



CITY OF ARVIN

July 17, 2025

MAYOR
Olivia Calderon

MAYOR PRO TEM
Susana Reyes

COUNCIL MEMBERS
Donny Horton
Jaime Perez

CITY MANAGER
Jeff Jones

Kern Council of Governments
ATTN: Raquel Pacheco
1401 19th Street, Ste 300
Bakersfield, CA 93301

RE: City of Arvin Congestion Mitigation and Air Quality Program (CMAQ) Grant Applications

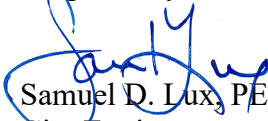
Ms. Pacheco

Please find enclosed the City of Arvin's two CMAQ applications for funding consideration for fiscal years 26/27 and 27/28. The projects are described below:

Exhibit A				
Proposed CMAQ Project List				
FY 26-27 / FY 27-28				
FY	Project Type	Road	Limits	Miles
27/28	Complete Streets	4th Avenue	A Street to Derby Street	0.25
27/28	Complete Streets	Arvin Avenue	Arvin Ave (B Street to C Street); C Street (State Route 223 to Arvin Avenue)	0.14

Should you have any questions or concerns please reach out to myself at slux@arvin.org or at the numbers below.

Respectfully,


Samuel D. Lux, PE
City Engineer
City of Arvin

Phone (661) 854-3134
Fax (661) 854-0817

200 Campus Drive
P.O. Box 548
Arvin, California 93203

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**
- (2) Does the proposed project meet basic eligibility requirements? **Yes**
- (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: City of Arvin
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]
City of Arvin: 4th Avenue (Tejon Highway/Derby Street - North A Street); Complete Streets

(6)	Funding Type	PE	R/W	Const.	Total
	Local	<u>General</u>	\$ <u>10,805</u>	\$ <u>64,834</u>	\$ <u>75,639</u>
	Local		\$ <u></u>	\$ <u></u>	\$ <u>0</u>
	State		\$ <u></u>	\$ <u></u>	\$ <u>0</u>
	Federal	<u>CMAQ</u>	\$ <u>83,402</u>	\$ <u>500,411</u>	\$ <u>583,813</u>
	Total		\$ <u>0</u>	\$ <u>565,245</u>	\$ <u>659,452</u>

- (7) Programming Year by Phase: PE: FY 26-27 R/W: N/A Const: FY 27-28
- (8) VMT Reduction (annual miles): 571
- (9) VOC Reduction (kg/day): N/A Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): N/A Additional documentation required. See instructions.
- (11) PM₁₀ Reduction (kg/day): 0.08 Additional documentation required. See instructions.
- (12) PM_{2.5} Reduction (Kg/day): N/A Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): N/A Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): 636.16 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): A/A
- (17) Hwy Peak period LOS After Project (AM/PM average): A/A
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): B/B
- (19) Bikeway Peak period LOS After Project (AM/PM average): A/A
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): C/C
- (21) Pedestrian Peak period LOS After Project (AM/PM average): B/B
- (22) Is the project identified as a RACM/BACM? **No**

Application completed by: **Christine Viterelli**

Date Completed: **7/17/2025**

E-mail: **cviterelli@arvin.org**

Phone Number: **661-854-3134**

Agency: **City of Arvin**

Address: **200 Campus Drive, Arvin, CA 93203**

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 Description and Justification

Project Description:

This 0.25-mile portion of 4th Avenue, between Derby Avenue and North A Street, is located in the City of Arvin. The project intends to construct asphalt paved shoulders, sidewalks, curb and gutter, curb ramps, drive approaches, and other related improvements which, combined, will construct a complete street along this segment to reduce particulate matter and encourage alternate modes of transportation to reduce the pollution burden in the City of Arvin.

Project Background and Justification:

The City of Arvin faces multiple environmental challenges, including poor air quality. Its CalEnviroScreen overall rating for all of its 4 census tracts is between 73- 95%, with Ozone percentages in the high 90s and Particulate Matter above 67%, with families suffering from asthma and health problems due to the poor air quality. Arvin is also littered with areas that lack sidewalks and complete streets, making activities such as walking and biking difficult.

IMPACTS OF ENVIRONMENTAL POLLUTION: The US EPA Disadvantaged Communities Map^[1] indicates that all 3 CTs (06029006301, 6303 & 6304) comprising the City of Arvin are disadvantaged. CalEnviroScreen 4.0 indicates all City of Arvin census tracts average in the 90th percentile for ozone exposure, poverty, limited education, and linguistic isolation and ranks in the 98th and 99th percentiles of exposure to toxic pesticides statewide and face additional burdens of PM2.5 exposure. Consequently, the rates of asthma and diabetes among Arvin residents are high^[2]. The California Air Resources Board has determined that Arvin desperately needed state intervention to mitigate air quality concerns. CARB's Community Air Protection Program (CAPP), also known as AB617, ensures state agencies, local air districts, and community groups come together to reduce exposure to air pollutants in communities most impacted. Arvin's AB617 designation, CalEnviroScreen data, and resident concerns illustrate how long-term disinvestment and harsh environmental conditions have negatively affected the community. DOT's mapping tool^[3] indicates that Census Tract 63.01, 63.02, and 63.03 are historically transportation / transit, economically, equity, and environmentally disadvantaged areas. Arvin's proposed project(s) benefit residents by expanding access to services, encouraging active transportation, reducing travel by automobiles, and results in positive environmental and health benefits.

^[1] US EPA Disadvantaged Communities Map (2024) <https://www.epa.gov/environmentaljustice/inflation-reduction-act-disadvantaged-communities-map>

^[2] Kern County Public Health (2019); California Dept. of Public Health (2016), California Dept. of Public Health (2019) ([KCPHD 2019](#); [CDPH, 2016](#); [CDPH, 2019](#))

^[3] Dept of Transportation Mapping Tool (2024) <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfcc8b44525b04c7ce748a3674a>

In 2021, the City of Arvin was designated an AB617 Community with the California Air Resources Board (CARB). The City has participated in over 50 Community Steering Committee meetings with residents, CBOs, and local non-profits. Arvin has also conducted significant public outreach to determine the residents' priorities for sidewalk infrastructure through the City, including conducting community walkabouts in priority areas.

