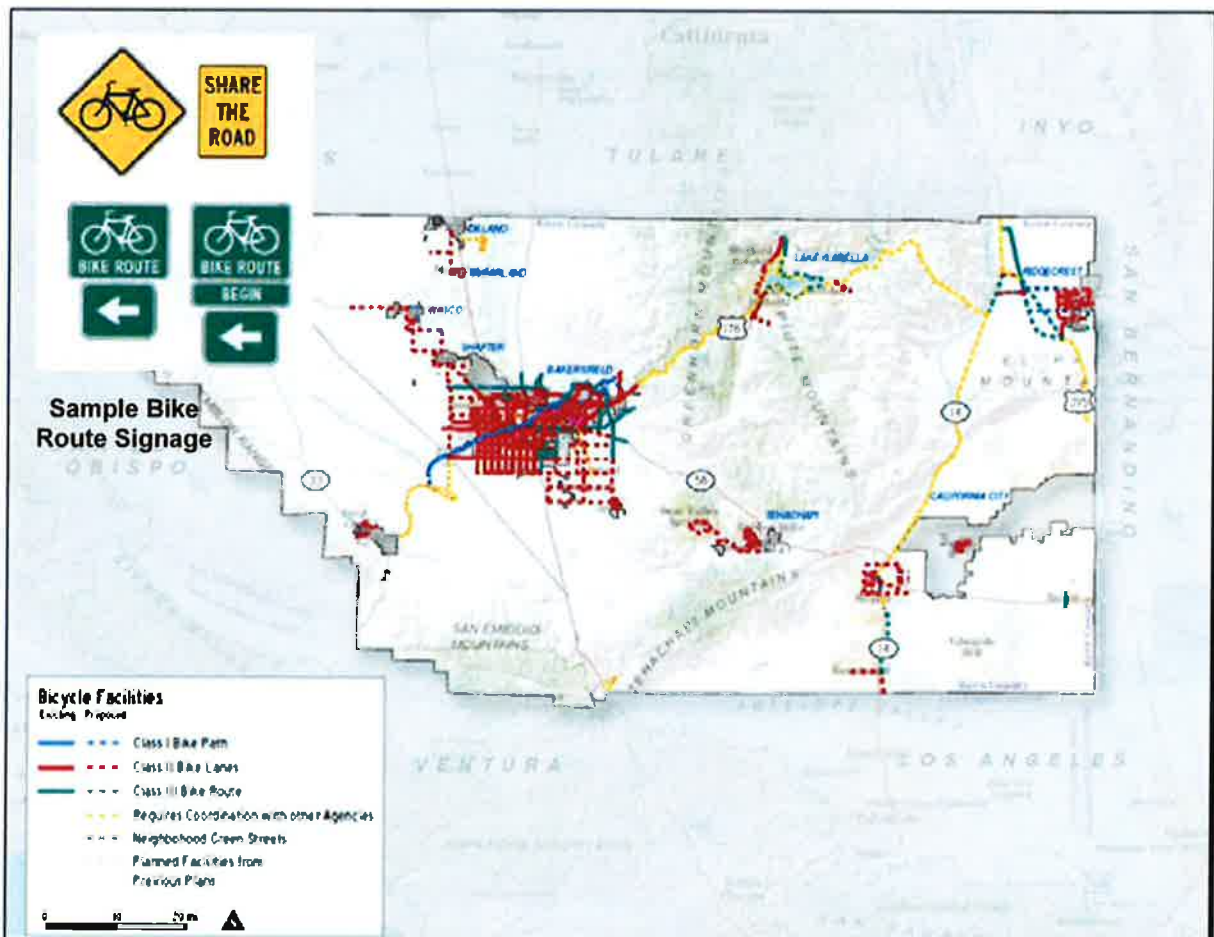
**COST BENEFIT RATIO:** Unknown

**COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:**

**STATUS:** Kern County Final Plan will be issued in September 2012 and the City of Tehachapi Master Bike Plan was adopted in June 2012.

**Map of Proposed Bicycle Facilities in Kern County**



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

**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.

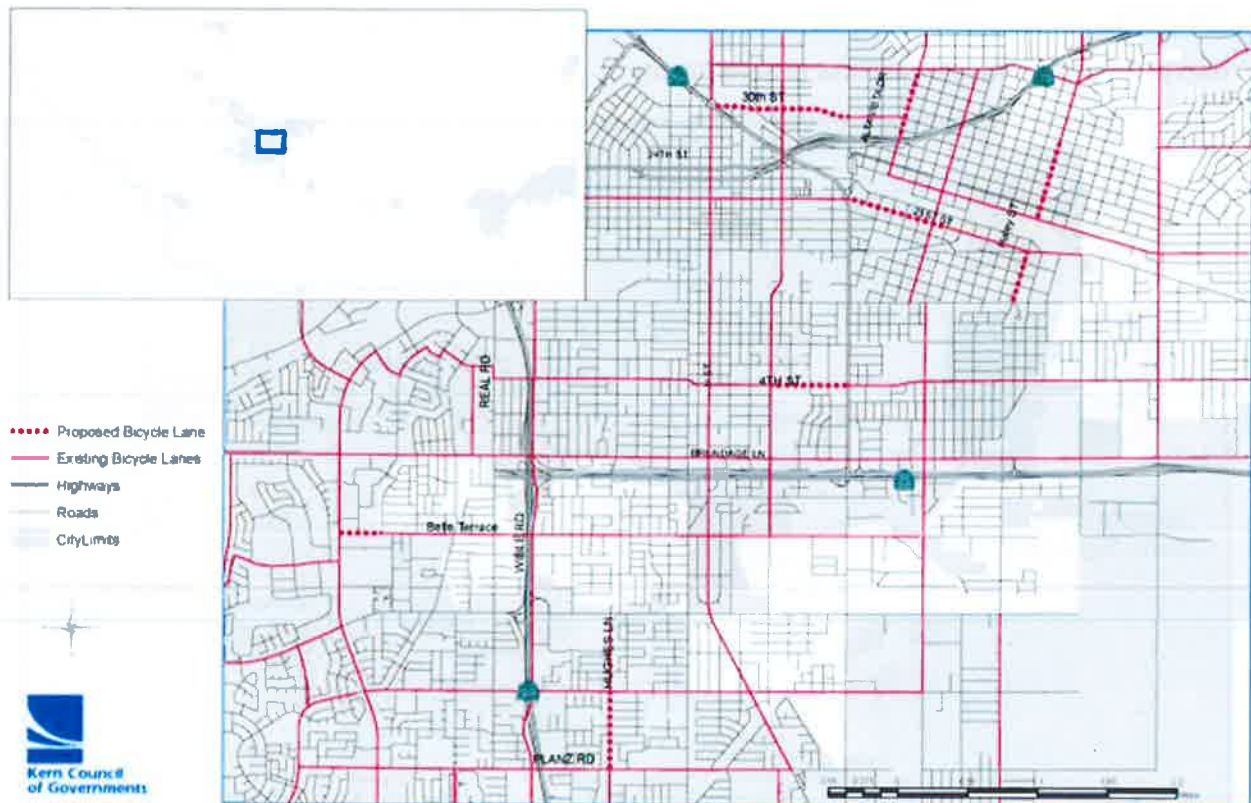
**COST BENEFIT RATIO:** \$7 – \$21/ lbs.

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

**YEAR OF CONSTRUCTION:** 2013

**STATUS:** Constructed, Planned

**Map of Bicycle Lanes**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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 a safe place to park that encourages residents who were parking at the previously undeveloped site to commute to work or school using car pools, ride sharing or public transit.

