

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

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

**WEDNESDAY
May 31, 2023
1:30 P.M.**

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

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

I. ROLL CALL:

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

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

III. APPROVAL OF DISCUSSION SUMMARY

- A. Meeting of March 1, 2023.
- B. Meeting of May 3, 2023

IV. 2023 UPDATE – KERN COUNCIL OF GOVERNMENTS PUBLIC INVOLVEMENT PROCEDURES & POLICIES (Raymond)

Comment: The 2017 California Regional Transportation Plan (RTP) Guidelines require that a Metropolitan Planning Organization (MPO) develop a public participation plan prior to the development of the RTP.

Action: Recommend adoption of the 2023 Public Involvement Procedures & Policies to the Transportation Planning Policy Advisory Committee. ROLL CALL VOTE.

V. DRAFT KERN AREA REGIONAL GOODS-MOVEMENT OPERATIONS (KARGO) SUSTAINABILITY STUDY PHASE 2 (Ball)

Comment: A Draft Final KARGO Sustainability Study - Phase 2 on developing and funding more sustainable goods movement projects countywide incorporating extensive public and stakeholder outreach is available at <https://www.kerncog.org/goods-movement/>.

Action: : Recommend to the Transportation Planning Policy Committee to Receive and File. ROLL CALL VOTE.

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

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

Action: Information.

VII. ANNOUNCEMENTS

VIII. MEMBER ITEMS

IX. ADJOURNMENT

The next scheduled meeting will be July 5, 2023.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
March 1, 2023
130 P.M.

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

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Paul Johnson	Bakersfield
	Brianna DeLeon	McFarland
	Steve Esselman	Shafter
	Mark Staples	Taft
	Scott Lau	Caltrans
	Asha Chandy	Community Member
KERN COG STAFF:	Becky Napier	Rochelle Invina-Jayasiri
	Karl Davisson	Ben Raymond
	Rob Ball	
OTHERS:	Richard Albright, City of Maricopa	
	Max Antono, Rincon Consultants	
	Sandra Plascencia, Leadership Council	

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None.

III. APPROVAL OF DISCUSSION SUMMARIES

- RPAC Meeting of August 31, 2022.
- Joint RPAC/TTAC Meeting of November 2, 2022.

Committee Member Esselman made a motion to approve the minutes of August 31, 2022 and November 2, 2022; seconded by Committee Member Chandy, unanimously approved by roll call vote.

IV. HOUSING ELEMENT ANNUAL PROGRESS REPORT UPDATE (Davisson)

Comment: Kern's jurisdictions are required to provide Annual Progress Reports (APRs) to the California Department of Housing and Community Development (HCD) on their progress toward state mandated Regional Housing Needs Assessment (RHNA) goals by April 1, 2023, or risk becoming ineligible for many grants.

Action: Information. Local jurisdictions Submit Annual Housing Report to HCD by April 1, 2023.

V. KERN AREA REGIONAL GOODS-MOVEMENT (KARGO) SUSTAINABILITY STUDY UPDATE (Davisson)

Comment: The Phase II KARGO Sustainability Study, a project looking to address the needs and impacts of increased freight movement in the region, is requesting local jurisdictions review and verify current development impact fee rates in the report provided.

Action: Information. Member agency staff please review and provide feedback to kdavisson@kerncog.org by March 8, 2023.

This was a TTAC Item, please refer to November 2, 2022 TTAC Minutes.

VI. REGIONAL HOUSING NEEDS MAPPING TOOL UPDATE (Invina-Jayasiri)

Comment: The consultant team updated the online Regional Housing Needs Mapping Tool. Please contact staff for training on the online mapping tool.

Action: Information.

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

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

Action: Information.

VIII. ANNOUNCEMENTS

- Board of Directors Brown Act Recommendations.

IX. MEMBER ITEMS

- None.

XIII. ADJOURNMENT

With no other business, the meeting was adjourned at 2:23 p.m. The next scheduled meeting of the RPAC is April 5, 2023.

KERN COUNCIL OF GOVERNMENTS
REGIONAL PLANNING ADVISORY COMMITTEE
TRANSPORTATION MODELING COMMITTEE

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

WEDNESDAY
May 3, 2023
130 P.M.