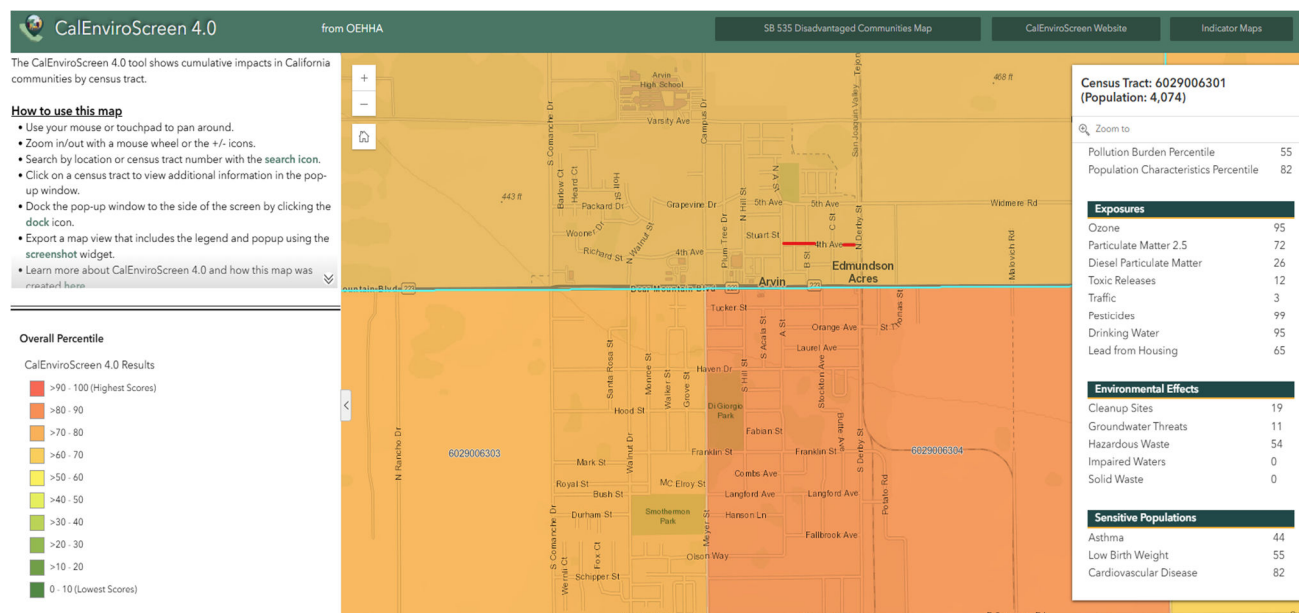
The proposed project has been identified as a priority project by residents as a result of Arvin's outreach efforts over the last four years. It reflects the residents' desire to close the sidewalk gaps and reduce the dust and air pollution caused by the lack of sidewalks in this area.

At the same time, schoolchildren and residents travel these dusty paths to get to school, work, and local retail services, where additional dust is created. Since Arvin is also in a flood zone, these residents and schoolchildren are often wading through mud and debris along these pathways during the rainy season, making the area slippery and dangerous during their daily walks to



school. The lack of sidewalks is also a barrier to persons with disabilities. This project proposes to close the gaps in the sidewalk, reduce the particulate matter in the air, and increase the safety for pedestrians and disabled residents.

The lack of sidewalks causes residents to be more dependent on motor vehicles to get to work, school, access to services, and access to clean transportation.



Livability and Safety Benefits of Project

- 1. Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers.**

Walking is the most affordable form of active transportation. The construction of complete streets improvements will reduce the average cost of user mobility by creating pathways for residents to travel by foot or in assistive devices.

Construction of the project would connect pedestrians and bicyclists from Tejon Highway/Derby Street to a convenience market, park, and veterans center. There are several areas that flood after rainstorms that create muddy conditions for pedestrians and cyclists. This project would address and correct those conditions.



- 2. Will 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.**

The proposed project would expand the number of modes accommodated on 4th Avenue to include pedestrians and bicyclists. There are currently several pinch points which create conflicts between non-motorized users and vehicles. This project would remove unsafe conflict points.

- 3. Will improve travel between residential areas and commercial centers and jobs.**

The proposed project would improve non-motorized travel options between the residences along 4th Avenue and the commercial center of Arvin located to the south by connecting users to the pedestrian pathway along North A Street, which crosses Bear Mountain Boulevard towards the city center.

- 4. Will 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.**

The proposed project would improve accessibility and transportation options for economically disadvantaged populations, drivers, senior citizens, and people with disabilities by constructing continuous sidewalks and shoulders, curb ramps, and Americans with Disabilities Act-compliant driveways which enable users to more easily travel outside of motorized vehicle travel paths.

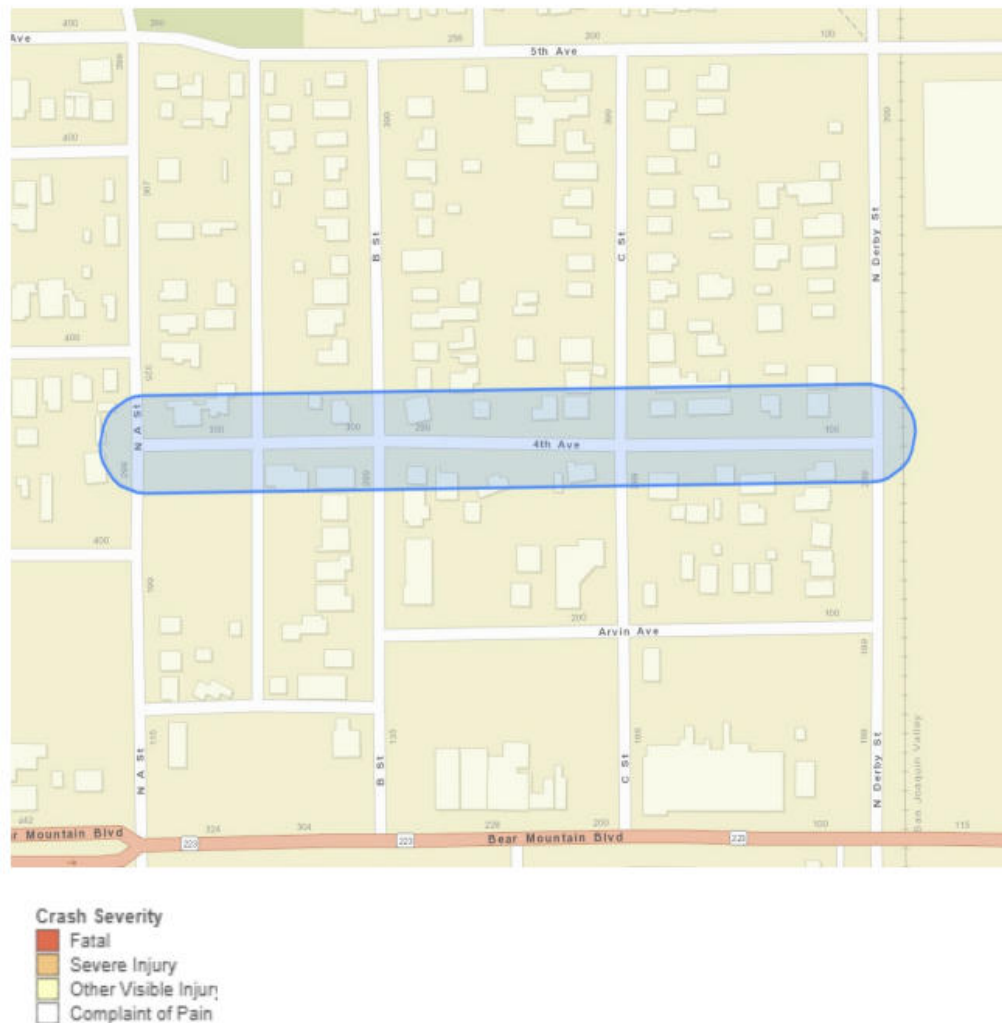
5. Is the existing accident rate higher than the average rate for a similar facility, and does the project reduce the accident rate to the average rate or lower?

No. The existing accident rate is 0. It is not higher than the average rate for a similar facility. The project would construct improvements in accordance with Caltrans standards, and as such, this would ensure the accident rate is maintained at the average rate or lower.

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?

