

July 17, 2025

Kern Council of Governments

1401 19th Street, Suite 300
Bakersfield, CA 93301

Subject: CMAQ Grant Application – McFarland Park and Ride Facility at Taylor Avenue and Mast Avenue

Dear Kern COG Review Committee,

On behalf of the City of McFarland, I am pleased to submit our application for funding under the Congestion Mitigation and Air Quality (CMAQ) Program for the development of a Park and Ride facility at the intersection of Taylor Avenue and Mast Avenue.

This project is a critical component of McFarland's strategy to provide more sustainable and accessible transportation options for our residents. The proposed facility will feature 31 parking spaces, including ADA-compliant stalls and electric vehicle charging stations, and will serve as both a transit stop and a connection point to the City's planned transit station and a future city services complex. The project supports regional air quality and mobility goals by reducing single-occupancy vehicle use, improving access to transit, and supporting multimodal travel.

We are confident that this project will deliver long-term benefits to both the community of McFarland and the greater Kern region by enhancing connectivity, safety, and environmental outcomes. Thank you for your consideration of our proposal. Should you have any questions or require additional information, please do not hesitate to contact me.

Sincerely,

Diego Viramontes

Diego Viramontes (Jul 17, 2025 13:41 PDT)

Diego Viramontes

City Manager
City of McFarland

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 McFarland
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]

| (6) | Funding Type | PE | R/W | Const. | Total |
|---------|--------------|------|------|------------|------------|
| Local | General Fund | \$ | \$ | \$ 353964 | \$ 353964 |
| Local | | \$ | \$ | \$ | \$ 0 |
| State | | \$ | \$ | \$ | \$ 0 |
| Federal | CMAQ | \$ | \$ | \$ 2732036 | \$ 2732036 |
| | Total | \$ 0 | \$ 0 | \$ 3086000 | \$ 3086000 |

- (7) Programming Year by Phase: PE: N/A R/W: N/A Const: FY 26-27
- (8) VMT Reduction (annual miles): 51308
- (9) VOC Reduction (kg/day): N/A Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): .108 Additional documentation required. See instructions.
- (11) PM₁₀ Reduction (kg/day): .037 Additional documentation required. See instructions.
- (12) PM_{2.5} Reduction (Kg/day): .006 Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): N/A Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): 853.56 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): D/D
- (17) Hwy Peak period LOS After Project (AM/PM average): C/C
- (18) Bikeway Peak Period LOS Before Project (AM/PM average): N/A
- (19) Bikeway Peak period LOS After Project (AM/PM average): N/A
- (20) Pedestrian Peak period LOS Before Project (AM/PM average): N/A
- (21) Pedestrian Peak period LOS After Project (AM/PM average): N/A
- (22) Is the project identified as a RACM/BACM? No

| | |
|--|---------------------------|
| Application completed by: Meliza Rosa | Date Completed: 7/17/2025 |
| E-mail: mrosa@cityofmcfarland.ca.gov | Phone Number: 6617923091 |
| Agency: City of McFarland | |
| Address: 401 W. Kern Ave., McFarland, CA 93250 | |

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.](#)

RESOLUTION NO. 2025-96

A RESOLUTION OF LOCAL SUPPORT OF THE CITY COUNCIL OF THE CITY OF MCFARLAND AUTHORIZING THE FILING OF AN APPLICATION FOR CONGESTION MITIGATION AIR QUALITY PROGRAM FUNDING AND COMMITTING THE NECESSARY LOCAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE PROJECT

WHEREAS, The City of McFarland (herein referred to as APPLICANT) is submitting an application to the Kern Council of Governments (Kern COG) for \$3,086,000 in funding from the Congestion Mitigation Air Quality Program (herein referred to as “federal funding”) for the Connected Commutes: McFarland Park and Ride Initiative (herein referred to as PROJECT); and

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

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

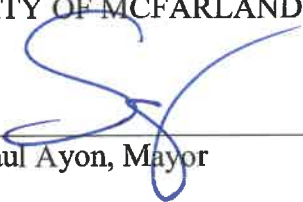
NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of McFarland that it hereby finds and determines as follows:

1. APPLICANT will provide \$353,964.20 in local matching funds; and
2. APPLICANT understands that the Congestion Mitigation Air Quality 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 federal funding; and
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
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
5. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and
6. APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with Kern COG for federal funding for the PROJECT as referenced in this resolution.


