



## **CMAQ APPLICATION: Sidewalk Project**

### **Allen Rd (Rosedale)**

Project Limits: Rosedale Hwy -  
Meacham 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) PM<sub>10</sub> Reduction (kg/day): \_\_\_\_\_ Additional documentation required. See instructions.
- (12) PM<sub>2.5</sub> 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 0.05 0.1 Miles

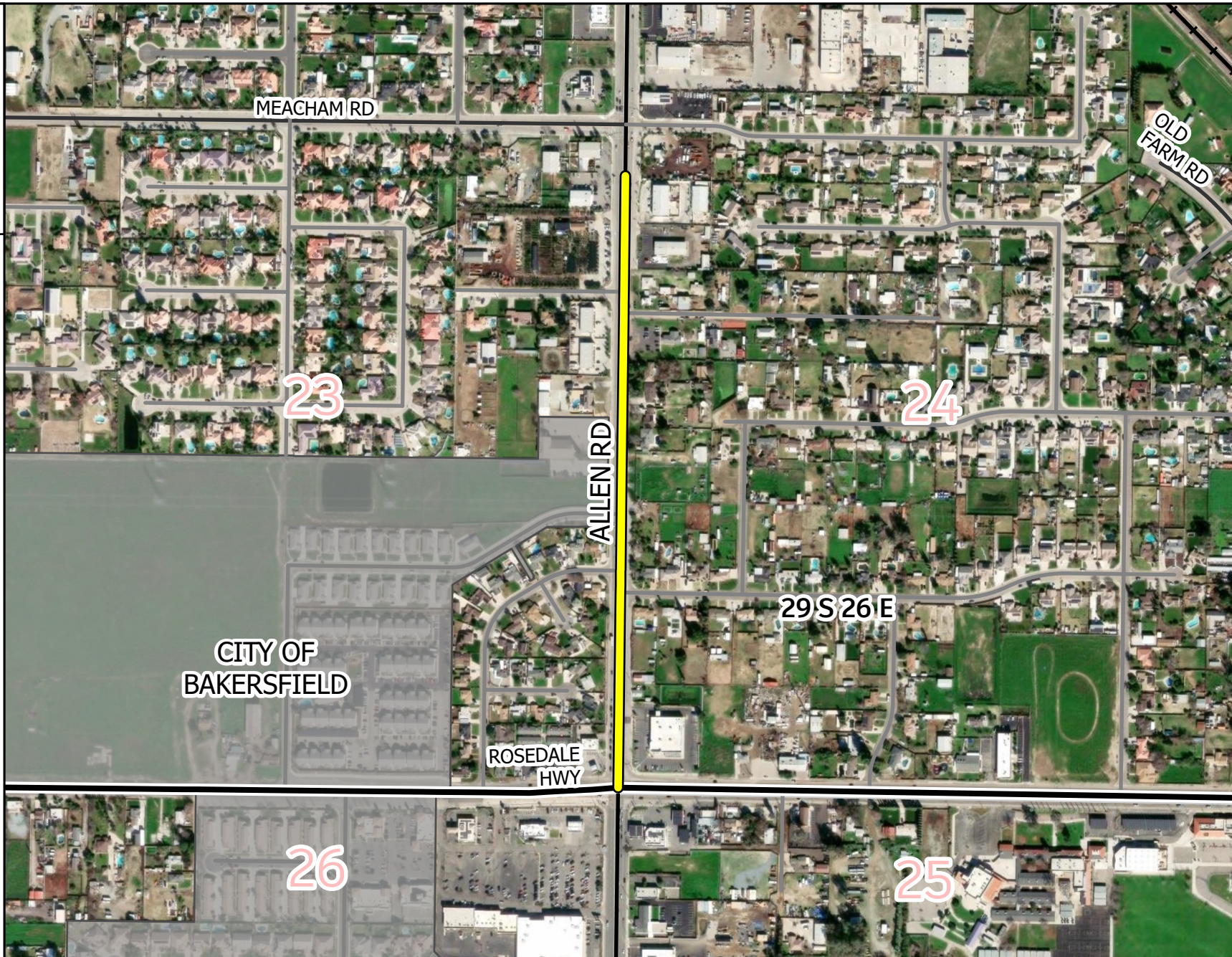
29 S 26 E

Secs: 23, 24, 25, 26