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

I. ROLL CALL:

RPAC MEMBERS PRESENT:	Paul Johnson	Bakersfield
	Brianna DeLeon	McFarland
	Steve Esselman	Shafter
	Mark Staples	Taft
	Christine Viterelli	Arvin
	Keri Cobb	Wasco
KERN COG STAFF:	Becky Napier	Ben Raymond
	Rob Ball	Karl Davisson
OTHERS:	Dave Dmohowski	
	Fatemah Ranaiefar	
	Nico Boyd	

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

None.

III. APPROVAL OF DISCUSSION SUMMARIES

- RPAC Meeting of March 1, 2023

This item was postponed to the next meeting..

IV. 2023 UPDATE – KERN COUNCIL OF GOVERNMENTS PUBLIC INVOLVEMENT PROCEDURES & POLICIES (Raymond)

Comment: The 2017 California Regional Transportation Plan (RTP) Guidelines require that a Metropolitan Planning Organization (MPO) develop a public participation plan prior to the development of the RTP. The Draft 2023 PIP is posted at <https://www.kerncog.org/policies/>. Kern COG's 2019 PIP requires a forty-five (45) day public comment period prior to adoption of the 2023 PIP. The 45-day public comment period began May 1st, 2023, and closes June 15th, 2023.

Action: Information.

V. DRAFT KERN AREA REGIONAL GOODS-MOVEMENT OPERATIONS (KARGO) SUSTAINABILITY STUDY PHASE 2 (Ball)

Comment: A public review Draft KARGO Sustainability Study - Phase 2 on developing and funding more sustainable goods movement projects countywide is available [here](#). Comments

are due to rball@kerncog.org by Thursday, May 25, 2023. Fatemah Ranaiefar and Nico Boyd from Fehr & Peers provided a presentation.

Action: Information.

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

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

Action: Information.

VII. ANNOUNCEMENTS

- Updated User Guide for the Kern COG Regional Housing Needs Online Mapping Tool is posted on the following website: <https://www.kerncog.org/regional-housing-needs/>
- Ms. Napier provided an update about REAP 2.0

VIII. MEMBER ITEMS

- Chairman Staples announced that he a member of the Small Town and Rural Planning Division of the American Planning Association. He has been assisting with planning for the 2023 APA California Conference to be held in September in Fresno.

XIII. ADJOURNMENT

With no other business, the meeting was adjourned at 2:25 p.m. The next scheduled meeting of the RPAC is May 31, 2023 (June Meeting).

May 31, 2023

TO: Kern Council of Governments

FROM: Ahron Hakimi,
Executive Director

BY: Ben Raymond, Regional Planner

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: IV.
2023 Kern Council of Governments Public Involvement Procedures & Policies

DESCRIPTION:

The 2017 California Regional Transportation Plan (RTP) Guidelines require that a Metropolitan Planning Organization (MPO) develop a public participation plan prior to the development of the RTP.

DISCUSSION:

The Draft 2023 Public Involvement Procedures and Policies (PIP) were presented at the May 3rd RPAC meeting.

The PIP provides guidance for Kern Council of Governments' (Kern COG) elected officials and staff in public participation and interagency consultation throughout the regional planning process. It contains the agency policies, guidelines and procedures Kern COG uses in developing the metropolitan planning process. This includes the development and approval of the Regional Transportation Plan, Regional and Federal Transportation Improvement Program, and environmental review documentation related to growth, transportation, air quality, and any product prepared by Kern COG staff that statutorily requires public participation, or for which the Kern COG Board of Directors determines is necessary. Kern COG carries out its transportation and air quality planning responsibilities in a continuing, cooperative and comprehensive manner in conformance with Federal and State law that determine how Metropolitan Planning Organizations (MPOs) provide for early consultation and public participation.

Prior to development of the 2026 RTP, Kern COG is updating the Public Involvement Policies and Procedures (PIP) to include the latest Federal and State requirements and input from participating agencies and stakeholders. The Draft 2023 PIP is posted at <https://www.kerncog.org/policies/>

The 2017 California RTP Guidelines as well as Kern COG's 2019 PIP require a forty-five (45) day public comment period prior to adoption of the 2023 PIP. The 45-day public comment period began May 1st, 2023 and closes June 15th, 2023.

Additional roundtable meetings will be held in Fall of 2023 to gather input for specific strategies for public participation during the 2026 RTP development outreach in accordance with the 2023 PIP.

ACTION: Recommend adoption of the 2023 Public Involvement Procedures & Policies to the Transportation Planning Policy Advisory Committee. ROLL CALL VOTE.



