



CMAQ APPLICATION: Pave Dirt Road Project

Art Lane (Lamont)

Project Limits: west end of Art Ln - Habecker Rd



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.](#)

N

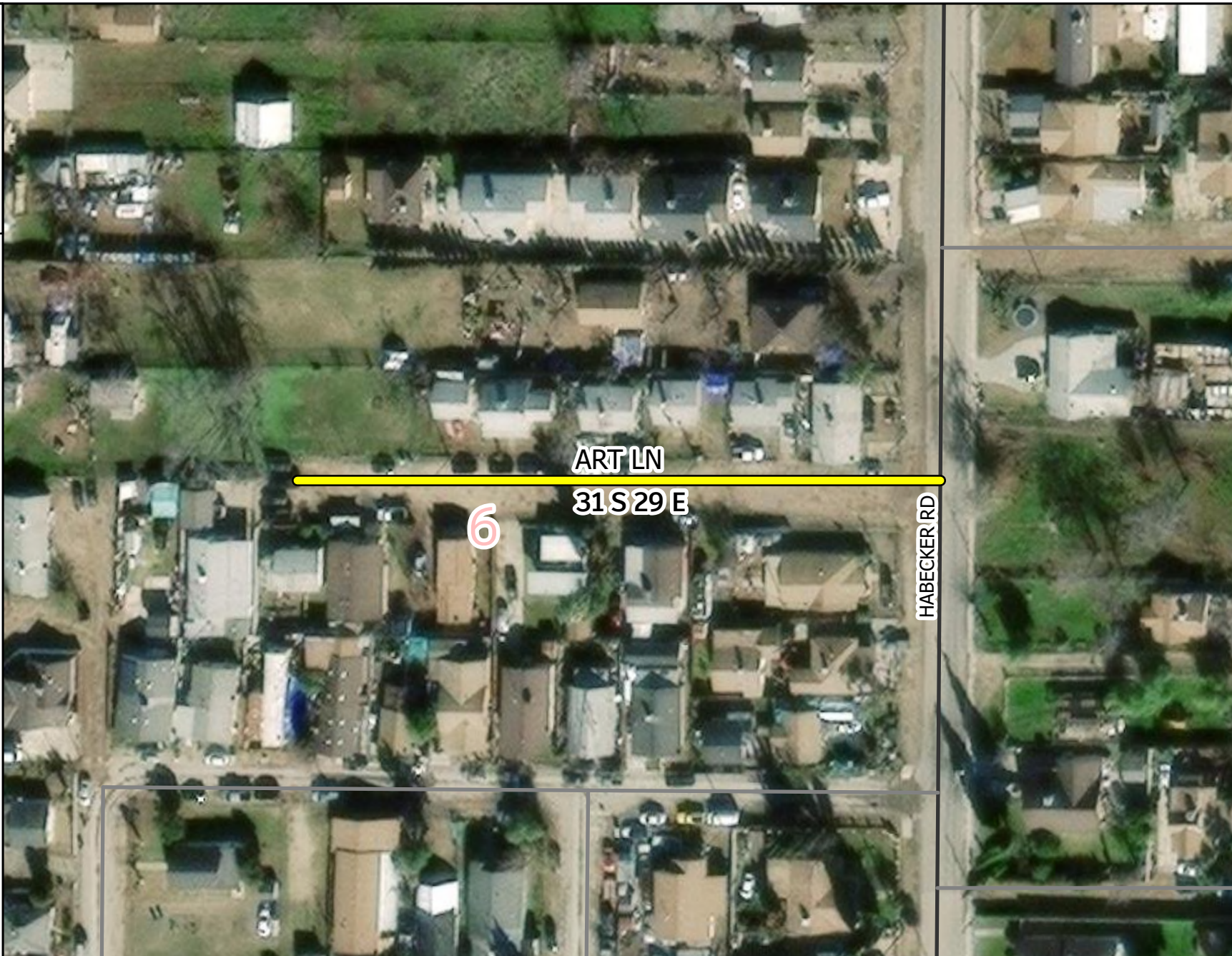


0 0.01 0.02 Miles

31 S 29 E

Secs: 6

 PROJECT LOCATION



DRAWN BY: WRK

CHECKED BY: YA

KERN
COUNTY
PUBLIC WORKS

COUNTY OF KERN
PUBLIC WORKS DEPARTMENT
LAMONT, CA

AERIAL MAP

ART LN
HABECKER RD - END
PAVE DIRT ROAD






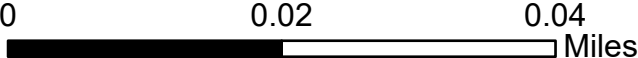
VICINITY MAP

ART LN
HABECKER RD - END

COUNTY OF KERN
DEPARTMENT OF PUBLIC WORKS

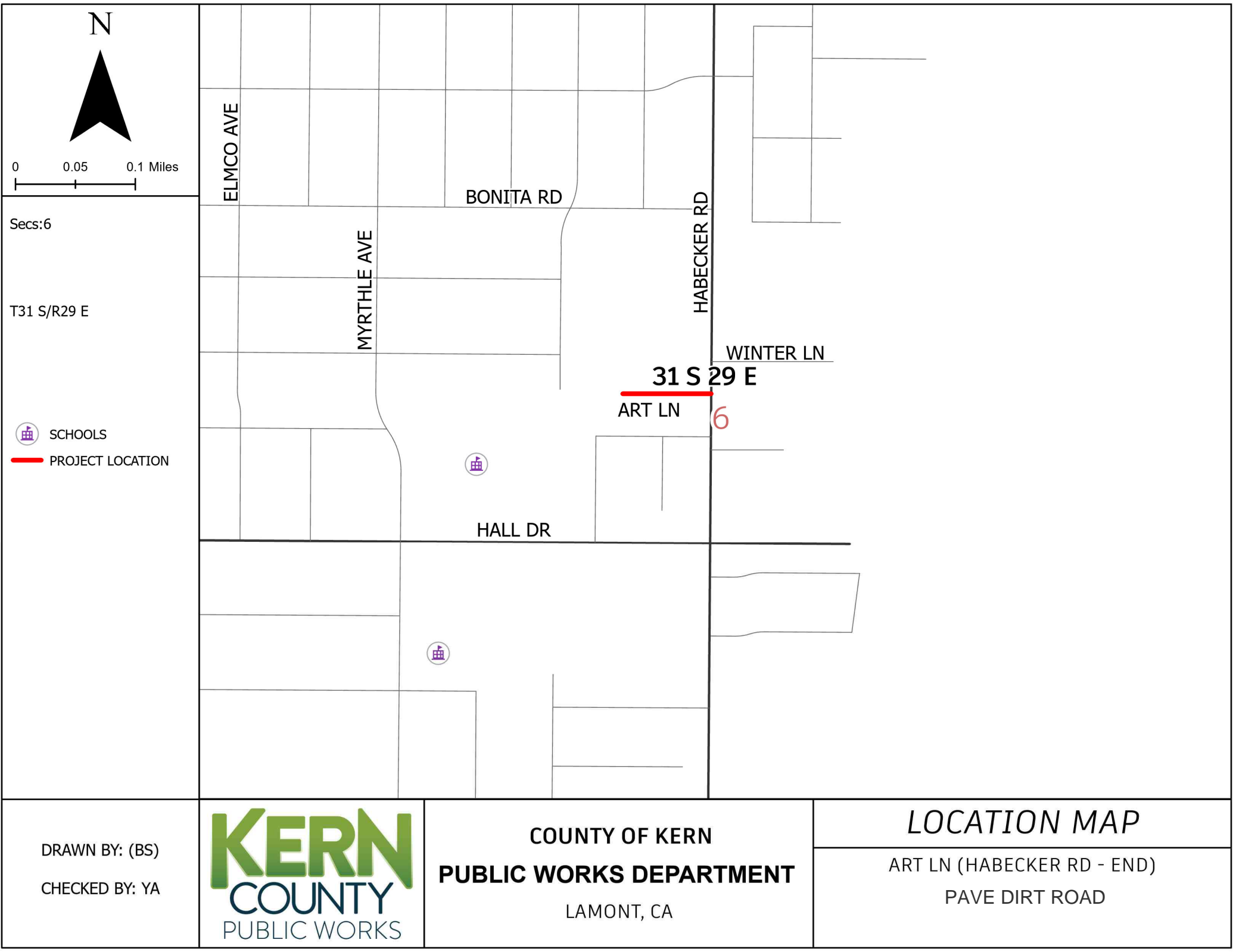
Legend

-  PROJECT LOCATION
-  HIGHWAYS
-  CITY LIMITS



Map by: Kilmerw
Printed: 6/2/2025







PROJECT BACKGROUND

1. Justitification
2. Livability
3. Safety
 - A. Collision Maps
 - B. Collision Rates

CMAQ Pave Dirt Road Project:

Art Lane (Lamont)

Project Limits: west end of Art Ln - Habecker Rd

Project Description & Justification

Project Description

The proposed project will pave Art Lane with asphalt from the west end of Art Lane to Habecker Road. Pavement will consist of approximately 0.07 miles. In addition to the asphalt paving, the proposed project will also include the installation of ancillary facilities necessary for the proper construction and operation of these facilities according to the County of Kern, Caltrans, and Americans with Disabilities Act (ADA) design standards.