 PROJECT LOCATION

 HIGHWAYS

 CITY LIMITS



DRAWN BY: WRK

CHECKED BY: YA

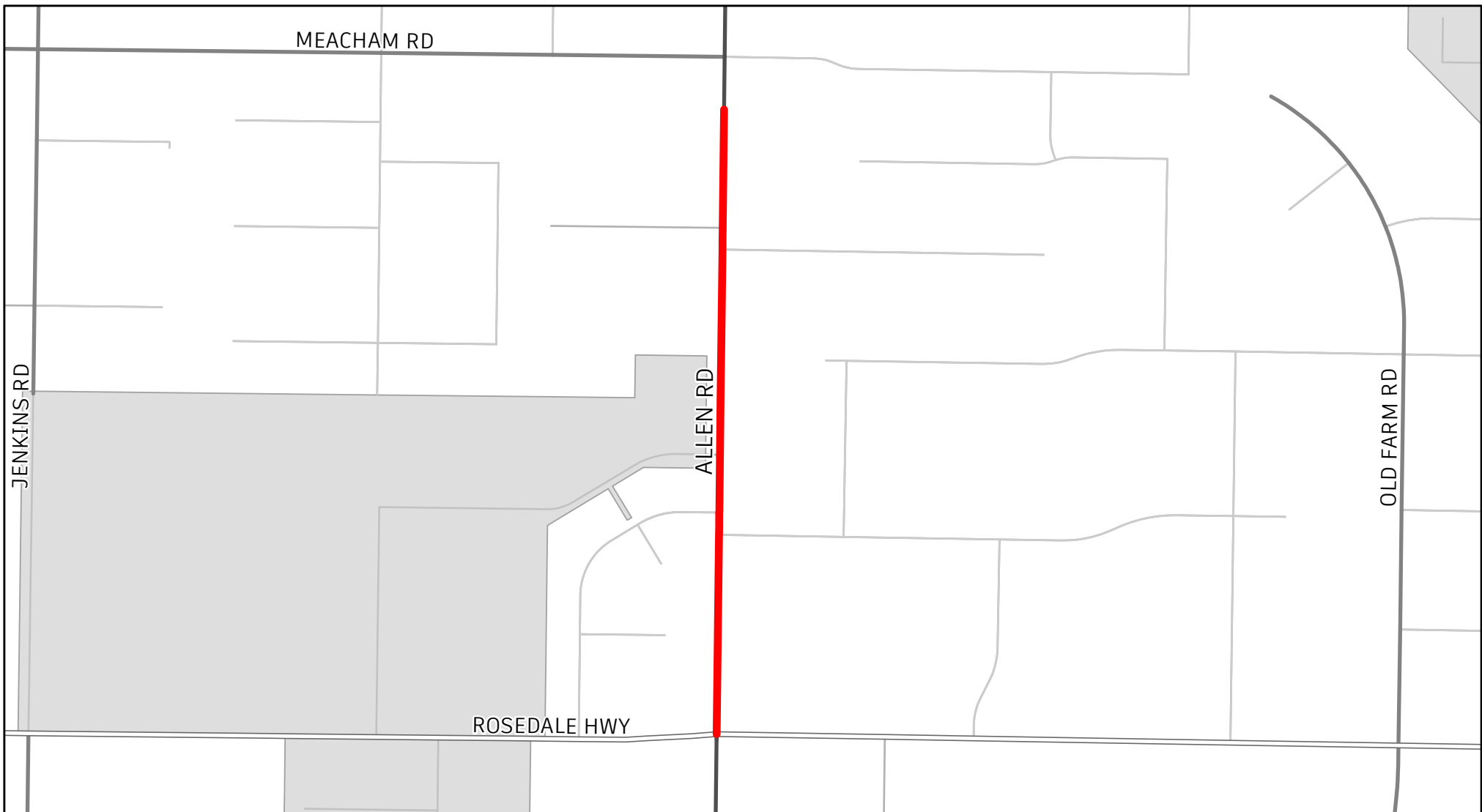
**KERN**  
COUNTY  
PUBLIC WORKS

COUNTY OF KERN  
**PUBLIC WORKS DEPARTMENT**  
METRO BAKERSFIELD, CA

*AERIAL MAP*

ALLEN RD  
ROSEDALE HWY - 400FT S/O MEACHAM RD  
PEDESTRIAN PATH





### VICINITY MAP

ALLEN RD  
ROSEDALE HWY - 400FT S/O MEACHAM RD

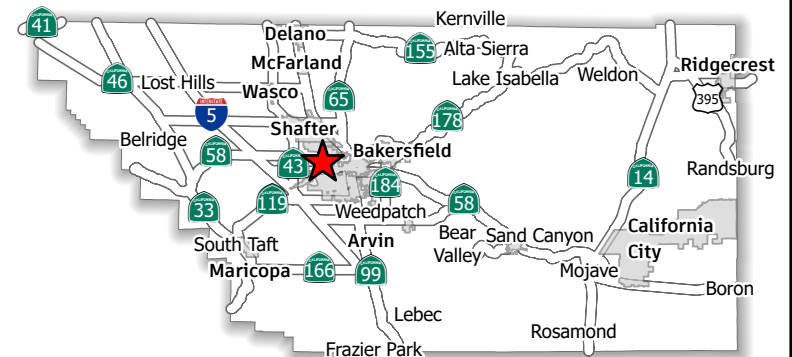
COUNTY OF KERN  
DEPARTMENT OF PUBLIC WORKS