V.
RPAC

May 31, 2023

TO: Transportation Technical Advisor Committee/
Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: V.
Draft Final Kern Area Regional Goods-movement Operations (KARGO)
Sustainability Study Phase 2

DESCRIPTION:

A Draft Final KARGO Sustainability Study - Phase 2 on developing and funding more sustainable goods movement projects countywide incorporating extensive public and stakeholder outreach is available at <https://www.kerncog.org/goods-movement/> .

DISCUSSION:

Kern COG has received a grant from the Caltrans Sustainable Communities program to study development and funding of more sustainable goods movement projects countywide. The study incorporates comments from local communities including stakeholders from Shafter, Lamont and Arvin, goods movement professionals, and local governments staff. The study includes:

- 1) Suggested updates to Surface Transportation Assistance Act (STAA) compliant federal, state and local truck route maps;
- 2) Suggested updates to local government circulation planning element maps;
- 3) The study also includes sketch drawings and right-of-way foot prints for interchange and other goods facilities vulnerable to development encroachment
- 4) Potential funding mechanisms including a regional industrial impact fee nexus study.
- 5) An economic analysis comparing existing fees in the Kern region to other regions.

Here is the schedule for completion of the study:

- May 31, 2023 – Draft Final Released
- June 15, 2023 – Draft Final goes to the Kern COG TPPC to receive and file.

ACTION: Recommend to the Transportation Planning Policy Committee to Receive and File.
ROLL CALL VOTE.

Attachment: Summary Presentation on the Draft Final KARGO Sustainability Study – Phase 2

KARGO Phase II Project Report 5/31/2023

Fehr & Peers - Fatemeh Ranalefar, Nico Boyd
Mark Thomas Engineers - Cynthia Horner
EPS - Jason Moody

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Introduction

- ▶ Project Team
 - ▶ Kern COG
 - ▶ Stakeholders - Cities, County, Caltrans, Industry, Developers
 - ▶ Consultants- Fehr & Peers, Mark Thomas, EPS
- ▶ Overview of KARGO Phase II
 - ▶ Goals
 - ▶ Growth
 - ▶ Deficiencies
 - ▶ Projects
 - ▶ Funding

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KARGO II - Vision, Purpose, and Goals

- ▶ In collaboration with stakeholders, identify strategies, projects and programs to:
 - ▶ Add Network Capacity -where truck volumes are anticipated to grow the most;
 - ▶ Improve Maintenance -identify a mechanism to safeguard the longevity of all capacity enhancing improvements that are made;
 - ▶ Adopt Clean Tech - need to incentivize a faster shift to zero-emission technologies to achieve GHG reduction and AQ improvements goals;
 - ▶ Maintain Competitiveness and Economic Benefit -attract high-paying jobs in the industrial/logistics industries

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KARGO Phase II - Phases



DEVELOP A NEXUS STUDY TO
ACCOUNT FOR REGIONAL NEEDS
DUE TO FUTURE LOGISTIC
FACILITY DEVELOPMENT



PREPARE FOR THE EXPECTED
FREIGHT GROWTH IN THE
REGION

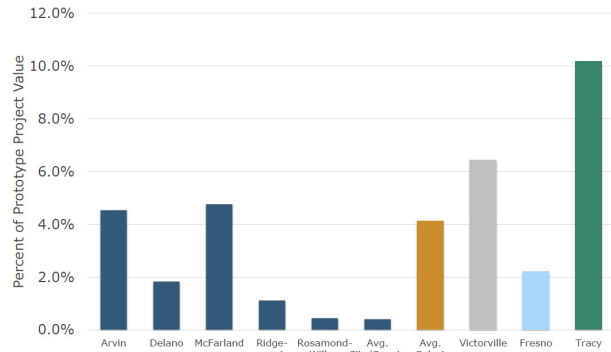


COMPLETE CIRCULATION
ELEMENT AND TRUCK ROUTE
MAPS AND CONCEPTUAL
DRAWING FOR REMAINDER OF
LOCATIONS

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FEE BURDEN AS A PERCENT OF PROJECT VALUE

Tejon Ranch and the City of Shafter, two areas anticipated to accommodate significant near-term logistics development in Kern County, were excluded from this analysis due to the lack of reliable impact fee information.

