

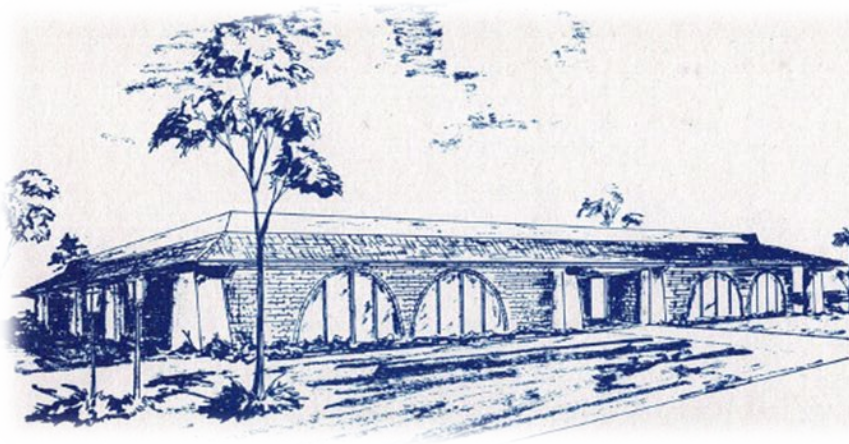
City of California City



City Hall

PHONE (760) 373-8661

21000 HACIENDA BLVD. - CALIFORNIA CITY, CALIFORNIA 93505



Sent via email: Dropbox

June 26, 2025

To: Ceasar Valle
Kern Council of Governments
1401 19th Street, Suite 300
Bakersfield, CA 93301

RE: 2025 CMAQ Call for Projects

Dear Mr. Valle,

Attached is an electronic copy of the application for the City of California City's Congestion Mitigation and Air Quality (CMAQ) 2025 Call for Projects. The proposed project aims to improve pedestrian safety and accessibility on California City Blvd., spanning from Victor Way to Neuralia Road. This project will involve constructing approximately 4,000 feet of new sidewalks, ADA curb ramps, crosswalks, striping, signage, and intersection enhancements. The estimated cost for the project is \$818,400, with \$724,528 funded by CMAQ and \$93,872 from local funds.

Also, included is a Resolution from the City Council approving the project and local match funding. This project aims to enhance pedestrian safety, active transportation, and overall quality of life in California City. It will also improve air quality in the city and Eastern Kern County.

Please contact Ramon H. Pantoja - BHT Engineering at (661) 558-4641 or at rpantoja@bhtengineering.com if you have any questions. Thank you.

Sincerely,

A handwritten signature in blue ink, appearing to read "JB", with a horizontal line extending to the right.

Joe Barragan
Public Works Director

Attachments: 2025 CMAQ Application - Electronic copy.

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program
PROJECT APPLICATION – Due Thursday, July 17, 2025

*Please note this is a PDF fillable form so responses may be typed. Items 1, 2, 7, and 22 are drop downs. Totals in item 6 will automatically calculate.

- (1) Is the project included in a local agency-adopted resolution supporting the project? YES NO
- (2) Does the proposed project meet basic eligibility requirements? YES NO
- (3) Project background and justification: Explain the project in terms of the existing infrastructure, its impact for service, safety or any other issue that is relevant to the project (attach to application). If the project scope relates to fueling infrastructure please provide a 3-year fleet conversion plan.
- (4) Lead Agency: _____
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]

(6)	Funding Type	PE	R/W	Const.	Total
	Local	\$ _____	\$ _____	\$ _____	\$ _____
	Local	\$ _____	\$ _____	\$ _____	\$ _____
	State	\$ _____	\$ _____	\$ _____	\$ _____
	Federal	\$ _____	\$ _____	\$ _____	\$ _____
	Total	\$ _____	\$ _____	\$ _____	\$ _____

- (7) Programming Year by Phase: PE: _____ R/W: _____ Const: _____
- (8) VMT Reduction (annual miles): _____
- (9) VOC Reduction (kg/day): _____ Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): _____ Additional documentation required. See instructions.
- (11) PM₁₀ Reduction (kg/day): _____ Additional documentation required. See instructions.
- (12) PM_{2.5} Reduction (Kg/day): _____ Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): _____ Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): _____ Additional documentation required. See instructions.
- (15) Livability and Safety: Describe how project provides the six benefits; limit to half page per benefit.
- (16) Hwy Peak Period LOS Before Project (AM/PM average): _____
- (17) Hwy Peak period LOS After Project (AM/PM average): _____
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): _____
- (19) Bikeway Peak period LOS After Project (AM/PM average): _____
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): _____
- (21) Pedestrian Peak period LOS After Project (AM/PM average): _____
- (22) Is the project identified as a RACM/BACM? YES NO

Application completed by: _____	Date Completed: _____
E-mail: _____	Phone Number: _____
Agency: _____	
Address: _____	

Send completed application electronically on a flash drive with transmittal letter on agency letterhead to:

Attn: Ceasar Valle ❖ Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, CA 93301

OR send Digitally via [Dropbox, click here.](#)

Project Background and Justification

California City is situated approximately thirty miles south of the Indian Wells Valley air basin, which is classified as Attainment / Maintenance for PM-10. It is in eastern Kern County within the Mojave Desert and lies directly north of the Eastern Kern Air Basin. For reference, see the attached APCD PM-10 Federal Attainment Status Map and U.S. EPA Region 9 Fact Sheet.

The Indian Wells Valley receives particulate matter from the Owens Lakebed, which is approximately forty miles to the north. To minimize the particulates affecting the Indian Wells Valley, the Los Angeles Department of Power and Water irrigates the Owens Lakebed. The prevailing wind usually carries particulates from the Owens Lakebed to the Indian Wells Valley during the winter, spring, and summer seasons, rather than year-round from the Eastern Kern County area towards the Indian Wells Valley.

California City Boulevard is designated as a principal arterial road by Caltrans. The city has plans to construct 4,200 feet of 5-foot-wide concrete sidewalks, ADA curb ramps, and intersection improvements on the north side of California City Boulevard, extending from Victor Way to Neuralia Road. Kern Regional Buses operate along California City Boulevard, providing connections to Mojave, Edwards Air Force Base, Lancaster, and Bakersfield. Currently, many individuals walk along the dirt path to access the bus stop at California City Boulevard and Victor Way.

Constructing concrete sidewalks and ADA curb ramps serves multiple purposes and provides substantial benefits to the community, installing ADA-compliant curb ramps ensures that individuals using wheelchairs, walkers, or other mobility devices can safely and easily navigate sidewalks and street crossings. Concrete sidewalks provide a designated, level walking surface that separates pedestrians from vehicle traffic, reducing the risk of accidents. Improved pedestrian infrastructure encourages foot traffic, benefiting nearby businesses. Encourages non-motorized transportation, which reduces greenhouse gas emissions and contributes to sustainability goals. The daily average traffic volume on this segment is 7,664 according to Kern COG traffic count database system, see attached Average Traffic Count. Dust from unpaved sidewalks raises local air toxin levels, posing health risks like asthma. The concrete sidewalk will mitigate dust and particulate matter generated by motor vehicle traffic and wind. The primary rationale for this project is to decrease PM-10 emissions and enhance pedestrian safety.

Investing in concrete sidewalks and ADA curb ramps reflects a commitment to creating a safe, inclusive, and sustainable community while meeting legal obligations and enhancing the quality of life for all residents. Reduces the risk of legal claims associated with non-compliance to accessibility laws or injuries due to unsafe pedestrian infrastructure. Unfortunately, there have been collisions and fatalities in the targeted segment of California City Blvd.

This project, with an estimated cost of \$818,400, would benefit air quality and safety in the region for more than twenty years. For detailed costs, refer to the attached Preliminary Engineering Estimate. The project will provide a reduction in VOC, NOx, PM10, PM2.5, and CO. Due to the Eastern Kern desert's soil, wind, and climate, sidewalks and Active Transportation Projects often cost more per ton but offer significant benefits like safety, equity, and health. See the attached calculations for details.

PHOTOGRAPHS



California City Blvd. Looking West from Neuralia Blvd intersection.



California City Blvd. Looking East toward Neuralia Blvd intersection.

KERN COUNCIL OF GOVERNMENTS
2025 Congestion Mitigation / Air Quality (CMAQ) Program
PROJECT APPLICATION



**California City Blvd., East of Victor Way:
No sidewalks, curb ramps, and damaged intersections.**



**California City Blvd at Kenniston St intersection project
aims to fill the gaps with existing HSIP-funded pedestrian improvements.**

LIVABILITY BENEFITS

1) Will the project enhance or reduce the cost of user mobility through the creation of more convenient transportation options for travelers?

