KERN COG BOARD ROOM/ GoToMeeting	**WEDNESDAY**
1401 19TH STREET, THIRD FLOOR	**May 4, 2022**
BAKERSFIELD, CALIFORNIA	**10:00 A.M.**

SPECIAL NOTICE

Public Participation and Accessibility
May 4, 2022 Transportation Technical Advisory Committee

On September 16, 2021, Governor Gavin Newsom signed into law Assembly Bill (AB) 361 which authorizes a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency or when state or local health officials have imposed or recommended measures to promote social distancing. Based on guidance from the California Governor's Office and Department of Public Health, as well as the County Health Officer, in order to minimize the potential spread of the COVID-19 virus, Kern Council of Governments hereby provides notice that as a result of the declared federal, state, and local health emergencies, and in light of the Governor's signing of AB 361, the following adjustments have been made:

- The meeting scheduled for **May 4, 2022 at 10:00 a.m.** will have limited public access to maintain social distancing. Masks will be required to attend the meeting in person.
- Consistent with AB 361, Committee/Board Members may elect to attend the meeting telephonically and participate in the meeting to the same extent as if they were physically present.
- The public may participate in the meeting and address the Committee/Board in person under Public Comments.
- If the public does not wish to attend in person, they may participate in the meeting and address the Committee/Board as follows:

  - **You may offer comment in real time via your phone or from your computer, tablet or smartphone (see below).**
  - If you wish to submit a comment in advance of the scheduled meeting you may submit your comment via email to feedback@kerncog.org by 9:00 a.m. May 4, 2022 **(this is not a requirement**).

TTAC GoToMeeting Information
https://www.gotomeet.me/KernCOG/ttacmeeting
Dial +1 (786) 535-3211
Access Code: 269-963-557

New to GoToMeeting? Get the app now and be ready when your first meeting starts:
https://global.gotomeeting.com/install/269963557

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 Transportation Technical Advisory Committee may request assistance at 1401 19th Street, Suite 300; Bakersfield CA 93301 or by calling (661) 635-2900. 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:** Minutes from meeting of April 6, 2022. ROLL CALL VOTE.

IV. **FY 2021-22 TDA STREET & ROADS CLAIM – CITY OF TEHACHAPI** (Banuelos)

Comment: According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems and streets and roads. The City of Tehachapi has submitted a Street & Roads TDA claim which totals $502,539.

Action: Review TDA Street & Roads Claim for City of Tehachapi and recommend approval to the Transportation Planning Policy Committee. ROLL CALL VOTE.

V. **GET INTRODUCES NEW TRANSIT SERVICE CHANGES** (Snoddy)

Comment: Golden Empire Transit District (GET) is introducing an innovative paratransit service changes beginning July 1, 2022.

Action: Information.

VI. **REGIONAL EARLY ACTION PLANNING GRANTS (REAP) 2.0** (Napier)

Comment: The Regional Early Action Planning Grants of 2021 (REAP 2.0) are a key part of strategic investments toward a more sustainable, resilient, and inclusive future for people in all areas of the state. REAP 2.0 builds on the success of 2019's REAP program but expands the focus by integrating housing and climate goals and allowing for broader planning and implementation investments, including infrastructure.

Action: Discuss the potential projects for the REAP 2.0 funding and provide staff direction concerning projects that are viable and can be completed before June 30, 2026 and provide staff direction.

VII. **APPOINTMENT OF A HIGH-SPEED RAIL SUBCOMMITTE**E (Invina-Jayasiri)

Comment: The Kern Council of Governments (Kern COG) Transportation Technical Advisory Committee (TTAC) to discuss appointment of a High-Speed Rail (HSR) Subcommittee.

Action: Appoint Subcommittee members and tentative meeting schedule.

VIII. <u>**PUBLIC REVIEW: DRAFT 2022 REGIONAL TRANSPORTATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS**</u> (Pacheco)

<u>**Comment:**</u> The 55-day public review period for the 2022 Regional Transportation Plan; 2023 Federal Transportation Improvement Program, and corresponding Air Quality Conformity Analysis began April 22, 2022 and ends at 5 P.M. June 16, 2022. The 45-day public review period for the Environmental Impact Report began May 2, 2022 and ends at 5 P.M. June 16, 2022. All documents are available at www.kerncog.org

<u>**Action**</u>: Information.

IX. <u>**FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) AMENDMENT – TIMELINE**</u> (Pacheco)

<u>**Comment:**</u> Upcoming amendment schedule for next 2021 FTIP Amendment.

<u>**Action**</u>: Information.

X. <u>**INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING PROGRAM**</u> (Pacheco)

<u>**Comment:**</u> As per the ITS Plan for Kern Region - Monitoring Program, updates to the ITS Plan project list are due May 20, 2022.

<u>**Action**</u>: Information.

XI. <u>**CYCLE 6 ACTIVE TRANSPORTATION PROGRAM – STATEWIDE CALL FOR PROJECTS**</u> (Snoddy)

<u>**Comment:**</u> The California Transportation Commission (CTC) initiated the statewide Cycle 6 Active Transportation Program (ATP) Call for Projects at their March 16-17, 2022, meeting, with a project application due date of June 15, 2022.

<u>**Action:**</u> Information.

XII. **ANNOUNCEMENTS**

XIII. **MEMBER ITEMS**

XIV. **ADJOURNMENT –** The next meeting will be held on June 1, 2022.

KERN COUNCIL OF GOVERNMENTS
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE AND
CONGESTION MANAGEMENT AGENCY TECHNICAL ADVISORY COMMITTEE

<u>DISCUSSION SUMMARY FOR April 6, 2022</u>

KERN COG BOARD ROOM/GO TO MEETING
1401 19th Street, Suite 300
BAKERSFIELD, CALIFORNIA

Wednesday
April 6, 2022
10:00   A.M.

Chairman Schlosser called the meeting to order at approximately 10:01 a.m. A roll call was conducted by Ms. Invina-Jayasiri for attendance.

I.   **ROLL CALL**
      MEMBERS PRESENT:

Christine Viterelli	City of Arvin
Luis Topete	City of Bakersfield
Ed Galero	City of Delano
Yolanda Alcantar	County of Kern
Travis Reed	City of Ridgecrest
Alex Gonzalez	City of Shafter
Craig Jones	City of Taft
Jay Schlosser	City of Tehachapi
Kameron Arnold	City of Wasco
Lorena Mendibles	Caltrans
Steve Barnes	Golden Empire Transit

OTHER:

Ryan Starbuck	City of Bakersfield
Asha Chandy	Bike Bakersfield
Chris Dunehew	City of Wasco
Irene Enriquez	

STAFF:

Ahron Hakimi	Angie Banuelos
Raquel Pacheco	Rochelle Invina-Jayasiri
Joe Stramaglia	Bob Snoddy
Rob Ball	
Linda Urata	

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.

No public comments.

III. **APPROVAL OF DISCUSSION SUMMARY: Minutes from meeting of April 6, 2022.**

Mr. Barnes made a motion to approve the discussion summary, Ms. Alcantar seconded the motion. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously.

IV. **TIMELINE FOR: DRAFT 2022 REGIONAL TRANSPORTATION PLAN WITH DRAFT 6TH CYCLE REGIONAL HOUSING NEEDS ALLOCATION PLAN; DRAFT ENVIRONMENTAL IMPACT REPORT; DRAFT 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING DRAFT AIR QUALITY CONFORMITY ANALYSIS**

Ms. Pacheco announced the tentative release of the draft documents has been updated to April 22nd. The tentative schedule in the staff report will be used to move these documents through the review process with final approval by federal agencies in December 2022.

The action requested is that the Transportation Technical Advisory Committee recommend that the Transportation Planning Policy Committee approve the revised timeline.

Ms. Alcantar made the motion to recommend approval. Mr. Arnold seconded the motion. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously.

V. **FY 2021-22 TDA PUBLIC TRANSIT CLAIM – CITY OF TEHACHAPI**

Ms. Banuelos stated Kern COG staff received and reviewed the City of Tehachapi Public Transit TDA claim in the amount of $171,701. Kern COG staff recommended approval and asked for TTAC to review TDA Public Transit Claim for City of Tehachapi and recommend approval to the Transportation Planning Policy Committee.

Ms. Alcantar made the motion to recommend approval. Mr. Topete seconded the motion. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously.

VI. **2022 STATE HIGHWAY OPERATIONAL AND PROTECTION PROGRAM – PROJECTS IN KERN COUNTY**

Chairman Schlosser asked for the Committee to review the report including the 2022 SHOPP Project List and maps. For questions, please contact Caltrans or Mr. Stramaglia.

This item was for information only.

VII. **THE FEDERAL FISCAL YEAR 2022 AND 2023 FTA SECTION 5311 CALL FOR PROJECTS**

Mr. Snoddy reported Caltrans notified Kern COG staff that the FY 2022 and FY 2023 FTA Section 5311 Consolidated Regional apportionment will be $4,312,437. Kern COG staff has notified eligible recipients for 5311 funds of their agency's apportionment. 5311 eligible recipients are encouraged to contact Kern COG staff with their local match amount for this program at their earliest convenience but no later than Friday, April 8, 2022. 5311 grant applications and supporting documents are due to Caltrans no later than Friday, April 29, 2022, (via the BlackCat electronic award program). Please call Mr. Snoddy, Regional Planner at 661-635-2916 or e-mail Bob at bsnoddy@kerncog.org for additional information.

Staff recommended the members of the Transportation Technical Advisory Committee to recommend that the Transportation Planning Policy Committee adopt by resolution FY 2022 and 2023 FTA Section 5311 Program of Projects.