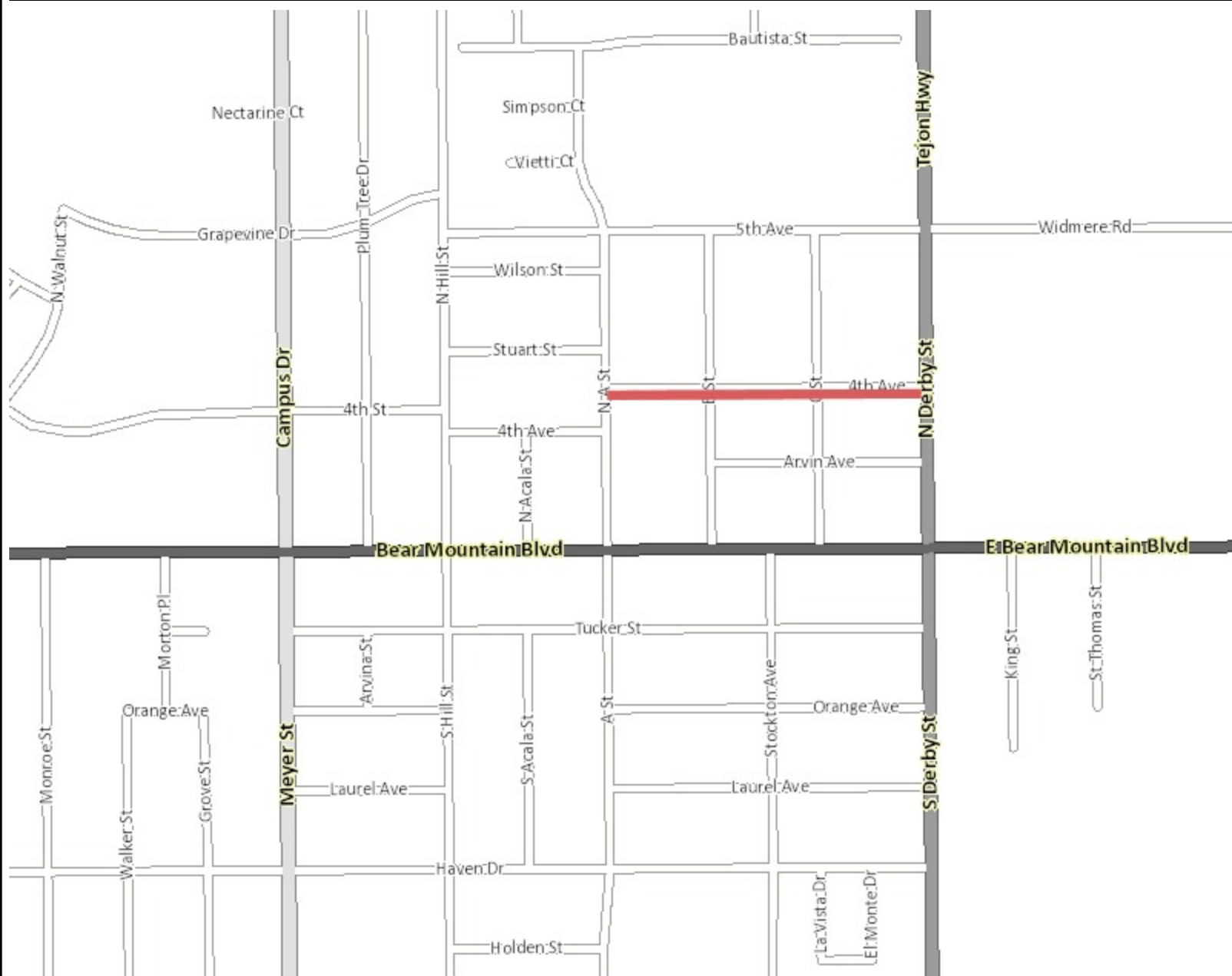
No. The existing accident rate is 0. It is not higher than the average rate for a similar facility. The project would construct improvements in accordance with Caltrans standards, and as such, this would ensure the accident rate is maintained at the average rate or lower.

2018 - 2022 Accident Map: UC Berkeley TIMS





4th Avenue CMAQ Project (North A Street - Derby Street/Tejon Highway)



Legend

Roads 5k-10k

- Freeway
- Highway
- Major
- Minor
- Local
- Ramp
- Unpaved

1: 9,028



0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere
© Latitude Geographics Group Ltd.

This map is a user generated static output from an Internet mapping site and is for general reference only. The County of Kern assumes no liability for damages, incurred by the user of this information, which occur directly or indirectly as a result of errors, omissions or discrepancies in the information.

Notes

Cit of Arvin CMAQ Emission Calculations			
Project Description			
The portion of 4th Avenue within the project limits is located in the City of Arvin and approximately 0.25 miles in length. The project will construct asphalt concrete shoulders from Tejon Hwy/Derby Street to N A Street. Project improvements will include sidewalk, curb and gutter, curb ramps, drive approaches, and ancillary facilities necessary for compliance with Caltrans, City of Arvin, and the requirements of the Americans with Disabilities Act design standards.			
Inputs to Calculate Cost-Effectiveness:			
Total Project Cost:	\$659,452		
CMAQ Dollars:	\$583,813		
Effectiveness Period (Life):	20	yrs	
Days of Use/year (D):	365	days	
Length (L) of Curb and Gutter:	0.25	miles	
Annual Average Daily Traffic (ADT):	460	vpd	
Length of auto trips eliminated (L_{vmt}):	1		
Weeks of operation per year (W):	50	weeks	
Adjustment (A) for auto access trips to transit, van & carpools:	0.0019	days	
Activity Center Credit (C):	0.0015	days	
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)	=	0.08	(After Factor / 2)*(ADT * L)*0.91/(1,000 g / kg)
Annual Emission Reductions (lbs/yr)	=	64.24	Reductions (kg/day)* 2.2 lbs/kg* 365 days/year
VMT Reductions			
Annual Auto VMT Reduced $D \times ADT \times (A + C) \times L_{vmt}$	=	571	
Capital Recovery Factor (CRF)			
$= \frac{(1+i)^n \times i}{(1+i)^n - 1}$ <p>where i = Discount Rate (3%) and n = Project Life</p> <p>So, the capital recovery factor =</p>			
Cost - Effectiveness of Funding Dollars			
= (CRF x Funding)/(Annual PM10)			636.16

Bicycle and Pedestrian Level of Service

Before

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	12 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	461 (veh/day)
Posted speed limit:	25 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	3
% of segment with occupied parking:	1%
% of segment with sidewalks:	47%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	9 ft

	Score	Level-of-service	Compatibility Level
BLOS:	2.5	B (1.51-2.50)	Very High
PLOS:	2.56	C (2.51-3.50)	Moderately High

After

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	12 ft
Paved shoulder/bike lane/marked parking width:	6 ft
Bidirectional ADT traffic volume:	461 (veh/day)
Posted speed limit:	25 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	3
% of segment with occupied parking:	1%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	9 ft

	Score	Level-of-service	Compatibility Level
BLOS:	0.35	A (below 1.50)	Extremely High
PLOS:	1.56	B (1.51-2.50)	Very High

Prepared By: Samuel D. Lux, P.E.