Project Justification

The proposed project is located in an unincorporated portion of Kern County in the community of Lamont (Census Tract 64.06). It is located in one of the most socioeconomically and environmentally disadvantaged communities in the state, in the 89th percentile of overall scores based on CalEnviroScreen 4.0 (see attached Disadvantaged Community Map). Road paving will improve the quality of life for residents in this neighborhood and the surrounding areas by significantly decreasing dust emissions and providing residents with a safer and more reliable route to and from their homes.

Travel on this road results in much greater particulate matter emissions compare to paved roads. The San Joaquin Valley's Air Pollution Control District (Valley Air District) is currently in non-attainment for PM₁₀ under state clean air guidelines. Prolonged exposure to PM₁₀ is linked to premature death, respiratory and cardiovascular diseases, lost workdays, school absences, and reduced activity, all of which translate into increased health costs. Since travel on paved roads results in significantly fewer particulate matter emissions (PM₁₀) than on dirt roads, the proposed project is anticipated to reduce PM₁₀ emissions by 5,771.4 pounds per year.

Paving the road will decrease maintenance and fuel costs by up to 2 to 3 times for vehicles using the road, per the United States Department of Transportation's Gravel Road Maintenance Manual. It also increases and enhances the number of modes accommodated on the existing asset by creating a safer and more accessible road for pedestrians, seniors, and disabled individuals.



Art Lane, Kern County

Livability and Safety

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

Yes, this project will reduce the average cost of user mobility by reducing vehicle maintenance and fuel costs and creating a new, more convenient route for residents in this area to travel within their community. The United States Department of Transportation's Gravel Road Maintenance Manual states:

"Vehicles cost more to operate on gravel surfaces than on paved surfaces, often 2 or 3 times greater than for bituminous concrete roads in the same locations. There is greater rolling resistance and less traction which increase fuel consumption. The roughness of the surface contributes to additional tire wear and influences maintenance and repair expenses. Dust causes extra engine wear, oil consumption, and maintenance costs."

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?

Yes, this project will increase the number of modes accommodated on the roadway and will enhance modal connectivity by improving roadway access. Currently, the road is unpaved, deterring many travelers from driving, walking, or biking on it. Residents living along this road do not have any other choice, but to use it to either enter or exit, to and from their residence. The paving of the road will be designed compliant to with Americans with Disabilities Act (ADA) standards and will increase active forms of transportation, walkability, and bike access on existing modal assets.

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

Yes, providing the improvement for the much-needed paving on Art Lane will improve user mobility between neighborhood residents and commercial centers and jobs in Lamont (Pop. 14,049), Arvin (Pop. 19,495), Bakersfield (Pop. 403,455), and with jobs in the surrounding agricultural farmland. Nueva Continuation High School, Myrtle Avenue Elementary School, health care and social service offices, recreational and religious facilities, and commercial centers along Main Street/Weedpatch Highway/HWY 184 will all be easier to reach, resulting in safer, cleaner, faster, and more accessible trips.

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 two Safety benefits are:

Yes, the proposed project will directly increase accessibility to non-drivers, senior citizens, and persons with disabilities by installing facilities that meet the most recent Americans with Disabilities Act (ADA) construction standards. The proposed project location is also within Census Tract 64.06, which is in the 89th percentile for overall CalEnviroScreen 4.0 scores, and the 95th percentile for poverty burden scores. Improved road access will make goods and services more readily available to low-income individuals, non-drivers, senior citizens, and persons with disabilities.

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? Yes or No and if yes, provide rates and supporting documentation:

No, the existing Collision/Accident Rate is not higher than the statewide average rate. The After Collision/Accident Rate will be equal to the statewide average rate (See attached Collision Map).

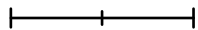
6. Is the existing Fatality Rate higher than the average rate for a similar facility, and does the project reduce the Fatality Rate to the average rate or lower? Yes or No and if yes, provide rates and supporting documentation.

No, the existing fatality rate is not higher than the state average. The project will keep the fatality rate 0.00, and equal to the state average rate. (See attached Traffic Collision Map).