**PROJECT BENEFITS:**

Improves site accessibility to local area residents desiring to use van pools, 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:** Constructed

**Westside Station – Multi-modal Transit Center, California City**



**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:** In process

**Local college students who use CalVans**





**DRAFT APPENDIX E – SUCCESS STORIES**

**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.

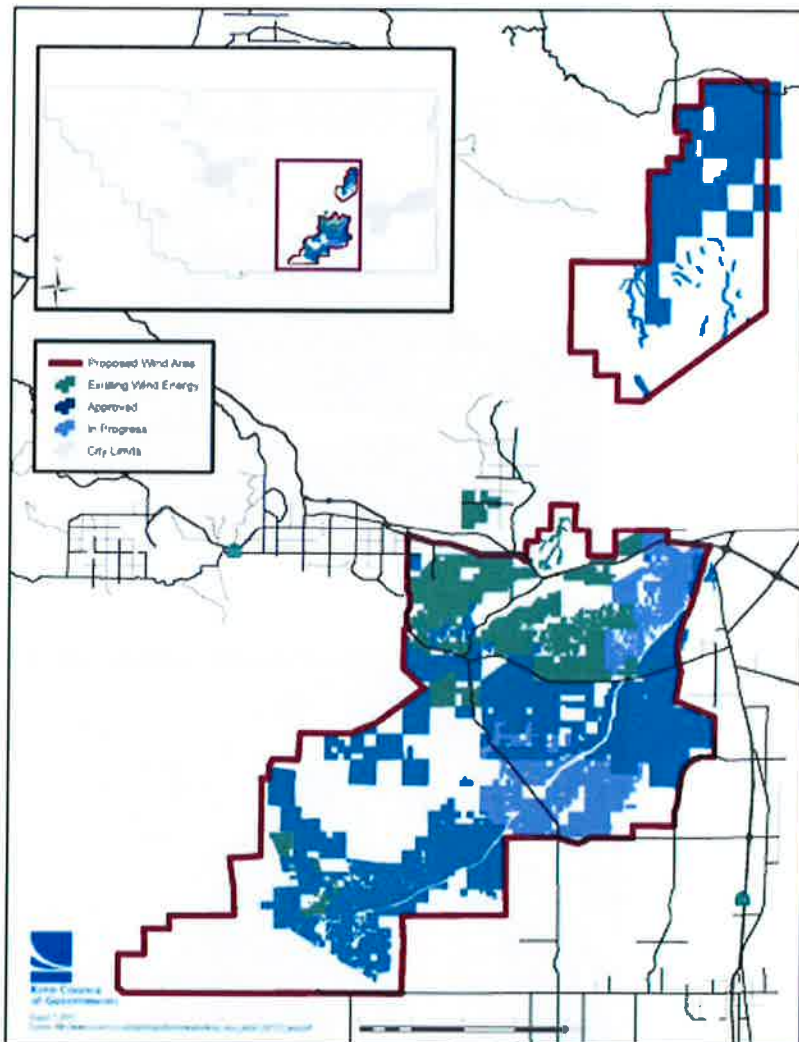
**COST BENEFIT RATIO:** Unknown

**TOTAL COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:**

**STATUS:** In process

**Map of Preliminary Wind Farm Areas (DRAFT)**



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

**PROJECT DESCRIPTION:**

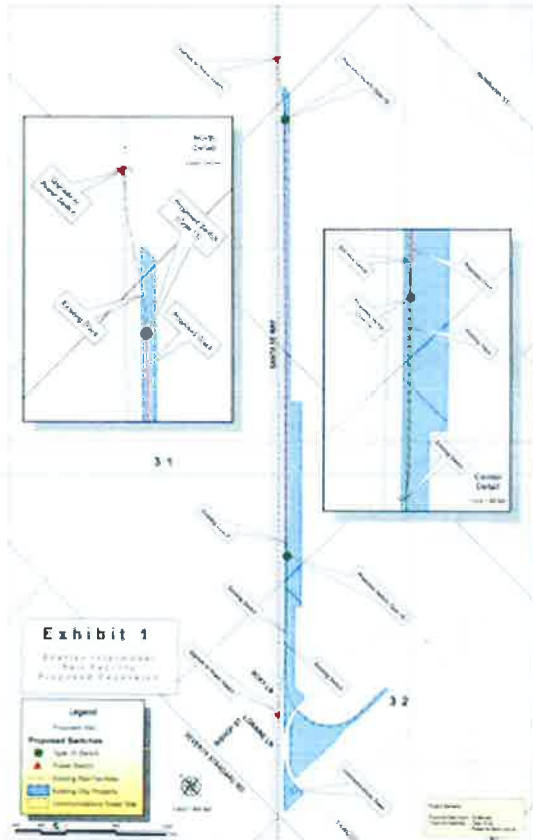
The City of Shafter Intermodal Rail Facility was recently expanded by adding 2 miles of tail sidings and a container storage yard. The rail facility will establish a dedicated reliable intra-state rail shuttle connecting the Port of Oakland and Los Angeles/Long Beach with the southern San Joaquin Valley. 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:** In process

**Proposed Shafter Intermodal Rail Facility Expansion**



**Container Yard**



**APPENDIX E – SUCCESS STORIES**

**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 13 intersection signalization proposed projects have been scheduled for the Fiscal years of 2012-2014.

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:** \$ 3 – \$ 60/ lbs.

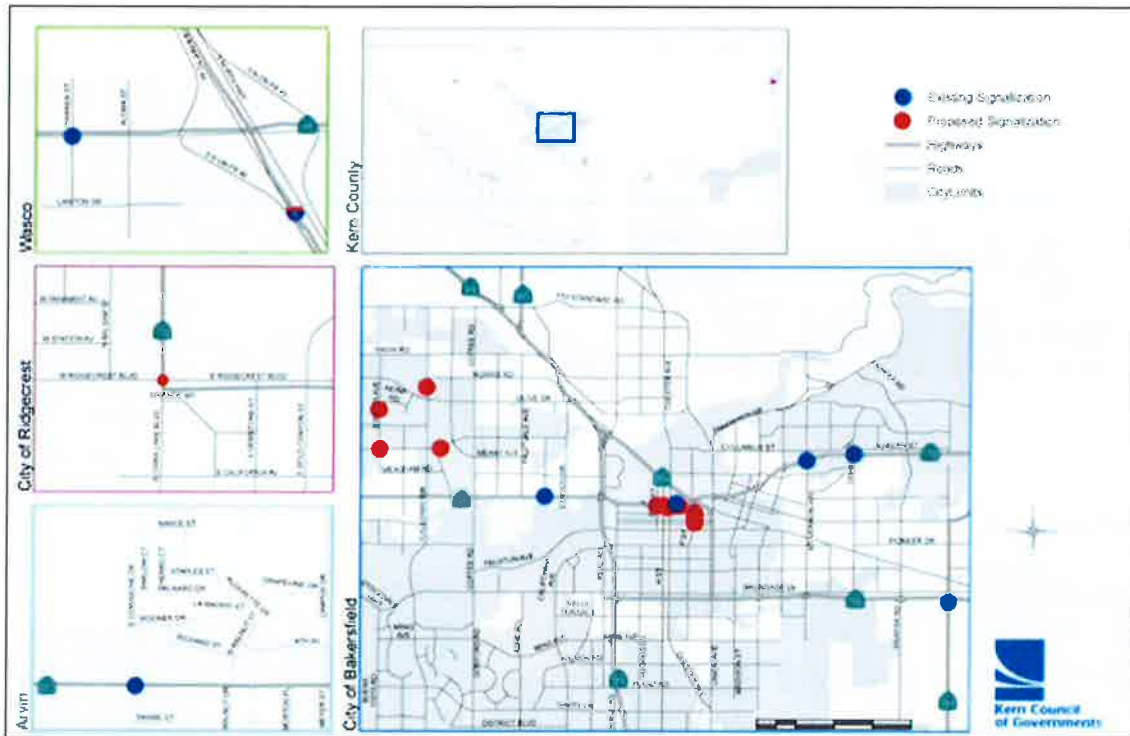
**TOTAL COST OF PROJECT:**

\$ 104,500 - \$ 652,500

**YEAR OF CONSTRUCTION:** 2009, 2011, 2013-2014

**STATUS:** Constructed/Operating, Planned

**Proposed Intersection Signalization Projects**



**PROJECT TITLE:** City of Bakersfield 4 New Downtown Infill Housing Projects – Mill Creek South, 1612 City Lofts, 17<sup>th</sup> 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.

17<sup>th</sup> 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**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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.

**PROJECT BENEFITS:**

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

**COST BENEFIT RATIO:** Unknown  
**TOTAL COST OF PROJECTS:** Unknown  
**YEAR OF CONSTRUCTION:** 2016  
**STATUS:** In Progress

**Shafter Electric Vehicles**



**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**



**Kern Transit Bus at Intermodal Rail Stop**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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.