Sidewalks enhance user mobility and reduce costs associated with transportation by creating more convenient and affordable options for travelers. The construction of sidewalks significantly enhances the livability of a community by fostering a more connected, accessible, and sustainable environment. Walking is free, and sidewalks provide a safe, reliable alternative to using personal vehicles or paid transportation, saving on fuel, maintenance, and parking fees. Sidewalks provide safe and comfortable spaces for walking, making it easier for residents to travel by foot for daily activities. Health Benefits: Facilitates physical activity, reducing risks of chronic diseases like obesity, diabetes, and cardiovascular issues. Sidewalks with ADA-compliant curb ramps make transportation more accessible for individuals with disabilities, seniors, and families with strollers, offering convenient mobility for all. Enhance access to public transportation by providing safe paths to transit stops.

2) Will the project improve existing transportation choices by enhancing points of modal connectivity, increasing the number of modes accommodated on existing assets, or reducing congestion on existing modal assets?

Yes, sidewalks can improve existing transportation choices by enhancing connectivity, accommodating more modes of transportation, and reducing congestion. First-Mile/Last-Mile Solutions: Sidewalks provide safe and reliable routes to and from transit stops, train stations, and ride-sharing pickup/drop-off points. Multimodal Integration: Facilitate transitions between walking, biking, and public transit by ensuring seamless access to multimodal hubs. Accessible Pathways: ADA-compliant sidewalks ensure all users, including those with mobility challenges, can connect to various modes of transportation.

3) Will the project improve travel between residential areas, commercial centers, and jobs?

Yes, sidewalks significantly improve travel between residential areas, commercial centers, and jobs by enhancing connectivity, accessibility, and safety. Sidewalks create seamless pathways that link residential neighborhoods to nearby commercial areas, workplaces, and transit hubs, reducing travel time and distance. The project serves residential areas in the west and east part of the city and improves travel in the region where residents work. Sidewalks provide a safe environment for children walking to school and for seniors who may have slower reaction times.

4) Will the project improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities, or make goods, commodities, and services more readily available to these groups?

*Yes, sidewalks significantly improve accessibility and transportation services for economically disadvantaged populations, non-drivers, senior citizens, and persons with disabilities while also making goods, commodities, and services more accessible to these groups. **Low-Cost Mobility:** Sidewalks provide a free transportation option for those who cannot afford vehicles or public transit fares. **Access to Essential Services:** Connects*

economically disadvantaged neighborhoods to schools, workplaces, healthcare facilities, and grocery stores, enabling better access to opportunities and necessities. **Enhanced Job Access:** Facilitates access to employment centers for individuals who rely on walking or public transit. **Safe Pathways:** Offers a dedicated, safe environment for individuals who do not or cannot drive. **Mobility Independence:** Enables seniors to safely walk to nearby destinations, reducing reliance on others for transportation. **Safe and Accessible Design:** ADA-compliant curb ramps and even surfaces reduce the risk of trips and falls, addressing age-related mobility challenges. **Proximity to Services:** Connects seniors to essential services such as pharmacies, grocery stores, and recreational areas.

5) Is the existing Accident Rate higher than the average rate for a similar facility, and Does the project reduce the Accident Rate to the average rate or lower?

No, however, sidewalks significantly reduce accident rates by creating a safer environment for pedestrians and separating them from vehicular traffic. **Dedicated Space:** Sidewalks provide a designated walking area, keeping pedestrians out of the roadway and away from moving vehicles. **Reduced Collisions:** Studies show that streets with sidewalks have fewer pedestrian-vehicle collisions compared to those without. **Improved Visibility:** Sidewalks ensure pedestrians are more visible to drivers, particularly at intersections and crosswalks. **Predictable Movement:** Clearly defined walking paths make pedestrian movement more predictable, reducing confusion and the likelihood of accidents. **Curb Ramps and Crosswalks:** ADA-compliant curb ramps and marked crosswalks at intersections improve safety by facilitating safer street crossings.

6) Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower?

No

CITY OF CALIFORNIA CITY
2025 CMAQ CALL FOR PROJECTS
Congestion Mitigation and Air Quality (CMAQ) Program
CALIFORNIA CITY BLVD PEDESTRIAN IMPROVEMENTS - VARIOUS LOCATIONS
PRELIMINARY ENGINEER'S ESTIMATE

ITEM NO.	ITEM CODE	UNIT OF MEASURE	EST. QNTY.	PRICE PER UNIT	TOTAL COST
1	SITE DEMOLITION, GRADING, HAUL-OFF EXCESS MATERIAL	L.S.	1	\$ 50,000.00	\$ 50,000.00
2	TYPE "A" HMA OVERLAY	TONS	150	\$ 200.00	\$ 30,000.00
3	COLD PLANE ± 3" OF EXISTING SURFACE, PROOF ROLL SUBGRADE, HAUL-OFF EXCESS MATERIALS	S.F.	7500	\$ 8.00	\$ 60,000.00
4	INSTALL CURB & GUTTER - MATCH EXISTING (INCLUDES SAWCUT, LAYOUT, DEMOLITION OF EXISTING IMPROVEMENTS, SCARIFY 12" NATIVE MATERIAL, GRADE, & COMPACT TO 90%)	L.F.	60	\$ 130.00	\$ 7,800.00
5	INSTALL ADA CURB RAMP (INCLUDES SAWCUT, LAYOUT, DEMOLITION OF EXISTING IMPROVEMENTS, SCARIFY 12" NATIVE MATERIAL, GRADE, & COMPACT TO 90%)	EA	9	\$ 6,000.00	\$ 54,000.00
6	INSTALL 5' WIDE SIDEWALK (INCLUDES SAWCUT, LAYOUT, DEMOLITION OF EXISTING IMPROVEMENTS, SCARIFY 12" NATIVE MATERIAL, GRADE, & COMPACT TO 90%)	S.F.	21000	\$ 12.00	\$ 252,000.00
7	STRIPING, MARKINGS & SIGNAGE	L.S.	1	\$ 42,100.00	\$ 42,100.00
8	TRAFFIC CONTROL	L.S.	1	\$ 40,000.00	\$ 40,000.00
9	WATER POLLUTION CONTROL PROGRAM	L.S.	1	\$ 14,700.00	\$ 14,700.00
10	QUALITY CONTROL PROGRAM/MATERIAL TESTING	L.S.	1	\$ 19,500.00	\$ 19,500.00

dated: 6/7/2025

by: RHP

Construction Subtotal:	\$ 570,100.00
Contingency (10%):	\$ 57,000.00
Construction Management (15%):	\$ 85,500.00
Construction Total	\$ 712,600.00
Environmental:	\$ 26,000.00
Preliminary Engineering 14%:	\$ 79,800.00
Total Estimated Project Cost:	\$ 818,400.00

2025 CALL FOR PROJECTS - FUNDING

	PE + Enviro	CONST	TOTAL
Total Funds- NEEDED:	\$105,800.00	\$712,600.00	\$818,400.00
Federal Match - 2025 CMAQ:	\$93,664.00	\$630,864.00	\$724,528.00
Local Match:	\$12,136.00	\$81,736.00	\$93,872.00

PEDESTRIAN FACILITIES EMISSIONS REDUCTIONS:

Factors and equations shown below are from the "Methods to Find the Cost-Effectiveness of Funding Air Quality Projects"

September 2024 by ARB

Quantification Methodology - California Air Resources Board Sustainable Transportation Equity Project June 1, 2020

The conservative estimated average daily traffic (ADT) for California City Blvd. is 7,664 AADT. See Project Background and Justification for details

City of California City, Kern Co.

CMAQ Emission Calculations

Project Description

Construct 4,200 feet of 5-foot-wide concrete sidewalks, ADA curb ramps, and intersection improvements on the north side of California City Boulevard, extending from Victor Way to Neuralia Road.