N








0 0.01 0.01 Miles



 PROJECT LOCATION

CalEnviroScreen4

Percentile

-  <60%
-  61-70%
-  71-80%
-  81-90%
-  91-100% (highest scores)

ART LN

85-90%

HABECKER RD

DRAWN BY: WRK

CHECKED BY: YA

KERN
COUNTY
PUBLIC WORKS

COUNTY OF KERN
PUBLIC WORKS DEPARTMENT
LAMONT, CA

DISADVANTAGED COMMUNITY MAP

ART LN
HABECKER RD - END
PAVE DIRT ROAD

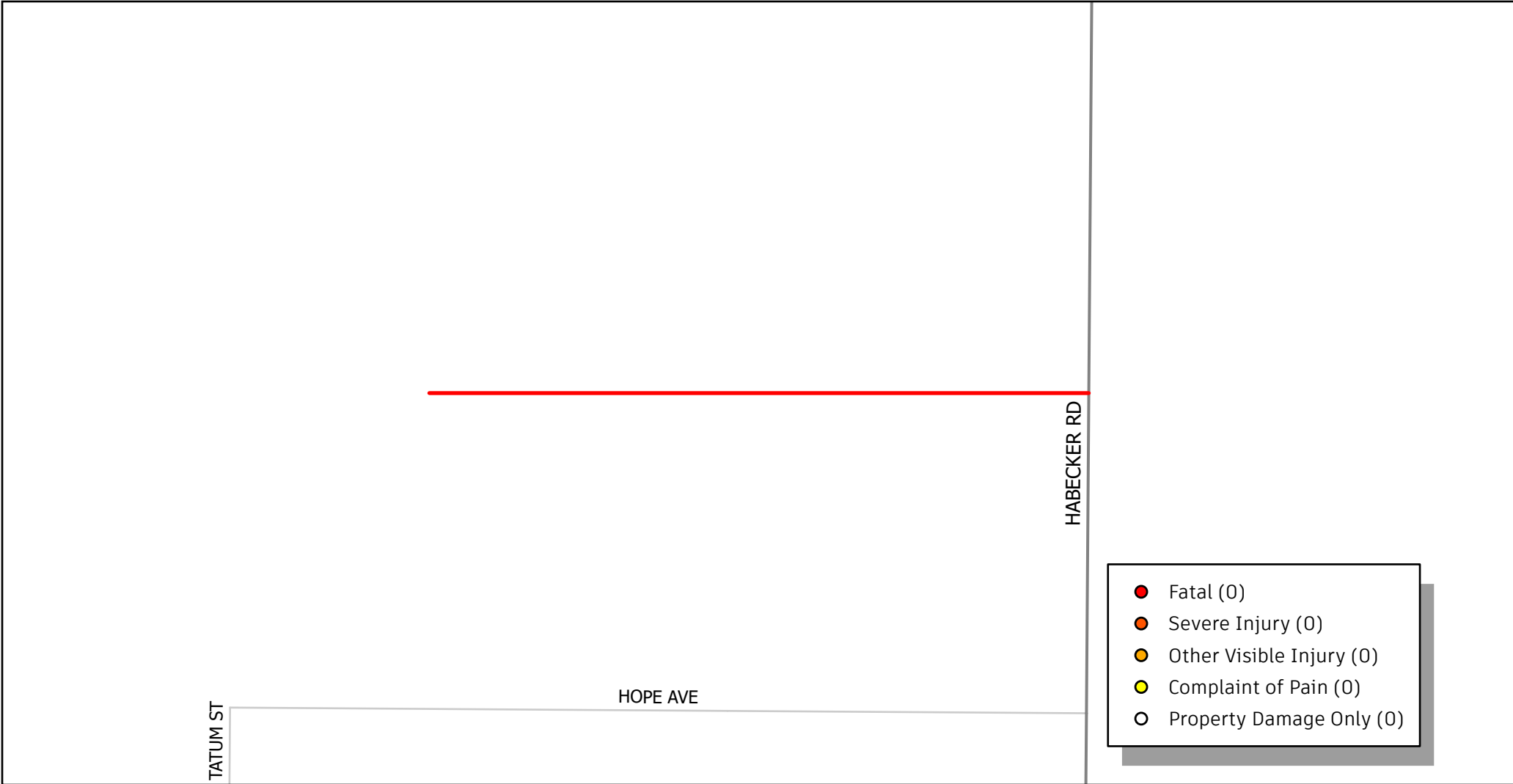


TRAFFIC COLLISION MAP

ART LN (HABECKER RD - END)