PASSED AND ADOPTED at a regular meeting of the City Council of the City of McFarland on July 9, 2025 by the following vote:

| | Aye | Nae | Abstain | Absent |
|------------------|-----|-----|---------|--------|
| Saul Ayon | ✓ | | | |
| Ricardo Cano | ✓ | | | |
| Anita Gonzalez | ✓ | | | |
| María T. Pérez | ✓ | | | |
| Martin Gutierrez | ✓ | | | |

CITY OF MCFARLAND



Saul Ayon, Mayor

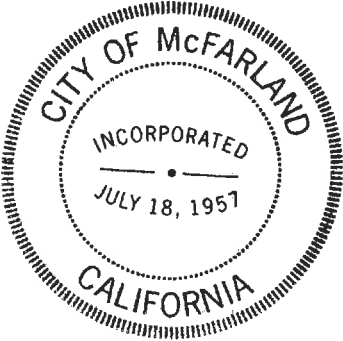
ATTEST:


Erika De La Cruz, City Clerk

I, Erika De La Cruz, City Clerk of the City of McFarland, California, DO HEREBY CERTIFY that the foregoing resolution is a true and accurate copy of the Resolution passed and adopted by the City Council of the City of McFarland on the date and by the vote indicated herein.

APPROVED AS TO FORM:


Nathan Hodges, City Attorney



City of McFarland – Park and Ride Lot at Taylor Avenue and Mast Avenue

Project Background and Justification

The City of McFarland is applying for funding through the Congestion Mitigation and Air Quality (CMAQ) program to construct a Park and Ride facility at the intersection of Taylor Avenue and Mast Avenue. This forward-looking project will serve as a multimodal mobility hub, supporting regional efforts to reduce vehicle emissions, enhance transit access, and expand clean transportation infrastructure in underserved rural communities. The facility will feature 31 standard parking stalls, ADA-accessible spaces, and electric vehicle (EV) charging stations, designed to promote equitable access to clean, affordable commuting.

McFarland residents regularly travel to the neighboring City of Delano for essential services including healthcare, education, employment, and retail. These trips often occur via single-occupancy vehicles due to limited transportation alternatives, resulting in high vehicle miles traveled (VMT), increased emissions, and congestion along State Route 99. The Park and Ride lot will reduce these impacts by facilitating carpooling, encouraging the use of low-emission vehicles, and serving as a key transit connection point for local and regional riders.

The project site will serve as a designated transit stop and is located directly across the same parcel from the future McFarland Transit Station, which is currently in the planning stages. This adjacency allows the site to function as a long-term transit hub, offering seamless first-mile/last-mile connections and making it easier for residents to access regional transportation without relying solely on personal vehicles. The project is being coordinated with our local transit department and regional transit agencies to ensure future route compatibility and operational integration.