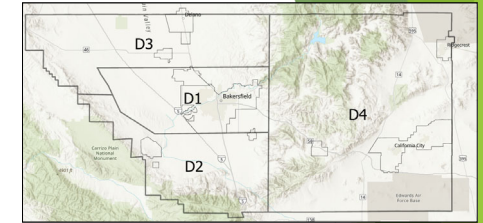


*Includes the Metro Bakersfield Core Area, the Tehachapi Region, and the Tehachapi Region Core Area
**Includes the cities of Calimesa, Norco, and Temecula

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Projected Land Use Growth

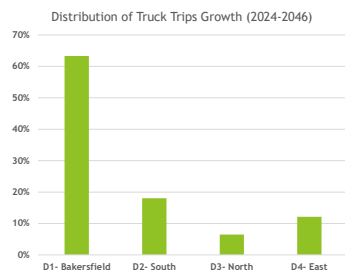
- ▶ Period: 2022-2046
- ▶ 40 million Square of new Industrial use
- ▶ Volume of growth: Bakersfield, Kern County, and Shafter have 85% of overall growth



Period	Land Use	D1- Bakersfield	D2- South	D3- North	D4- East	Kern County
2022 Base Year	House Hold	197,880	14,779	22,665	50,668	285,992
	Population	640,052	48,748	89,070	133,251	911,122
	Total Employee	234,804	23,967	44,845	40,161	343,777
	Industrial/Agg Employee	69,613	14,530	24,165	4,615	112,923
2046 Future Baseline	House Hold	240,488	29,053	26,083	58,634	354,258
	Population	826,356	93,808	110,536	165,885	1,196,583
	Total Employee	267,314	37,249	48,326	47,135	400,015
	Industrial/Agg Employee	78,982	21,040	25,789	6,709	132,520
2046 Base Scenario	House Hold	42,608	14,274	3,418	7,966	68,266
	Population	186,305	45,059	21,466	32,611	285,441
	Total Employee	32,511	13,282	3,482	6,964	56,238
	Industrial/Agg Employee	9,369	6,510	1,624	2,094	19,597

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Projected Traffic Growth



2022 Base Year					
Region	Total	Passenger cars	Medium Trucks	Heavy Trucks	All Trucks
D1	3,147,754	2,944,343	184,411	19,000	204,214
D2	188,444	168,452	16,006	3,987	20,333
D3	329,905	294,825	28,230	6,850	35,659
D4	469,784	435,306	31,864	2,615	34,543
Kern	4,135,888	3,842,925	260,510	32,452	294,749
External	283,896	160,230	9,327	43,047	42,580
2046 Baseline RTP/SCS Without WUC					
Region	Total	Passenger cars	Medium Trucks	Heavy Trucks	All Trucks
D1	3,707,601	3,468,875	216,816	21,910	239,621
D2	326,938	296,855	25,349	4,734	30,440
D3	373,950	335,300	31,228	7,422	39,272
D4	555,301	514,058	37,922	3,321	41,345
Kern	4,963,790	4,615,088	311,315	37,387	350,677
External	320,649	183,566	11,968	49,521	49,438
2046 No Ind/Agg, No WUC					
Region	Total	Passenger cars	Medium Trucks	Heavy Trucks	All Trucks
D1	3,684,575	3,451,305	212,597	20,673	234,054
D2	307,761	280,490	22,900	4,371	27,604
D3	370,613	333,010	30,477	7,125	38,196
D4	549,894	509,885	37,015	2,995	40,080
Kern	4,912,844	4,574,690	302,989	35,164	339,935
External	316,819	179,737	11,967	49,521	49,438

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Prioritizing Projects (Major Improvements)