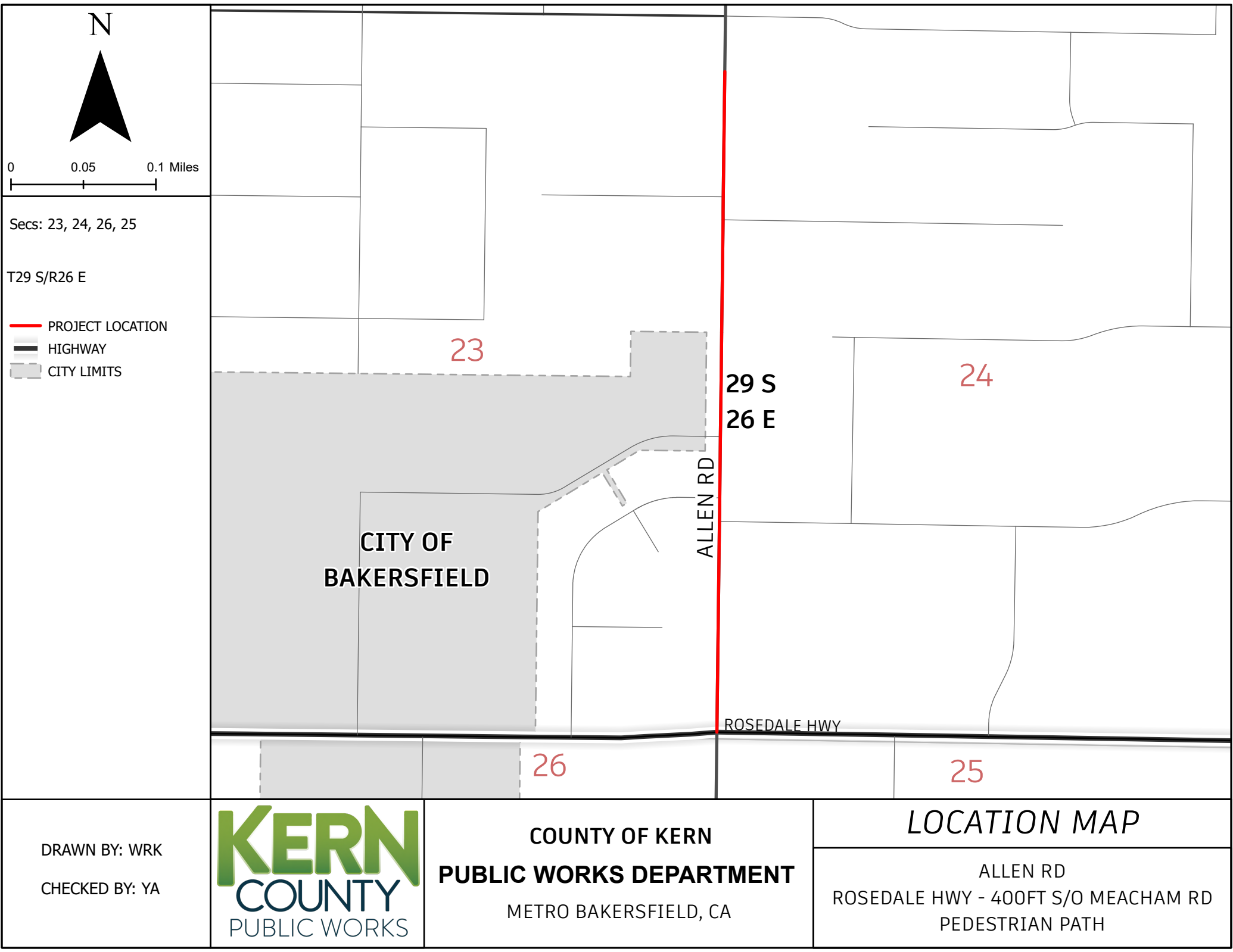
### Legend

- PROJECT LOCATION
- HIGHWAYS
- CITY LIMITS

0 0.15 0.3  
Miles

Map by: Kilmerw  
Printed: 6/3/2025







## **PROJECT BACKGROUND**

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

# Project Description & Justification

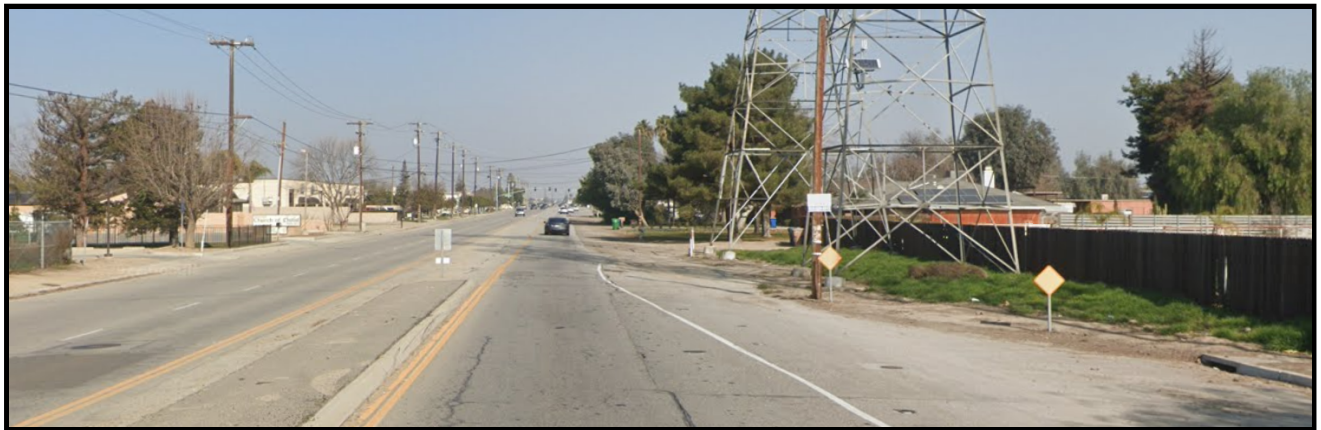
## Project Description

The proposed project is located in Rosedale, an unincorporated community west of Bakersfield in Kern County. The project will construct sidewalks, curb and gutter, and other pedestrian path improvements. Sidewalks will consist of approximately 0.235 miles. In addition to sidewalks, 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 Rosedale (Census Tracts 38.24 and 38.16). Sidewalks will increase and enhance the number of modes accommodated on this facility by creating an even and accessible walkway for pedestrians, seniors, and disabled individuals. The improvements will not only significantly improve the quality of life for these residents but also give them a safer means of pedestrian and bicycle travel to important community resources such as bus stops, restaurants, markets, schools, and even religious facilities.

The San Joaquin Valley's Air Pollution Control District (Valley Air District) is currently in an extreme non-attainment for the 8-hour Ozone Standard (caused by volatile organic compounds (VOC) and nitrogen oxides (NOx) and non-attainment for particulate matter smaller than 2.5 microns (PM<sub>2.5</sub>) under state and federal clean air guidelines. The SJVAPCD has a maintenance plan for particulate matter smaller than 10 microns (PM<sub>10</sub>). Prolonged