Inputs to Calculate Cost-Effectiveness:

Total Project Cost	818,400	
CMAQ Dollars	724,528	<== For Pedestrian Component of Project
Usefull Life (UL):	20	yrs
Days of Use/year (D):	200	days
Length of Auto Trips Eliminated (L):	1.3	mile(s)
Annual Average Daily Traffic (ADT):	7,664	ADT
Adjustment (A) on ADT:	0.00290	See Page 9 Table 3 of CARB Quantification Methodology January 26,2024
Credit (C) for Activity Centers near by:	0.00100	See Page 9 Table 4 Key Destination Credits

Emissions Factors (From Table 3A, for a 16- 20 year Projected Life):

<== Use Emission factor Tables September 2024

	Auto Trip End Factor (grams/trip)	Auto VMT Factor (grams/mile)	
ROG Factor	0.398	0.046	
NOx Factor	0.246	0.045	
PM10 Factor	0.013	0.227	<== Use PM10 Size Fractions Referenced to PM2.5

Calculations:

$$VMT\ Displaced_{infr} = D \times ADT \times (A + C) \times GFA \times L$$

<== Equation 4 Page 8 (Modified to walking trips)

$$\begin{aligned} VMT\ Displaced &= D \times ADT \times (A + C) \times GFA \times L \\ &= 7,771 \quad (\text{miles/year}) \end{aligned}$$

Annual Emission Reductions (ROG, NOx and PM10) in grams per year

<== Equation -5 Auto Emission Reduction from Bicycle Facility or Walkway

$$AER = \left(\frac{(VMT\ Displaced_{infr} \times EF_{Yr1}) + (VMT\ Displaced_{infr} \times EF_{YrF})}{2} \right) \times UL$$

ROG	=	34504.55
NOx	=	22614.47
PM10	=	18651.11

Annual Emission Reductions (AE)	=	ROG + NOx + PM10
AER	=	75770.136 g
AER	=	166.895 lbs

	Kg/Day
ROG	= 0.0945
NOx	= 0.0620
PM10	= 0.0511
PM2.5	= 0.0077

Once emissions reductions have been calculated, add them together and convert pounds of emissions reductions per year to kg/day:

$$\begin{aligned} &\text{Annual Emission Reductions (lbs/yr)} \\ &2.2 \text{ lbs/kg} \times 365 \text{ days/yr} \end{aligned}$$

Thus,

$$\text{Calculated Emissions Reductions} = \frac{0.2078}{0.0945} \text{ kg/day}$$

Capital Recovery Factor (CRF)

$$= \frac{(1+i)^n \times i}{(1+i)^n - 1} \quad \text{where } i = \text{Discount Rate (3\%)} \text{ and } n = \text{Project Life (20 years)}$$

So, the capital recovery factor = 0.07

Cost-Effectiveness of CMAQ Dollars

$$\begin{aligned} &= (\text{CRF} \times \text{Funding}) / (\text{ROG} + \text{NOx} + \text{PM10}) \\ &= 303.89 \quad 303.886 \end{aligned}$$

Thus,

$$\text{Calculated Cost - Effectiveness} = \$303.89 \text{ (dollars/lb.)}$$

Sidewalks and Active Transportation Projects: Typically have higher cost per ton due to smaller emission reductions but provide significant co-benefits (e.g., safety, equity, health).

PROJECT APPLICATION

LEVEL OF SERVICE

16. through 21. – Provide peak period Level of Service (LOS) for intersection(s) and / or road segment within the project limits for existing conditions (before LOS) and estimated LOS after project completion.

Before Level of Service (LOS) for this project is E

After Level of Service (LOS) for this project is C

Please refer to the explanation provided below:

The **Level of Service (LOS)** for a dirt sidewalk or path is typically lower compared to a paved sidewalk due to various factors that affect pedestrian comfort and safety. LOS for unpaved surfaces like dirt sidewalks can still be evaluated using a modified version of the **Highway Capacity Manual (HCM)** methodology, which takes into account the following considerations:

Factors Affecting LOS for Dirt Sidewalks

1. **Surface Quality:**
 - Dirt surfaces can be uneven, slippery, or dusty, reducing comfort and safety.
 - Presence of mud, vegetation, or obstacles further decreases usability.
2. **Accessibility:**
 - Dirt sidewalks are often non-compliant with ADA standards, making them inaccessible to wheelchairs, strollers, or people with mobility challenges.
3. **Pedestrian Flow:**
 - The effective space is reduced if the surface forces pedestrians to slow down or avoid rough areas.
4. **Environmental Conditions:**
 - Dirt surfaces are more affected by weather (e.g., rain, snow), creating hazards like mud or erosion.
 - Lack of delineation or curbs increases risk from adjacent road traffic.

Estimated LOS Adjustments for Dirt Sidewalks

The LOS for dirt sidewalks is generally one or two levels lower than for paved sidewalks of the same width.

For example:

Paved Sidewalk LOS	Dirt Sidewalk Equivalent
A (≥ 60 ft ² /person)	B or C (moderate comfort)
B (40–60 ft ² /person)	C or D (reduced comfort)
C (24–40 ft ² /person)	D or E (frequent discomfort)
D (15–24 ft ² /person)	E or F (significant discomfort)
E (6–15 ft ² /person)	F (extreme crowding/unusable)

Practical Observations

- A **5-foot-wide dirt sidewalk** would likely provide LOS **D** or **E** for moderate pedestrian flows due to uneven surfaces and limited comfort.
- During adverse conditions (e.g., rain, heavy pedestrian use), it may drop to LOS **F**, becoming impassable or unsafe.

KERN COUNCIL OF GOVERNMENTS
2025 Congestion Mitigation / Air Quality (CMAQ) Program

PROJECT APPLICATION

The average space needed for one pedestrian depends on the **Level of Service (LOS)**, which describes the density and comfort of the pedestrian environment. Below are typical space requirements per pedestrian, expressed in **square feet**:

LOS Grade	Space per Pedestrian (ft²)	Pedestrian Characteristics
A	$\geq 60 \text{ ft}^2$	Ample space: pedestrians move freely without constraints.
B	40 – 60 ft ²	Comfortable space; slight adjustments in path possible.
C	24 – 40 ft ²	Moderate space: occasional adjustments to movement required.
D	15 – 24 ft ²	Constrained space; frequent adjustments and reduced comfort.
E	6 – 15 ft ²	Crowded space, restricted movement and frequent discomfort.
F	$\leq 6 \text{ ft}^2$	Highly congested; extremely limited or no freedom of movement.

Optimal Comfort: Pedestrians require at least **40–60 ft²** for comfortable movement (LOS A or B).

Moderate Density: At around **24–40 ft²** per person (LOS C), pedestrian comfort begins to decrease, and interactions become noticeable.

High Density: Below **15 ft²** per person (LOS E or F), pedestrian movement becomes restricted and uncomfortable, often requiring slower speeds or stopping.

Conclusion

A 100-foot-long, 5-foot-wide urban sidewalk can accommodate around 18 pedestrians under bidirectional flow conditions, with slight crowding and occasional adjustments in movement paths, achieving **Level of Service C (LOS C)**.

RESOLUTION NO. 25-3146

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CALIFORNIA CITY AUTHORIZING THE FILING OF AN APPLICATION FOR CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ), PROGRAM FUNDING AND COMMITTING THE NECESSARY LOCAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT

WHEREAS, the City of CALIFORNIA CITY is a Municipal Corporation duly created and existing pursuant to the Constitution and laws of the State of California; and

WHEREAS, the City of CALIFORNIA CITY (herein referred to as APPLICANT) is submitting an application to the Kern Council of Governments (Kern COG) for \$818,400 in funding from the CMAQ Program for the California City Blvd. Pedestrian Improvements -Various Locations from Victor Way to Neuralia Blvd.. (Herein referred to as PROJECT); and

WHEREAS, the APPLICANT has the financial capacity to complete, operate, and maintain the project; and

WHEREAS, the APPLICANT will ensure that funds required from other sources will be reasonably expected to be available on the time frame needed to carry out the project; and

WHEREAS, the APPLICANT is authorized to execute and file an application for funding the PROJECT under the Congestion Mitigation and Air Quality (CMAQ) Program; and

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of CALIFORNIA CITY as follows:

SECTION 1. APPLICANT will provide **(\$93,872) minimum match amount**) in local matching funds; and

SECTION 2. APPLICANT understands that the CMAQ Program funding for the project is fixed at the approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional CMAQ Program funding; and

SECTION 3. APPLICANT understands the funding deadlines associated with these funds and will comply with the program implementation procedures described in Chapter 2 of the Kern COG Project Delivery Policies and Procedures manual; and

SECTION 4. PROJECT will be implemented as described in the complete application and in this resolution and, if approved, for the amount programmed in the FTIP; and

SECTION 5. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and

SECTION 6. APPLICANT authorizes the City Manager to execute and file an application with Kern COG for Congestion Mitigation and Air Quality (CMAQ) Program funding for the PROJECT as referred to in this resolution.