Low Cost / Near Term

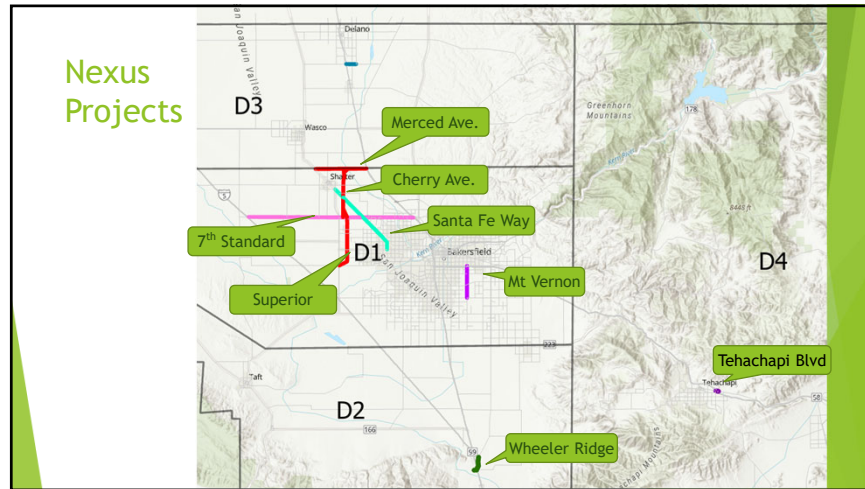
- Central Kern |**
- 99/58 I-change missing ramps
 - 99/7th Standard I-change (HSR)
 - 7th Std/I-5 I-change/passing lanes, 43 - I-5
 - Merced/Cherry/Superior "T" Corridor
 - W Urban Corr (WUC) 7th Std-Express Blvd
 - WUC, WSP-Rosedale Hwy
 - Mt Vernon extension, Planz-Panama
 - 58 Stockdale Hwy, 43 Enos-Heath
 - Burbank Expwy, 99-James Rd
 - Santa Fe Wy, Burbank-Rosedale Hwy
 - Allen Rd, White-Panama
 - I-5/58 Stockdale I-change/passing lanes
 - I-5/43 I-change
 - Wasco Av frontage rd (HSR?)
 - 99/Whistler I-change
 - 99/Merced I-change
 - 46 extend passing lanes, near county line
 - 58/223 I-change
 - 58 truck climbing lanes, Bealville-Keene
 - 58 frontage rd, Cal City Blvd-N Gate Blvd
- Central Kern |**

Mid Cost / Mid Term

- Central Kern |**
- Complete WUC 99 - I-5 (formerly W Bltwy)
 - Burbank Expwy, 43 Beech-WUC
 - 99, Burbank Corr-Beardslee Canal
 - 58 Truck climb/pass lanes, 223-Tower Line Rd
 - 58 Stockdale passing lanes, Enos toward I-5
 - S Arvin Corridor
 - I-5 Grapevine 2nd truck climb/passing lanes
 - Copus safety realignment
 - 99/Pond Rd I-change
 - Tehachapi and CA-58 Ramps
 - 14/Purdy Av I-change
 - 395 extend passing lanes, N of Garlock Rd
 - I-5 & 58 truck weight station relocations
 - ?
 - ?
- Central Kern |**

**Suggested projects for phase I of Impact Fee Program

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Phase I- Impact Fee Projects

ID	Nexus District	Main Route	Brief Description	Approximate cost (Million \$)
1	D1	Santa Fe	Santa Fe Wy, Burbank-Rosedale Hwy	\$88.20
2	D1	7th Std	I-5/7th Std Rd I-change	\$20.00
3	D1	7th Std	7th Std Rd-passing lanes, 43 - I-5	\$6.74
4	D1	7th Std	7th Std Rd Concrete Rehab, 43 - I-5	\$50.34
5	D1	7th Std	7th Std Rd Concrete Rehab, 43 - 99	\$62.04
6	D1	Cherry	Merced Av - Expressway, 2 canal bridges	\$59.42
7	D1	Cherry	Cherry Av - Expressway, 2 grade seps.	\$53.59
8	D1	Superior	Superior Rd - Expressway, 1 grade separation	\$84.44
9	D1	99	99/Merced I-change Improvements	\$30.00
10	D2	Wheeler Ridge	Wheeler Ridge/Laval Rd TRCC core, safety rehab	\$11.42
11	D1	Mt Vernon	Mt Vernon/58-Planz, safety rehab	\$28.41
12	D3	Pond Rd	Pond Rd, Richgrove/43-155, safety rehab	\$3.00
13	D4	Tehachapi Blvd	Near 58 Summit I-change	\$1.20
All Projects				\$498.80

Cost Estimate

Nexus District	Total Cost (Million \$)
D1	\$483.18
D2	\$11.42
D3	\$3.00
D4	\$1.20
County	\$498.80

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Potential Fee Program Structures

Scenario	Who pays?	Region	Structure	Metric for Fee	Notes
S1	Only Industrial	Countywide	Single Fee	Trips Generated/Square Foot	Majority of growth is in North Bakersfield, Shafter, County; projects should address those areas
S2	Commercial /Industrial (Non- Residential)	Countywide	Single Fee	Trips Generated by Land Use	Some uses may get a fee reduction (ex., 30% discount for retail because of pass-by trips; 140% for industrial because of trucks; truck stops get a discount for pass-by trips)
S3	Everyone (residential and commercial)	Countywide	Single Fee	Trips Generated by Land Use	Some cities already have a fee for residential so there is a need to ensure that the same land uses are not included in multiple fee programs; if fees overlap, cities should pay a lesser regional fee; the benefit of this approach is that everyone pays less since the fee is distributed more widely, and by providing more capacity for trucks, residents also benefit from less congestion

