

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.](#)

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program
PROJECT # 1: Attachment 1 for Item # 3 – BACKGROUND and JUSTIFICATION

PROJECT BACKGROUND AND JUSTIFICATION

Category: Category 4 - Discretionary Projects

Project Name/Location: Shoulder Improvements: Pave Unpaved Shoulders of Timmons Avenue between Garces Highway and Contessa Avenue.

Priority : 1

Program Year: 2026-2027

Local Agency: City of Delano

MPO: Kern Council of Governments

Project Description: Shoulder Improvements on Timmons Avenue – The project will provide funding for the City of Delano to pave shoulders of Timmons Avenue on both side of the road between Garces Highway and Matthews Avenue, and west side of the road between Matthews Ave and Contessa Ave in order to reduce the generation of PM10 or mitigate dust. It serves as a direct route to the commercial activity centers on Garces Highway and Woollomes Avenue from the Delano residential area in the west side of town. This road is a major collector and the route to SR-99 to go in and out of town from Delano. The total length of the project is 0.75 miles.

This project consists, in general, of paving the shoulders of Timmons Avenue between Garces Highway and Contessa Avenue, a distance of 0.75 miles on the west side and .34 miles on the east side of the road. Timmons Avenue has an average daily traffic of 2423.

This project will help alleviate the PM-10 problem in the area. As vehicles travel on pave roads adjacent to unpaved shoulders, they kick up the dust in the shoulder area. Paving the shoulders of Timmons Avenue will move traffic farther away from the unpaved area thereby eliminating dust that was kicking up in the air.

This project will also increase safety on the roadway. Paving the shoulders will give the added benefit of offering motorist a paved surface to more safely elude a potential accident situation by maintaining better control of their vehicle. Pave shoulders also offer an additional correction area for inattentive drivers thus reducing run off road type accidents.

Although paving shoulders does not reduce vehicle trips, reduce congestion or resolve system preservation issues, it offers many benefits to the traveling public. First and foremost being PM-10 mitigation. Paving the shoulders of well-travelled roadways was one of the most effective BACM's that the City of Delano committed to in the PM-10 air quality process. The second benefit is safety.



Timmons Avenue Between Garces Highway and Matthews Avenue (North Bound)



Timmons Avenue Between Matthews Avenue and Contessa Avenue (South Bound)

KERN COUNCIL OF GOVERNMENTS
Congestion Mitigation and Air Quality (CMAQ) Program
PROJECT APPLICATION
PROJECT # 1: Attachment 2 for Item #15 – LIVABILITY and SAFETY

(15) Describe whether and how the project provides the four *Livability* benefits:

Category: Category 4 - Discretionary Projects
Project Name/Location: Shoulder Improvements: Pave Unpaved Shoulders of Timmons Avenue between Garces Highway and Contessa Avenue.
Priority: 1
Program Year: 2026-2027
Local Agency: City of Delano

Project Description: This project consists, in general, of paving the shoulders of Timmons Avenue between Garces Highway and Contessa Avenue, a distance of 0.75 miles on the west side and .34 on the east side of the road. Timmons Avenue has an average daily traffic of 2423 .

1. This project will improve travel between residential areas, schools and commercial centers and jobs. Residents around the area west of Timmons Avenue use this road to go to Woollomes Avenue to shop and to SR-99 freeway to go in and out of town and for work. This project will help alleviate the PM-10 problem in the area. As vehicles travel on pave roads adjacent to unpaved shoulders, they kick up the dust in the shoulder area. Paving the shoulders of Timmons Avenue will eliminate dusts that were kick up in the air.

This project will also increase safety on the roadway. Paving the shoulders will give the added benefit of offering motorists a paved surface to more safely elude a potential accident situation by maintaining better control of their vehicle. Pave shoulders also offer an additional correction area for inattentive drivers thus reducing run off road type accidents.

2. This project will widen existing inadequate streets and will improve accessibility and transportation services to accommodate bikers and pedestrians going to multiple points of interest on Cecil Ave and Garces Highway . Paving the shoulders will give the added benefit to bikers and non-drivers by connecting multiple points of interest to residential areas on Timmons Avenue.

Although paving shoulders does not reduce vehicle trips, reduce congestion or resolve system preservation issues, it offers many benefits to the traveling public. First and foremost being PM-10 mitigation. Paving the shoulders of well-travelled roadways was one of the most effective BACM's that the City of Delano committed to in the PM-10 air quality process. The second benefit is safety.

Project Description

Shoulder Improvements on Timmons Avenue - Pave Unpaved Shoulders of Timmons Avenue between Garces Highway and Contessa Avenue.

Inputs to Calculate Cost-Effectiveness:

Total Project Cost	258,660	
CMAQ Dollars	228,992	
Effectiveness Period (Life):	20 yrs	
Days of Use/year (D):	365 days	
Length (L) of Curb and Gutter:	0.75 mile	Centerline miles
Annual Average Daily Traffic (ADT):	2423 vpd	

Emissions Factors (g/vehicle mile from the SJV Amended 2003 PM-10 Plan & SJV Air District):

	Before Emission Factor	After Emission Factor	
PM10 Factor	907.18	1.58	← 1.58 for paved local roads 4.54 for rural local roads

Annual Emission Reductions (PM10 in pounds/year)

Daily PM10 Reductions (kg/day)	=	1.31
Annual Emission Reductions (lbs/yr)	=	1049.1

Capital Recovery Factor (CRF)

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

So, the capital recovery factor = 0.07

Cost - Effectiveness of Funding Dollars

$$= (\text{CRF} \times \text{Funding}) / (\text{Annual PM10 Reductions})$$

$$= 15.28$$

Thus,

$$\text{Calculated Cost - Effectiveness} = 15.28$$