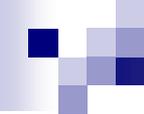


Regional Transportation Planning



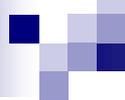
San Joaquin Valley Affordable Housing Summit
November 3, 2015

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Kern Council of Governments
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Introduction

- **The movement of People, Goods, and Services is vital to the Economy**
- **Active transportation and use of alternative transportation systems is increasing**
- **Affordable housing and multifamily housing supports active transportation**



2014 Kern Regional Transportation Plan and Sustainable Communities Strategy – “RTP/SCS”

The RTP establishes a set of regional transportation goals, policies, and actions to guide development of multimodal transportation systems in Kern for the next 25 years.

Senate Bill SB 375 that calls for the RTP to include a Sustainable Communities Strategy “SCS” that contains a future land use pattern and transportation system that reduces GHG emissions from passenger vehicles.

Two of the seven goals of the RTP/SCS are;

Mobility- Improve the mobility of people and freight

Accessibility- Improve accessibility to major employment and other regional activity centers



Active Transportation and new alternatives

- AT represents walking, biking, and mass transit
- Local, State and Federal agencies support AT
- AT has health, economic, and environmental benefits

- New technologies are making alternative forms of transportation possible such as bike and car sharing (LYFT/UBER), telecommuting and high-speed rail
- Autonomous vehicles are promising and have proven to be successful in a number of cities around the world
- Use of employer supported, or employer provided transportation such as transit, and van/car pools is increasing

Issues of Displacement - Regional Level Planning

Kern COG in the development of the RTP/SCS is required to develop the Regional Housing Needs Assessment (RHNA). This forecasts the amount of affordable housing that will be needed in Kern County. The forecasts are distributed among the cities and the County.

SB 375 requires developing future land use patterns that will reduce auto trips and GHG emissions. SB 375 focuses on strategies and policies that promote infill, multifamily housing, active transportation and transit.

The same strategies also support affordable housing and the populations that rely on affordable housing.

Strategic Growth Council (SGC) is now providing funding to support affordable housing projects that improve connectivity between housing, transit, employment, public services, and education centers.

Kern COG does not have land use authority

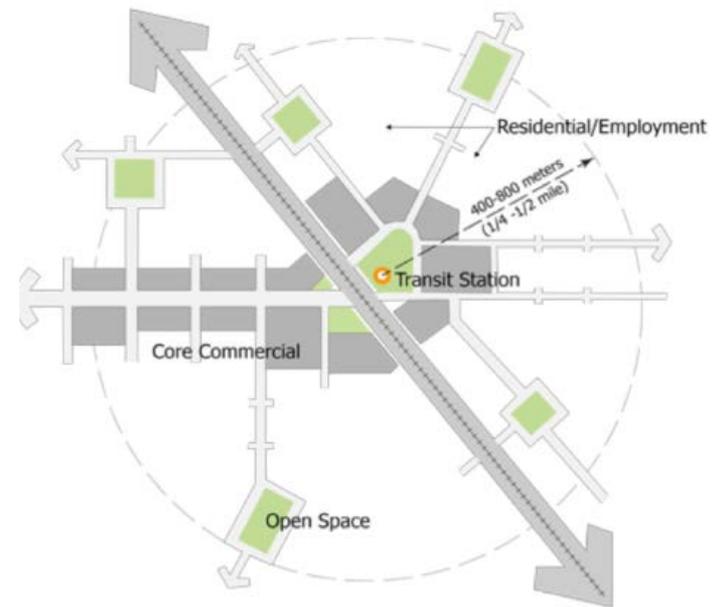
Demand for Urban Housing

The demand for urban or infill housing is increasing. The Millennials (less than 34 years old) and Baby-boomers/empty nesters are seeking to live in higher density, multifamily housing in downtown areas.

These populations are also creating demand for Transit-Oriented Development or TOD.

This demand has the potential to compete for the same locations that are suitable for affordable housing.

TOD does support development of affordable housing and helps meet the needs of lower income populations.