PASSED, APPROVED, AND ADOPTED on this 24th day of June , 2025 by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Signed by:


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Marquette E. Hawkins, Mayor

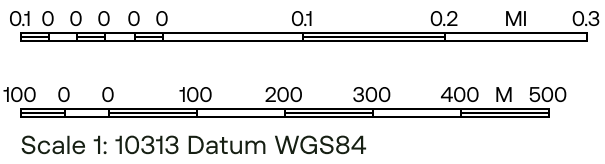
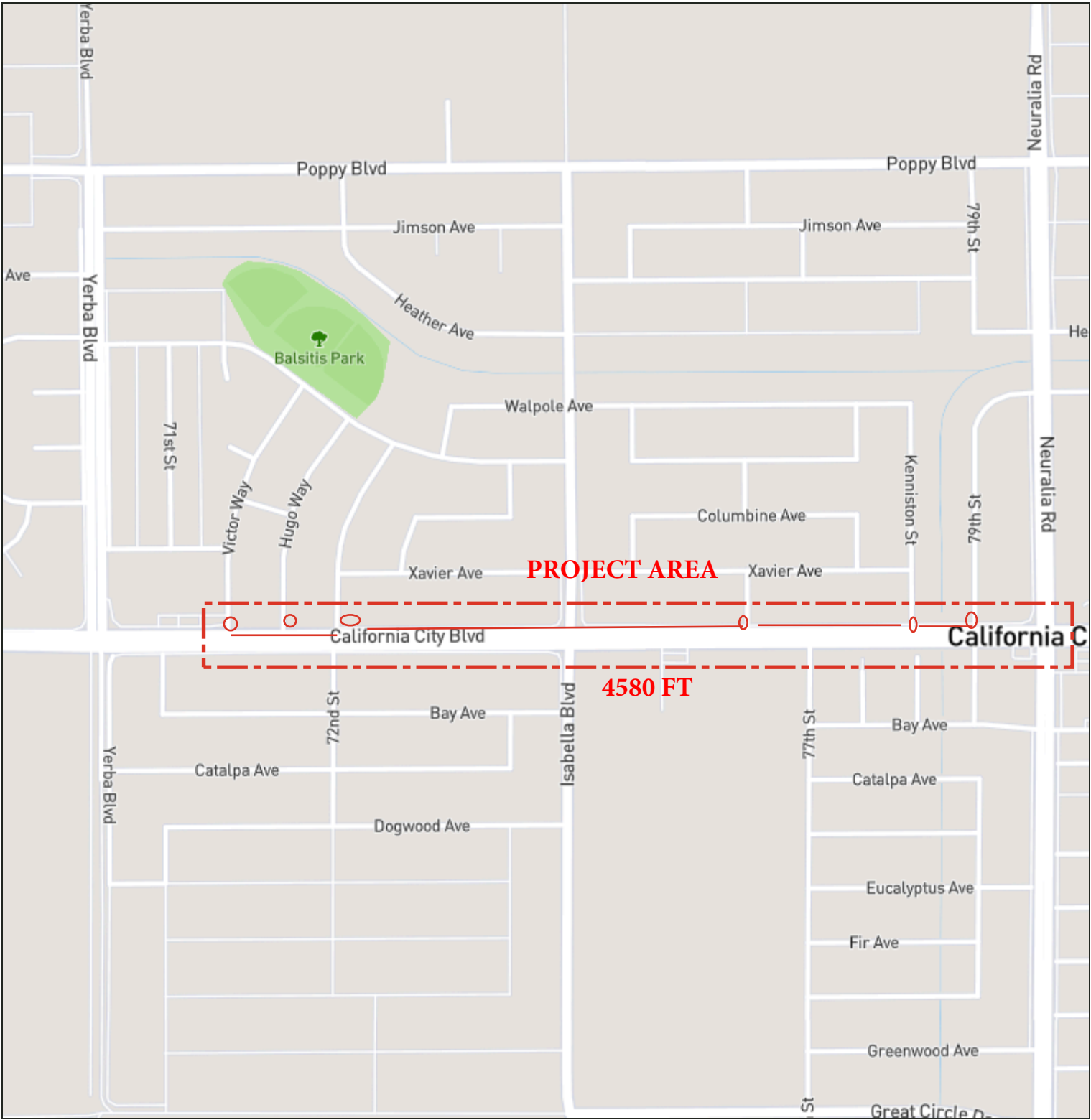
ATTEST:

Signed by:

7DEB1612B9C1487...
Leannndrea Weible, Acting City Clerk

STATE OF CALIFORNIA }
COUNTY OF KERN } SS
CITY OF CALIFORNIA CITY }

I, Leannndrea Weible, Acting City Clerk of the City of California City, do hereby certify that the foregoing Resolution was duly and regularly adopted by the City Council of the City of California City on the 24TH day of JUNE 2025, by the following vote:

Signed by:

7DEB1612B9C1487...
Leannndrea Weible, Acting City Clerk





TCDS Locations

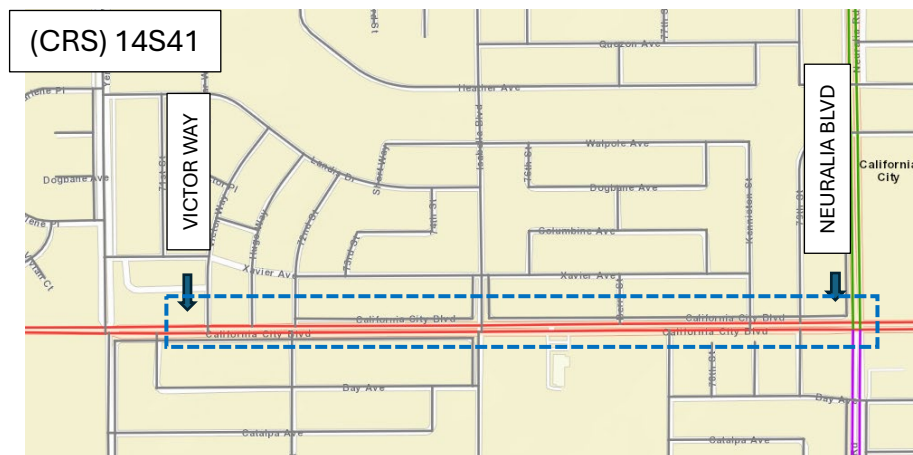
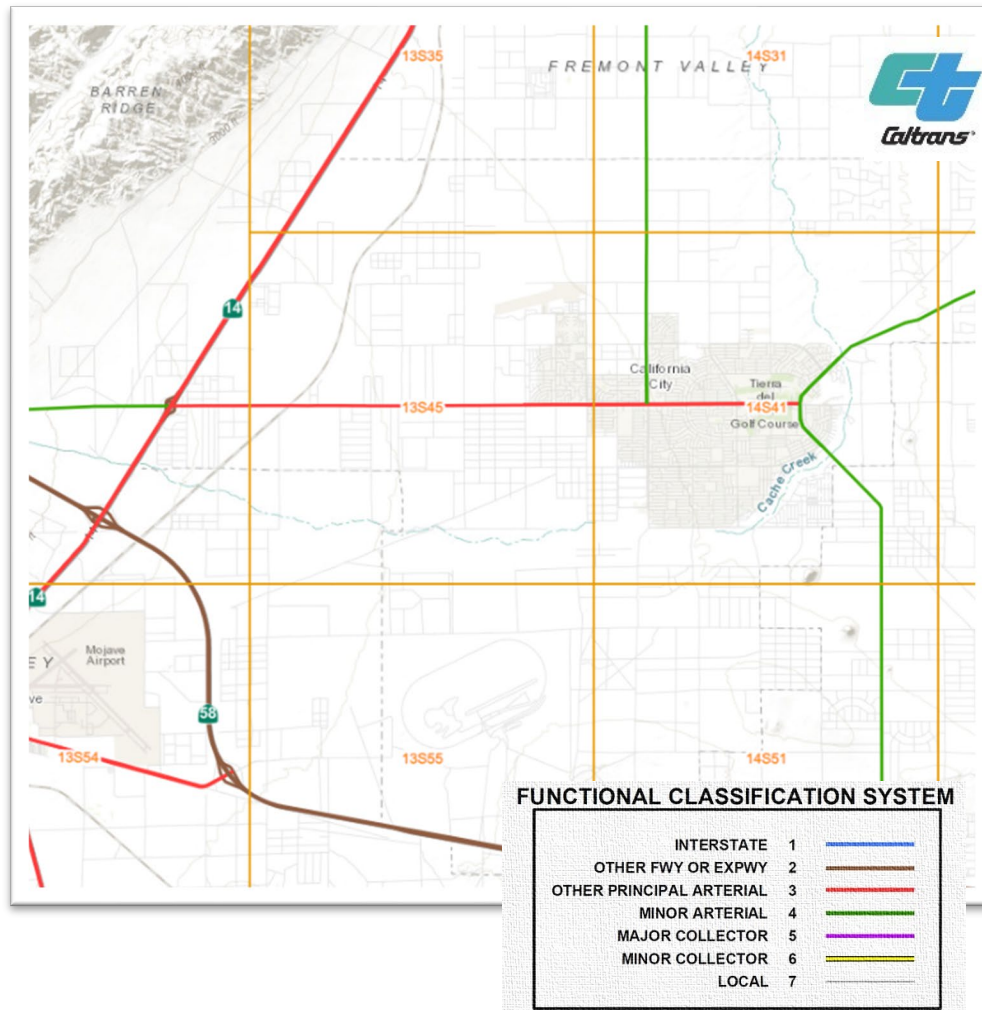
- Volume
- Class



6/17/2025

City of California City
2025 Congestion Mitigation / Air Quality (CMAQ) Program
Project: California City Blvd. Pedestrian Improvements
-Various Locations from Victor Way to Neuralia Blvd.