Ms. Alcantar made the motion to recommend approval. Mr. Gonzalez seconded the motion. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously.

VIII. **CYCLE 6 ACTIVE TRANSPORTATION PROGRAM – STATEWIDE CALL FOR PROJECTS**

Mr. Snoddy announced at their March 16-17, 2022 meeting, the CTC adopted the 2022 ATP Cycle 6 Fund Estimate and program Guidelines. The statewide budget for the 2022 ATP Cycle 6 Call for Projects is

estimated at $650,740,000 which is the cumulative total for the 4-year span for this cycle, 2023-24 through 2026-27.

Mr. Hakimi and Mr. Schlosser reminded the TTAC that Kern COG does not do a separate ATP Call for Projects to use the MPO share and therefore does not adopt its own modified guidelines or conduct a separate MPO call for projects. Instead, Kern COG considers the remaining applications for MPO share funding following the statewide applications ranking order already established by the state reviewed applications but not funded with the state share. Mr. Hakimi and Mr. Schlosser encouraged TTAC members in attendance to apply for ATP funding.

Ms. Viterelli asked if the County of Kern can partner with the City of Arvin on an ATP project because the City of Arvin is on probation but would like to apply for an ATP project. Ms. Alcantar said they can set up a meeting to further discuss the project details.

This item is for information only.

IX.   ELECTION OF OFFICERS

Mr. Schlosser held the nominations for Chairperson. Ms. Viterelli nominated Mr. Schlosser and there were no other nominations. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously. Mr. Schlosser will continue to be the Chairperson for the next year.

Mr. Schlosser held the nomination for Vice-Chairperson. Ms. Viterelli nominated Ms. Alcantar and there were no other nominations. Ms. Invina-Jayasiri performed a roll call vote and motion carried unanimously. Ms. Alcantar will continue to be the Vice-Chairperson for the next year.

X.   ANNOUNCEMENTS

Mr. Ball reminded the committee that Kern COG staff will be presenting at city council and Board of Supervisor's meetings to provide an overview on the public comment period of the Draft 2022 RTP with draft 6th cycle RHNA Plan; draft environmental impact report; draft 2023 FTIP; and corresponding draft air quality conformity analysis.

XI.   MEMBER ITEMS

Ms. Viterelli announced the City of Arvin received its second FTA 5339 Grant and the project will focus on purchasing 2 electric buses and a micro grid.

Ms. Mendibles wanted to remind that 5311 grant applications and supporting documents are due to Caltrans by April 29, 2022, via BlackCat. If there are any issues or if an agency needs assistance, to contact Ms. Mendibles. She also announced that Kern COG was awarded an FTA 5304 Transit Grant. She will be contacting Mr. Snoddy to set up a meeting on the grant details.

Mr. Schlosser reported that there was a meeting held with City managers and administrators that were impacted by the HSR project last week. The conclusion from the meeting was to create a TTAC sub-committee that would be working group to coordinate and address the HSR issues as a region. Mr. Topete, Ms. Alcantar, Mr. Gonzalez and Mr. Barnes supported the idea of forming an HSR sub-committee. Kern COG staff will prepare an agenda item for the May TTAC meeting for members to discuss the formation of an HSR sub-committee.

XII.   ADJOURNMENT – Meeting adjourned at 10:36 am. The next meeting will be held on May 4, 2022.

Kern Council
of Governments

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
           Executive Director

           By: Angelica Banuelos,
                  Administrative Assistant

SUBJECT: TTAC AGENDA ITEM:IV
           FY 2021-22 TDA STREET & ROADS CLAIM – CITY OF TEHACHAPI

DESCRIPTION:

According to California Public Utilities Code Section 99260 et seq., and Kern COG TDA Rules and Regulations, eligible organizations may submit a claim for the purpose of supporting public transit systems and streets and roads. The City of Tehachapi has submitted a Street & Roads TDA claim which totals $502,539.

DISCUSSION:

Kern COG staff has received and reviewed the following TDA Public Transit claim by the April 22, 2022, TTAC agenda deadline:

Claimants	LTF	STAF	TOTAL
FY 2021-22 Street & Roads City of Tehachapi	$502,539	$ 0	$ 502,539
Regional Claims Total	$502,539	$ 0	$ 502,539

This claim has been evaluated in accordance with the following criteria: 1) Conformance with the Regional Transportation Plan; 2) Participation in the California Driver Pull Notice Program; 3) Adherence to the applicable farebox return ratio; and 4) Compliance with PUC Section 99314.6 Operations qualifying Criteria. Staff recommends approval.

Action:
Review TDA Street & Roads Claim for City of Tehachapi and recommend approval to the Transportation Planning Policy Committee. ROLL CALL VOTE.

**Kern Council
of Governments**

May 4, 2022

TO: Transportation Planning Policy Committee

FROM: Ahron Hakimi,
           Executive Director

           By: Robert M. Snoddy,
                  Regional Planner

SUBJECT: TTAC AGENDA ITEM V.
           GET INTRODUCES NEW TRANSIT SERVICE CHANGES

DESCRIPTION:

Golden Empire Transit District (GET) is introducing an innovative paratransit service changes beginning July 1, 2022.

DISCUSSION:

Because of the Covid-19 pandemic, GET has been forced to alter its service hours to adjust for revenue loss brought on by a drastic reduction in ridership demand. However, the Covid-19 pandemic has also offered an opportunity for GET staff to re-think how service is delivered and hopefully, address the loss in service hours and add service coverage to its customers.

GET will be combining all of its paratransit demand-responsive services (Get-A-Lift, Non-emergency Transit, and RYDE micro-transit and CTSA) into one, system: On-Demand. Robert Williams from GET will provide a summary of the new service and explain why GET is considering changing its paratransit services.

Attachment:
GET Service Change PowerPoint Slides

ACTION:
Information.

Operational Analysis
Proposed Service Improvement Plan

Golden Empire Transit District

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GET bus
GOLDEN EMPIRE TRANSIT DISTRICT

ON-DEMAND
PARATRANSIT

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April 2022

1

OVERVIEW OF PROJECT – *OPERATIONAL ANALYSIS*

- Critical step in COVID-19 recovery
- Detailed evaluation of existing services

- *Investigation* – **Review and understand** the unique conditions GET's service area.

- *Innovation* – **identify** and **analyze service enhancements & mobility solutions.**

- *Solutions* – develop an **action** and **implementation plan**.

GET bus
GOLDEN EMPIRE TRANSIT DISTRICT

Goals & Objectives

- Increase public transit options in response to customer expectations

- Increase clean mobility options to resolve first/last mile challenges

- Determine optimal allocation of resources between fixed route and demand services

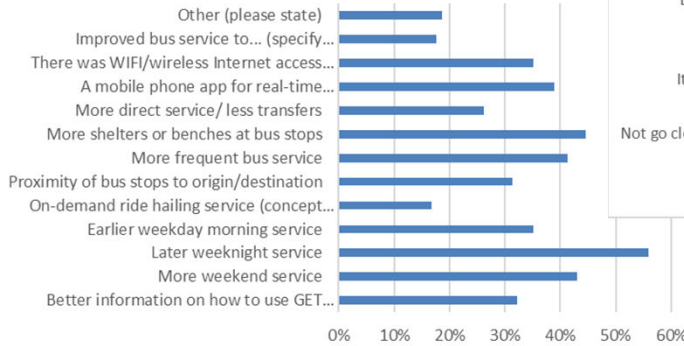- Create a forum to exchange ideas and challenges from all District stakeholders

- Identify service improvement ideas that could be feasibly implemented

2

2

1

WHAT WE HEARD

Types of Transit/Mobility Improvements

Reasons for <u>Not</u> Using GET Service

3

3

PRE-COVID WEEKDAY SERVICE PRODUCTIVITY BY ROUTE

Weekday Average = 20.5 Pass/Rev. Hr.

Above average
Less than 15% below average
15% - 33% below average
More than 33% below average

Passengers per Revenue Hour
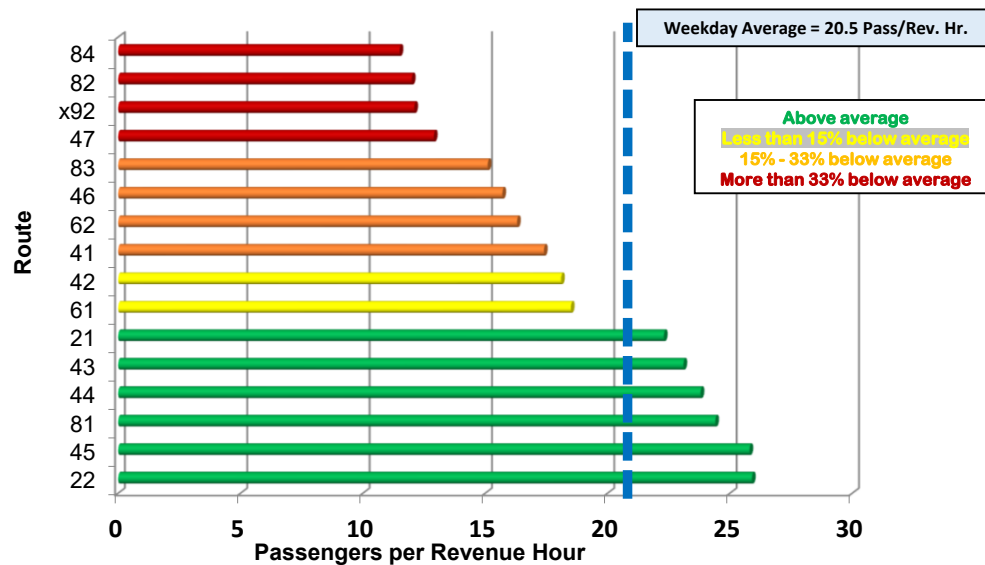
Route

4

4

SUMMARY OF RECOMMENDED SERVICE IMPROVEMENTS

1. Fixed Route Network Enhancements
   - More express service and BRT
   - Optimize local route network
   - Implementation in six (6) phases