REGIONAL HOUSING NEED BY JURISDICTION

Table 6: 2013-2023 Final Draft RHNA Allocations by Income Category

Projection Period January 1, 2013 - December 31, 2023		Very Low Income		Low Income		Affordable Allocation (Combined Low + Very Low Income)		Moderate Income		Above Moderate Income	
		Units	% of Total RHNA	Units	% of Total RHNA	Units	% of Total RHNA	Units	% of Total RHNA	Units	% of Total RHNA
Arvin	1,168	398	34.0%	239	20.5%	638	54.5%	183	15.6%	349	29.9%
Bakersfield	36,290	9,706	26.7%	5,800	16.0%	15,506	42.7%	6,453	17.8%	14,331	39.5%
California City	1,268	254	20.1%	131	10.3%	385	30.4%	155	12.2%	728	57.4%
Delano	1,462	396	27.1%	277	18.9%	673	46.0%	243	16.6%	546	37.4%
Maricopa	35	11	30.0%	5	14.8%	16	44.8%	6	16.3%	14	38.8%
McFarland	311	93	29.9%	73	23.6%	166	53.5%	66	21.2%	79	25.3%
Ridgecrest	1,346	159	11.8%	131	9.8%	291	21.6%	207	15.4%	848	63.0%
Shafter	2,036	417	20.5%	426	20.9%	843	41.4%	397	19.5%	796	39.1%
Taft	254	52	20.3%	28	10.4%	78	30.7%	30	11.9%	146	57.4%
Tehachapi	496	127	25.6%	64	13.0%	191	38.6%	88	17.8%	216	43.6%
Wasco	1,426	350	24.5%	275	19.3%	624	43.8%	280	19.7%	521	36.6%
Unincorporated County	21,583	4,888	22.6%	3,107	14.4%	7,995	37.0%	3,126	14.5%	10,462	48.5%
Total	67,675	16,850	24.9%	10,555	15.6%	27,405	40.5%	11,235	16.6%	29,035	42.9%

Note: Numbers may not sum up to 100 percent due to rounding.

Source: Kern COG



Economic Trends - The Equity Solution

Equity—just and fair inclusion of all—has always been a moral imperative in this country, but a new consensus is emerging that equity is also an economic imperative.

Scores of economists and institutions like Standard & Poor's and Morgan Stanley now believe that rising inequality and low wages for workers on the bottom rungs of the economic ladder are stifling growth and competitiveness, and that racial inequities threaten economic growth and prosperity as people of color become the majority.

Reliable and affordable transportation is critical for meeting daily needs and accessing educational and employment opportunities located throughout the region. For households living in regions without robust transit systems, access to a car is critical, but lower-income people and people of color are more likely to be carless.

Source: Policylink.org and USC program for Environmental and Regional Equity (PERE)

Access to Jobs - Transit

[“Missed Opportunity: Transit and Jobs in Metropolitan America,”](#) a report by the Brookings Institution reveals the stark and enduring obstacles faced by low-income people and communities of color in getting to regional job centers. This first-of-its-kind analysis of transit access in the nation’s 100 largest metropolitan regions found that:

- Across all metro areas, the typical worker can reach only about 7 percent of their regions jobs in a one-way, 45-minute transit commute.
- Three-quarters of low- and middle-skill jobs cannot be accessed even by a one-way, 90-minute transit commute.
- Residents of low-income suburban neighborhoods face some of the biggest challenges they cannot access more than 77% of low- and middle-skill jobs via transit.

Affordable housing with transit access is needed



Transportation and Workforce Development

- Employers requires employees to have a reliable means to get to work
- Many people willing and trained to work do not have access to an auto, or do not have a license – especially those in Disadvantaged Communities
- Active transportation, transit, and other alternatives can provide reliable transportation to jobs
- These modes have the potential to eliminate a major obstacle to workforce development
- Those that do have access to an auto can reduce household expenses by choosing to use AT, transit, or alternative modes.

Recommendations to Improve Transit Access

- Promote the development of land use and transportation plans that increase access to jobs.
- Reforming existing transportation funding programs to prioritize public transportation projects in areas that preserve and create affordable housing, and that connect low-income people to job centers and community amenities
- Preserving and expand existing programs that fund public transportation, including expanded use of federal funds for operating transit systems.

According to a recent poll, 80 percent of Americans believe the country would benefit from an expanded and improved public transportation system. . We have the information and ideas we need to make smart, targeted investments that connect all Americans to opportunity. Now is the time for change.

The result will be an improvement in the economic and health conditions of many families, as well as the community, and the region.



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