Date: July 7, 2025

Subject: Estimated AADT for 4th Avenue (Derby St to A Street) – Methodology and Assumptions

This memorandum summarizes the methodology, assumptions, and data sources used to estimate the Average Annual Daily Traffic (AADT) on 4th Avenue between Derby Street and A Street in support of the attached grant application.

Study Segment

- Location: 4th Avenue, from Derby Street to A Street
- Context: Two-lane local residential street serving approximately 25 single-family homes and one church
- Connection: Direct intersection with Derby Street, a minor arterial

Methodology

The AADT estimate was developed using a bottom-up approach, combining:

1. ITE Trip Generation Manual (11th Edition) data for land use-based trip estimation
2. Kern COG Traffic Count Data for arterial street traffic volumes (Derby Street)
3. A simplified traffic assignment assumption to estimate the percentage of local and collector-based traffic that utilizes 4th Avenue

Assumptions and Parameters

1) Land Use-Based Trip Generation

- a) Residential Use:
 - i) 25 single-family homes
 - ii) ITE LU Code 210
 - iii) Trip rate = 9.44 trips/day/unit
 - iv) Daily trips = $25 \times 9.44 = 236$ trips
- b) Religious Institution:
 - i) Church building = ~3,417 square feet gross floor area
 - ii) ITE LU Code 560
 - iii) Average trip rate = 7.60 trips/day/1,000 sq ft GFA
 - iv) Daily trips $\approx (3.417 \times 7.60) \approx 26$ trips
- c) Total Generated Trips:
 - i) $236 \text{ (residential)} + 26 \text{ (church)} = 2262$ daily trips

ii) Assumed 80% use 4th Ave as access = ~210 trips/day

2) Collector-Based Access from Derby Street

- a) Two-way AADT on Derby Street: 4,939 (from Kern Council of Governments Traffic Count Data System)
- b) Assumed 5% of Derby Street traffic turns onto 4th Avenue based on typical neighborhood access patterns
- c) $4,939 \times 0.05 = \sim 247$ additional trips/day

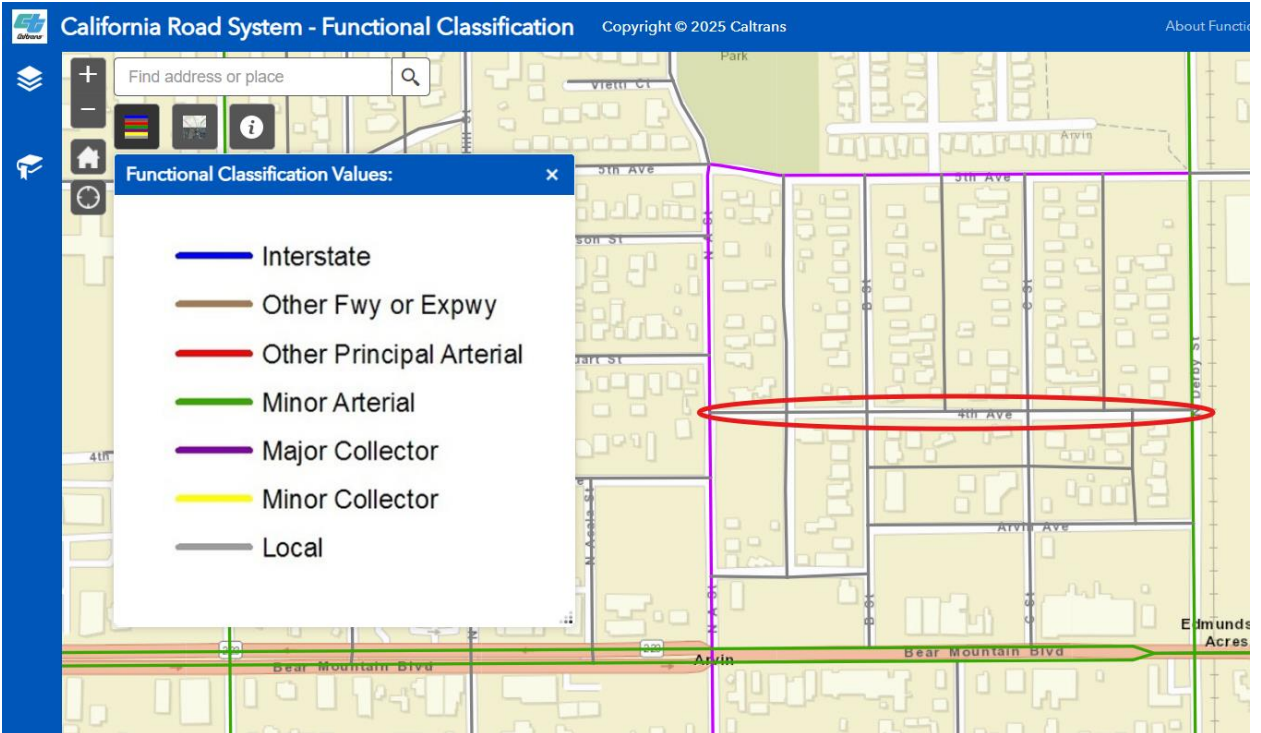
3) Total AADT Estimate

- a) 210 (local generated) + 247 (external access) = 457 vehicles/day (Estimated AADT)

Conclusion

The estimated AADT for 4th Avenue between Derby Street and A Street is approximately 460 vehicles per day, derived from a combination of trip generation modeling and regional traffic data. This figure reflects the cumulative impact of residential and institutional land use, as well as a conservative proportion of access-related traffic from Derby Street.





Section B. Existing Quantification Method

CARB published its current method for quantifying GHG emission reductions from new pedestrian facilities in its most recent GHG emission quantification methodologies for the AHSC, Urban Greening, and ATP programs (CARB, 2016, 2018, 2019). Its method “match[es] the method for calculating GHG emission reduction for bike facilities” (CARB, 2017b [7]).

CARB does not explicitly define “pedestrian facilities” in its published GHG emissions reduction quantification methodologies for the AHSC, URBAN GREENING or ATP programs. But it implies, through examples and by requiring a facility “length” input for VMT reduction quantification, that pedestrian facilities are pedestrian paths, like “shared-use” Class I bike paths, sidewalks or “pedestrian passageway[s] over several lanes of heavy traffic” (CARB, 2017b, [23]).

CARB bases its current GHG emissions reduction quantification method for new pedestrian and bicycle facilities on the premise that emissions are reduced by “replacing auto trips with walking or bicycle trips” (CARB, 2016 [1], 2017b [23]). The two-step method first estimates the annual VMT the new pedestrian facility would reduce. It then estimates the quantity of GHG emissions associated with that avoided VMT, based on auto vehicle emissions factors for the first and last years in the expected useful life of the project. This review focuses on the first step: estimating reduced VMT.