2. On Demand Service Expansion
   - **On Demand Premium (ODP)**– existing GET On Demand service offering premium direct travel at premium fares
   - **On Demand Local (ODL)** - new microtransit service variation offering connections to fixed routes and short-distance direct travel within defined community zones at affordable transit fares

3. Night Service Restoration Strategy
   - Restore service to Routes 21, 22 & 44 with an On Demand Local (ODL) microtransit service demonstration in East Bakersfield
   - Contingent deployment of additional microtransit as part of overall service strategy
   - Restore service selected fixed additional fixed routes in three steps

4. Integrate complementary paratransit and CTSA demand-response services

GET bus

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SYSTEM DESIGN PARAMETERS

- Strengthen the transit grid network with all routes connect to at least one hub

- Add a new hub at Panama Lane near Hwy 99

- Provide minimum 30-minute frequency on all local routes; or better as warranted by ridership

- Expand access to south and west side fixed routes with On Demand Local (ODL) microtransit feeder services

- Deploy more express service to reduce regional transit travel times

GET bus

6

6

IMPLEMENTATION PHASING PLAN

Phase	Service Change	Routes Affected
1	Step 1 Night Service Restoration with ODL Night Service Demonstration	21, 22, 44 , ODL Night NE
2	Westside Restructuring and ODL NW Zone	43, 47, 82, 84
3A	North-South Express (RT 81 Express)	41, 60 (new), 61, 81 X92
3B	Step 2 Night Service Restoration	TBD
4	Southwest ODL	46
5	Southside Restructuring and ODL South Zone	50 (new) 62, 83
6	Step 3 Night Service Restoration	TBD

GET bus
GOLDEN EMPIRE TRANSIT DISTRICT

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PHASE 1 OVERVIEW

Restore night service to Routes 21, 22 and 44 concurrently with implementation of On Demand Local microtransit feeder service

- Eight (8) square-mile area of East Bakersfield
- Bounded by Panorama, Mt. Vernon, Hwy 58, and Union Ave
- Available from 7:00pm until midnight on weeknights
- Provides direct service within the zone and "last mile" microtransit connections to Routes 21 & 44 in the zone
- Prioritizing evening restoration may foster increased receptivity to changes that follow

GET bus
GOLDEN EMPIRE TRANSIT DISTRICT

8

8

HIGHLIGHTS - PHASES 2 - 6

- **Restructure northwest area routes 43 and 47**
- **Replace Routes 82 & 84 with On Demand Local (ODL) microtransit feeder service in Northwest zone**
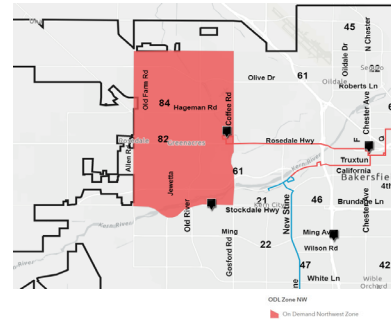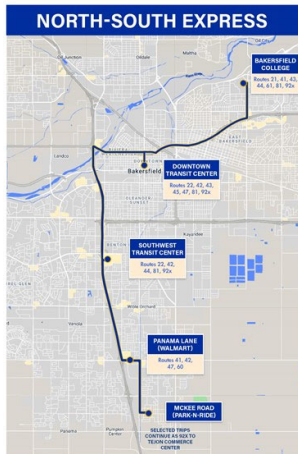

- **Combine Routes 81 & x92 into new north-south express service running on Hwy 99/178**
- **Limited stops at Bakersfield College, DTTC, SWTC, Panama Lane and Kern Delta Park-Ride**
- **Maintain current x92 service to Tejon Commerce Center**

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HIGHLIGHTS - PHASES 2 – 6 (CONTINUED)

- **Southside Restructuring and On Demand Local (ODL) zone overlays**
  - Focuses on short-distance direct trips within the zone
  - Feeder trips to the fixed route network
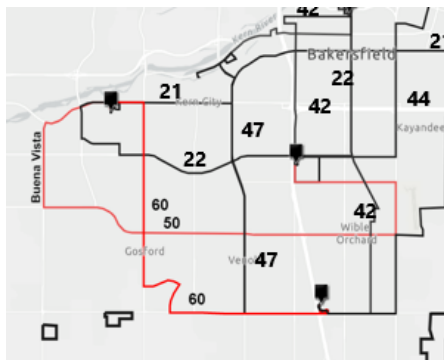
- **New crosstown Route 50 – White Lane**

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ON DEMAND SERVICE DEVELOPMENT

On Demand Premium (ODP)

- Existing On Demand service introduced in 2019
- Reaches customers who generally do not use fixed route transit.
- Provides direct travel in the GET service area
- Premium fares charged for premium service

Mileage		Cost
0 to 3	➡	$3.00
3+ to 7	➡	$5.00
7+ to 10	➡	$7.00
10+	➡	$10.00

GET bus
GOLDEN EMPIRE TRANSIT DISTRICT

On Demand Local (ODL)

- New microtransit variation for designed for customers who need affordable transportation
- Offers short-distance direct trips within neighborhood zone AND <u>feeder</u> trips to the fixed route network
- Expands the reach of GET fixed routes to new customers
- Selectively replaces unproductive fixed route service in lower density areas
- Uses community bus stops instead of curb-to-curb service
- Fares are comparable to fixed route fares rather than distance-based, and include free transfers to fixed routes at designated transfer points

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11

INTEGRATE ON DEMAND AND PARATRANSIT SERVICE DELIVERY

- Maintain On Demand Premium (ODP) microtransit service
  Premium fares for premium service

- Introduce On Demand Local (ODL) feeder microtransit
  Transit fares for flexible transit service

- Integrate ADA complementary paratransit and Consolidated Transportation Service Agency (CTSA) services into a common program
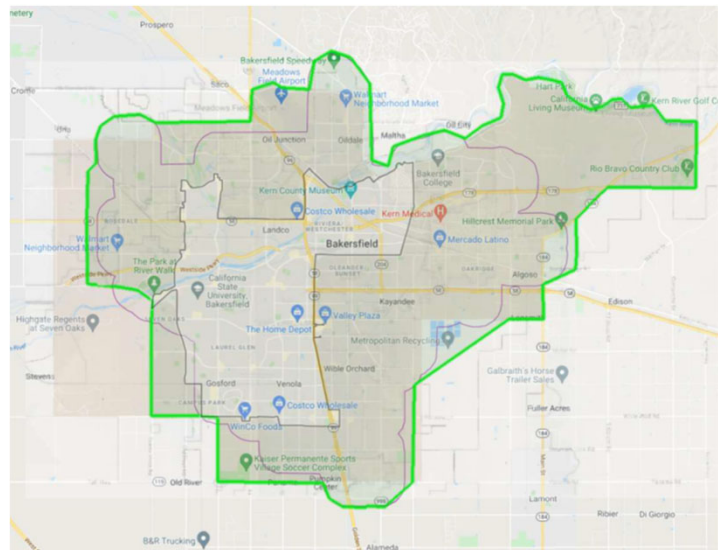
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DISTRIBUTION OF VEHICLE REVENUE HOURS BY SERVICE MODE
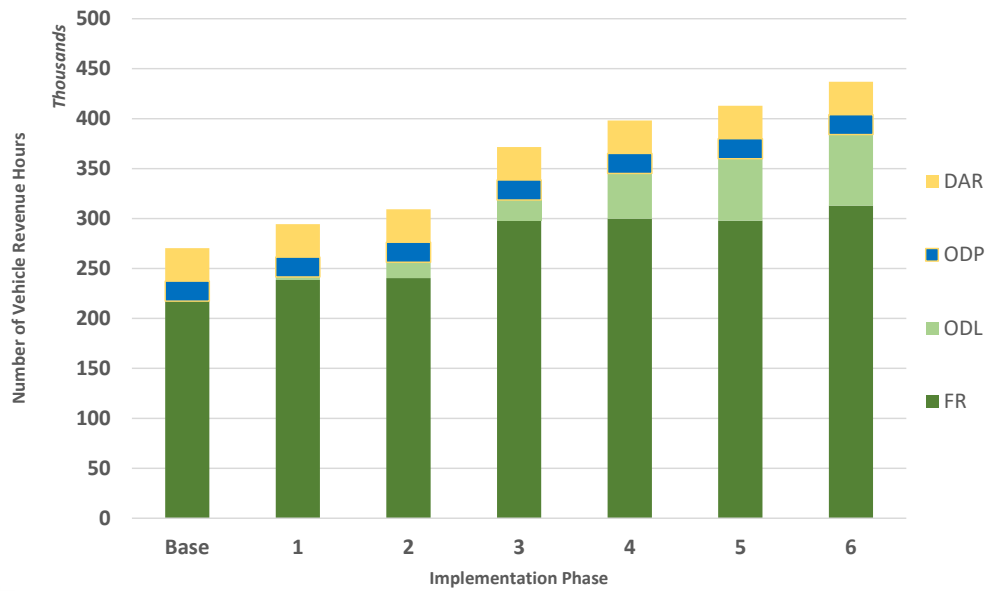
13

Operational Analysis
Proposed Service Improvement Plan

Golden Empire Transit District

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THANK YOU

April 2022

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Kern Council
of Governments

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: Ahron Hakimi,
          Executive Director

          By: Becky Napier, Deputy Director - Administration

SUBJECT: TTAC AGENDA ITEM: VI.
           REGIONAL EARLY ACTION PLANNING GRANTS (REAP) 2.0

DESCRIPTION:

The Regional Early Action Planning Grants of 2021 (REAP 2.0) are a key part of strategic investments toward a more sustainable, resilient, and inclusive future for people in all areas of the state. REAP 2.0 builds on the success of 2019's REAP program but expands the focus by integrating housing and climate goals and allowing for broader planning and implementation investments, including infrastructure.