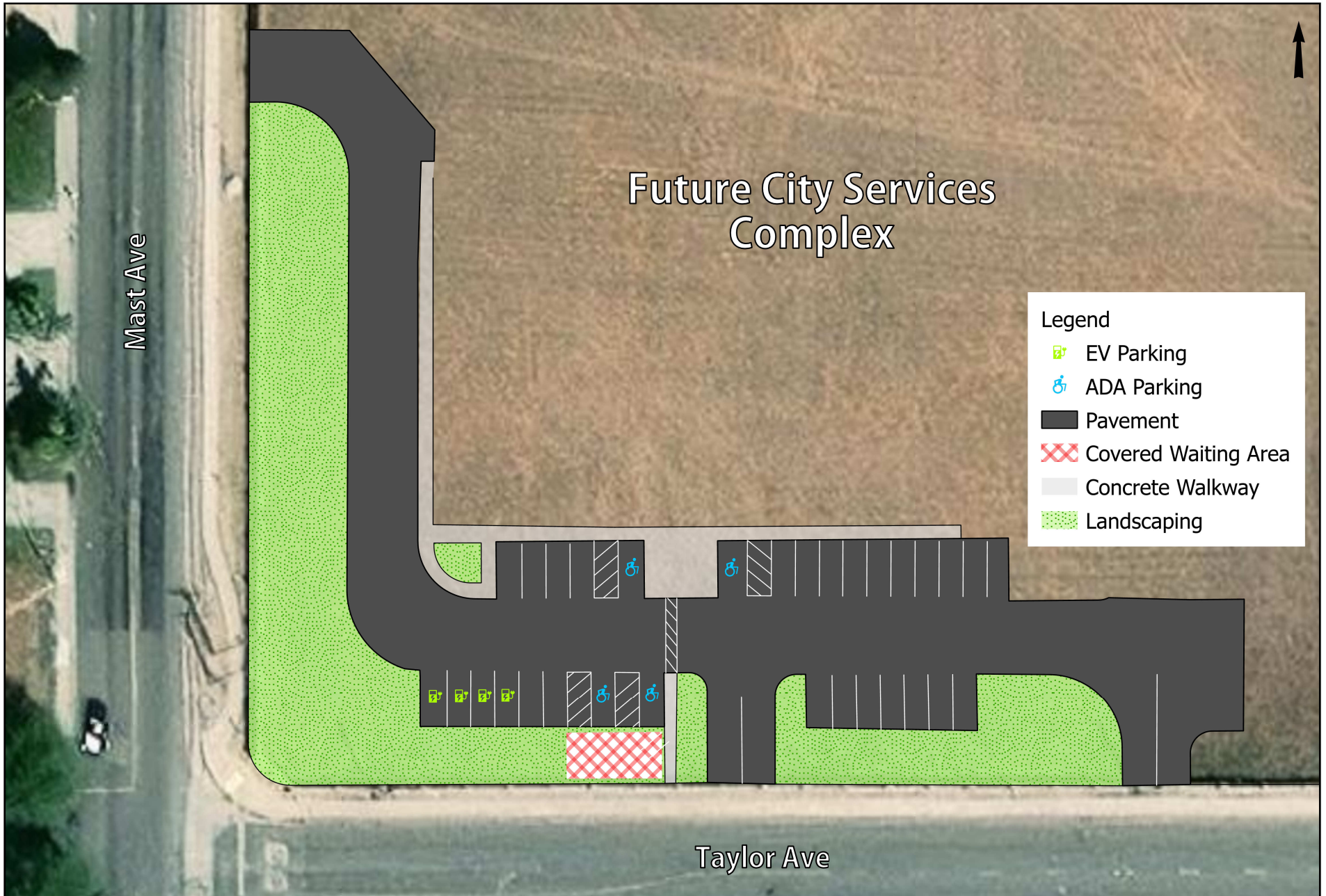
Importantly, the Park and Ride lot will be located immediately next to the City's a future city services complex, which will include public safety offices and other municipal functions. This proximity enhances the overall safety and security of the facility, as regular presence of city staff, law enforcement personnel, and community visitors will contribute to a well-monitored and active environment. Features such as lighting, security cameras, and clear signage will further support a safe and accessible experience for all users, especially during early morning and evening commute hours.

The co-location of civic infrastructure, transit access, and commuter parking ensures high community visibility, improves pedestrian activity, and maximizes land use efficiency. This multi-use approach reflects McFarland's broader strategy to invest in infrastructure that supports environmental sustainability, public health, and community cohesion. The Park and Ride facility aligns with Kern Council of Governments' transportation goals and California's air quality commitments.