CITY OF CALIFORNIA CITY, KERN COUNTY, CALIFORNIA
 2025 CMAQ CALL FOR PROJECTS
**CALIFORNIA CITY BLVD PEDESTRIAN IMPROVEMENTS PROJECT
 FROM VICTOR WAY TO NEURALIA BLVD.**
 California Road System - Functional Classification
 Segment Classification: Principal Arterial



Transportation Injury Mapping System

[Home](#) [About](#) [Statewide Summary](#) [Tools](#) [Help](#) [Donate](#)

SWITRS Query & Map: Result

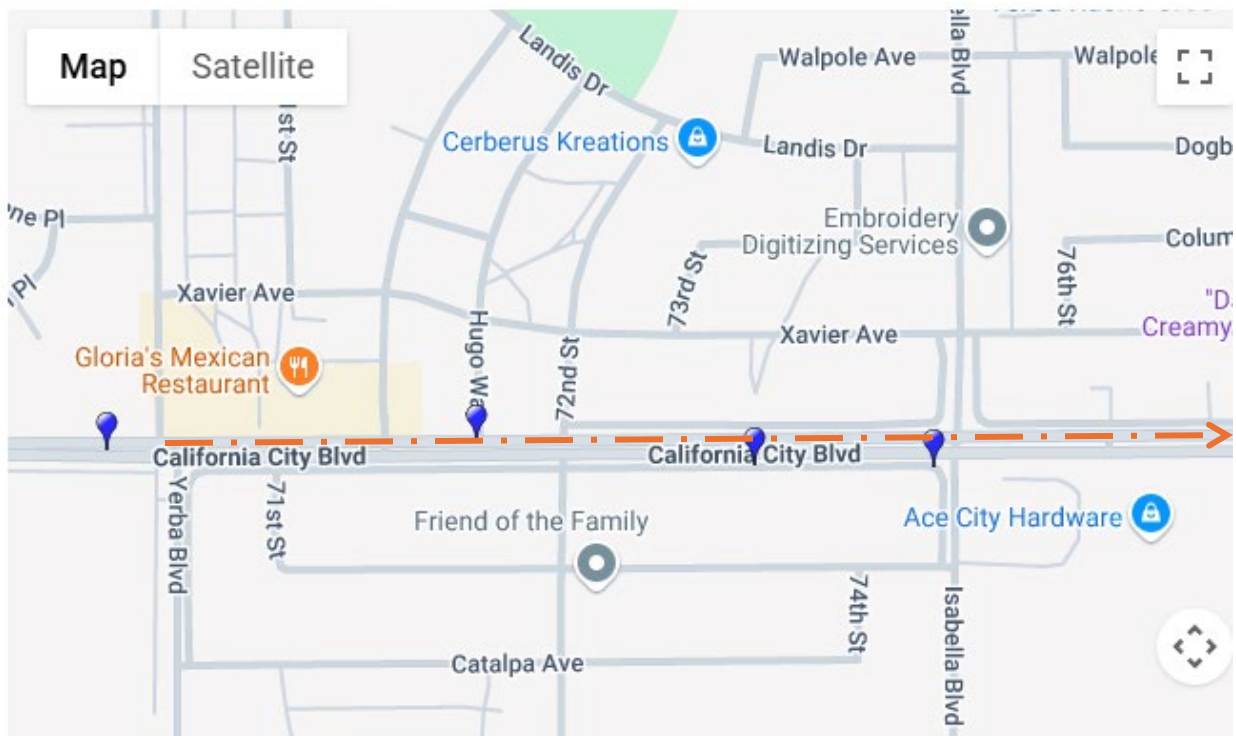
Selected Criteria

Date & Location

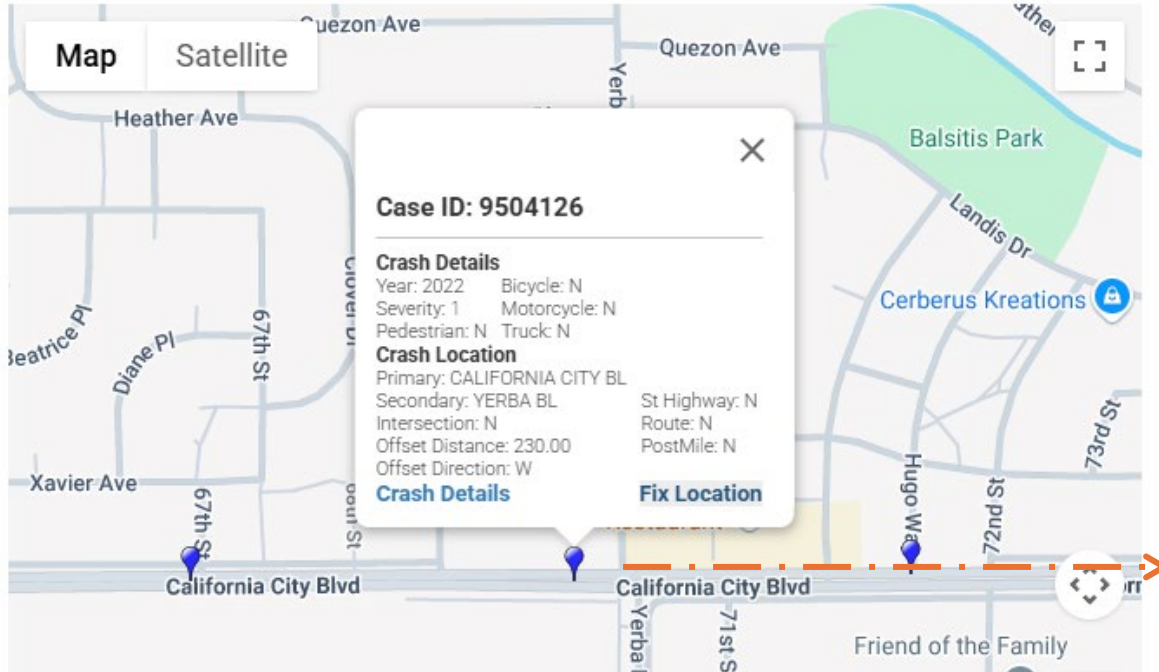
Date: 01/01/2022 - 12/31/2024

County: Kern

City: California City



There are FOUR crash locations in the project area.



VICTIMS AT INTERSECTION OF CALIFORNIA CITY BLVD AND YERBA BLVD

Crash Details for: Case ID 9504126

[Print \(PDF\)](#)

Crash Information

County	Kern
City	California City
Date & Time (M/D/Y)	10/01/2022 06:17
Location (Intersection)	California City Bl & Yerba Bl
Dist. & Dir. from Intersection	230.00 ft West
State Highway	No
Geocoded Location	35.125721, -118.0041809 Fix

Type of Crash	A - Head-On
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	1 - Fatal
PCF Violation Category	00 - Unknown
Weather	A - Clear
Alcohol Involved	No

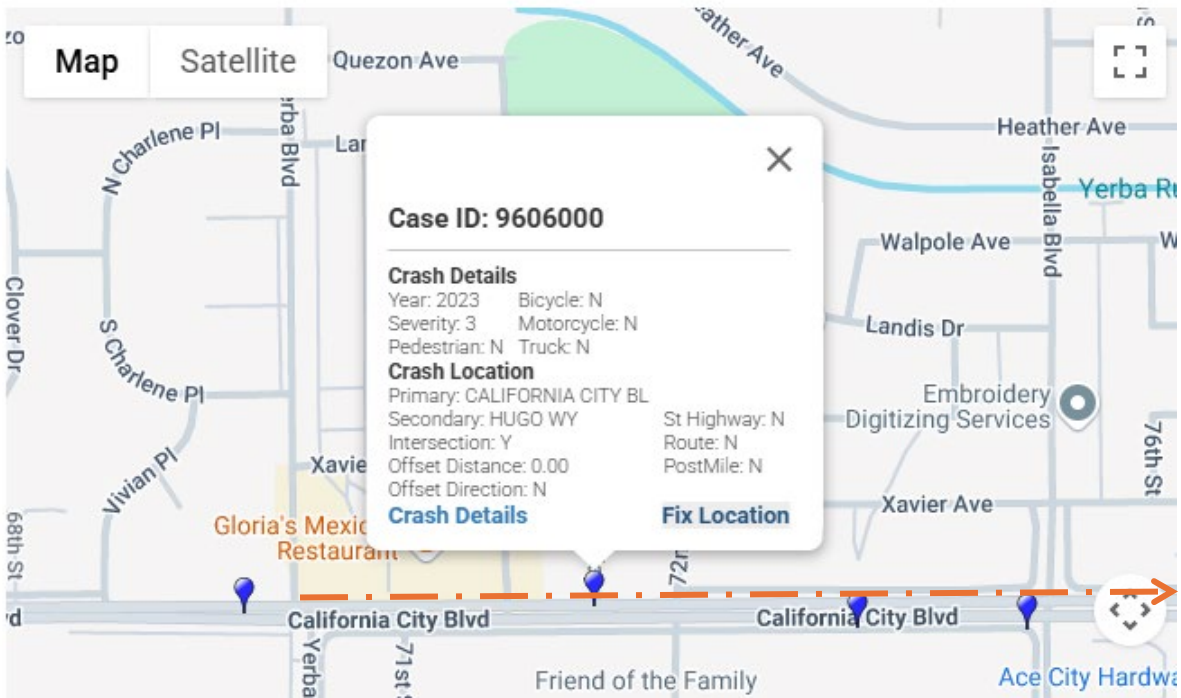
Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (Including Hit and Run)	A - Passenger Car/Station Wagon	Yes	East	Q - Traveling Wrong Way
2	1 - Driver (Including Hit and Run)	A - Passenger Car/Station Wagon	No	West	B - Proceeding Straight