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:**

The Wonderful Company made major street improvements in the community. The Wonderful

**Lost Hills Wonderful Park improvements**



**PROJECT TITLE:** *New Developments Innovative Green Tech*

**PROJECT SPONSOR:** County of Kern, City of Bakersfield

**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 project concepts





## DRAFT APPENDIX E – SUCCESS STORIES

**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

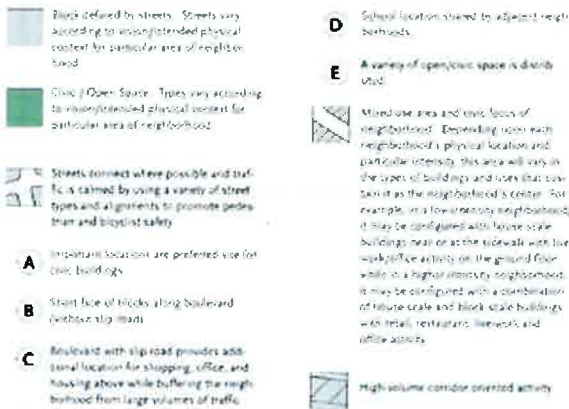
**STATUS:** In Progress

**Reference:** City of Tehachapi General Plan, 2012

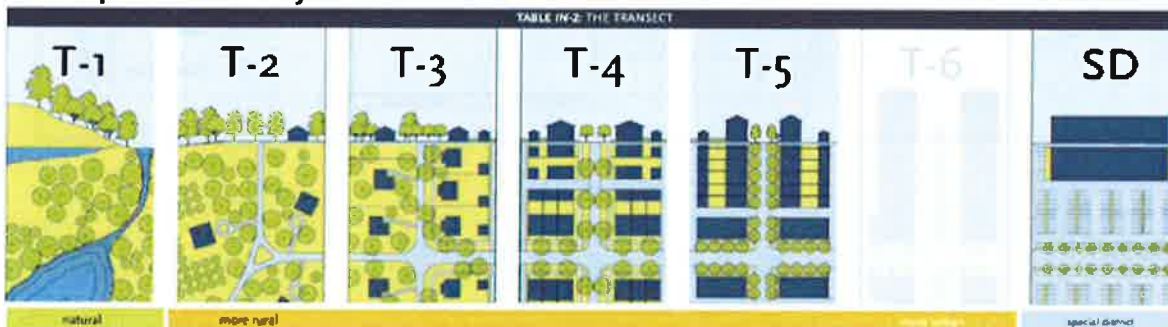
### The Walkable Neighborhood example

FIGURE INTRO 1 THE WALKABLE NEIGHBORHOOD

#### KEY TO NEIGHBORHOOD DIAGRAM



### Conceptual Transect System



**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.

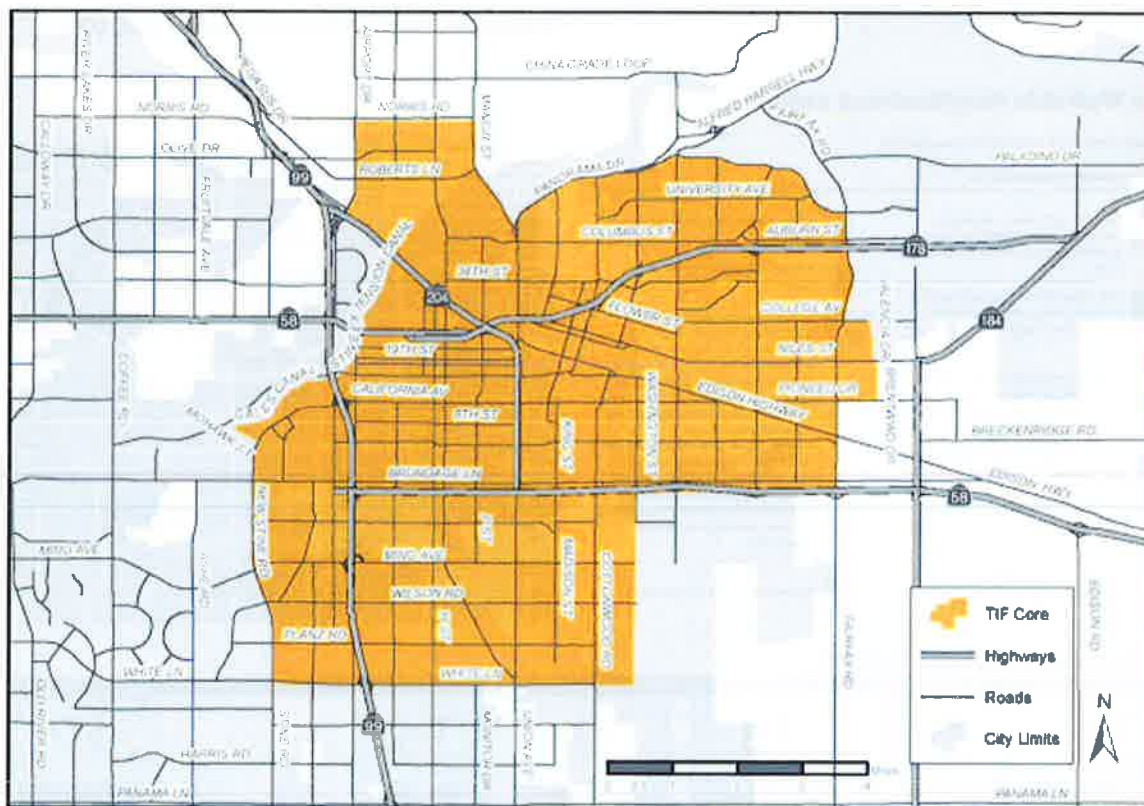
**COST BENEFIT RATIO:** Unknown

**TOTAL COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:** n.a.

**STATUS:** In process

**Map of TIF Core Area for Bakersfield**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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
<b>Environment</b>								
Promote compact, walkable, mixed use 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.).			•	•			•	
<b>Economy</b>								
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 urban development.	•							•
<b>Equity</b>								
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 fair treatment in the development, adoption, and enforcement of regulations and policies.	•	•	•	•	•	•	•	•
Promote alternative transportation options to increase access.		•	•					