exposure to PM<sub>10</sub> is linked to premature death, respiratory and cardiovascular diseases, lost workdays, school absences, and reduced activity, all of which translate into increased health costs. Pedestrian facilities can replace vehicle trips by providing or improving pedestrian access. They reduce emissions when vehicle trips are replaced by walking, resulting in fewer particulate matter emissions (PM<sub>10</sub>). The proposed project is anticipated to reduce PM<sub>10</sub> emissions by 3.66 kg per day, along with about 5,400 vehicle miles traveled per year. The anticipated reduction in emissions will help the SJVAPCD meet its air quality goals by reducing pollutants. Attainment of California's emission standards would prevent 8,600 premature deaths annually statewide, per the California Air Resources Board.



Allen Road, 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 creating a more convenient and cost-effective option for residents in this area to travel within and outside of their neighborhood. Constructing sidewalks will more easily connect pedestrians from the numerous residences along these streets to the major streets and Rosedale Hwy. The project is estimated to reduce around 5,400 vehicle miles traveled per year, adding to the cost savings of vehicle operations (see emission calculations attachment). The project will provide an improved walking experience that will enable users to more easily and safely travel around their neighborhood. The project may also reduce costs from property damage: there were 5 property damage only crashes from 2022 to 2024 in the project limits (see collision map).