Units of Calculating Fee:

- Square feet of development
- Dwelling Units
- Number of trips (cars, Trucks, all, PCE)

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Potential Fee Calculation Units

District	Growth in Land Use 2046-2022				Growth in Trips					
	Dwelling Units	All Employees	Industrial/ Agg Employee	Industrial land 1000 square feet *	Car- ALL	Car- Industrial	Trucks all	Trucks Industrial	vehicles - All	Vehicles- Industrial
D1	42,608	32,511	9,369	19,518.6	524,532	17,570	35,407	5,567	559,939	23,137
D2	14,274	13,282	6,510	13,561.9	138,494	26,455	10,107	2,836	148,601	29,291
D3	3,418	3,482	1,624	3,384.0	44,045	5,860	3,613	1,076	47,658	6,935
D4	7,966	6,964	2,094	4,362.7	85,517	10,938	6,801	1,264	92,318	12,202
County	68,266	56,238	19,597	40,827.2	827,902	96,137	55,929	10,743	883,831	106,880

*assuming 0.5 industrial employee per 1000 sf of industrial development building

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Growth and Fair Share

District	Growth In Land Use 2046-2022			Growth in Daily Trips		
	all EMP	IND+ AGG Emp	Population	Total Vehicles	Trucks	PCE*
D1	14%	13%	29%	18%	17%	18%
D2	55%	45%	92%	73%	50%	70%
D3	8%	7%	24%	13%	10%	13%
D4	17%	45%	24%	18%	20%	18%
County	16%	17%	31%	20%	19%	20%

- the impact of each unit of growth in employment is assumed to be 1 unit of growth in population
- PCE=Passenger Car Equivalency

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Fee Calculation Rates (\$ per daily trip)

Region	non Res	non Res -PCE	IND+Agg	IND+Agg - PCE	All	All -PCE
D1	\$ 591	\$ 513	\$ 2,824	\$ 2,188	\$153	\$143
D2	\$ 110	\$ 101	\$ 267	\$ 229	\$61	\$54
D3	\$ 34	\$ 26	\$ 60	\$ 43	\$9	\$8
D4	\$ 8	\$ 7	\$ 101	\$ 78	\$3	\$2
County	\$ 402	\$ 353	\$ 1,699	\$ 1,359	\$121	\$112

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Summary of Fee Scenario- Options 1

Fee Scenario	S1: only industrial	S2: all commercial	S3: all uses
Fee \$/PCE trip	\$ 1,358.56	\$352.84	\$ 111.81
Fee contribution to total project cost	17%	16%	20%

New Trips Estimated to be Added by 2040 (PCE)			
District	S1	S2	S3
D1	29,718	130,531	598,071
D2	22,351	62,431	149,331
D3	4,681	9,097	48,186
D4	6,967	29,203	92,988
Total	63,717	231,262	888,577

Total Fee Collected by 2040: dollars				
District	S1	S2	S3	Project Cost: Mil \$
D1	\$40,374,008	\$ 46,056,553	\$66,867,867	\$ 483.18
D2	\$ 30,365,536	\$ 22,028,094	\$16,696,098	\$ 11.42
D3	\$ 6,359,043	\$ 3,209,718	\$ 5,387,492	\$ 3.00
D4	\$ 9,464,828	\$ 10,303,904	\$10,396,656	\$ 1.20
Total	\$ 86,563,416	\$ 81,598,269	\$99,348,113	\$ 498.80

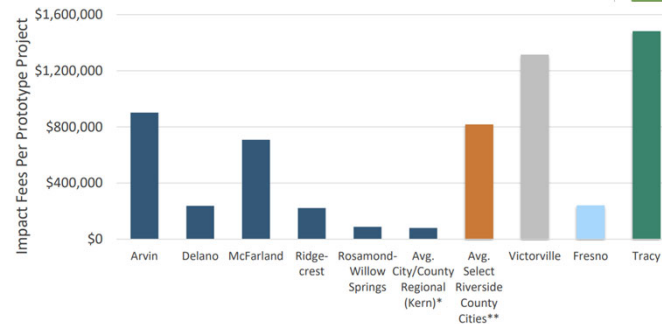
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Prototype Industrial Development