CARB’s current method estimates the annual VMT reductions from new pedestrian facilities using Equation 1 (CARB, 2016 [B-1], 2018 [26], 2019 [16]):

Equation 1: Auto VMT Reductions (current method)

$$\text{Auto VMT Reduced} = (D) * (ADT) * (A + C) * (L)$$

Where,

		Units
<i>D</i>	= days of use per year (default is 200 days)	Days
<i>ADT</i>	= annual average two-way daily vehicular traffic on parallel road (project-specific data, with a maximum of 30,000)	Trips/day
<i>A</i>	= adjustment factor (table lookup value)	-
<i>C</i>	= activity center credit (table lookup value)	-
<i>L</i>	= walking trip length (1.0 miles/trip in one direction)	Miles/trip

The adjustment factor and activity center credit tables from CARB’s 2016 report are replicated below in Tables 1 and 2. The multi-component adjustment factor uses mode share and facility-level bicycle ridership change data¹ and assumptions to estimate how much of the measured ADT would be converted to walking trips after pedestrian facility

¹ As mentioned, the VMT reduction quantification method for new pedestrian facilities is based on the quantification method for new bike facilities and its supporting data.

installation. The activity center credit is an accessibility proxy that increases the adjustment factor for pedestrian facilities that are closer to more “activity centers,” like banks, churches, hospitals, light rail stations, office parks, post offices, public libraries, shopping areas, grocery stores, or schools and universities (CARB, 2016 [B-2], 2018 [28], 2019 [17]).

Table 1. Adjustment Factor (A) Lookup Table

Average Daily Traffic (ADT)	Pedestrian Project Length (one-direction)	A (for cities with population >250,000 and non-university towns <250,000)	A (for university towns with population <250,000)
ADT ≤12,000 vehicles per day	≤1 mile	.0019	.0104
	>1 mile & ≤2 miles	.0029	.0155
	>2 miles	.0038	.0207
12,000<ADT ≤24,000 vehicles per day	≤1 mile	.0014	.0073
	>1 mile & ≤2 miles	.0020	.0109
	>2 miles	.0027	.0145
24,000<ADT≤30,000 vehicles per day (max is 30,000)	≤1 mile	.0010	.0052
	>1 mile & ≤2 miles	.0014	.0078
	>2 miles	.0019	.0104

Table 2. Activity Center Credit (C) Lookup Table

Count Your Activity Centers if There Are...	Within ½ Mile of the Project Area	Within ¼ Mile of the project Area
3	.0005	.001
>3 & <7	.0010	.002
≥7	.0015	.003

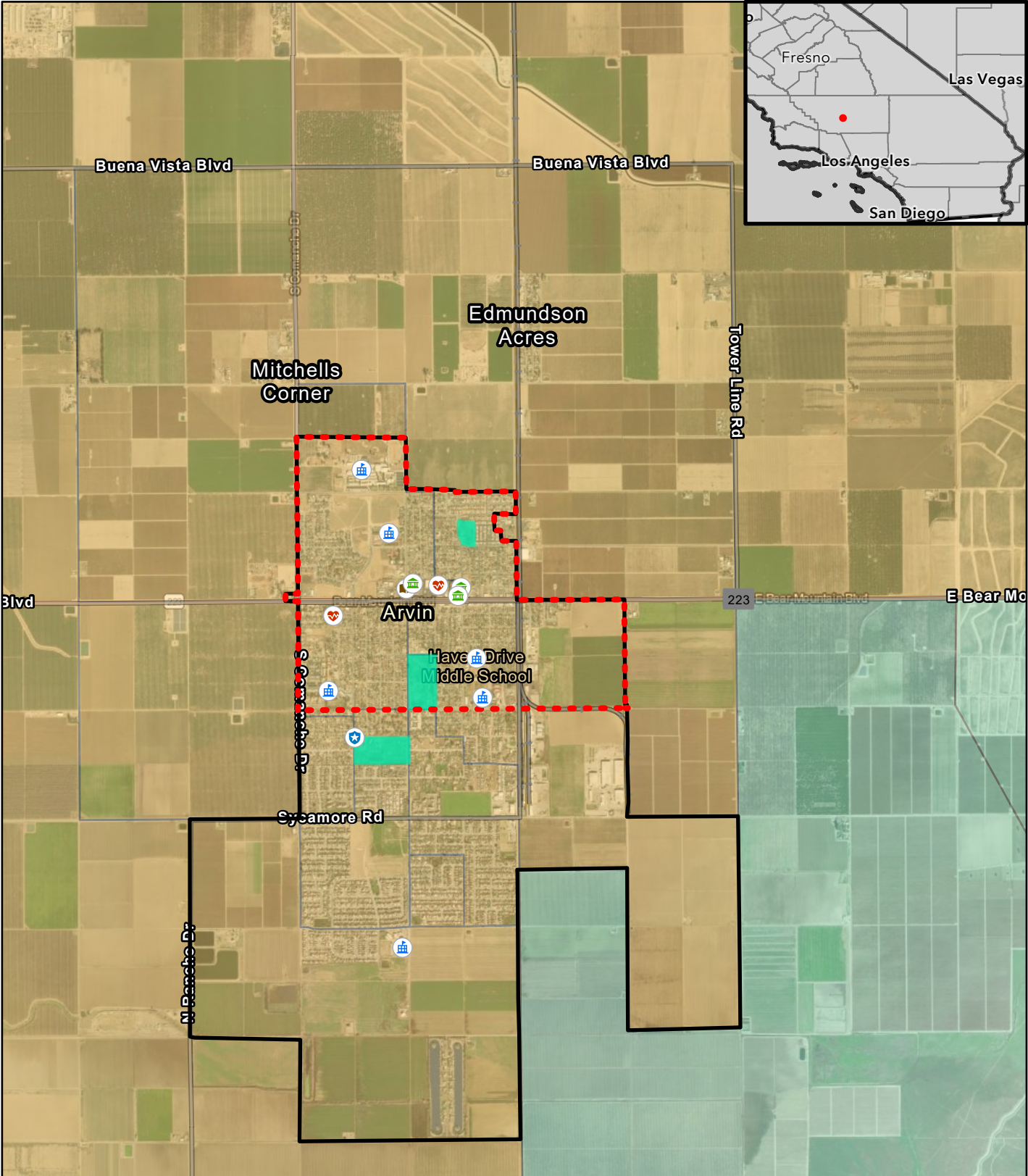
The adjustment factors in Table 1 “were derived from a limited set of bicycle commute mode split data for cities and university towns in the southern and western United States,”² then multiplied by 0.7³ to “estimate potential auto travel diverted to bikes” (same factor assumed for auto-walking substitution) and again by a 0.65 “growth factor” to “estimate the growth in bicycle trips from construction of the bike facility”⁴ (same

² As compiled by the Federal Highway Administration in its 1992 National Bicycling and Walking Study.

³ 0.7 is reported as the 2000-2001 California statewide travel survey estimate of auto mode share of all trips in California.

⁴ 0.65 “represents the average growth rate in bike trips from a new bike facility as observed in before and after data for bike projects in U.S. DOT’s ‘A Compendium of Available Bicycle and

Environmental Justice
City of Arvin, CA



Project Area

Arvin City Boundaries

Local park

Public Schools

Public Library

Medical Center

City Government

Police Department

EPA IRA Disadvantaged Communities

Not Disadvantaged

Disadvantaged

N

1:50,000

1 inch equals 4,167 feet

0 30 60 Feet

Sources: Environmental Justice data from EPA EJScreen tool. Project boundaries from 2020 Census.



EJScreen Community Report

This report provides environmental and socioeconomic information for user-defined areas, and combines that data into environmental justice and supplemental indexes.