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

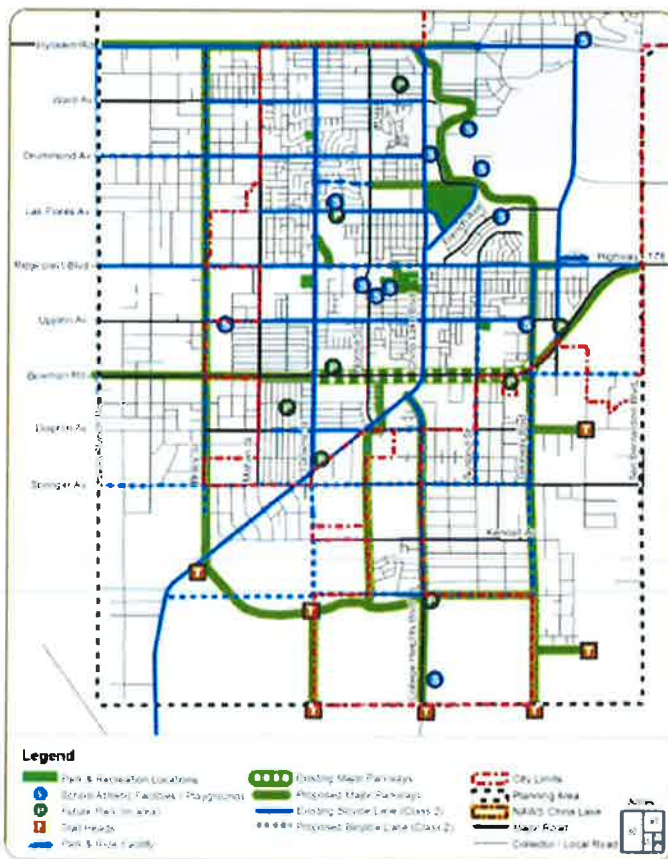
**PROJECT DESCRIPTION:**

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

**DRAFT APPENDIX E – SUCCESS STORIES**

**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.

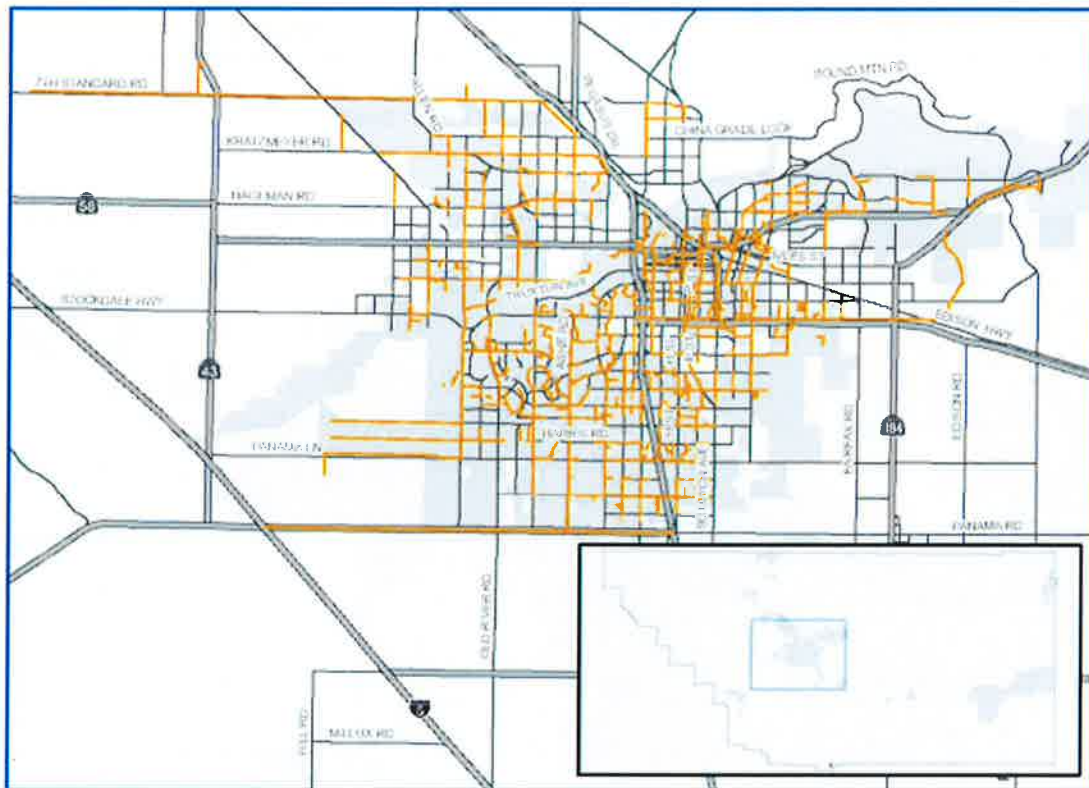
**COST BENEFIT RATIO:** Unknown





**TOTAL COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:**

**STATUS:** In process

**Map of Sewer Area in Metro Bakersfield**



-  Sewer Line
-  Highways
-  Roads
-  City Limits

0 0.75 1.5 3 4.5 6 Miles



**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.

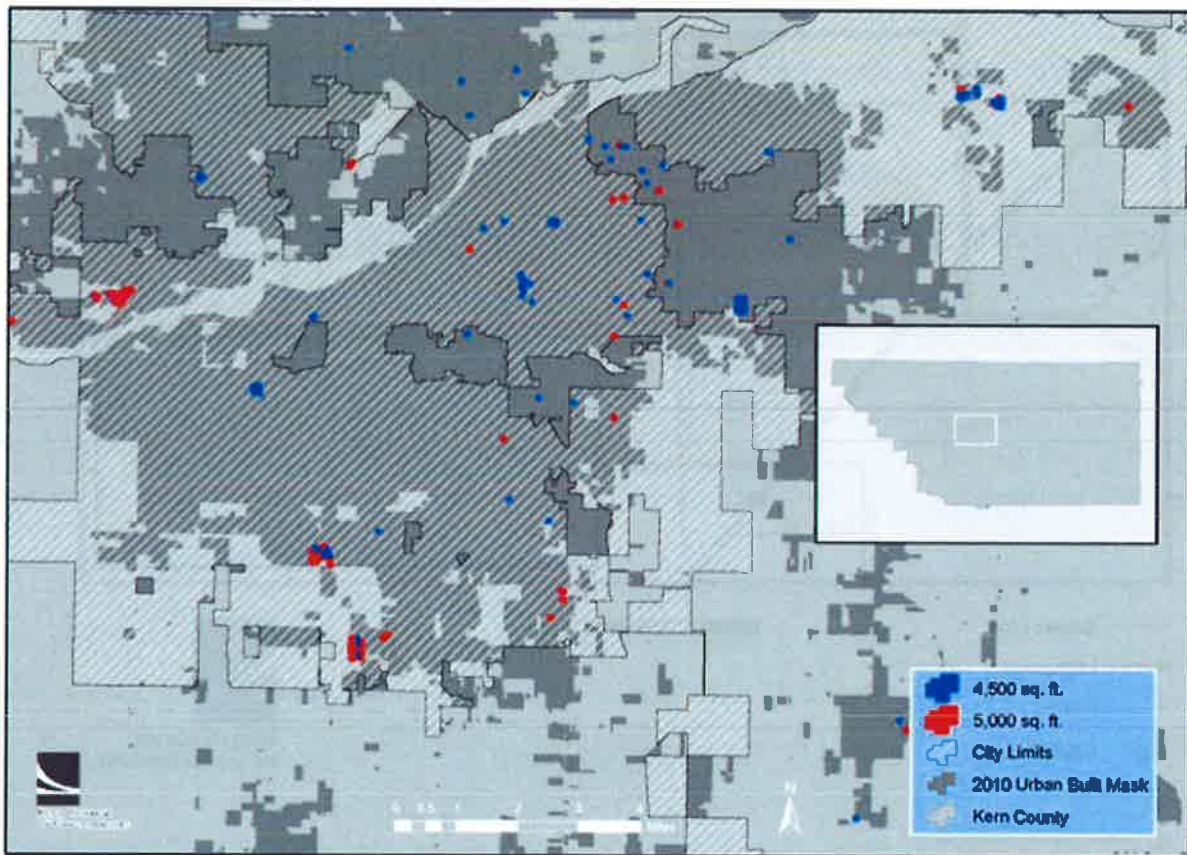
**COST BENEFIT RATIO:** Unknown

**TOTAL COST OF PROJECTS:** Unknown

**YEAR OF CONSTRUCTION:** Ordinance implemented in 1995

**STATUS:** In process

**Map of Small Lot Areas in Metro Bakersfield**



**DRAFT APPENDIX E – SUCCESS STORIES**

**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<sub>x</sub> and PM<sub>10</sub> 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**