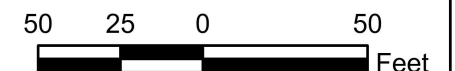


City of McFarland/Project Location Vicinity Map

0 2.5 5
Miles



Proposed Park and Ride Lot

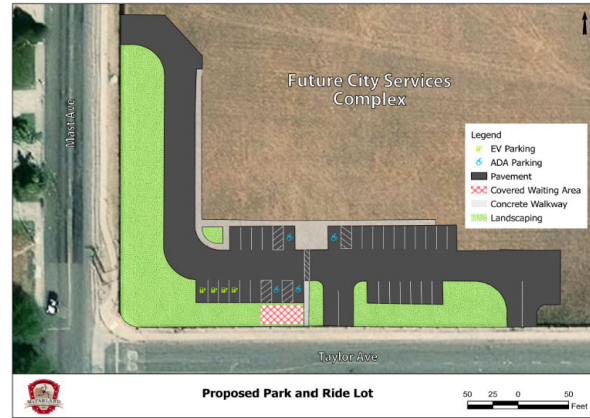




Park & Ride at Mast Avenue and Taylor Avenue

SCOPE:

Construct a Park and Ride Lot at the newly acquired lot at Mast Ave. and Taylor Ave.



ESTIMATE:

| | QUANTITY | | UNIT COST | | ITEM COST |
|--|----------|------|------------|------|---------------|
| PRELIMINARY ENGINEERING | | | | | |
| Environmental Document and Permits (CEQA & NEPA) | 5% | | | | \$ 67,971 |
| Plans, Estimate, and Specifications (PS&E) | 20% | | | | \$ 271,885 |
| Subtotal | | | | | \$ 339,856 |
| CONSTRUCTION MATERIALS | | | | | |
| Pavement | 34,400 | SQFT | \$ 15 | SQFT | \$ 516,000 |
| Concrete Curb | 100 | LF | \$ 200 | LF | \$ 20,000 |
| Concrete Walkway | 550 | SF | \$ 200 | SF | \$ 110,000 |
| ADA Ramp | 6 | EA | \$ 5,000 | EA | \$ 30,000 |
| Landscaping | 23,400 | SQFT | \$ 8 | SQFT | \$ 187,200 |
| Pavement Striping | 1,032 | LF | \$ 2 | LF | \$ 2,064 |
| Pavement Marking | 120 | SQFT | \$ 18 | SQFT | \$ 2,160 |
| Signage | 20 | EA | \$ 600 | EA | \$ 12,000 |
| Electric Vehicle Charging Station (Level 2 - 2 Port) | 2 | EA | \$ 150,000 | EA | \$ 300,000 |
| Parking Lot Lighting | 5 | EA | \$ 12,000 | EA | \$ 60,000 |
| Waiting Area with Bench | 1 | EA | \$ 45,000 | EA | \$ 45,000 |
| Driveway | 3 | EA | \$ 25,000 | EA | \$ 75,000 |
| | | | | | |
| Subtotal | | | | | \$ 1,359,424 |
| Mobilization | 10% | | | | \$ 135,942 |
| Minor Items | 5% | | | | \$ 67,971 |
| Contingency | 25% | | | | \$ 339,856.00 |
| Subtotal | | | | | \$ 1,903,194 |
| RIGHT OF WAY & UTILITIES | | | | | |
| New Water Meter Connection Fee | 1 | LS | \$ 50,000 | LS | \$ 50,000 |
| Electric Underground Infrastructure for EV Charging | 1 | LS | \$ 450,000 | LS | \$ 450,000 |
| Subtotal | | | | | \$ 500,000 |
| ADMINISTRATION | | | | | |
| Construction Administration (CE) | 15% | | | | \$ 285,479 |
| Agency Administration | 3% | | | | \$ 57,096 |
| Subtotal | | | | | \$ 342,575 |
| TOTAL PROJECT COST (2025) | | | | \$ | 3,086,000 |

Project Description

Park and Ride Facility located near the intersection of Taylor Avenue and Mast Avenue, This facility will serve as a strategic transportation hub for regional commuters and local residents, enabling carpooling, vanpooling, and access to current and future public transit services