Victims: 3

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	22	1 - Killed
2	2 - Passenger	F - Female	20	5 - Suspected Serious Injury
2	1 - Driver	F - Female	66	1 - Killed



Crash Details for: Case ID 9606000

Crash Information

County	Kern
City	California City
Date & Time (M/D/Y)	07/05/2023 17:43
Location (Intersection)	California City Bl & Hugo Wy
Dist. & Dir. from Intersection	At Intersection
State Highway	No
Geocoded Location	35.1257935, -118 Fix

Type of Crash	C - Rear End
Motor Vehicle Involved With	D - Motor Vehicle on Other Roadway
Crash Severity	3 - Injury (Other Visible)
PCF Violation Category	04 - Following Too Closely
Weather	A - Clear
Alcohol Involved	No

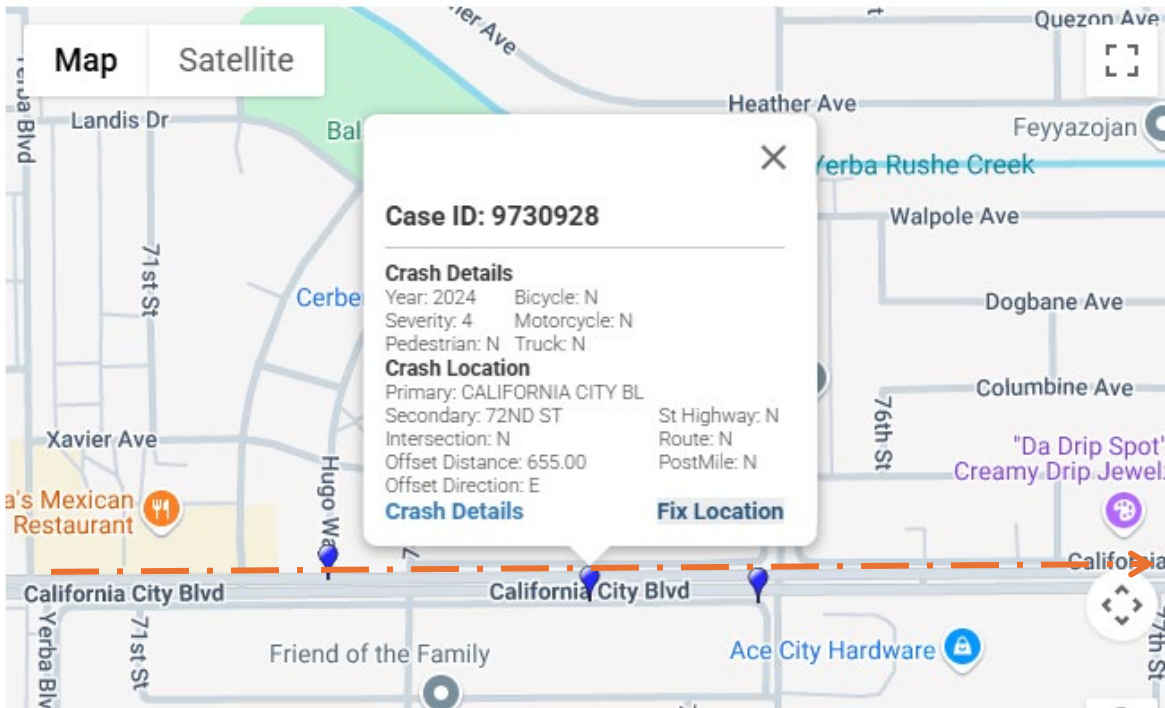
Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	West	D - Making Right Turn

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	M - Male	45	6 - Suspected Minor Injury



Crash Details for: Case ID 9730928

[Print \(PDF\)](#)

Crash Information

County	Kern
City	California City
Date & Time (M/D/Y)	08/21/2024 06:53
Location (Intersection)	California City Bl & 72nd St
Dist. & Dir. from Intersection	655.00 ft East
State Highway	No
Geocoded Location	35.1255722, -117.9968719 Fix

Type of Crash	C - Rear End
Motor Vehicle Involved With	C - Other Motor Vehicle
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	12 - Traffic Signals and Signs
Weather	A - Clear
Alcohol Involved	No

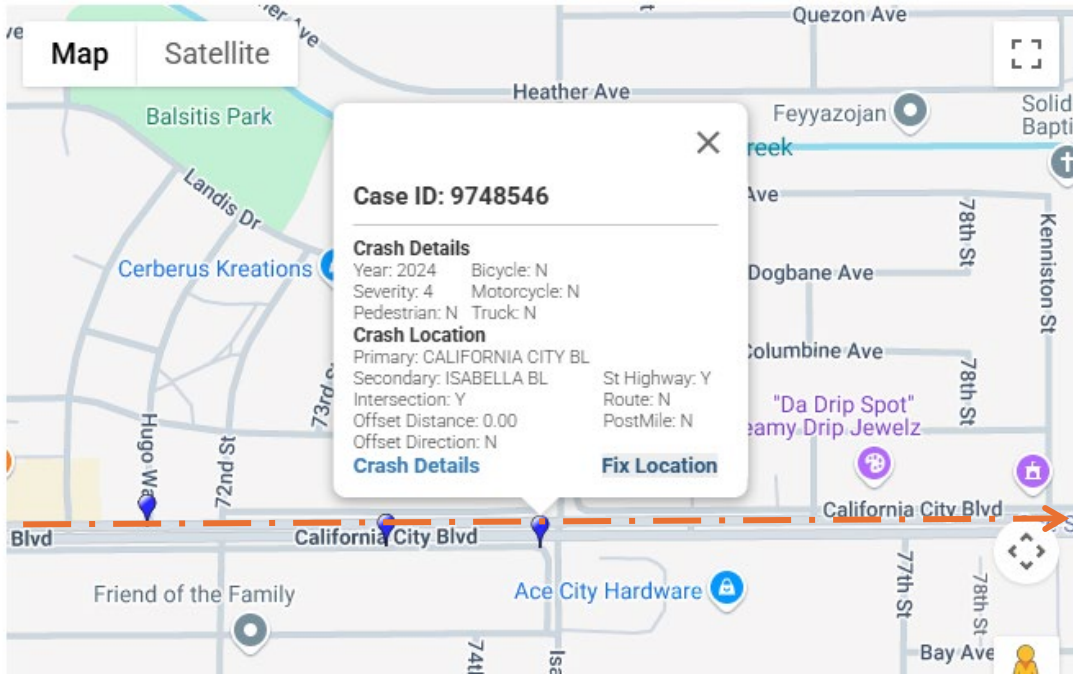
Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (Including Hit and Run)	A - Passenger Car/Station Wagon	Yes	West	B - Proceeding Straight
2	1 - Driver (Including Hit and Run)	A - Passenger Car/Station Wagon	No	West	- - Not Stated

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
1	1 - Driver	F - Female	36	7 - Possible Injury



Crash Details for: Case ID 9748546

[Print \(PDF\)](#)

Crash Information

County	Kern
City	California City
Date & Time (M/D/Y)	10/01/2024 15:30
Location (Intersection)	California City Bl & Isabella Bl
Dist. & Dir. from Intersection	At Intersection
State Highway Info	N/A
Geocoded Location	35.1255684, -117.9948654 Fix

Type of Crash	H - Other
Motor Vehicle Involved With	I - Fixed Object
Crash Severity	4 - Injury (Complaint of Pain)
PCF Violation Category	09 - Automobile Right of Way
Weather	A - Clear
Alcohol Involved	No

Pedestrian Crash	No	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Parties: 2

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	Yes	South	E - Making Left Turn
2	1 - Driver (including Hit and Run)	A - Passenger Car/Station Wagon	No	East	B - Proceeding Straight

Victims: 1

Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
2	1 - Driver	M - Male	62	7 - Possible Injury