DISCUSSION:

REAP 2.0 is explicitly intended to meet multiple objectives – infill development, housing for all incomes, Vehicle Miles Traveled (VMT) reduction, and affirmatively furthering fair housing in ways that accelerate the implementation of adopted regional and local plans to achieve these goals. March 24, 2022, the State published Draft Guidelines https://hcd.ca.gov/grants-funding/active-funding/reap/docs/reap2-0-mpoallocationsdraftguidelines.pdf. The maximum award amount for Kern COG is **$12,670,717.96.**

Executive Director, Hakimi, requested that the Committee discuss projects currently on the list for funding in the next few years and the potential the project bids will come in significantly higher than the project estimate. Is there potential to use the REAP 2.0 funds to complete these projects rather than begin a process with all new projects. This would have to be approved by HCD.

March 11, the Department of Housing and Community Development held a question and answer session on REAP 2.0. There are some issues that have come up since the program was first announced:

1. The source of the money has been altered. CALCOG made the following comment in a letter to HCD: "The $500 million is now coming from the "pandemic economic impacts" source of SLFRF funding. These funds are much more limited to specific types of housing projects and related project infrastructure. As a result, there is a significant mismatch between AB 140's goals of supporting infill housing and VMT reduction and the more limited uses allowed by "pandemic economic impacts" funding program. We note that the Draft Guidelines now include a new objective of "Coronavirus Economic Recovery" that is not part of AB 140 or the earlier REAP 2.0 Framework Paper published by HCD." This impacts use of the funds for Transit projects.
2. HCD indicated they will not approve funding for updating housing elements as this was the purpose of REAP 1.0.
3. HCD does not have a timeline for issuance of the Final Guidelines and the Application.

4. The deadline to apply for the funding (December 2022) cannot be changed by HCD as it is the date in the statute.
5. Will separate accounting have to be done for the SLFRF funds vs. the general fund dollars?

Attached for Committee information, is a description of the projects currently listed for the REAP 2.0 funds.

ACTION: Discuss the potential projects for the REAP 2.0 funding and provide staff direction concerning projects that are viable and can be completed before June 30, 2026 and provide staff direction.

AVAILABLE REAP 2.0 FUNDING $12,670,717.96

CYCLE 5 ATP MPO AUGMENTATION PROJECTS

Member Agency	Project Title	Project Description	Cost
Kern County	Kern River Parkway Multi-Use Path Safety Improvement Project	The Kern River Parkway Multi-use Path Safety Improvement Project (Project) proposes to rehabilitate a 5 mile segment of the existing Class 1 Kern River Parkway Multi-use path between Manor Street and Lake Ming. Specifically, the Project proposes to resurface deteriorated sectins of the multi-use path and improve safety with installation of new signage (for safety and wayfinding), fencing, bollards, striping and new barriers between the path and adjacent vehicles on Alfred Harrell Road to prevent dangerous conflicts between vehicles, pedestrians and cyclysts. This project meets REAP 2.0 Goal (D) - Reducing Vehicle Miles Traveled. Section (3) states that eligible entities are encouraged to pursue or support pedestrian and bicycling infrastructure and other alternative transportation programs. This project will also advance and implement regional goals identified in the Regional Transportation Plan (RTP)/Sustainable Communities Strategy Chapter 2 - Transportation Planning Policies. This projet meets 4 of the seven core goals of the RTP to improve Mobility, Accessibility, Livability and Equity. Hundreds of pedestrians, cyclists and families use this path for safe alternative transportation. Many residents do not walk or ride bikes due to unsafe unavoidable dangers. Improving the community bike path to better separate vehicles from bicyclists is paramount for encouraging more residents to engage in active transportaton to improve the communities health footprint.	1,939,000
City of Bakersfield	Add funding to approved Cycle 5 ATP - Chester Avenue (4th Street to Brundage Lane)	This segment of Chester Avenue is a 0.5 mile arterial road, with four general travel lanes and a bike lane. Chester Avenue is a commercial strip, with residential land use in close proximity. Treatments recommended along this segment of Chester Avenue include: Repainted bike lanes; New cnter median, similar to the existing median on N. chester Avenue; Continental crosswalks and curb extensions; Advanced stop makring at all signalized intersections; and Leading pedestrian intervals at signalized intersections. Residents in these areas will be able to safely connect to the downtown ara and other activity centers as well.	581,000

City of Bakersfield	North Bakersfield Bicycle Connectivity Project	As a result of the existing street conditions, there is an inherent need for bicycle lanes/routes in North Bakersfield. The project includes adding a total of 17.5 miles of bike lanes/routes (9.64 miles of Class II bike lanes, 7.86 miles of Class III bike routes) to interconnect the bicycle transportation network. Also, the project includes 340 identification signs. Ultimately, the project should increase bicycle safety and promote active modes of transportation in some of the busiest disadvantaged communities in North Bakersfield. The project directly and meaningfully benefits the residents within disadvantaged communities. All proposed bike lanes/routes are located within a disadvantage community (with one exception). The project greatly enhances the overall bicycle transportation network, which provides theses residents better access throughout Bakersfield. Residents in these areas will be able to safely connect to the downtown area and other activity centers as well.	234,000
City of Bakersfield	24th Street Bike/Pedestrian Bridge	As a result of existing street conditions, the only means to cross the Kern River for pedestrians or bicyclists near downtown is to use the existing arterial 24th Street. The higher speed and busy nature of this road in addition to the lack of bicycle lane markings makes this an intimidating and dangerous path for non-motorized users. This project will provide a bridge across the Kern River just north of 24th Street open to pedestrians and bicyclists only and will connect to existing bicycle paths on both sides. Ultimately this project should increase non-motorized user safety and promote active modes of transportation in one of the busiest disadvantaged community in Bakersfield.	1,868,000
City of Bakersfield	California Avenue (Oleander Avenue to R Street)	This one mile segment of California Avenue is a six lane arterial road, predominantly commercial use, and has a school on the west end. Treatments recommended along this segment of California Avenue include:

Curb Extensions at Oleander Ave. and at other signalized intersections to improve visability of students walking; Curb cuts and ramps at all signalized intersectins; High-visability yellow crosswalks around schools; Advanced stop markings at al signalized intersections; Turn line markings in intersections for left turns; and Leading pedestrian intervals at signalizd intersections.

This project provides the expected benefits of the Active Transportation Program including, but not limited to:
Increasing the proportion of trips accomplished by biking; Increasing the safety and mobility of non-motorized users; Advancing the active transportation efforts of regional agencies to achieve greenhouse gas reductions; enhancing public health; and Ensuring that disadvantaged communities fully share in the benefits. | 595,000 |

| City of Tehachapi | Valley Blvd. and Mill Street Gap Closure Project | This 0.5 mile stretch of Valley Boulevard serves as a major east-west vehicular, bicycle, and pedestrian corridor within the City. The north side of Valley Boulevard from Oakwood Street to Curry Street lacks any pedestrian facilities forcing residents, adults and children alike, to walk in the dirt and/or roadway. Mill Street has direct access to the Downtown Park & Ride and Transit facility and other vital destinations but has gaps in pedestrian facilities. This project seeks to construct a pedestrian path for a 0.5 -mile stretch of Valley Boulevard and a 0.3 section of Mill Street, which will include sidewalk, curb, gutter, ADA compliant curb ramps, and improved crosswalks. A Class II bicycle path will also be constructed on the north side of Valley Boulevard to increase safety and viability of non-motorized users on the north side. These non-motorized improvements serve the residential areas adjacent to the project location and provide links to commercial centers, the transit center and three public schools within the city limits (all located within 1 mile of this project). This project will increase walking and bicycle trips in this area by providing a safe and inviting facility for non-motorized users.

Reduced city revenue due to lack of payment for provided water, sewer, and trash services has depleted the City's general fund. Many residents were unable pay for such services due to lack of employment during the current pandemic. Even before the pandemic, the City's general fund was unable to support installation of sidewalks in the neighborhood and that expense is placed on the homeowner. This creates an impossible situation as this neighborhood is comprised of low-income households. Lack of sidewalks prevent residents from active transportation, restricting opportunities to take advantage of the health benefits associated with walking and biking. In addition, the lack of sidewalks and bike lanes puts residents who want to access the transit center at great risk. Sharing the vehicular travel lane is the only option for access to the transit center. Improving existing infrastructure of the previously developed neighborhood that is served by transit, streets, water and sewer advances the state planning priorities described in the Government Code and will reduce VMT. | 2,934,000 |

City of Wasco	Central Avenue Class 1 and Class II Bicycle Trails	This project will infill a section of bicycle lane and pedestrian walkway between multiple different housing tracts and ultimately into an almost complete grid of pedestrian walkways and bikeways. The connections are on the outer skirts of Wasco and will provide a continuous ADA and bicycle access route all the way from the southern city limits to SR 46 providing linkages to both housing and jobs on either side of Wasco.	404,000
Total			**$ 8,555,000**

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
           EXECUTIVE DIRECTOR

           By: Rochelle Invina-Jayasiri, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VII.
          APPOINTMENT OF A HIGH-SPEED RAIL SUBCOMMITTEE

DESCRIPTION:

The Kern Council of Governments (Kern COG) Transportation Technical Advisory Committee (TTAC) to discuss appointment of a High-Speed Rail (HSR) Subcommittee.