Inputs to Calculate Cost-Effectiveness:

| | | |
|-------------------------------------|-----------|---|
| Total Project Cost | 3,086,000 | |
| CMAQ Dollars | 2,732,035 | |
| Usefull Life (UL): | 20 yrs | Years of project funding |
| Days of Use/year (D): | 250 days | See page 21 of 2005 ARB Guidance |
| Park and Ride Daily Users (U) | 30 | Estimated |
| Annual Average Daily Traffic (ADT): | 7,077 ADT | |
| Auto Trip Length Saved (L) | 10 miles | |
| Adjustment (A) on ADT: | 0.0029 | Table 3 of CARB Quantification Methodology January 26, 2024 |

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 | 0.0133 | 0.2267 |

Calculations:

$$\begin{aligned} \text{VMT Reduced} &= \text{Users} \times 2 \text{ (round trip)} \times \text{Trip Length Saved} \times \text{Days/year} \\ &= 150,000 \text{ (trips/year)} \end{aligned}$$

$$\begin{aligned} \text{Annual Auto VMT Reduced} &= D \times \text{ADT} \times A \times L \\ &= 51,308 \text{ (miles/year)} \end{aligned}$$

Annual Emission Reductions (ROG, NOx and PM10) in pounds/year)

$$[(\text{Annual Auto Trips Reduced}) \times (\text{Auto Trips End Factor}) + (\text{Annual Auto VMT Reduced}) \times (\text{Auto VMT Factor})] / 454$$

$$\text{ROG} = 136.7$$

$$\text{NOx} = 86.4$$

$$\text{PM10} = 30.0$$

$$\begin{aligned} \text{Annual Emission Reductions} &= \text{ROG} + \text{NOx} + \text{PM10} \\ &= 253.1 \text{ (lbs/yr)} \end{aligned}$$

| | Kg/Day |
|-------|---------|
| ROG | = 0.170 |
| NOx | = 0.108 |
| PM10 | = 0.037 |
| PM2.5 | = 0.006 |

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

$$\frac{\text{Annual Emission Reductions (lbs/yr)}}{2.2 \text{ lbs/kg} \times 365 \text{ days/yr}}$$

Thus,

$$\text{Calculated Emissions Reductions} = \boxed{0.32} \text{ kg/day}$$

Capital Recovery Factor (CRF)

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

$$\text{So, the capital recovery factor} = 0.07$$

Cost-Effectiveness of Funding Dollars

$$\begin{aligned} &= (\text{CRF} \times \text{Funding}) / (\text{ROG} + \text{NOx} + \text{PM10}) \\ &= 853.56 \end{aligned}$$

Thus,

$$\text{Calculated Cost - Effectiveness} = \boxed{\$853.56} \text{ (dollars/lb.)}$$

15. Livability and Safety

The proposed Park and Ride facility at Taylor Avenue and Mast Avenue in McFarland will provide a wide range of livability and safety benefits for residents and commuters. First, the project will enhance user mobility and reduce the average cost of travel by creating more convenient transportation options. Currently, many McFarland residents travel to Delano and Bakersfield for essential services, employment, and shopping—often by single-occupancy vehicles. The facility will offer 31 parking spaces, EV charging stations, and ADA-compliant features, allowing travelers to reduce reliance on personal vehicles and instead use carpooling or public transit. This shift helps lower fuel and maintenance expenses for residents while improving transportation affordability across income levels.

Second, the project will improve modal connectivity by serving as both a designated transit stop and a future connection point to the planned McFarland Transit Station, which will be located on the opposite side of the same parcel. This proximity will streamline transfers between private vehicles, transit services, and potentially active transportation modes in the future. The integration of these modes will ease congestion on local roads and State Route 99 by encouraging ride-sharing and transit use, thereby maximizing the efficiency of existing infrastructure.

Third, the Park and Ride lot will enhance travel between residential areas and job or commercial centers. With many residents commuting out of town for work, the facility will provide a central, reliable point to park and access regional transit or carpooling. This supports a more efficient and dependable commute while reducing traffic on neighborhood streets and major corridors. Additionally, the lot's location near residential zones ensures it is easily accessible without adding to travel burdens.