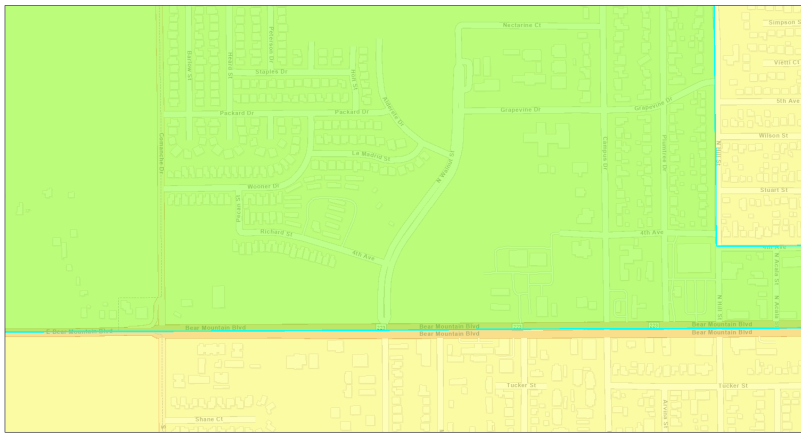
Kern County, CA

Blockgroup: 060290063011

Population: 1,641

Area in square miles: 2.62

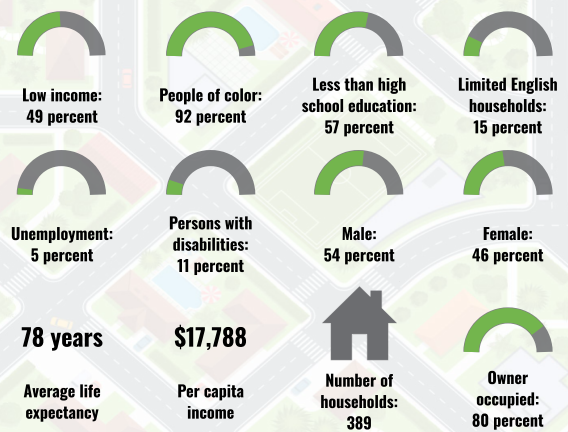
A3 Landscape



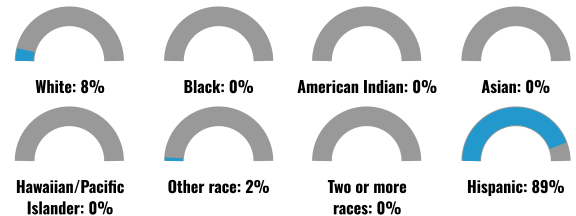
February 13, 2024
A3: Kern EJ-screen_Walnut
Particulate Matter 2.5
(National Percentiles)
80 - 90 percentile

1:4,514
0 0.04 0.09 0.18 mi
0 0.05 0.1 0.2 km
EPA Community Maps Contributors: City of Bakersfield, California State Parks, St. George's Hospital, Kern County, The Kern County, California, OneTechnology, Inc., US Census Bureau, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, USFWS

COMMUNITY INFORMATION



BREAKDOWN BY RACE



BREAKDOWN BY AGE



LIMITED ENGLISH SPEAKING BREAKDOWN



Notes: Numbers may not sum to totals due to rounding. Hispanic population can be of any race. Source: U.S. Census Bureau, American Community Survey (ACS) 2017-2021. Life expectancy data comes from the Centers for Disease Control.

LANGUAGES SPOKEN AT HOME

LANGUAGE	PERCENT
English	13%
Spanish	87%
Total Non-English	87%

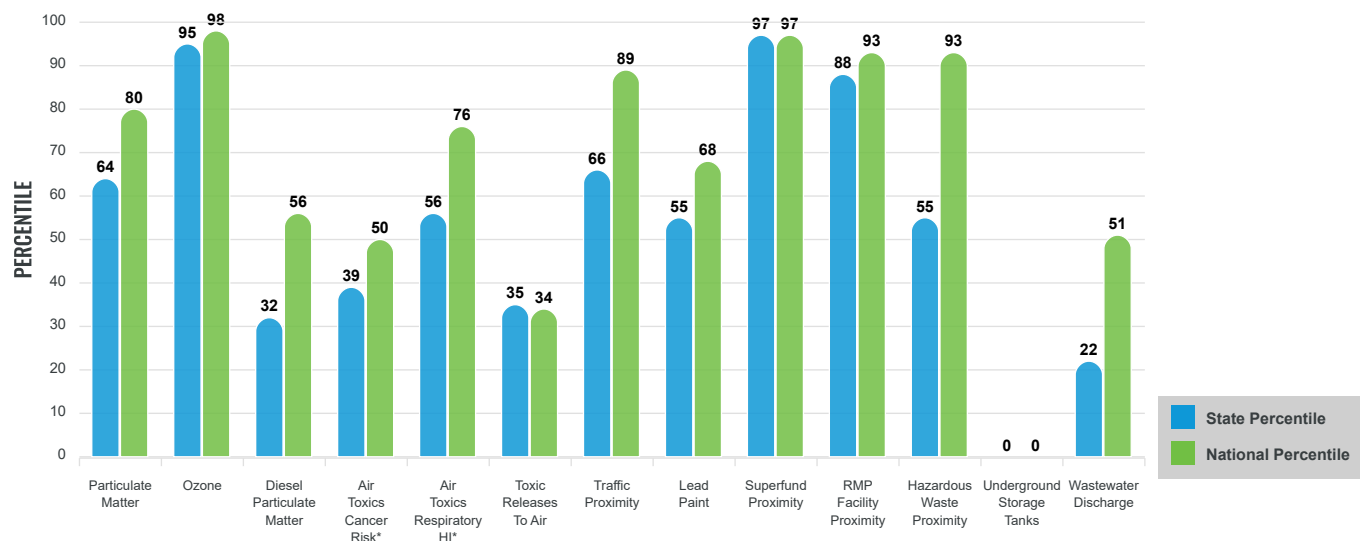
Environmental Justice & Supplemental Indexes

The environmental justice and supplemental indexes are a combination of environmental and socioeconomic information. There are thirteen EJ indexes and supplemental indexes in EJScreen reflecting the 13 environmental indicators. The indexes for a selected area are compared to those for all other locations in the state or nation. For more information and calculation details on the EJ and supplemental indexes, please visit the [EJScreen website](#).

EJ INDEXES

The EJ indexes help users screen for potential EJ concerns. To do this, the EJ index combines data on low income and people of color populations with a single environmental indicator.