JANUARY 2022 - DECEMBER 2024

LOCATION: LAMONT



— PROJECT LOCATION

Total Collisions: 0
Fatalities: 0
Injuries: 0

Collision Rate (c/mve)

Statewide Average: 1.07
Before Rate: 0.00
After Rate: 1.07

Fatality Rate (c/mve)

Statewide Average: 0.012
Before Rate: 0.0
After Rate: 0.012

$$\text{Collision Rate} = \frac{(\text{Number of Collisions} \times 1 \text{ Million})}{(\text{ADT} \times 365 \text{ Days Per Year} \times \text{Segment Length} \times \text{Number of Years})}$$

C/MVE: Collisions per mile vehicles
entering intersection

ADT: Average Daily Traffic Volume

0 0.02 0.04 Miles



Collision Data Source:

California Highway Patrol (CHP), 2024

California State Transportation Agency (CalSTA) Department of Transportation, 2020
Collision Data on California State Highways (road miles, travel, collisions, collision rates). 2022

Federal Highway Administration (FHWA) U.S. Department of Transportation, (2010)
Roadway Safety Information Analysis: A Manual for Local Rural Road Owners. 2023



EMISSIONS BENEFIT & COST EFFECTIVENESS

CMAQ Pave Dirt Road Project:
Art Lane (Lamont)
Project Limits: west end of Art Ln - Habecker Rd

Project Description

The proposed project will pave Art Lane with asphalt from the west end of Art Lane to Habecker Road. Pavement will consist of approximately 0.07 miles. In addition to the asphalt paving, the proposed project will also include the installation of ancillary facilities necessary for the proper construction and operation of these facilities according to the County of Kern, Caltrans, and Americans with Disabilities Act (ADA) design standards.

Inputs to Calculate Cost-Effectiveness:

Total Project Cost	670,538	
CMAQ Dollars	593,628	
Effectiveness Period (Life):	20 yrs	
Days of Use/year (D):	365 days	
Length (L) of Curb and Gutter:	0.07 mile	Centerline miles
Annual Average Daily Traffic (ADT):	125 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	4.54	← 1.58 for paved local roads 4.54 for rural local roads

Annual Emission Reductions (PM10 in pounds/year)

Daily PM10 Reductions (kg/day)	=	7.19
Annual Emission Reductions (lbs/yr)	=	5771.4

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 Funding Dollars

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

$$= 7.2$$

Thus,

$$\text{Calculated Cost - Effectiveness} = 7.20$$



LEVEL OF SERVICE

CMAQ Pave Dirt Road Project:
Art Lane (Lamont)
Project Limits: west end of Art Ln - Habecker Rd

Art Ln Paving Dirt Road - Before Level of Service

BLOS and PLOS for the following road segment

Lanes per direction:	1
Outside lane width:	15 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	125 (veh/day)
Posted speed limit:	25 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	1
% of segment with occupied parking:	46%
% of segment with sidewalks:	0%

	Score	Level-of-service	Compatibility Level
BLOS:	8.28	F (above 5.50)	Extremely Low
PLOS:	2.99	C (2.51-3.50)	Moderately High

Art Ln Paving Dirt Road - After Level of Service

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:	125 (veh/day)
Posted speed limit:	25 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	5
% of segment with occupied parking:	46%
% of segment with sidewalks:	0%

	Score	Level-of-service	Compatibility Level
BLOS:	1.77	B (1.51-2.50)	Very High
PLOS:	3.26	C (2.51-3.50)	Moderately High

Art Lane – Lamont

Annual Average Daily Traffic Calculation =

(Number of Single Family Units) * (Average Trip Generation Rate for Land Use)

Estimated Minimum Number of Units Needed to
Meet or Exceed the Minimum AADT Applicability for Rule 8061 and Rule 8071

Land Use	Units	Average Trip Generation Rate (Trips/unit)	Unpaved Roads Min. Number of Units Meeting 26 AADT	Unpaved Areas Min. Number of Units Meeting 50 AADT	Source
Single Family Housing	Dwelling	9.57	3 Dwellings	6 Dwellings	ITE (210)

The factors referenced in the table are derived from the Institute of Transportation Engineers (ITE) publication “Trip Generation, 7th Edition” (ITE, 2003)

Annual Average Daily Traffic:

*13 single-family units * 9.57 trips per day per
unit ≈ 125 ADT*