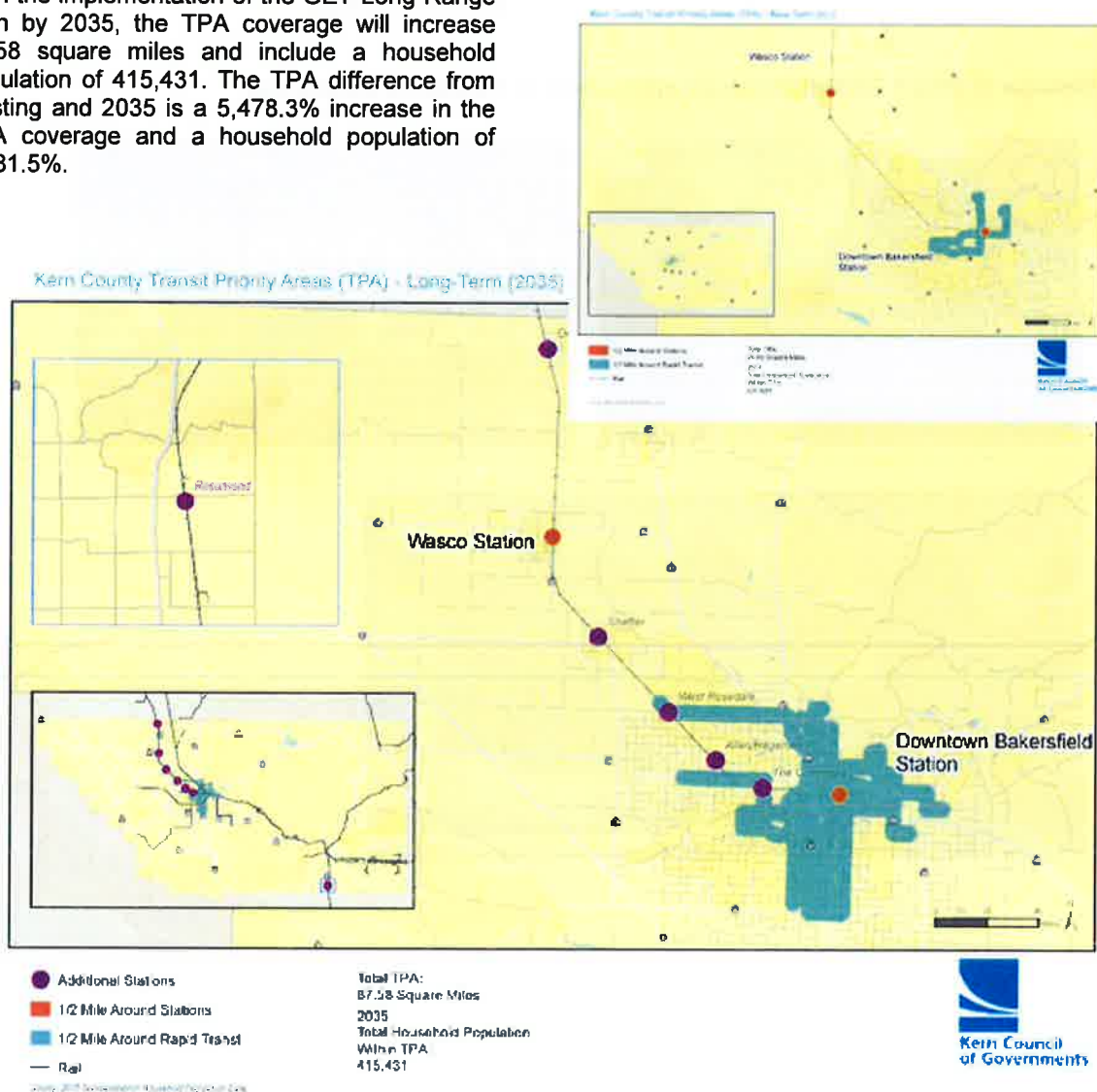


**PROJECT TITLE:** Transit Priority Areas (TPA)  
**PROJECT SPONSOR:** Kern Council of Governments

**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. The current TPA only includes the Amtrak stations with a total - population of 5,628 within the TPA. In October 2012, the GET Short Term Transit Plan will implement their 2012 plan which will increase the TPA coverage to 26.40 square miles and include a household population of 127,022 within the TPA. With the implementation of the GET Long Range Plan by 2035, the TPA coverage will increase 87.58 square miles and include a household population of 415,431. The TPA difference from existing and 2035 is a 5,478.3% increase in the TPA coverage and a household population of 7,281.5%.

**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:** Planned





**DRAFT APPENDIX E – SUCCESS STORIES**

**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

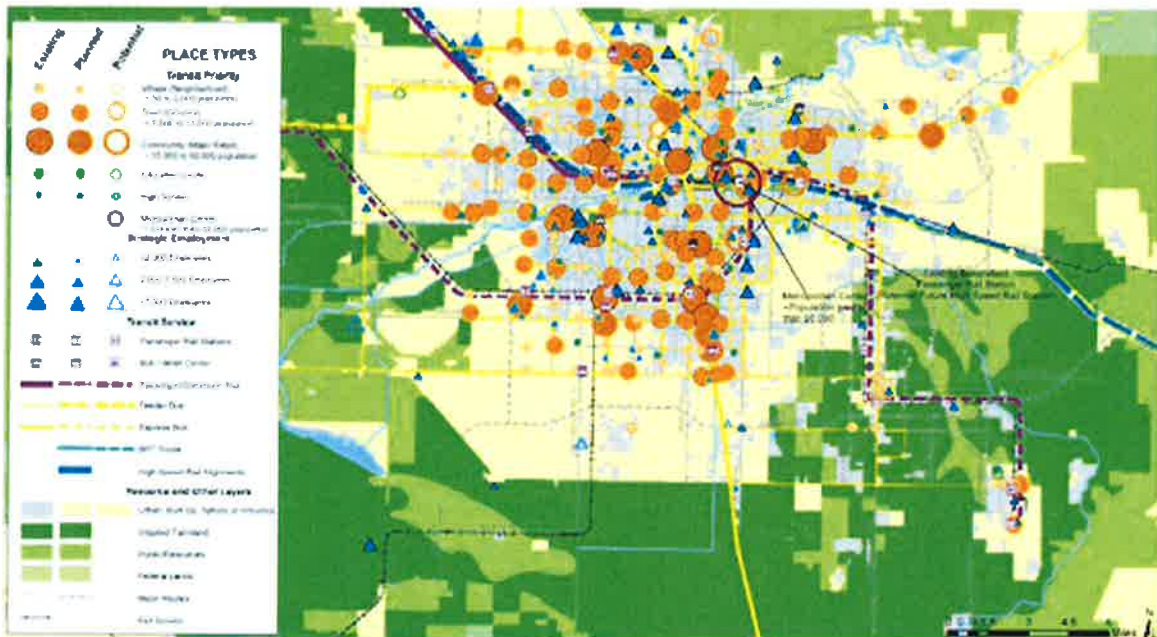
**COST OF PROJECTS:** N/A

**YEAR OF CONSTRUCTION:** N/A

**STATUS:** Adopted

CONCLUSION: These maps are for conceptual purposes only. They are not intended to be used for any other purpose. The maps are subject to change without notice. The maps are not intended to be used for any other purpose. The maps are not intended to be used for any other purpose. The maps are not intended to be used for any other purpose.

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





**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.

**COST BENEFIT RATIO: -**  
**TOTAL COST OF PROJECT: -**  
**YEAR OF CONSTRUCTION: -**  
**STATUS: Planned**

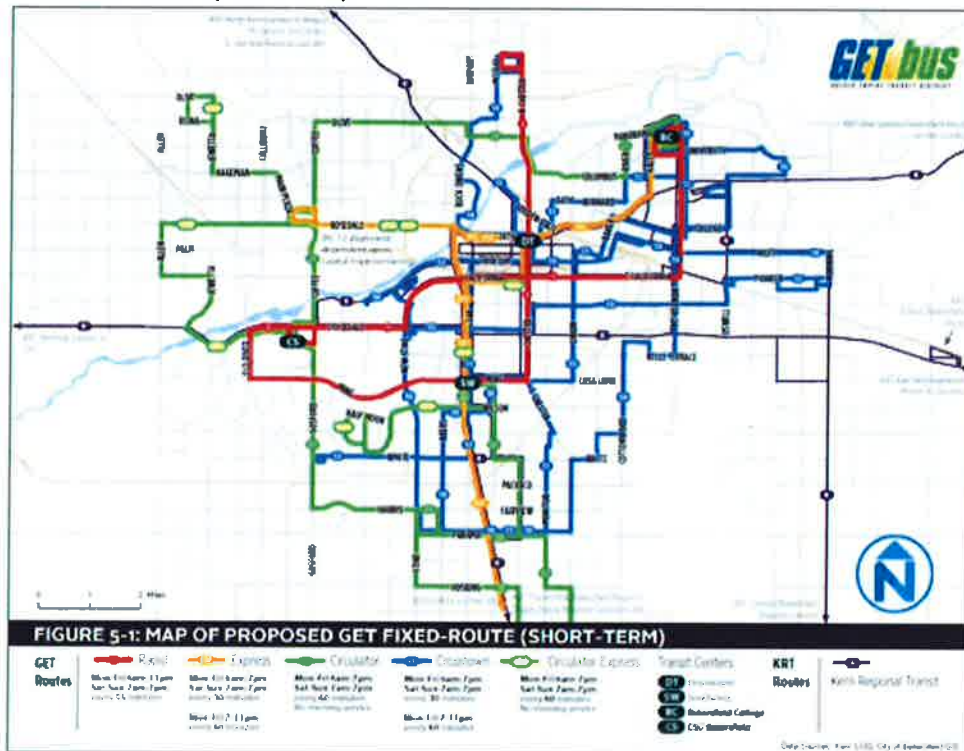


**Reference:** Metropolitan Bakersfield Transit System Long-Range Plan, April 2012

**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.

**Short Term Service Plan (2012-2020)**



**APPENDIX E – SUCCESS STORIES**

**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 22<sup>nd</sup> 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 \$55; 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**