DISCUSSION:

During the TTAC meeting on April 6, 2022, Chairman Jay Schlosser proposed to appoint a TTAC sub-committee that will meet and discuss the High-Speed Rail project. As stated in the TTAC Bylaws, *ARTICLE V. POWER AND DUTIES OF OFFICERS Section 1.b,* "the Chair shall: Appoint sub-committee members as required."

Chairman Schlosser suggested the participating members for the HSR Subcommittee be member agencies that are directly affected with the HSR project. Those member agencies include the Cities of Bakersfield, Shafter, Tehachapi, and Wasco, County of Kern, and the Golden Empire Transit District. However, participation in the HSR subcommittee is open to other TTAC members. The Chairman also proposed the Subcommittee will meet quarterly.

Staff is recommending Caltrans District 6 and 9 should participate in the Sub-Committee as ex-officio members. In addition, staff is recommending participation of HSR staff if the Subcommittee would like HSR staff to attend.

Staff is asking for the committee to discuss and provide direction on the appointment of the HSR Subcommittee.

ACTION: Appoint Subcommittee members and tentative meeting schedule.

**Kern Council
of Governments**

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
            EXECUTIVE DIRECTOR

            By: Rob Ball, Deputy Director / Planning Director
                 Becky Napier, Deputy Director - Administration
                 Raquel Pacheco, Regional Planner
                 Vincent Liu, Regional Planner

SUBJECT: TTAC AGENDA ITEM: VIII.
            PUBLIC REVIEW:
            DRAFT 2022 REGIONAL TRANSPORTATION PLAN; DRAFT
            ENVIRONMENTAL IMPACT REPORT; DRAFT 2023 FEDERAL
            TRANSPORTATION IMPROVEMENT PROGRAM; AND CORRESPONDING
            DRAFT AIR QUALITY CONFORMITY ANALYSIS

DESCRIPTION:

The 55-day public review period for the 2022 Regional Transportation Plan; 2023 Federal
Transportation Improvement Program, and corresponding Air Quality Conformity Analysis began
April 22, 2022 and ends at 5 P.M. June 16, 2022. The 45-day public review period for the
Environmental Impact Report began May 2, 2022 and ends at 5 P.M. June 16, 2022. All
documents are available at www.kerncog.org

DISCUSSION:

Pursuant to Senate Bill 375, Kern COG is required to conduct at least two public hearings on the
2022 Regional Transportation Plan (RTP) that contains the Sustainable Communities Strategy
(SCS). If feasible the public hearings are to be conducted in different parts of the region to
maximize the opportunity for participation by members of the public. The first of two public
hearings scheduled within the Kern region will be held at the City of Shafter, 336 Pacific Ave,
Shafter, CA 93263 at 6:00 P.M., May 17, 2022. The second public hearing will be held at Kern
Council of Governments, 1401 19th Street, 3rd Floor, Bakersfield, CA 93301 at 6:30 P.M. May 19,
2022.

The 2022 RTP is a long-term blueprint for transportation projects. The Draft Environmental Impact Report (EIR) for the RTP contains a summary of alternatives considered. The 2023 Federal Transportation Improvement Program (FTIP) is a near-term list of transportation projects. The Air Quality Conformity Analysis demonstrates that both the near- and long-term project lists will not delay the region's efforts to improve the air. A concurrent 55-day public review period is being held for the RTP/SCS, FTIP, and Conformity documents. A 45-day public review period is being held for the EIR. A summary of public comments received will be incorporated into the final documentation as appropriate. Final consideration of all documents is scheduled for July 21, 2022, during the Kern COG Board meeting.

Timeline for Review of documents (4/22/22)

Date	Event
April 22, 2022	55-day review period begins for RTP/SCS, FTIP, Conformity
May 2, 2022	45-day review period begins for EIR
May 4, 2022	Public review draft presented to Transportation Technical Advisory Committee/ Regional Planning Advisory Committee
May 17, 2022	Public hearing at City of Shafter Council meeting
May 19, 2022	Public review draft presented to Transportation Planning Policy Committee (public hearing)
June 16, 2022	Public review period ends for all documents
July 6, 2022	Present to Transportation Technical Advisory Committee and/or Regional Planning Advisory Committee to recommend approval
July 21, 2022	Present to Transportation Planning Policy Committee for adoption
July 28, 2022	Send final documents with response to comments to state and federal agencies for approval
December 2022	Anticipated federal approval of Conformity, the near-term and long-term documents

All documents are available at www.kerncog.org
Public comments may be submitted in writing no later than **5 P.M. June 16, 2022**.

ACTION: Information.

Kern Council
of Governments

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
            EXECUTIVE DIRECTOR

            By: Raquel Pacheco, Regional Planner

SUBJECT: TTAC AGENDA ITEM: IX.
            FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP)
            AMENDMENT – TIMELINE

DESCRIPTION:

Upcoming amendment schedule for next 2021 FTIP Amendment.

DISCUSSION:

Amendments to the Federal Transportation Improvement Program (FTIP) are a normal part of the management and use of the FTIP. The upcoming amendment will include revisions to the Transit Program. The next amendment schedule is provided below for your reference.

2 0 2 1 F T I P A M E N D M E N T	
Public review period begins	Friday, May 6, 2022
TPPC meeting – public hearing	Thursday, May 19, 2022
Public review period ends	Friday, May 20, 2022
Regional approval	Monday, May 23, 2022
State approval	June 2022
Federal approval	July 2022

ACTION: Information

Kern Council
of Governments

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
            EXECUTIVE DIRECTOR

            By: Raquel Pacheco,
                Regional Planner

SUBJECT: TTAC AGENDA ITEM: X.
            INTELLIGENT TRANSPORTATION SYSTEMS (ITS) KERN UPDATE – MONITORING
            PROGRAM

DESCRIPTION:

As per the ITS Plan for Kern Region - Monitoring Program, updates to the ITS Plan project list are due
May 20, 2022.

DISCUSSION:

Background
The ITS Plan for the Kern Region was approved by the Kern COG Board on June 21, 2018 and
Federally acknowledged on July 9, 2018. The ITS Plan serves as a planning roadmap for ITS strategies
and projects to be implemented in the region. This Plan provides guidance to stakeholders on the
planning, development, and funding of ITS projects. The contents of this document include project and
strategy prioritization and phasing, and then makes recommendations for the use and maintenance of
the Regional ITS Architecture to ensure that the projects and strategies from the Plan are implemented.

The 2018 ITS Plan for the Kern Region is posted on the Kern COG website at:
https://www.kerncog.org/wp-content/uploads/2018/06/Final-Del-12-2018-ITS-Plan-for-the-Kern-
Region.pdf.

Monitoring Program
Section 12.4 of the ITS Plan reads: Annually, a listing of the projects recommended in the ITS Plan will
be produced and a project status update will be requested. A status report would be provided to the
Transportation Technical Advisory Committee and Kern COG Board.

Please review Table 12-1 Kern Region Prioritized Project List and provide updates by May 20, 2022 to
rpacheco@kerncog.org. Updates received will be part of a staff report for the June 1, 2022
Transportation Technical Advisory Committee and June 16, 2022 Kern COG Board meeting.

Attachment: Table 12-1: Kern Region Prioritized Project List

ACTION: Information.

Table 12-1: Kern Region Prioritized Project List

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				SHORT TERM				
1	ITS Data Warehouse (Phase 1)	As part of Phase 1, this system will develop an ITS historical data archive for all relevant ITS data and provide a centralized system to share data between Caltrans and other local transportation agencies. Data collected can provide information for use in monitoring and evaluating the performance and safety of the transportation system, fulfilling data reporting requirements, and other planning or operational functions. Such a data archive could be utilized as the foundation for real time data and information exchange and/or for providing content to a real-time traveler information system. This system would also interconnect transit management systems and centers within the Region. This project would enable transit agencies to exchange incident, vehicle location, and arrival status information among multiple transit operators. This would enable the agencies to share vehicle location information to better coordinate service at common service boundaries.	Short Term	116	Improve information exchange between Caltrans and local transportation agencies	Data Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on a vehicle detection system • The system will depend on the collection and sharing of video and traffic data • The system will depend on robust communications in the Region • The system will depend on willingness of multiple agencies to connect and share data

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
2	Construction and Maintenance Coordination	This system will be used to share information between all agencies to coordinate any construction and maintenance efforts.	Short Term	113	Coordinate construction and maintenance project schedules within and between agencies	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on willingness of multiple agencies to connect and share data
3	Work Zone Technology	This proposed system will provide the deployment of technology to collect and distribute warning information about potential work zone hazards.	Short Term	102	Warn work crews of errant vehicles	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on the deployment of technologies capable of communicating with a central system or internet to access third party data/management system
4	Traffic Signal System (Phase 1)	This project will implement signal timing and coordination improvements to help reducing traffic congestion.	Short Term	118	Improve signal timing/coordination	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on the jurisdictions having a traffic signal control system
				107	Reduce recurring traffic congestion			
5	Regional Transportation Management Center (TMC) Coordination and Traveler	This project supports the ITS data warehouse project. The links would enable data sharing among the transportation agencies and emergency response to provide up to date information to travelers.	Short Term	129	Provide routing (detour) information to travelers during incident, construction, weather events, special events, etc.	Traveler Information Program	Airports Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland	• The system will depend on a robust traffic signal control system • The system will depend on