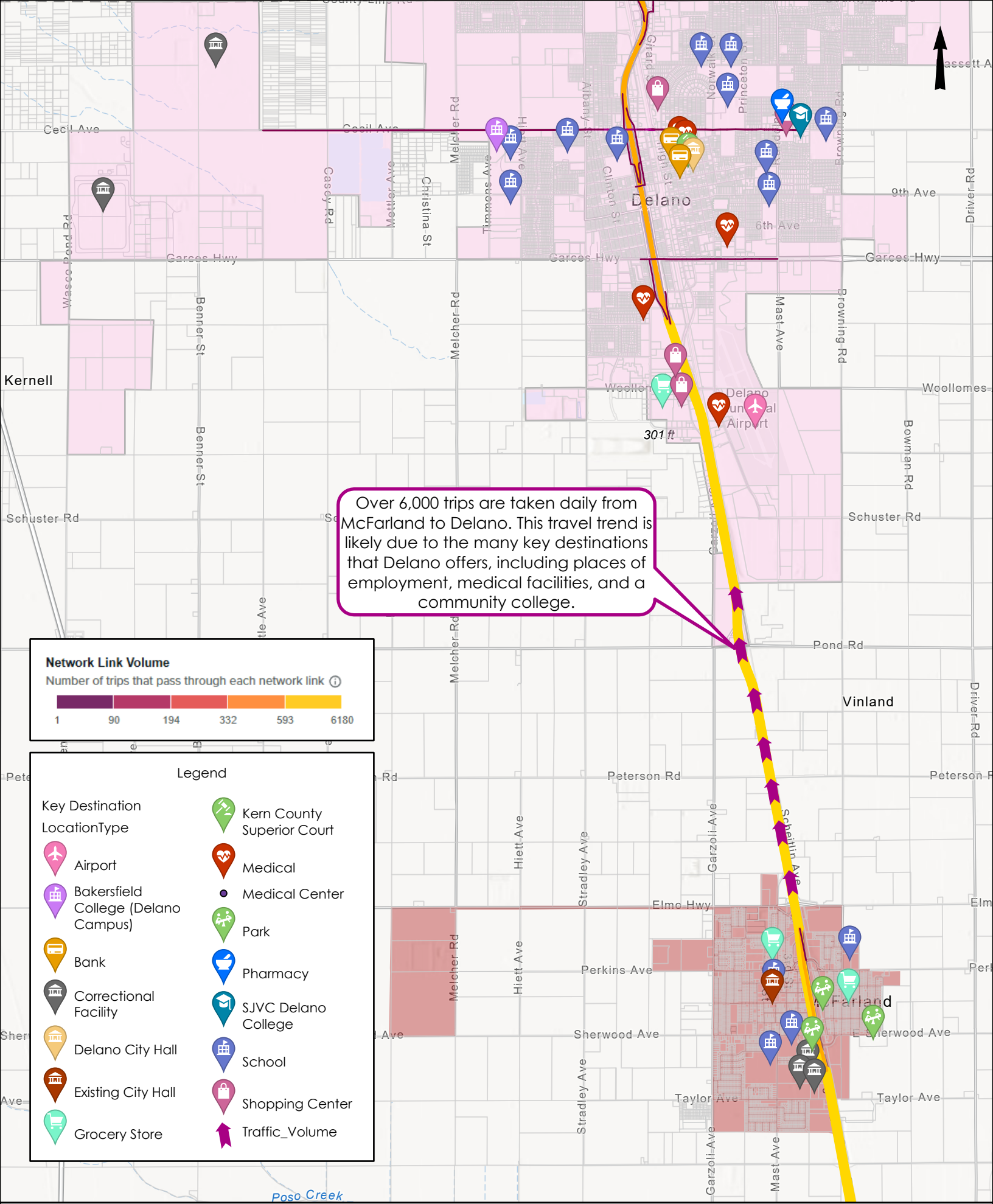
Fourth, the project will significantly improve accessibility for disadvantaged and underserved populations. McFarland is a small rural community with a high percentage of low-income households, non-drivers, seniors, and individuals with disabilities. This facility will provide those populations with a dependable, accessible transportation hub that connects them to essential goods, services, and opportunities. The ADA-compliant parking and pathways, along with its proximity to the planned City Services Complex, will ensure that users of all abilities can safely and comfortably access transit and public resources.