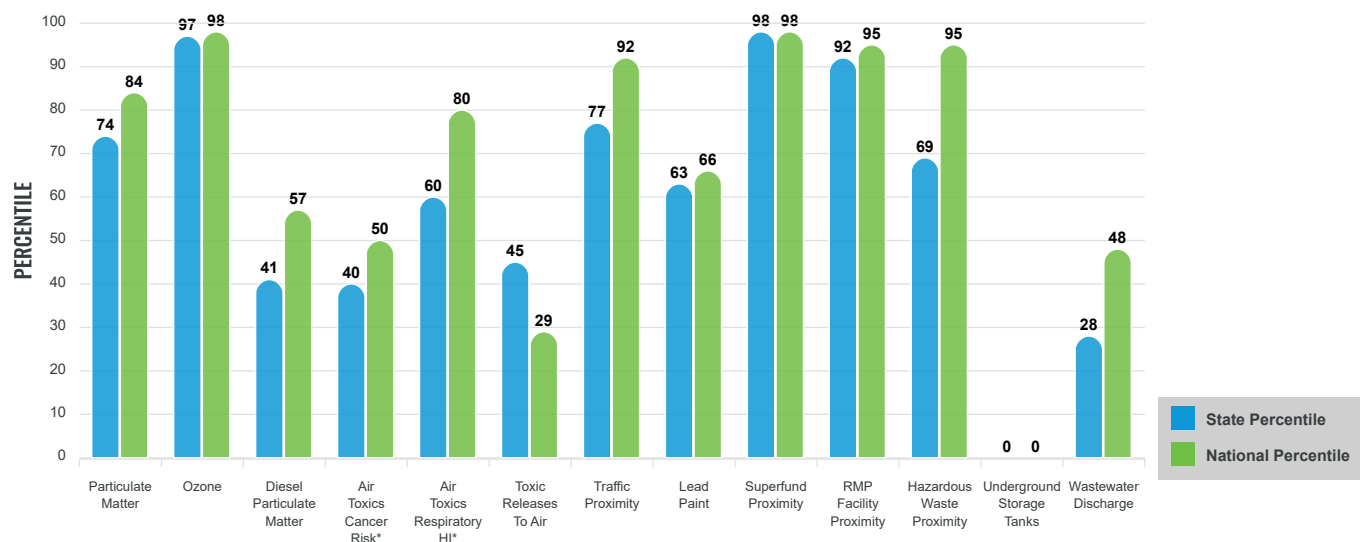
EJ INDEXES FOR THE SELECTED LOCATION



SUPPLEMENTAL INDEXES

The supplemental indexes offer a different perspective on community-level vulnerability. They combine data on percent low-income, percent linguistically isolated, percent less than high school education, percent unemployed, and low life expectancy with a single environmental indicator.

SUPPLEMENTAL INDEXES FOR THE SELECTED LOCATION



These percentiles provide perspective on how the selected block group or buffer area compares to the entire state or nation.

Report for Blockgroup: 060290063011

EJScreen Environmental and Socioeconomic Indicators Data

SELECTED VARIABLES	VALUE	STATE AVERAGE	PERCENTILE IN STATE	USA AVERAGE	PERCENTILE IN USA
POLLUTION AND SOURCES					
Particulate Matter ($\mu\text{g}/\text{m}^3$)	8.02	8.65	39	8.08	45
Ozone (ppb)	78.3	65.9	87	61.6	98
Diesel Particulate Matter ($\mu\text{g}/\text{m}^3$)	0.117	0.26	15	0.261	21
Air Toxics Cancer Risk* (lifetime risk per million)	20	27	3	25	5
Air Toxics Respiratory HI*	0.3	0.34	17	0.31	31
Toxic Releases to Air	16	780	17	4,600	10
Traffic Proximity (daily traffic count/distance to road)	150	510	41	210	67
Lead Paint (% Pre-1960 Housing)	0.067	0.31	30	0.3	29
Superfund Proximity (site count/km distance)	0.56	0.17	95	0.13	95
RMP Facility Proximity (facility count/km distance)	0.62	0.57	75	0.43	80
Hazardous Waste Proximity (facility count/km distance)	2.6	5.9	32	1.9	78
Underground Storage Tanks (count/km ²)	0	1.5	0	3.9	0
Wastewater Discharge (toxicity-weighted concentration/m distance)	1.2E-05	4	10	22	18
SOCIOECONOMIC INDICATORS					
Demographic Index	70%	45%	87	35%	90
Supplemental Demographic Index	30%	15%	92	14%	94
People of Color	92%	61%	82	39%	90
Low Income	49%	28%	83	31%	80
Unemployment Rate	5%	7%	50	6%	60
Limited English Speaking Households	15%	9%	80	5%	90
Less Than High School Education	57%	16%	98	12%	99
Under Age 5	4%	6%	34	6%	37
Over Age 64	20%	16%	74	17%	68
Low Life Expectancy	20%	18%	78	20%	59

*Diesel particulate matter, air toxics cancer risk, and air toxics respiratory hazard index are from the EPA's Air Toxics Data Update, which is the Agency's ongoing, comprehensive evaluation of air toxics in the United States. This effort aims to prioritize air toxics, emission sources, and locations of interest for further study. It is important to remember that the air toxics data presented here provide broad estimates of health risks over geographic areas of the country, not definitive risks to specific individuals or locations. Cancer risks and hazard indices from the Air Toxics Data Update are reported to one significant figure and any additional significant figures here are due to rounding. More information on the Air Toxics Data Update can be found at: <https://www.epa.gov/haps/air-toxics-data-update>.

Sites reporting to EPA within defined area:

Superfund	0
Hazardous Waste, Treatment, Storage, and Disposal Facilities	0
Water Dischargers	1
Air Pollution	0
Brownfields	0
Toxic Release Inventory	0

Other community features within defined area:

Schools	2
Hospitals	0
Places of Worship	0

Other environmental data:

Air Non-attainment	Yes
Impaired Waters	No

Selected location contains American Indian Reservation Lands*	No
Selected location contains a "Justice40 (CEJST)" disadvantaged community	Yes
Selected location contains an EPA IRA disadvantaged community	Yes

Report for Blockgroup: 060290063011

EJScreen Environmental and Socioeconomic Indicators Data

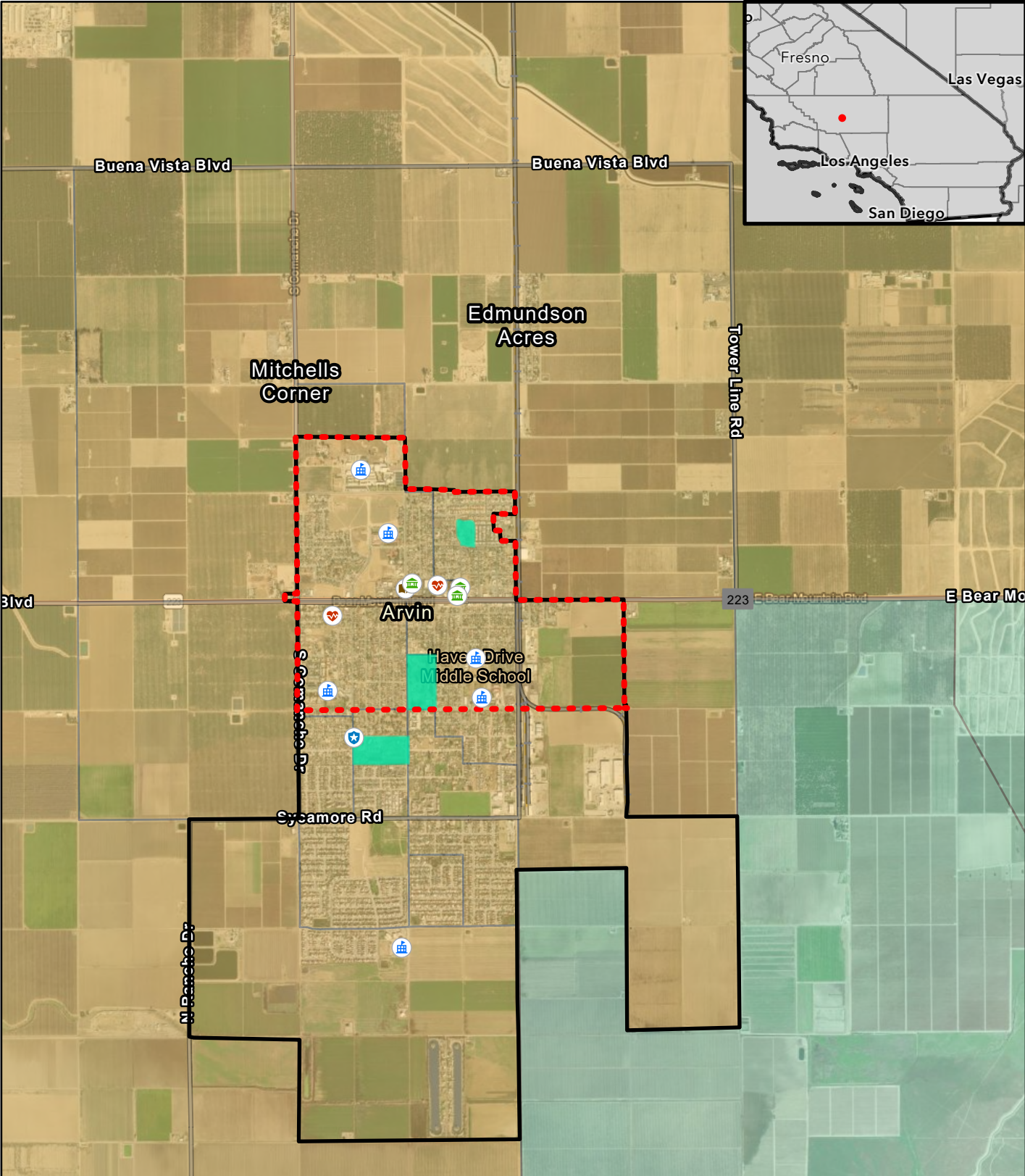
HEALTH INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Low Life Expectancy	20%	18%	78	20%	59
Heart Disease	7.1	5.2	91	6.1	71
Asthma	11	9.5	88	10	79
Cancer	4.1	5.3	27	6.1	12
Persons with Disabilities	9.7%	10.9%	45	13.4%	30