Eastern Kern Air Pollution Control District



**2017 Ozone Attainment Plan
For 2008 Federal 75 ppb
8-Hour Ozone Standard
Adopted – July 27, 2017**





Figure 1: California Air District Map

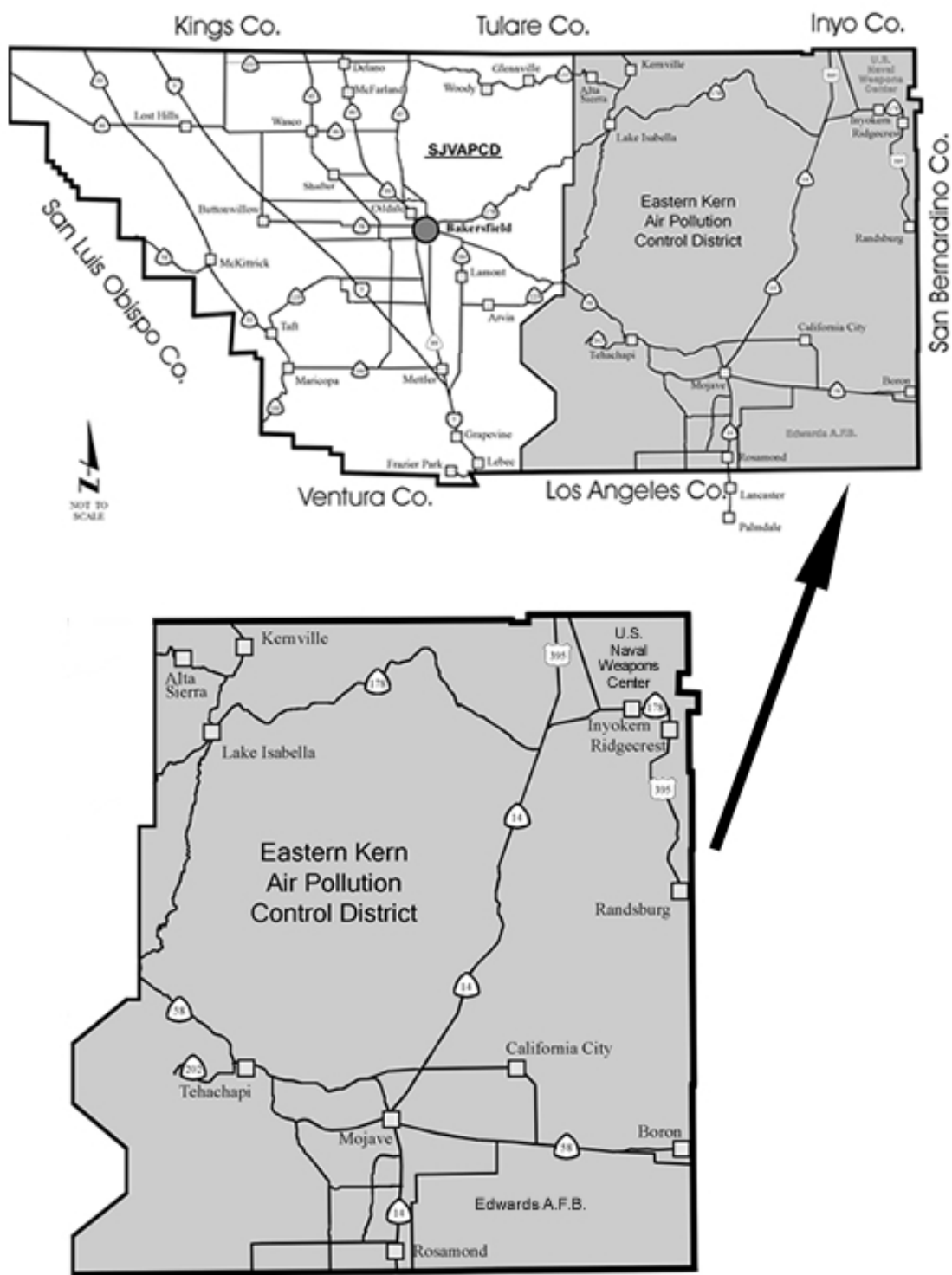


Figure 2: EKAPCD Boundary

By 2011, the Design Value³ of the District's Ozone Non-attainment Area dropped from 0.098 ppm (2003 level) to 0.080 ppm. On December 3, 2012, EPA announced they found that the Eastern Kern non-attainment area attained the 1997 8-hour O₃ NAAQS.⁴ With this finding, effective January 3, 2013, the entire District was deemed to have "clean data" with respect to the 1997 standard.

F. Indian Well Valley Attainment Area

In 2004, at request of the California Air Resources Board (CARB), EPA divided the District into two O₃ planning areas: The Indian Wells Valley (IWV), which attained the 1997 8-hour ozone NAAQS of 0.08 ppm, and the remainder of Eastern Kern County (Non-attainment Area).



Figure 3: Indian Wells Valley Attainment Area

³The three year average of the fourth highest 8-hour ozone value for the target year and the two preceding years is the design value for that year. To determine attainment that design value is compared to the Ozone NAAQS.

⁴ 77 Federal Register 71551-71555; December 3, 2012

C. Pollutant Transport

It is common for air pollutants to transport between air basins. The District's air quality is overwhelmingly impacted from O₃ and its precursor emissions being transported from SJVAPCD and SCAQMD (both designated Extreme Non-attainment). Transport can take place from the surface up to several thousand feet elevation. Transport occurs when winds are of sufficient in magnitude, direction, and duration. Atmospheric chemistry also determines how transported pollutants may affect downwind O₃ concentrations.

Analysis of Eastern Kern's wind data shows O₃ and its precursors transport to the District when: Prevailing wind originates from consistently high O₃ concentration areas, and wind is persistent with high enough velocity to move emissions from upwind areas. Data also demonstrated elevated O₃ concentrations in the District coinciding with high upwind O₃ levels being transported. Figure 5 illustrates District transport corridors and wind flow patterns¹¹ from surrounding air basins.