**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**



**APPENDIX E – SUCCESS STORIES**

**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

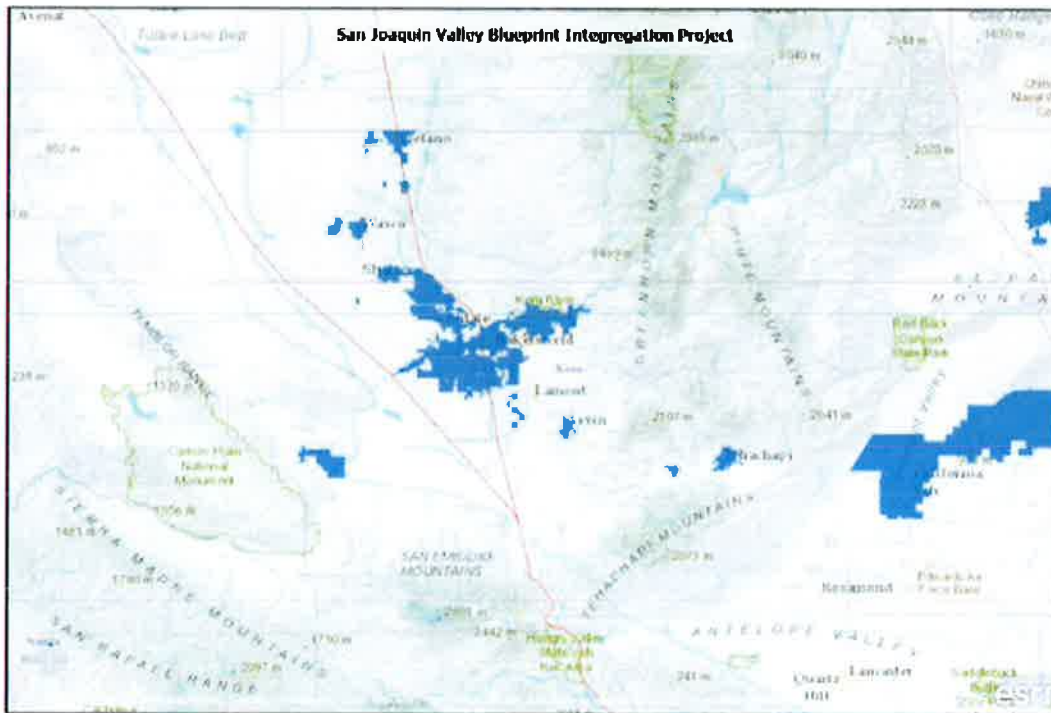
**COST OF PROJECTS:** Unknown

**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



**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.

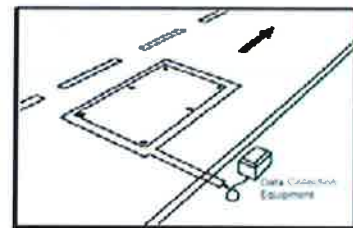
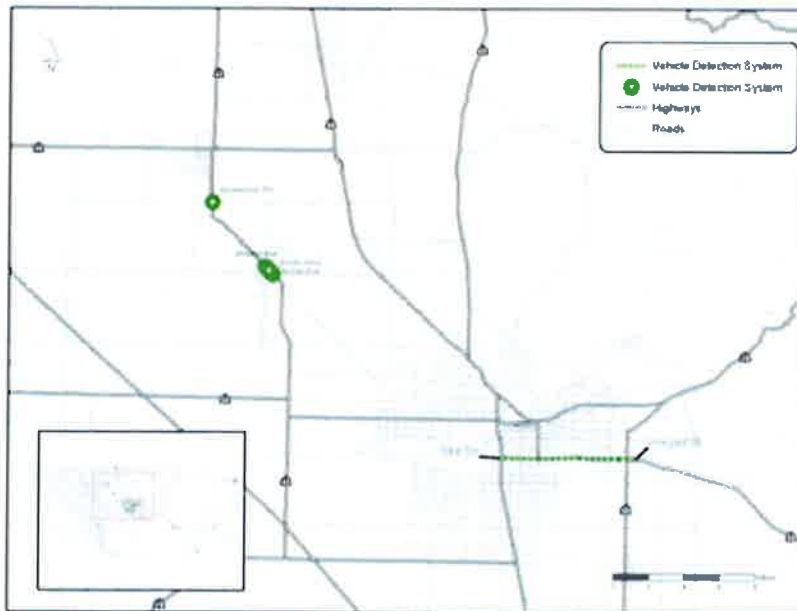
**COST BENEFIT RATIO:** All emissions – \$7.00 - \$21.00 / lbs.

**COST OF PROJECTS:** \$1,038,000

**YEAR OF CONSTRUCTION:** 2010, 2012

**STATUS:** Operating, In Construction

**Detection System**



**APPENDIX E – SUCCESS STORIES**

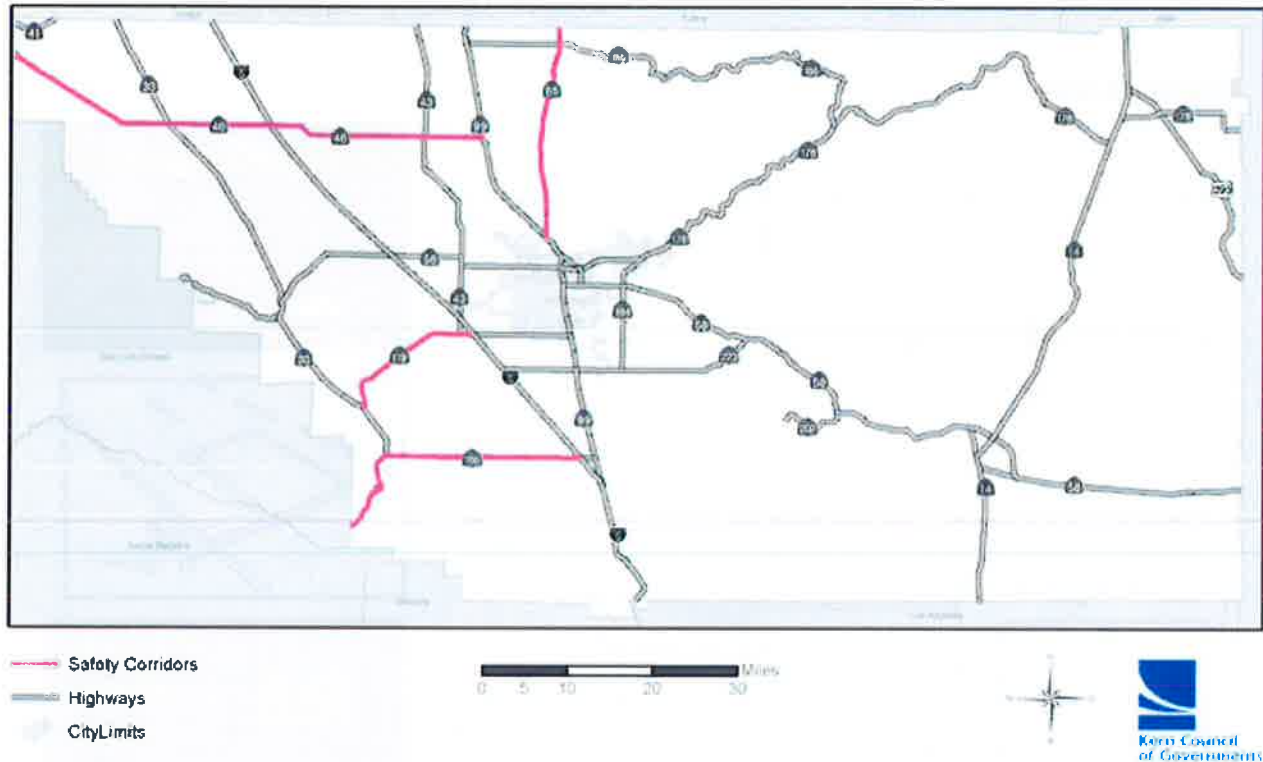
**PROJECT TITLE:** California Highway Patrol's Safety Corridors  
**PROJECT SPONSOR:** California Highway Patrol