CLIMATE INDICATORS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Flood Risk	1%	13%	26	12%	18
Wildfire Risk	75%	30%	72	14%	88

CRITICAL SERVICE GAPS					
INDICATOR	VALUE	STATE AVERAGE	STATE PERCENTILE	US AVERAGE	US PERCENTILE
Broadband Internet	38%	10%	97	14%	94
Lack of Health Insurance	12%	7%	85	9%	77
Housing Burden	No	N/A	N/A	N/A	N/A
Transportation Access	Yes	N/A	N/A	N/A	N/A
Food Desert	No	N/A	N/A	N/A	N/A

Report for Blockgroup: 060290063011

Environmental Justice
City of Arvin, CA



Project Area

Arvin City Boundaries

Local park

Public Schools

Public Library

Medical Center

City Government

Police Department

EPA IRA Disadvantaged Communities

Not Disadvantaged

Disadvantaged

N

1:50,000

1 inch equals 4,167 feet

0 30 60 Feet

Sources: Environmental Justice data from EPA EJScreen tool. Project boundaries from 2020 Census.

RESOLUTION NO. 2025-49

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ARVIN
AUTHORIZING THE SUBMITTAL OF AN APPLICATION TO THE
KERN COUNCIL OF GOVERNMENTS (KERN COG) FOR THE
CONGESTION MITIGATION AIR QUALITY (CMAQ) PROGRAM; AND
AUTHORIZING RELATED ACTION**

WHEREAS, the Kern Council of Governments (Kern COG) administers the Congestion Mitigation Air Quality (CMAQ) Program to establish programs and projects to reduce mobile emissions and help meet federal air quality standards; and

WHEREAS, the City of Arvin's Community Development Department plans to submit various applications to Kern COG for \$5,265,000 in anticipated funding from CMAQ to be chosen among the projects listed in Exhibit A (hereinafter referred to as PROJECT), and

WHEREAS, the City of Arvin requires approval to submit a grant application when a local match is required; and

WHEREAS, the grant applications require a 11.47% local match of funds or a value of \$603,896; and

WHEREAS, the City of Arvin has the financial capacity to complete, operate, and maintain the project, and

WHEREAS, the City of Arvin 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 City of Arvin is authorized to execute and file an application for funding the Project under the CMAQ program, and

WHEREAS, The City of Arvin, by adopting this resolution does hereby state:

- a) The City of Arvin will provide a minimum of \$ 603,896 in local matching funds; and
- b) The City of Arvin understands that the CMAQ funding for this project is fixed at the approved programmed amount, and that any cost increases must be funded by the City from other funds, and that the City does not expect any cost increases to be funded with additional CMAQ funding; and
- c) The City of Arvin 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
- d) PROJECT will be implemented as described in the completed application and in this

resolution and, if approved, for the amount programmed in the FTIP, and

- e) The City of Arvin, and the PROJECT(S) will comply with the requirements set forth in the program.

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

Section 1: The City Manager or his designee, is hereby authorized to submit all required documents to Kern COG for the CMAQ Program.

Section 2: The City Manager, or his designee, is hereby authorized and empowered to execute in the name of the City of Arvin all program documents including, but not limited to, applications, agreements, amendments and request for payments, necessary to secure CMAQ funds and implement the approved project from the CMAQ program, subject to approval as to legal form by the City Attorney.

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I HEREBY CERTIFY that the foregoing Resolution was passed and adopted by the City Council of the City of Arvin at a regular meeting held on the 08th day of July 2025 by the following vote:

AYES: CM Perez, CM Horton, MPT Reyes, Mayor Calderon

NOES: _____

ABSTAIN: _____

ABSENT: _____

ATTEST:

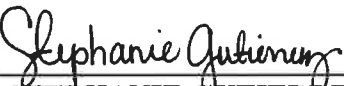


CECILIA VELA, City Clerk

CITY OF ARVIN

By: 
OLIVIA CALDERON, Mayor

APPROVED AS TO FORM:

By: 
STEPHANIE GUTIERREZ, City Attorney
Burke, Williams & Sorensen, LLP

I, _____, City Clerk of the City of Arvin, California, DO
HEREBY CERTIFY that the foregoing is a true and accurate copy of the Resolution passed and
adopted by the City Council of the City of Arvin on the date and by the vote indicated herein.

Exhibit A				
Proposed CMAQ Project List				
FY 26-27 / FY 27-28				
FY	Project Type	Road	Limits	Miles
27/28	Complete Streets	5th Avenue	C Street to Derby Street	0.04
27/28	Complete Streets	4th Avenue	A Street to Derby Street	0.25
27/28	Complete Streets	Arvin Avenue	Arvin Ave (B Street to C Street); C Street (State Route 223 to Arvin Avenue)	0.14
27/28	Traffic Signal	Sycamore Road	Intersection of Sycamore Road and Comanche Drive	0.01
27/28	Traffic Signal	Sycamore Road	Intersection of Sycamore Road and Meyer Street	0.01
27/28	Traffic Signal	Sycamore Road	Intersection of Sycamore Road and Derby Street	0.01

Please note that funding is not guaranteed for any proposed CMAQ project. All projects must go through a competitive process that includes an eligibility review to score the project based on its potential to reduce congestion, mobile emissions, and help meet federal air quality standards and a minimum cost-effectiveness.