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
	Information (Phase 1)			122	Provide/enhance road weather conditions information to travelers		City of Shafter City of Taft City of Tehachapi County of Kern Delano Area Rapid Transit (DART) Golden Empire Transit District (GET) Kern Transit Media National Weather Service Private Sector Data Collector	willingness of multiple agencies to connect and share data
				116	Provide roadway closure/restriction information			
				129	Provide information on planned special events			
				103	Provide incident information to travelers			
6	Traffic Information to Emergency Responders	This system will provide technology to distribute traffic information to emergency responders.	Short Term	103	Provide real-time traffic information to emergency responders	Public Safety Program		• The system will depend on willingness of multiple agencies to connect and share data • The system will depend on having a central management system from which to monitor and manage technology
7	Efficient Incident Clearance Education	Work with all emergency responders in the region to establish a plan to reduce incident clearance time.	Short Term	97	Reduce incident clearance time	Public Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	• The system will depend on willingness of multiple agencies to connect and share data
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MEDIUM TERM

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
8	HAZMAT Response and Tracking	This system will support commercial vehicle operations to improve response time to the Emergency Management Center and develop tracking for HAZMAT vehicles.	Medium Term	93	Improve response to HAZMAT incidents	Commercial Vehicle Operations Program	Caltrans Districts Commercial Vehicle Companies	• The system will depend on willingness of multiple agencies to connect and share data
				72	Provide tracking of HAZMAT vehicles			
9	Commercial Vehicle Tracking	This system will implement tracking technology for commercial vehicles that has the capabilities of providing routing information.	Medium Term	75	Provide better vehicle restrictions and roadway closure information to commercial vehicles	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on willingness of multiple agencies to connect and share data
10	ITS Data Warehouse (Phase 2)	As part of Phase 2, the system established in Phase 1 will be integrated to provide an ITS historical data archive for all relevant ITS data and provide a centralized system to share data between the transportation and transit agencies. Data collected can provide information for use in monitoring and evaluating the performance and safety of the transportation system, fulfilling data reporting requirements, and other planning or operational functions. Such a data archive could be utilized as the foundation for real time data and information exchange and/or for providing content to a real-time traveler information system. This system would also interconnect transit management systems and centers within the Region. This project would enable transit agencies to exchange incident, vehicle location, and arrival status information among multiple transit operators. This would enable the agencies to share vehicle location information to better coordinate service at common service boundaries.	Medium Term	95	Improve information exchange between transportation and transit agencies	Data Management Program		• The system will depend on willingness of multiple agencies to connect and share data
				92	Improve data collection and archiving			
				84	Implement a central information/data clearinghouse			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
11	ITS Data Implementation	This strategy will use information gathered from connected vehicles and the ITS Data warehouse to planning, modeling, and other analysis purposes.	Medium Term	95	Use archived data for planning, modeling, analysis and traffic management strategy development	Data Management Program		• The system will depend on the implementation of an ITS Data Warehouse from which analysis can be performed
12	Infrastructure Conditions Monitoring	This proposed system will implement technology to collect infrastructure condition information.	Medium Term	91	Monitor transportation infrastructure	Data Management Program		• The system will depend on having a central management system from which to monitor and manage technology
13	Work Zone Monitoring and Information Distribution	This system will manage work zones, control traffic in work zone areas. Traffic conditions will be monitored using CCTV cameras and controlled using dynamic message signs (DMS), Highway Advisory Radio (HAR), gates and barriers. Work zone information will be coordinated with other transportation agencies. The system will provide information about work zone speeds and delays to motorist prior to the work zones.	Medium Term	91	Provide/enhance enforcement in work zones	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on the collection and sharing of video and traffic data • The system will depend on regional TMC coordination
				89	Provide travel times/delays through work zones			
14	Emergency Communication System	Upgrade emergency communications to have the ability to share real-time condition information with emergency responders and public safety to support faster emergency response. This may involve CAD system center-to-center interfaces, list serves, or other standardized methods of communicating conditions between services in the region.	Medium Term	99	Improve a multi-agency, system-coordinated response to major incidents	Public Safety Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	• The system will depend on robust communications in the Region • The system will depend on willingness of multiple agencies to connect and share data
				97	Provide incident information to emergency management agencies			
				95	Improve communications in rural areas			
				93	Improve interagency communications			
				93	Improve incident notification to agencies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				91	Improve incident response			
15	Emergency Vehicle Technology	This system will update emergency vehicle technologies to include preemption and provide more robust information sharing technologies.	Medium Term	82	Expand emergency vehicle preemption	Public Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division Private Emergency Service Providers	• Future EVP deployments may utilize appropriate connected vehicle communications infrastructure and technologies
				78	Provide/enhance mobile data terminals for emergency vehicles			
				76	Provide/enhance automatic vehicle location (AVL) for emergency vehicles			
16	Transit Management System	Upgrade and or install computer aided (CAD) and automated vehicle location (AVL) systems in transit vehicles, including interfaces with other transit management systems. The system should be able to receive and send out location and any emergency information.	Medium Term	96	Receive real-time roadway congestion information	Public Transportation Program	DART Golden Empire Transit District (GET) Kern Transit	• The system will depend on the jurisdictions having a traffic signal control system • The system will depend on robust communications in the Region
				88	Coordinate timed transfers between routes, providers and modes			
				87	Develop mobile apps to provide static and real-time transit information			
				86	Expand/enhance/upgrade computer aided dispatch (CAD) system			
				85	Provide transit information using social media			
				84	Enhance 511 to provide static and real-time transit information			
				83	Receive roadway incident information			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				81	Implement/enhance web-based trip planner			
				79	Provide real-time transit arrival/departure information on web site			
				76	Expand/enhance/upgrade automatic vehicle location (AVL) system			
				75	Expand security cameras on transit vehicles, at transit stations/stops and park-and-ride facilities			
				74	Implement transit signal priority technology			
17	Speed Warning and Enforcement System	This proposed system will monitor vehicle speeds and supports warning drivers when their speed is excessive. The system can also include notifications to an enforcement agency to enforce the speed limits at a location. Roadside equipment and communications will need to be installed to support this system.	Medium Term	90	Provide/enhance speed enforcement at high risk locations	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	• The system will depend on having a central management system from which to monitor and manage technology
18	Traffic Congestion Data Collection	This system will work to share congestion, public safety data, incident information, and surveillance video among different traffic management centers.	Medium Term	99	Share congestion information with other agencies	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	• The system will depend on the jurisdictions having a traffic signal control system
				89	Share public safety/computer aided dispatch (CAD) data with transportation agencies			
				81	Share incident information with other agencies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				71	Share surveillance video and data with PSAPs/emergency responders			
19	Arterial Traffic Congestion Warning	This project will work in conjunction with the Regional TMC Coordination and Traveler Information (Phase 1) and the Freeway Traffic Congestion Warning systems to provide motorists with advance notice of traffic congestion and suggestion of alternate routes during incidents.	Medium Term	85	Reduce traffic congestion during incidents	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern CHP Central Division	• The system will depend on the jurisdictions collecting traffic congestion data • The system will depend on a robust traffic signal control system
20	Traffic Signal System (Phase 2)	Upgrade traffic signal hardware and provide technology to provide the ability to control signal timing remotely.	Medium Term	82	Upgrade signal hardware	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on the jurisdictions having a traffic signal control system
				80	Coordinate arterial and freeway management strategies			
				79	Improve/implement ability to remotely modify signal timing			
21	Intersection Warning System	This system will warn approaching vehicles of upcoming crashes at an upcoming intersection.	Medium Term	73	Implement intersection collision warning/avoidance systems	Traffic Management Program		• The system will depend on a robust traffic signal control system
22	Incident Response System	This project will work in coordination with emergency responders to provide incident detection technology and provide updated computer aided dispatch (CAD) systems.	Medium Term	91	Improve incident detection	Traffic Management Program		• The system will depend on having a central management system from which to monitor and manage technology • The system will depend on willingness of multiple agencies to
				86	Enhance computer aided dispatch (CAD) systems			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
								connect and share data
23	Freeway Traffic Congestion Warning	This project will work in conjunction with the Regional TMC Coordination and Traveler Information (Phase 1) and the Arterial Traffic Congestion Warning systems to provide motorists with advance notice of traffic congestion and suggestion of alternate routes during incidents.	Medium Term	96	Reduce recurring traffic congestion	Traffic Management Program		• The system will depend on a robust traffic signal control system
				85	Reduce traffic congestion during incidents			
				90	Provide/enhance speed enforcement at high risk locations			
24	Roadway Hazard Warning System	This system will implement sensors and other technology to provide warning to transportation agencies, emergency management centers, and motorists on flooding on roadways.	Medium Term	86	Provide roadway flood warnings	Traffic Management Program		• The system will depend on a robust traffic signal control system
25	Regional Transportation Management Center (TMC) Coordination and Traveler Information (Phase 2)	This project supports the ITS data warehouse project. The links would enable data sharing among a wide variety of traffic, transit and emergency management agencies in the Region. Communications links may interconnect all local jurisdictions and agencies, emergency operations centers, and public safety agencies, such as law enforcement and other emergency responder entities. This project would also provide interfaces to traveler information systems, from which the public can access traveler information via cell phones, land lines, websites, and personal electronic devices.	Medium Term	96	Provide/enhance congestion information to travelers	Traveler Information Program	Airports Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern DART Golden Empire Transit District Kern Motorist Aid Authority Kern Transit Media Private Sector Data Collector	• The system will depend on robust communications in the Region • The system will depend on a robust traffic signal control system • The system will depend on willingness of multiple agencies to connect and share data • The system will depend on transportation management entities having robust, modern, full function transportation management systems
				95	Improve quality, consistency and thoroughness of traveler information			
				94	Provide more timely incident information to travelers			
				93	Provide information on roadway construction and maintenance activities			
				89	Use social media for traveler information dissemination			
				89	Improve 511 system/web site			
				89	Enhance freeway/expressway traffic map			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
				85	Send email alerts of major incidents to major employers			
				75	Provide freeway/expressway travel times			
				75	Provide arterial travel times (on major arterials)			
				71	Improve ridesharing program/website			
				70	Enhance arterial traffic map			
26	Queue Length Warning System	This proposed system will monitor and advice motorists of upcoming queues in and near work zones.	Medium Term	93	Provide advisory to warn traffic of a stopped queue in/near work zones	Vehicle Safety Program		• The system will depend on having a central management system from which to monitor and manage technology
				70	Monitor queue lengths in/near work zones			
27	Environmental Detection System	This proposed system will establish technology for detection and monitoring of environmental, weather, and road conditions throughout the region. The system will detect environmental hazards and alert drivers of unsafe conditions or road closures.	Medium Term	88	Expand coverage of environmental/weather/road conditions detection/monitoring systems	Weather Program	Caltrans Districts County of Kern National Weather Service	• The system will depend on having a central management system from which to monitor and manage technology
28	Establish Freeway Service Patrol System	Establish a freeway service patrol system service including staff, vehicles, and equipment to support the service.	Medium Term	56	Install/upgrade automatic vehicle location (AVL) on freeway service patrol vehicles	Public Safety Program	Caltrans Districts	• The system will depend on having a central management system from which to monitor and manage technology
LONG TERM								
29	Upgraded Arterial Management System	This system may include the following elements, but is not limited to: enhancements to the central system(s), closed circuit television (CCTV) cameras and systems, highway	Long Term	69	Expand CCTV camera coverage on arterials	Traffic Management Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter	• The system will depend on the collection and sharing of video and traffic data
				68	Develop/implement system-wide arterial management strategies			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
		advisory radio (HAR) systems and transmitters, arterial changeable message signs (CMS), traffic monitoring stations (TMS), and communications infrastructure.		63	Reduce vehicle delays at rail grade crossings		City of Taft City of Tehachapi County of Kern	• The system will depend on the jurisdictions having a traffic signal control system • The system will depend on robust communications in the Region • The system will depend on regional TMC coordination
				54	Implement/expand dynamic message sign (DMS) installations on arterials			
				53	Implement/improve inter-jurisdictional signal coordination			
				63	Provide health monitoring of traffic signal equipment at intersections and rail crossings			
30	Upgraded Freeway Management System	This project includes the expansion of the many and varied Caltrans freeway management systems and field elements that are monitored and controlled by Caltrans. System elements referenced by this project include, but are not limited to: enhancements to the central system(s), closed circuit television (CCTV) cameras and systems, highway advisory radio (HAR) systems and transmitters, road weather information systems (RWIS) and field sensors, changeable message signs (CMS), traffic monitoring stations (TMS) and communications infrastructure. This project also includes deploying robust communications infrastructure capable of providing backbone, interconnect, and redundant communications between ITS field devices and a central system, and between ITS filed devices in the field.	Long Term	69	Implement/improve incident detection capabilities	Traffic Management Program	Caltrans Districts	• The system will depend on the collection and sharing of video and traffic data
				54	Expand freeway/expressway dynamic message signs (DMS)			
				45	Expand highway advisory radio (HAR) coverage on freeways/expressways			
				69	Expand CCTV coverage on freeways/expressways			
				51	Improve/expand vehicle detection coverage on freeways/expressways			
				50	Implement variable speed limits			
				44	Improve ramp metering operations			
				18	Implement automated/remote control gate systems			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
31	Roadway Condition Warning System	This system will provide roadway warnings including curve speed, vehicle-over-height detection, and provide monitoring technology for queue lengths at ramps.	Long Term	66	Provide curve speed warning	Vehicle Safety Program	City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on having a central management system from which to monitor and manage technology
				61	Provide vehicle-over-height detection/warnings			
				49	Monitor queue lengths at ramp locations			
32	Commercial Vehicle Enforcement	This proposed system will monitor commercial vehicle violations with the deployment of weigh-in-motion technologies especially in areas with a history of violations. The system shall also provide information on commercial vehicle operations permit restrictions.	Long Term	69	Provide target enforcement at locations with history of violations	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on the collection and sharing of commercial vehicle information with private fleets and CHP/DMV
				59	Reduce commercial vehicle weight, width and height violations			
				58	Provide information on commercial vehicle operations (CVO) permit restrictions			
				52	Deploy weigh-in-motion/mobile weigh enforcement technology			
33	Commercial Vehicle Traveler Information	This system will implement traveler information services that provide both pre-trip and en-route information to commercial vehicles which can include information such as truck parking locations.	Long Term	54	Provide interstate/inter-regional traveler information for commercial vehicles	Commercial Vehicle Operations Program	CHP Central Division	• The system will depend on the collection and sharing of commercial vehicle information with private fleets and CHP/DMV • The system will depend on willingness of multiple agencies to connect and share data