- Built after 2012 (for lease rate comparisons)
- Site Area: 9.56 acres
- Gross Building Area: 106,320 square feet
- Rentable Building Area: 105,699 square feet
- Assumed "Heavy Industrial" fee when necessary
- Impact fee rates modified by applicable geography

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DEVELOPMENT IMPACT FEE COMPARISONS - Today



*Includes the Metro Bakersfield Core Area, the Tehachapi Region, and the Tehachapi Region Core Area
 **Includes the cities of Calimesa, Norco, and Temecula

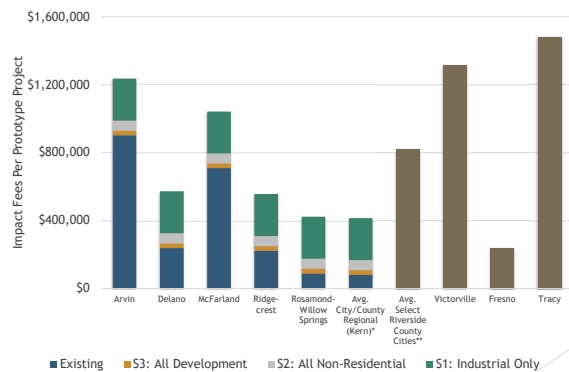
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New Nexus Fee

General Warehouse ITE 150	
105,699	ksf
1.71	ALL trip per ksf
0.6	Truck trips per ksf
2.31	PCE trips per ksf
53	employee
181	Daily trips
244	Daily PCE trips
S1- Only Industrial	
\$ 331,712	Toal Fee
\$ 3.14	Fee per sf
S2-All commercial	
\$ 86,150.96	Toal Fee
\$ 0.82	Fee per sf
S3-All uses	
\$27,299.06	Toal Fee
\$ 0.26	Fee per sf

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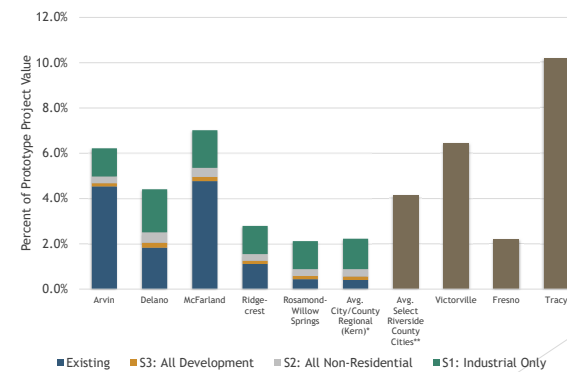
DEVELOPMENT IMPACT FEE SCENARIOS



*Includes the Metro Bakersfield Core Area, the Tehachapi Region, and the Tehachapi Region Core Area
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FEE BURDEN SCENARIOS



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Other Local / Regional Funding Measures

Measure / Source	Approval Process	Advantages	Disadvantages
Enhanced Infrastructure Financing District (EIFD)	Approval by Council / Board of participating jurisdictions	Does not raise taxes	Re-directs new property tax from General Fund of participating jurisdictions
Assessment District (e.g., Mello-Roos CFD)	2/3 rd s landowner / voter approval	Most applicable for local serving facilities	Less applicable to regional serving projects.
Gas or Diesel Tax	2/3 rd s voter approval	Tax incidence focused on users / beneficiaries	<ul style="list-style-type: none"> Incentivizes "Fuel-up" outside County Electrification → declining revenues
Business License or parcel tax on industrial uses	2/3 rd s voter approval	Tax incidence focused on users / beneficiaries	May impact local economic competitiveness
Project Specific Mitigation (e.g., CEQA based)	Local jurisdiction entitlement process	Direct nexus with local development	Less applicable to regional serving projects

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Sales Tax Measure

Approval Process:

- 2/3rds voter approval

Advantages:

- Strong case for Kern to join other 24 Self-Help Counties Coalition (SHCC)
- Can generate significant revenue
- Tax exempt bond financing potential ("up-front" revenue)
- Maximum local control on use of funds

Disadvantages:

- Voter approval may be difficult

Illustrative Revenue Generation (high-level Calculation)	
Assumptions	
Annual Population Growth	1.29%
Real Sales Tax Revenue Growth	
Revenue	
2022 - with 1/4% Sales Tax	\$62,685,468
2046 - with 1/4% Sales Tax	\$85,297,000
Total Revenue (24 years): 1/4% Sales Tax	\$ 1,836,000,000

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Property Tax Measure

Approval Process:

- 2/3rds voter approval

Advantages:

- Can generate significant revenue
- Can be used to secure tax exempt bonds - "up-front" revenue
- Maximum local control on use of funds

Disadvantages:

- Voter Approval may be difficult
- County already has relatively high property tax rate

Illustrative Revenue Generation (high-level Calculation)			
Assumptions			
Annual Real Growth in Assessed Value		1%	
Average Property Tax Rate		1.259%	
New Property Tax for Transportation Project		0.05%	
Revenue			
Year	Total Assessed Value	Existing Property Tax Revenue	New Property Tax Revenue for Transportation
2022	\$96,672,959,000	\$ 1,217,576,000	\$ 48,336,000
2046	\$ 122,749,000,000	\$ 1,545,000,000	\$ 61,374,000
Total Revenue (24 years)		\$ 34,375,000,000	\$ 1,365,000,000

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Enhanced Infrastructure Financing District (EIFD)

- Provide an emerging form of tax increment financing available to local public agencies in California
- May be formed over a defined area (the district), including non-contiguous areas, by a city, county, or joint powers authority (JPA), to capture incremental increases in property tax revenue from future development and assessed value appreciation
 - Without an EIFD, this revenue would accrue to the City's General Fund (or other property-taxing entity revenue fund)
 - EIFDs do not provide access to property tax revenue beyond the share agreed to by participating jurisdictions (e.g., City and County)
- Establishment requires approval by every local taxing entity that will contribute its property tax increment
- Revenues may be used to provide funding and financing for broad range of infrastructure projects, provided those projects have a useful life of 15 years and are of 'community-wide' significance

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VI. RPAC

May 31, 2023

TO: Regional Planning Advisory Committee

FROM: Ahron Hakimi,
Executive Director

By: Rob Ball,
Deputy Director/Planning Director

SUBJECT: REGIONAL PLANNING ADVISORY COMMITTEE AGENDA ITEM: VI.
UPDATE: SB 375 GREENHOUSE GAS EMISSION REDUCTION FROM
PASSENGER VEHICLES AND ADOPTION TIMELINE FOR THE 2026 RTP

DESCRIPTION:

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

DISCUSSION:

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

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

May 5, 2023 - Kern COG submitted a draft of a Kern COG TPPC staff report and transmittal letter to ARB with a request for the Kern COG Chair to sign. The item was approved by the Board on May 18, 2023. The letter documents technical changes that do not affect the adopted RTP/SCS

text or conclusions. The document contains updates from the November 2022 SCS technical data submittal to ARB consistent with ARB guidelines.

May 1, 2023 – The Kern COG Executive Director and other COG directors from the San Joaquin Valley met with the SJV representative on the California Air Resources Board. At that meeting ARB staff indicated that Kern was close to receiving the acceptance finding for their SCS.

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

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

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

February 17, 2023 – Kern COG submitted responses to the California Air Resources Board (ARB) January 20, 2023 questions on Kern COG’s technical methodology package provided to ARB on November 29, 2023.

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

December 16, 2022 – The 2022 RTP/Federal Transportation Improvement Program (FTIP) short range program air quality conformity was federally approved. The 2023 FTIP “CTIPS Report” and “Grouped Project Listing” weblinks are available at: <https://www.kerncog.org/2023-ftip/>.

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

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

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

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

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

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

Preliminary Timeline 2026 RTP/SCS

- Spring 2023 – ARB findings on 2022 SCS
- Spring/Summer 2023 – Hold Roundtable meeting(s) on update of the Public Involvement Procedure for 2026 RTP/SCS
- Spring 2023 to Spring 2026 – Annual Community Phone Surveys
- Spring 2023 – Spring 2026: RTP/SCS Public Outreach Process
- Fall 2023 – Adopt Regional Growth Forecast Update
- Fall 2023 – Stakeholder roundtable process to vet outreach and performance measures
- Fall 2023 to Fall 2025 – Fairs/Festivals/Farmer's Market Outreach
- Fall 2024 to Fall 2025 – Mini-Grant Stakeholder Hosted Workshops
- Summer 2026 Adopt RTP/SCS, EIR and associated documents

ACTION: Information.