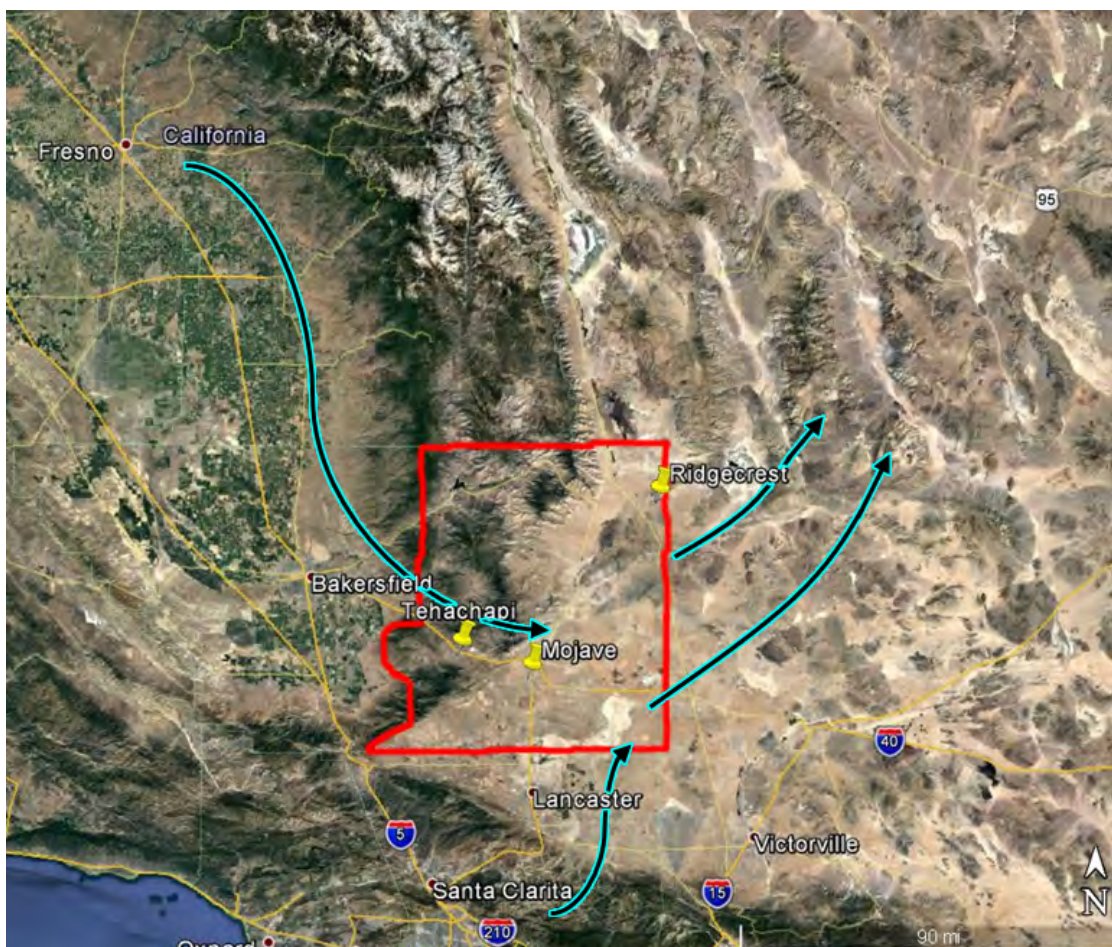


Figure 5: Transport Corridors & Wind Flow Patterns

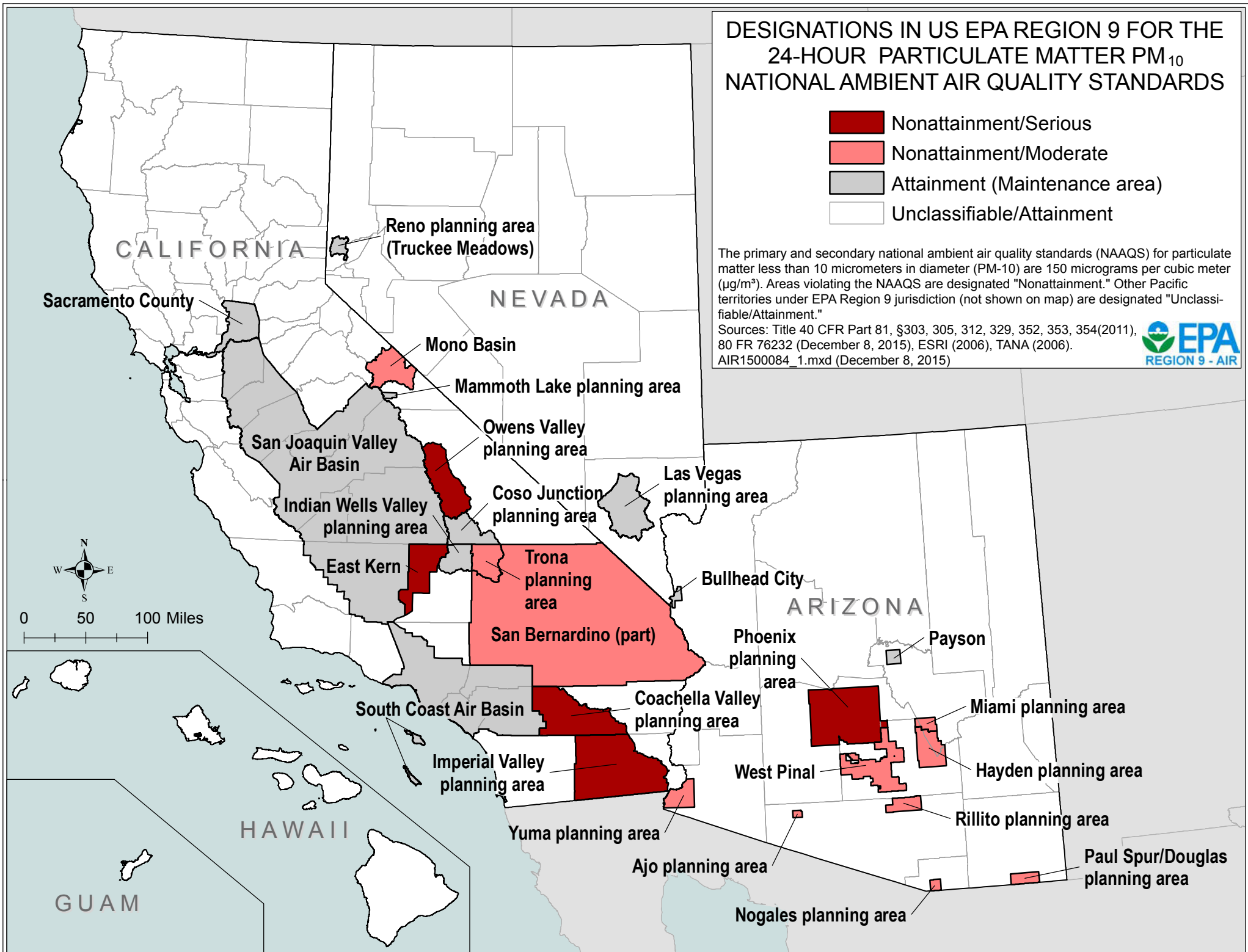
¹¹ Reference from California Surface Wind Climatology published by Aerometric Projects and Laboratory Branch (Meteorology Section) from ARB from June to September.
<https://www.arb.ca.gov/research/apr/reports/1013.pdf>

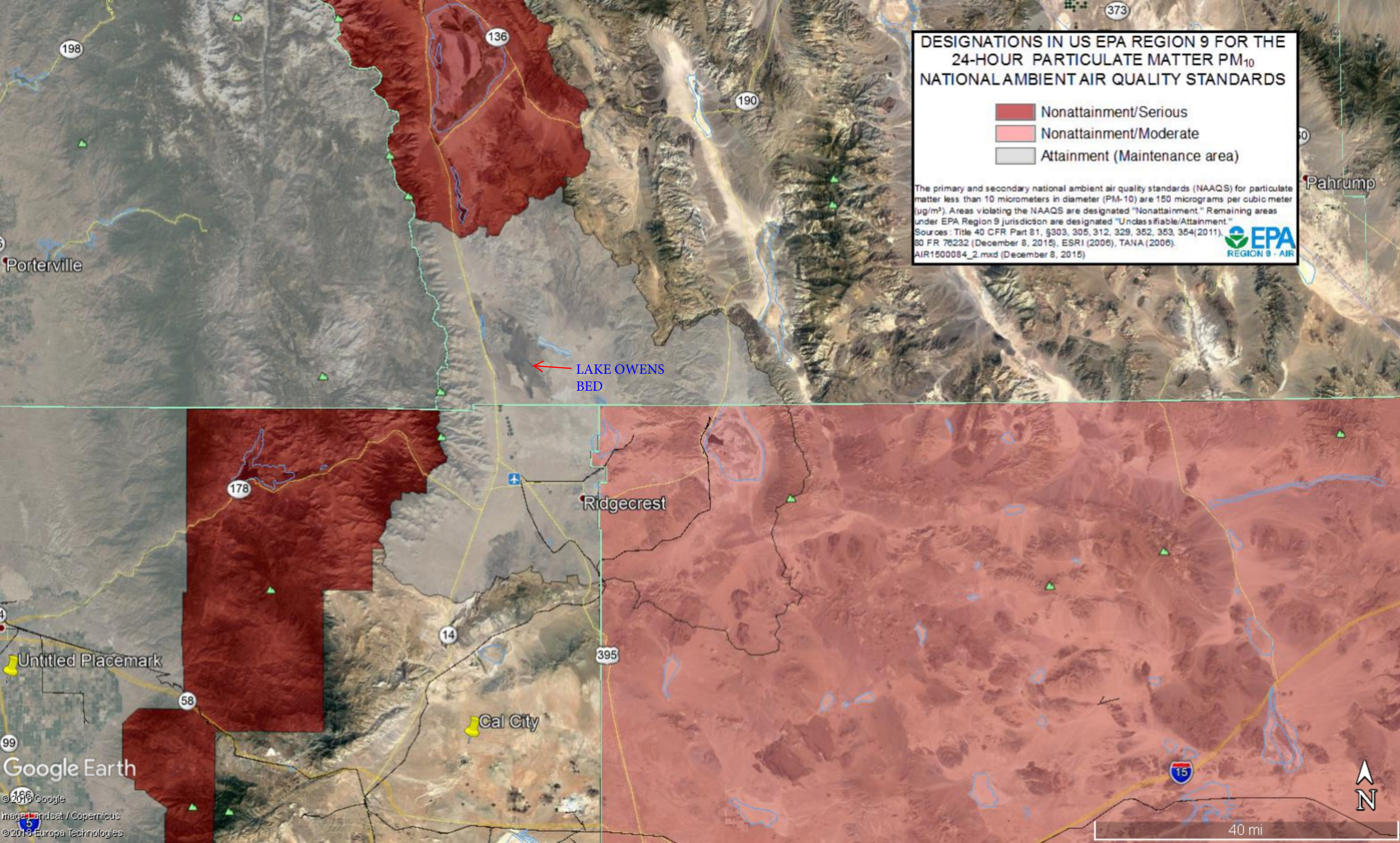
DESIGNATIONS IN US EPA REGION 9 FOR THE 24-HOUR PARTICULATE MATTER PM₁₀ NATIONAL AMBIENT AIR QUALITY STANDARDS

- Nonattainment/Serious
- Nonattainment/Moderate
- Attainment (Maintenance area)
- Unclassifiable/Attainment

The primary and secondary national ambient air quality standards (NAAQS) for particulate matter less than 10 micrometers in diameter (PM-10) are 150 micrograms per cubic meter (µg/m³). Areas violating the NAAQS are designated "Nonattainment." Other Pacific territories under EPA Region 9 jurisdiction (not shown on map) are designated "Unclassifiable/Attainment."

Sources: Title 40 CFR Part 81, §303, 305, 312, 329, 352, 353, 354(2011), 80 FR 76232 (December 8, 2015), ESRI (2006), TANA (2006). AIR1500084_1.mxd (December 8, 2015)





PM10