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
34	Data Collection for Roadway Network	This system will provide a framework to improve data collection capabilities for the arterial and freeway management systems.	Long Term	65	Improve data collection capabilities	Data Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on the collection and sharing of video and traffic data • The system will depend on willingness of multiple agencies to connect and share data
				57	Improve data collection on freeways/expressways			
35	Smart Work Zone Technology	This system improves the work zone technology to provide smart technology where data is collected and distributed to provide warning information about potential work zone hazards. The smart work zone technology should also be able to warn travelers about trucks that are entering and exiting work zones and be able to track work zone maintenance fleets.	Long Term	69	Implement Smart Work Zone technology	Maintenance and Construction Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on having a central management system from which to monitor and manage technology
				51	Warn travelers about trucks entering/existing work zones			
				43	Track locations of maintenance fleet			
36	Parking Management System	This proposed system will monitor and provide information on available parking facilities and parking availability. This system monitors and manages parking spaces in lots, garages, and other parking areas and facilities.	Long Term	53	Provide information on available truck parking facilities	Parking Management Program	Caltrans Districts City of Bakersfield	• The system will depend on having a central management system from which to monitor and manage technology
37	Upgrade Freeway Service Patrol System	Provide technology upgrades to the freeway service patrol system.	Long Term	56	Install/upgrade automatic vehicle location (AVL) on freeway service patrol vehicles	Public Safety Program	Caltrans Districts	• The system will depend on having a central management system from which to monitor and manage technology
				53	Implement/upgrade computer aided dispatch (CAD) system for freeway service patrol			

Project ID	Project	Project Description	Term	Total	Need	Program Area	Planned Participating Entities	Interdependencies
38	Transit Vehicle Technologies System	Upgrade transit vehicles with enhanced remote for monitoring mechanical conditions, upgrade to automated enunciators and automatic passenger counters.	Long Term	68	Implement/enhance remote monitoring of transit vehicle mechanical condition	Public Transportation Program	DART Golden Empire Transit District Kern Transit	• The system will depend on having a central management system from which to monitor and manage technology
				66	Provide on-line reservation system for demand-responsive transit services			
				64	Provide on-board automated enunciators			
				59	Expand/upgrade automated passenger counters			
39	Air Quality Data Collection and Monitoring	This proposed system would implement data collection and monitoring of air quality throughout the region.	Long Term	68	Monitor/collect air quality data	Sustainable Travel Program	Caltrans Districts County of Kern Kern COG	• The system will depend on having a central management system from which to monitor and manage technology
				57	Monitor/collect air quality data			
40	Traffic Signal System (Phase 3)	Upgrade traffic signal hardware and provide autonomous commercial vehicle and autonomous passenger vehicle technology.	Long Term	82	Upgrade signal hardware	Traffic Management Program	Caltrans Districts City of Arvin City of Bakersfield City of Delano City of McFarland City of Shafter City of Taft City of Tehachapi County of Kern	• The system will depend on the jurisdictions having a traffic signal control system
				80	Coordinate arterial and freeway management strategies			
				79	Improve/implement ability to remotely modify signal timing			

**Kern Council
of Governments**

May 4, 2022

TO: Transportation Technical Advisory Committee

FROM: AHRON HAKIMI,
               Executive Director

               By: Robert M. Snoddy,
                        Regional Planner

SUBJECT: TTAC AGENDA ITEM: XI.
               CYCLE 6 ACTIVE TRANSPORTATION PROGRAM – STATEWIDE CALL FOR
               PROJECTS

DESCRIPTION:

The California Transportation Commission (CTC) initiated the statewide Cycle 6 Active Transportation Program (ATP) Call for Projects at their March 16-17, 2022, meeting, with a project application due date of June 15, 2022.

DISCUSSION:

At their March 16-17, 2022 meeting, the CTC adopted the 2022 ATP Cycle 11 Fund Estimate and program Guidelines. With the adoption of the Guidelines, the Cycle 6 Active Transportation Program call for projects was subsequently initiated. The timeline below is updated and provides a reminder of progress made and indicates what's next for this ATP Cycle 6 call for projects.