In terms of safety, the Park and Ride is expected to improve local traffic safety conditions. While available data may not indicate a higher-than-average accident rate for similar

15. Livability and Safety

facilities in the immediate area, the new infrastructure will reduce traffic conflicts by consolidating parking and creating clear ingress and egress points. The location next to the future City Services Complex—housing municipal and public safety offices—will further enhance safety through natural surveillance and daily staff presence, deterring potential vandalism or misuse and creating a sense of security for users.

Similarly, while there is no current evidence to suggest a higher-than-average fatality rate in the area, the design of the project prioritizes pedestrian safety and traffic flow. Features such as enhanced lighting, marked pedestrian crossings, ADA access, and security improvements are expected to reduce the potential for serious accidents or fatalities in the area. Overall, the Park and Ride project represents a proactive investment in livability, equity, and public safety for the McFarland community.



Key Destinations

0 0.75 1.5 Miles

To support a **Park-and-Ride CMAQ-funded project**, **Level of Service (LOS)** data based on the **Highway Capacity Manual (HCM)** can be used to describe current and projected conditions at nearby roadways, intersections, or freeway ramps. Since park-and-ride facilities affect roadway congestion **indirectly**, you'll want to look at:

- LOS of **adjacent intersections**
- LOS of **corridors served by transit riders or carpoolers using the lot**
- Vehicle delay, volume-to-capacity (v/c) ratios, and queue lengths

HCM LOS for Urban Streets (Segment/Corridor)

| LOS | Average Travel Speed (mph) | Description |
|-----|----------------------------|--------------------------------------|
| A | > 35 | Free flow, minimal stops |
| B | > 30 – 35 | Stable operation |
| C | > 25 – 30 | Some congestion |
| D | > 20 – 25 | Moderate congestion |
| E | > 15 – 20 | Significant delays, poor progression |
| F | ≤ 15 | Breakdown flow |

| Location | Peak Hour | Control Type | Existing LOS | Projected LOS (No Build) | Projected LOS (Build w/ Park Ride) |
|-------------------------|-----------|-----------------------------|-----------------|--------------------------|------------------------------------|
| Taylor @ Mast | AM/PM | Urban Street | D (avg. 23 mph) | E (avg. 17 mph) | C (avg. 25 mph) |
| Transit Route (Mast Ave | AM/PM | Urban Street - Unsignalized | D (avg. 23 mph) | E (avg. 17 mph) | C avg. 25 mph) |

The **park-and-ride lot will reduce congestion and improve LOS** for nearby traffic systems. These improvements contribute to **VMT and emission reductions**.







FINAL City of McFarland CMAQ Application - Park and Ride Facility

Final Audit Report

2025-07-17

| | |
|-----------------|--|
| Created: | 2025-07-17 |
| By: | Meliza Rosa (MRosa@cityofmcfarland.ca.gov) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAulinlgcazuJjh7FR5enFW8FPhZF4eZfT |

"FINAL City of McFarland CMAQ Application - Park and Ride Facility" History

-  Document created by Meliza Rosa (MRosa@cityofmcfarland.ca.gov)
2025-07-17 - 8:34:23 PM GMT
-  Document emailed to dviramontes@cityofmcfarland.ca.gov for signature
2025-07-17 - 8:36:35 PM GMT
-  Email viewed by dviramontes@cityofmcfarland.ca.gov
2025-07-17 - 8:40:13 PM GMT
-  Signer dviramontes@cityofmcfarland.ca.gov entered name at signing as Diego Viramontes
2025-07-17 - 8:41:10 PM GMT
-  Document e-signed by Diego Viramontes (dviramontes@cityofmcfarland.ca.gov)
Signature Date: 2025-07-17 - 8:41:12 PM GMT - Time Source: server
-  Agreement completed.
2025-07-17 - 8:41:12 PM GMT