**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. The project area roadways currently have no sidewalks in most locations, deterring many travelers from walking. Only 36% of the segments in this area are sidewalked (see LOS). This project will increase pedestrian access and connectivity by incorporating ADA-accessibility standards in its design. Increased accessibility to the County's regional mass transit systems will further expand the availability of this mode to the entire community by connecting them to the nearby cities of Shafter and Bakersfield.

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

Yes, the project will improve user mobility between neighborhoods and commercial centers in the surrounding communities. Residents will have improved multi-modal access to major streets and highways, making it easier to reach the main commercial centers, jobs, and bus stops located along those routes. There are several stores, markets, shopping centers, restaurants, bus stops within a 1/2 mile range of the project area that will benefit from the proposed improvements. Travel to Shafter and Bakersfield, which have more commercial centers and job opportunities, will also be improved.

**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 project will improve accessibility and transportation services for the economically disadvantaged, non-drivers, senior citizens, and persons with disabilities. The proposed project will directly increase accessibility to non-motorized drivers, senior citizens, and persons with disabilities by installing pedestrian facilities that meet the most recent ADA construction standards. Improved connectivity will make goods and services in the Shafter and Bakersfield communities more readily available to these groups.

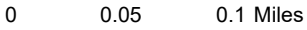
**5. Is the existing Accident Rate higher than the average rate for a similar facility, and does the project reduce the Accident Rate to the average rate or lower? Yes or No and if yes, provide rates and supporting documentation:**

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



 HIGHWAY

CalEnviroScreen4

 <60%

61-70%

71-80%

81-90%

91-100% (highest scores)

MEACHAM RD

20-25%

30-35%

ALLEN RD

ROSEDALE HWY

25-30%

5-10%

CHECKED BY: YA



**KERN**  
COUNTY  
PUBLIC WORKS

COUNTY OF KERN  
PUBLIC WORKS DEPARTMENT  
METRO BAKERSFIELD, CA

## DISADVANTAGED COMMUNITY MAP

ALLEN RD  
ROSEDALE HWY - 400FT S/O MEACHAM RD  
PEDESTRIAN PATH



# **EMISSIONS BENEFIT & COST EFFECTIVENESS**

**Project Description**

The proposed project is a pedestrian path project is located in Rosedale, an unincorporated community northwest of metropolitan Bakersfield. The project will construct sidewalks, curbs and gutters, and 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	1,766,128	
CMAQ Dollars	1,563,553	
Effectiveness Period (Life):	20 yrs	
Days of Use/year (D):	365 days	
Length (L) of Curb and Gutter:	0.235 mile	Centerline miles
Annual Average Daily Traffic (ADT):	21688 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)	=	3.66
Annual Emission Reductions (lbs/yr)	=	2942.2

**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**

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

$$= 37.2$$

Thus,

$$\text{Calculated Cost - Effectiveness} = 37.20$$



**Allen Road**  
**Annual Automobile VMT =**

$$(D) * (ADT) * (A+C) * (L)$$

Where,

**D** = days of use per year (default is 200 days)

**ADT** = annual average two-way daily vehicular traffic on parallel road (project-specific data, with a maximum of 30,000)

**A** = adjustment factor (table lookup value)

**C** = activity center credit (table lookup value)

**L** = walking trip length (1.0 miles/trip in one direction)

***Allen Rd Annual VMT Reduction:***

$$(365) * (21688) * (0.0014+0.0015) * (0.235) =$$

**5,394.84**



## **LEVEL OF SERVICE**

**Allen Rd Ped Path Improvements - Before Level of Service**  
**BLOS and PLOS for the following road segment**

Lanes per direction:	2
Outside lane width:	12 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	21688 (veh/day)
Posted speed limit:	45 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	2
% of segment with occupied parking:	0%
% of segment with sidewalks:	36%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	10 ft

	Score	Level-of-service	Compatibility Level
BLOS:	5.59	F ( above 5.50)	Extremely Low
PLOS:	4.48	D (3.51-4.50)	Moderately Low

**Allen Rd Ped Path Improvements - After Level of Service**  
**BLOS and PLOS for the following road segment**

Lanes per direction:	2
Outside lane width:	12 ft
Paved shoulder/bike lane/marked parking width:	0 ft
Bidirectional ADT traffic volume:	21688 (veh/day)
Posted speed limit:	45 mph
Heavy vehicle percentage:	2%
FHWA's pavement condition rating:	2
% of segment with occupied parking:	0%
% of segment with sidewalks:	100%
Sidewalk width:	5 ft
Sidewalk buffer/parkway width:	10 ft

	Score	Level-of-service	Compatibility Level
BLOS:	5.59	F ( above 5.50)	Extremely Low
PLOS:	3.45	C (2.51-3.50)	Moderately High