CTC 2023 Cycle 6 Active Transportation Program Timeline

Benchmark Activity	Date
~~Draft ATP Guidelines presented to Commission~~	~~January 26-27, 2022~~
~~Draft ATP Fund Estimate presented to Commission~~	~~January 26-27, 2022~~
~~Commission hearing and adoption of ATP Guidelines~~	~~March 16-17, 2022~~
~~Commission adopts ATP Fund Estimate~~	~~March 16-17, 2022~~
~~Call for Projects~~	~~March 16-17, 2022~~
E-Project Application Deadline & postmark date	June 15, 2022
CTC staff recommendation for statewide applications	October 21, 2022
CTC adoption of statewide selected applications	December 7-8, 2022
Deadline for MPO draft project recommendations	February 20, 2023
Deadline for MPO final project recommendations	April 21, 2023
CTC recommendations for MPO components are	May 12, 2023
Commission adopts MPO selected projects	June 2023

Fund Estimate – At the March 16-17, 2022 CTC meeting, the Commission adopted the 2022 ATP Fund Estimate for the Cycle 6 call for projects. Attachment A of this staff report provides the last two pages of the March CTC Fund Estimate staff report. The statewide budget for the 2022 ATP Cycle 6 Call for Projects is estimated at $650,740,000 which is the cumulative total for the 4-year span for this cycle, 2023-24 through 2026-27. Later in the call for projects process, after the state reviews, scores, and ranks submitted applications, a list will be provided, and there will be a list of the projects that Caltrans proposes to fund. In the likely event that some Kern region applications are not funded, Kern COG will evaluate and consider funding those applications in the order that they were ranked by the state. Kern COG's MPO target funding amount for Cycle 6 is $6,404,000 for the 4-year span from 2023-24 through 2026-28. The MPO project selection process will begin January 2023 and conclude June 2023 with CTC adoption of MPO projects.

Background - CTC ATP Guidelines and Fund Estimate establish the project selection process and ATP programming capacity for the state and MPO share. When ATP first began, the Kern Council of Governments adopted its ATP project delivery policy that defers to the original state application review and ranking for all original state submitted applications. Kern COG does not do a separate ATP Call for Projects to use the MPO share and therefore does not adopt its own modified guidelines, or conduct a separate MPO call for projects. Instead, Kern COG considers the remaining applications for MPO share funding following the ranking order as best as possible already established by the state-ranked applications not selected by the state. Potential applicants should use the following links to ensure access to up-to-date information for the 2023 Cycle 6 ATP Call for Projects:

https://catc.ca.gov/programs/active-transportation-program and
https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program.

Go to: https://www.kerncog.org/wp-content/uploads/2019/03/project_selection_policy_20190321.pdf for the Kern COG Project Selection Policy document. The ATP section is found in Chapter 6, page 64.

Attachment: – March 16-17, 2022 CTC Staff Report excerpts from adopted 2022 ATP Fund Estimate

ACTION: Information.

ACTIVE TRANSPORTATION PROGRAM (ATP)
FUND ESTIMATE
($ in thousands)

	2023-24	2024-25	2025-26	2026-27	4-Year Total
RESOURCES					
STATE RESOURCES					
Road Maintenance and Rehabilitation Account (RMRA)[1]	$100,000	$100,000	$100,000	$100,000	$400,000
State Highway Account (SHA)	34,200	34,200	34,200	34,200	136,800
State Resources Subtotal	**$134,200**	**$134,200**	**$134,200**	**$134,200**	**$536,800**
FEDERAL RESOURCES					
STBG Set-Aside for Transportation Alternatives Program[2]	$114,400	$116,800	$119,200	$121,700	$472,100
Recreational Trails	1,900	1,900	1,900	1,900	7,600
Other Federal	19,950	19,950	19,950	19,950	79,800
Federal Resources Subtotal	**$136,250**	**$138,650**	**$141,050**	**$143,550**	**$559,500**
TOTAL RESOURCES AVAILABLE[3]	**$270,450**	**$272,850**	**$275,250**	**$277,750**	**$1,096,300**
ADJUSTMENTS					
Previously Programmed Resources[4]	($122,780)	($122,780)	$0	$0	($245,560)
Reserved Resources Available for 2025 ATP[5]	0	0	(100,000)	(100,000)	(200,000)
PROGRAMMABLE RESOURCES AVAILABLE	**$147,670**	**$150,070**	**$175,250**	**$177,750**	**$650,740**
DISTRIBUTIONS					
URBAN REGIONS (MPO Administered)					
State	($40,000)	($40,000)	($33,182)	($33,182)	($146,365)
Federal	(19,068)	(20,028)	(36,918)	(37,927)	(113,941)
Urban Regions Subtotal	**($59,068)**	**($60,028)**	**($70,100)**	**($71,110)**	**($260,306)**
SMALL URBAN & RURAL REGIONS (State Administered)					
State	($10,000)	($10,000)	($9,868)	($9,868)	($39,735)
Federal	(4,767)	(5,007)	(7,657)	(7,898)	(25,329)
Small Urban & Rural Regions Subtotal	**($14,767)**	**($15,007)**	**($17,525)**	**($17,765)**	**($65,064)**
STATEWIDE COMPETITION (State Administered)					
State	($50,000)	($50,000)	($41,150)	($41,150)	($182,300)
Federal	(23,835)	(25,035)	(46,475)	(47,725)	(143,071)
Statewide Competition Subtotal	**($73,835)**	**($75,035)**	**($87,625)**	**($88,875)**	**($325,371)**
TOTAL DISTRIBUTIONS AVAILABLE	**($147,670)**	**($150,070)**	**($175,250)**	**($177,750)**	**($650,740)**

[1] SEC. 36 of Senate Bill 1 adds Streets and Highways Code, Section 2032, appropriates $100 million annually for ATP.

[2] Surface Transportation Block Grant (STBG) Set-Aside for Transportation Alternatives Program (TAP).

[3] Total resources available includes future reservation funds.

[4] Resources committed as part of the 2021 ATP cycle.

[5] Reserved for future ATP cycle programming.

Notes: Individual numbers may not add to total due to independent rounding.

STBG Set-Aside for TAP reflects preliminary FHWA estimates pursuant to Infrastructure Investment and Jobs Act (IIJA).

Final dollar amounts may vary based on actual apportionment and obligational authority by FHWA or any changes in Federal guidance.

ACTIVE TRANSPORTATION PROGRAM (ATP)
Annual Urban Region Distribution: Four-Year Funding Table

($ in thousands)

	2023-24	2024-25	2025-26	2026-27	4-Year Total
RESOURCES AVAILABLE FOR URBAN REGIONS					
PROGRAMMABLE RESOURCES[1]	**$59,068**	**$60,028**	**$70,100**	**$71,110**	**$260,306**
URBAN REGION DISTRIBUTION[2][3]					
MTC Region					
State	$8,444	$8,444	$6,952	$6,952	$30,792
Federal	3,932	4,133	7,735	7,946	23,747
MTC Subtotal	**$12,376**	**$12,577**	**$14,687**	**$14,899**	**$54,539**
SACOG Region					
State	$2,783	$2,783	$2,212	$2,212	$9,989
Federal	1,154	1,218	2,461	2,528	7,362
SACOG Subtotal	**$3,937**	**$4,001**	**$4,672**	**$4,740**	**$17,350**
SCAG Region					
State	$20,715	$20,715	$17,551	$17,551	$76,530
Federal	10,527	11,035	19,526	20,060	61,149
SCAG Subtotal	**$31,242**	**$31,750**	**$37,077**	**$37,611**	**$137,679**
Fresno COG (Fresno UZA) Region					
State	$1,159	$1,159	$905	$905	$4,127
Federal	451	477	1,006	1,034	2,969
Fresno COG (Fresno UZA) Subtotal	**$1,610**	**$1,637**	**$1,911**	**$1,939**	**$7,097**
Kern COG (Bakersfield) Region					
State	$1,074	$1,074	$816	$816	$3,780
Federal	379	403	908	933	2,624
Kern COG (Bakersfield) Subtotal	**$1,453**	**$1,477**	**$1,725**	**$1,749**	**$6,404**
Lake Tahoe (Bi-State) Region					
State	$163	$163	$141	$141	$607
Federal	88	92	157	161	498
Lake Tahoe (Bi-State) Subtotal	**$251**	**$255**	**$298**	**$302**	**$1,106**
SANDAG (San Diego UZA) Region					
State	$3,532	$3,532	$3,009	$3,009	$13,083
Federal	1,825	1,912	3,348	3,440	10,525
SANDAG (San Diego UZA) Subtotal	**$5,357**	**$5,444**	**$6,358**	**$6,449**	**$23,608**
San Joaquin COG (Stockton) Region					
State	$900	$900	$666	$666	$3,133
Federal	286	305	741	762	2,094
San Joaquin COG (Stockton) Subtotal	**$1,186**	**$1,205**	**$1,408**	**$1,428**	**$5,227**
Stanislaus COG (Modesto) Region					
State	$642	$642	$500	$500	$2,285
Federal	248	262	556	572	1,639
Stanislaus COG (Modesto) Subtotal	**$890**	**$905**	**$1,057**	**$1,072**	**$3,924**
Tulare CAG (Visalia) Region					
State	$589	$589	$430	$430	$2,038
Federal	176	189	478	491	1,335
Tulare CAG (Visalia) Subtotal	**$765**	**$778**	**$908**	**$921**	**$3,373**
TOTAL DISTRIBUTIONS	**$59,068**	**$60,028**	**$70,100**	**$71,110**	**$260,306**

[1] Excludes previously programmed revenues and resources reserved for the 2025 ATP Fund Estimate.

[2] Distribution based on Urban Region's proportion of total population within all Urban Regions.

[3] Per Senate Bill 99, guidelines shall include a process to ensure no less than 25 percent of overall program funds benefit disadvantaged communities.

Note: Individual numbers may not add to total due to independent rounding.