**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**





**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:** Planned

**GET CNG Bus**



**KRT CNG Bus**



## APPENDIX E – SUCCESS STORIES

**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:** In progress

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

### Images of Electric Cab Company's electric vehicles



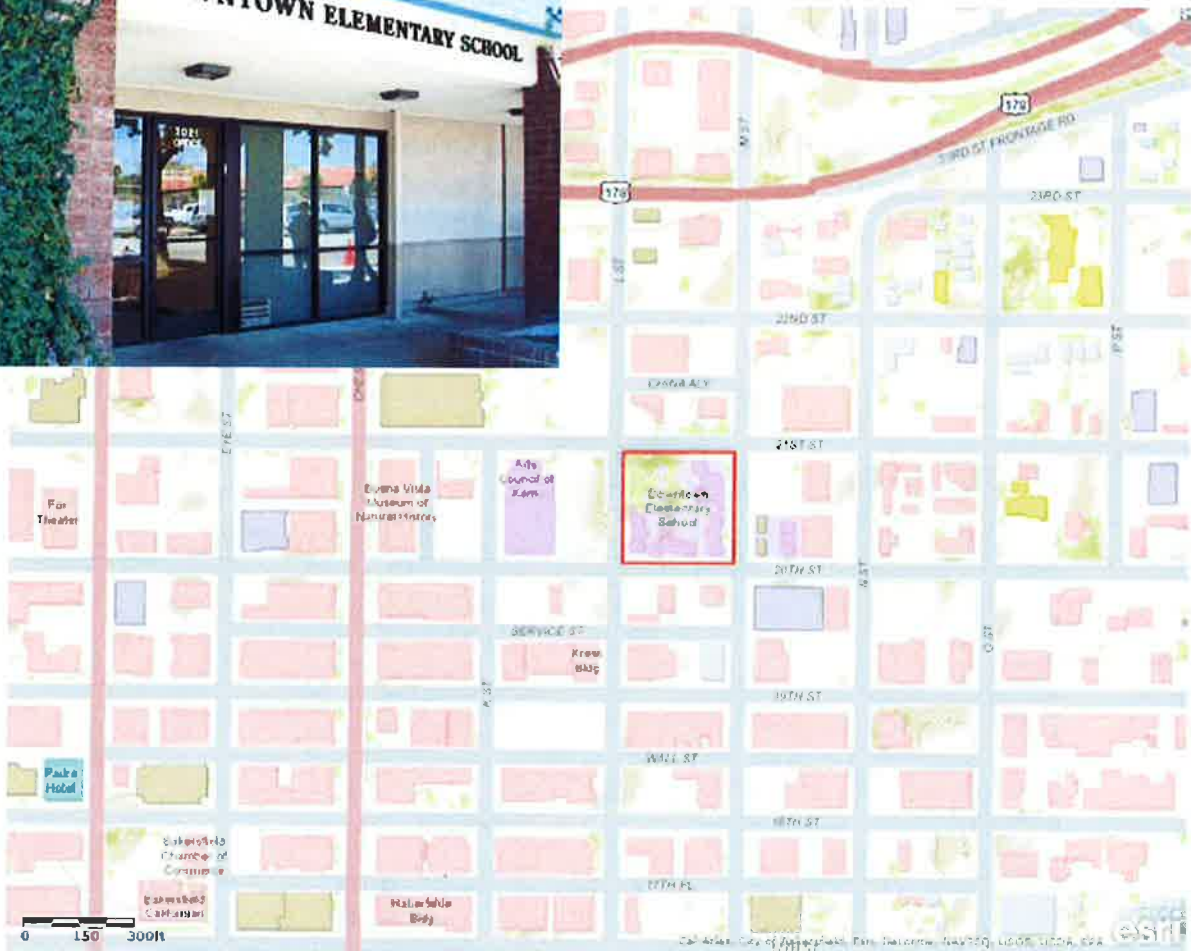
Photos from: <http://www.theelectriccab.com/>

**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



## APPENDIX E – SUCCESS STORIES

**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.

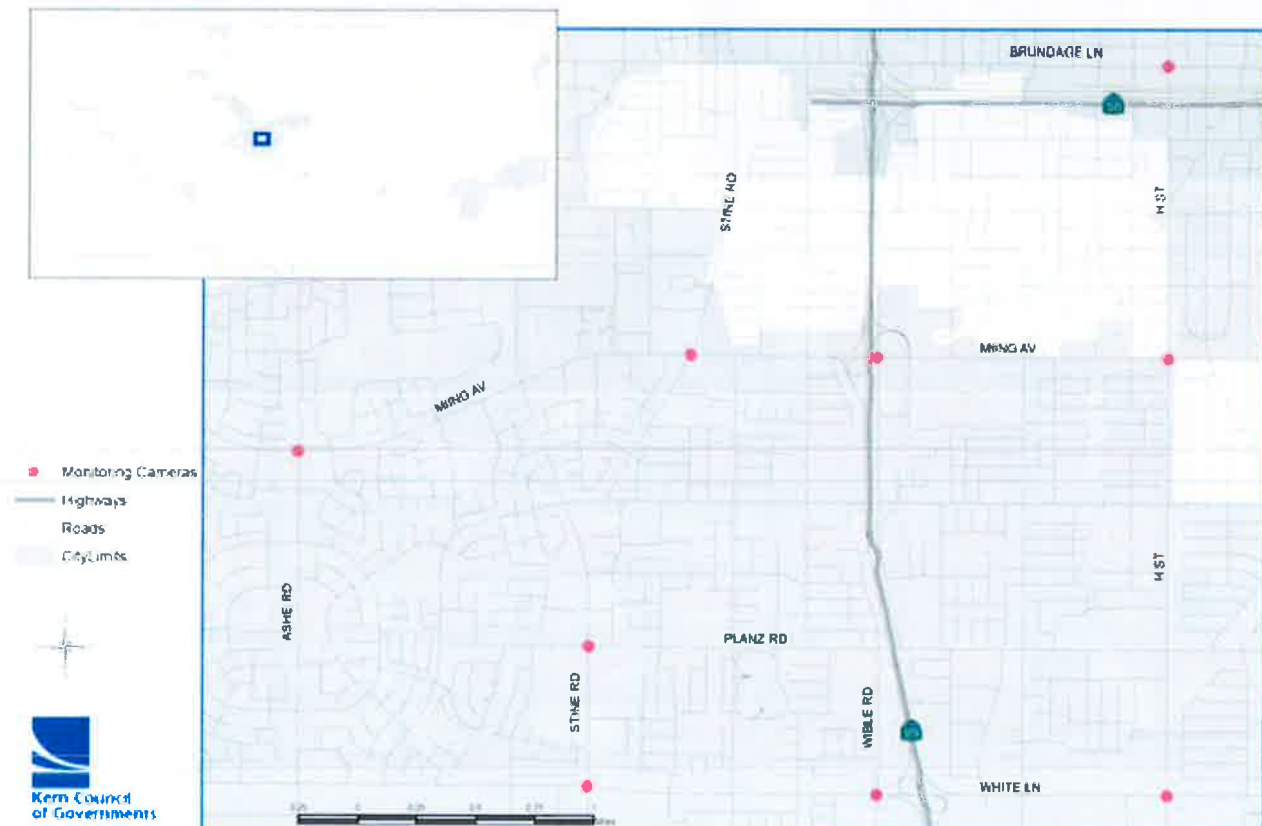
The purpose of these projects is to improve traffic flow and safety through better signal timing and accident detection through main corridors. The cameras will be controlled and monitored from the City's Traffic Operation Center (TOC), and changes to signal time can be made through the City's existing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

### Proposed Traffic Control device Projects (Traffic Monitoring Cameras)



**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

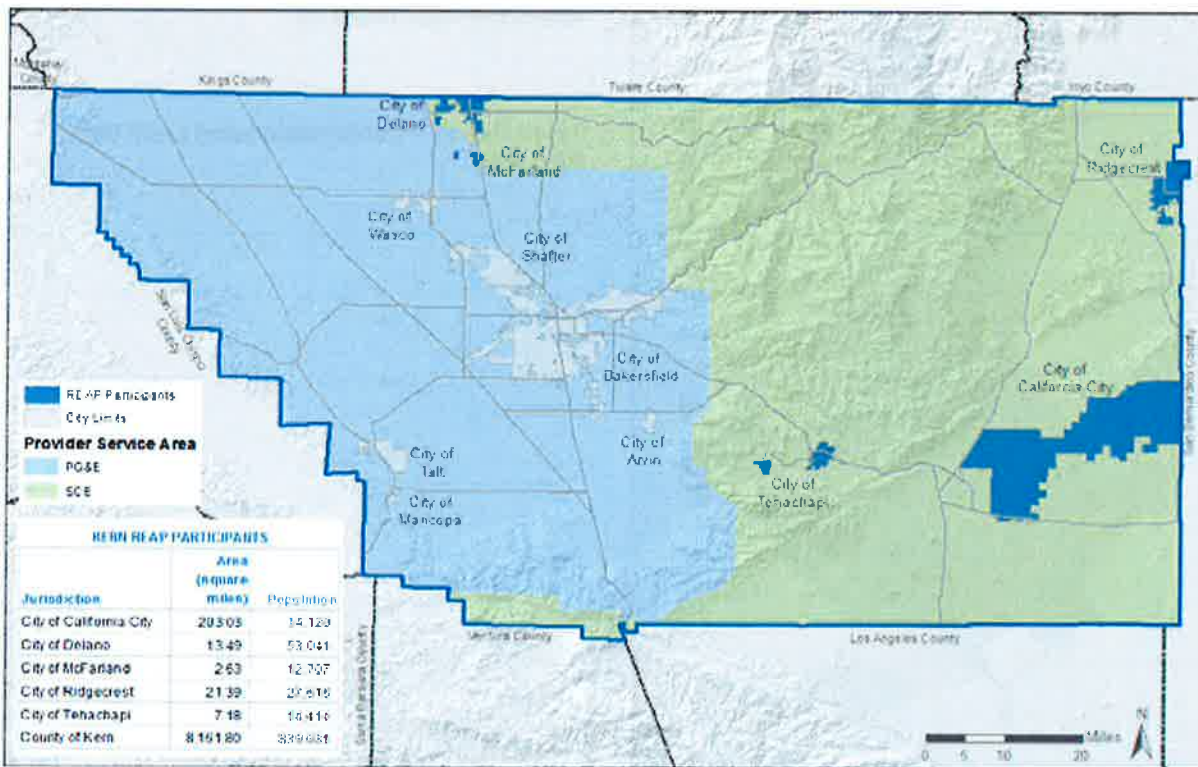
County of Kern have adopted Energy Action Plans. Work will continue to update the inventories in 2014, to identify strategies to address natural gas use, then to update the plans, and to establish plans for the remaining local government partners.

**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**



**APPENDIX E – SUCCESS STORIES**

**PROJECT TITLE:** *Tejon Ranch Conservation and Land Use Agreement*  
**PROJECT SPONSOR:** Tejon Ranch Co.

**PROJECT DESCRIPTION:**

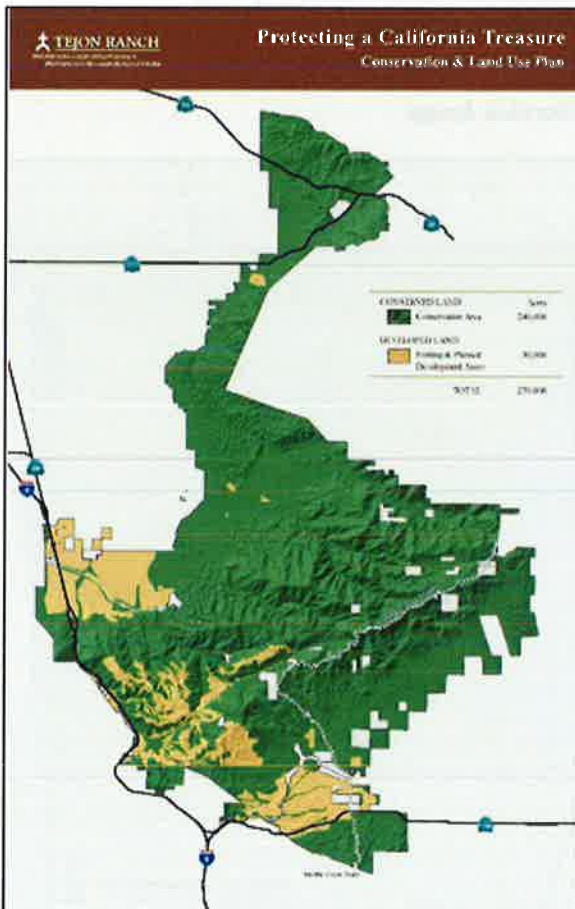
On June 17, 2008, Tejon Ranch Co. and the nation’s major environmental organizations, including The Sierra Club, Natural Resources Defense Council, Audubon California, the Planning and Conservation League and the Endangered Habitats League, unveiled a landmark agreement on the future of the Tejon Ranch. 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**

**PROJECT TITLE: Kern County Community Revitalization Program**

**PROJECT SPONSORS:** County of Kern

**PROJECT DESCRIPTION:**

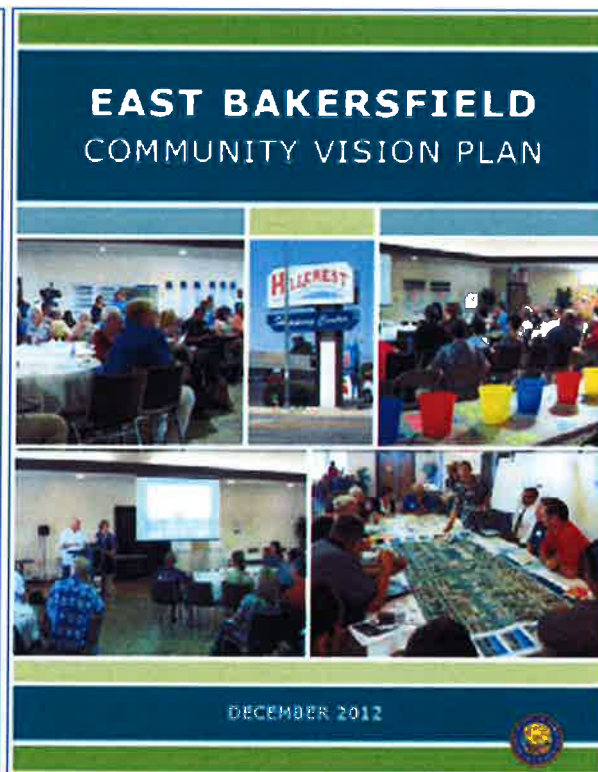
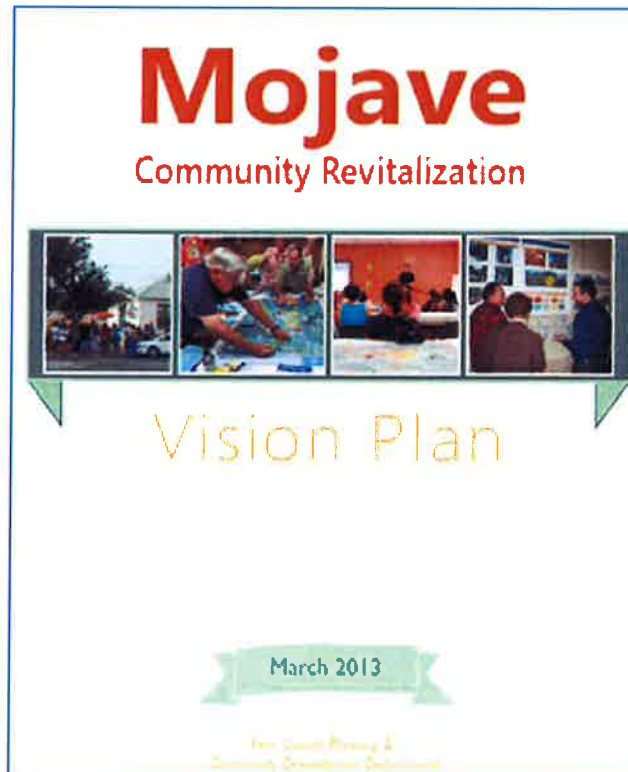
With the recent loss of redevelopment agencies, the County of Kern Planning and Community Development Department established a centralized Economic Opportunity Areas and developed the RENEWBIZ grant-funding mechanism to assist communities with initiating projects that improve and enhance the quality 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:** In Process



## APPENDIX E – SUCCESS STORIES

**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 (September 2016)



	Mon-Fri	Sat/Sun/Cherry	Mon-Fri	Antelope Valley	Mon-Fri	Sat/Sun	Mon-Fri	Sat/Sun
<b>Antelope Valley</b>								
Antelope Valley Transit Authority								
County Center - Bakersfield			8:30 AM	9:30 AM	8:30 AM	9:20 AM	11:20 AM	12:20 PM
North County Superior Court - Triunfo Ave			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Compton - Lancaster			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
S&T Downtown Transit Center	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
San Fernando College - Metrolink St			9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St			9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St			9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St			9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
<b>Route</b>								
<b>Bakersfield</b>								
County Center - Bakersfield	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
North County Superior Court - Triunfo Ave	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Compton - Lancaster	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
S&T Downtown Transit Center	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
San Fernando College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
<b>Route</b>								
<b>Lancaster</b>								
Lancaster City Park - 48TH St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Metrolink - 34th Ave	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Compton - Lancaster	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
S&T Downtown Transit Center	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
San Fernando College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St	8:30 AM	9:30 AM	9:30 AM	1:15 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
<b>Route</b>								
<b>Antelope Valley</b>								
Antelope Valley Transit Authority								
County Center - Bakersfield			8:30 AM	9:30 AM	8:30 AM	9:20 AM	11:20 AM	12:20 PM
North County Superior Court - Triunfo Ave			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Compton - Lancaster			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
S&T Downtown Transit Center			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
San Fernando College - Metrolink St			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
Northridge College - Metrolink St			8:30 AM	9:30 AM	9:30 AM	10:20 AM	11:20 AM	12:20 PM
<b>Route</b>								



**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.

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.

**PROJECT BENEFITS:**  
The CSUB Transit Center will improve existing transportation choices by enhancing points of

**COST BENEFIT RATIO:** Unknown  
**TOTAL COST OF PROJECTS:**  
**YEAR OF CONSTRUCTION:** 2017, 2018, 2019  
**STATUS:** In progress

**Surrounding area of proposed CSUB Transit Center**

**Activity Centers Near CSUB**  
(1/4 ■ and 1/2 ■ Mile Markers)



