

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): N/A
- (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.](#)

CITY OF WASCO
CMAQ APPLICATION 2025

East side of Griffith Avenue from Filburn Avenue to ~.25 miles south.

Project Description:

The City of Wasco will request approximately \$934,725.00 in CMAQ funds for Griffith Avenue East Shoulder Improvement from Filburn Avenue to about 0.25 miles south. This project will pave the dirt shoulder of the eastbound lane on Griffith Avenue from Filburn Avenue to the MO&T Facility in Wasco. Paving over the existing dirt reduces PM-10 emissions. Additionally, the project will install around 1,200 feet of curbs, gutters, ADA ramps, and sidewalks, and relocate PG&E power lines. Currently, there are no pedestrian or bicycle facilities along this section of the eastbound lane. The project aims to improve air quality and safety for Teresa Burke Elementary and the Wasco Union Elementary School District MO&T Facility.

Project Justification:

Travel on roads with dirt shoulders results in greater particulate matter emissions (PM10). PM10 has been linked to premature death, respiratory and cardiovascular diseases, lost workdays, school absences, and reduced activity, all of which translate into increased health costs. The San Joaquin Valley Air Pollution Control District (Valley Air District) reports the valley currently in non-attainment for PM10 under state clean air guidelines. This project will help the Valley Air District meet its air quality goals by reducing PM10 emissions by 89.9 pounds per year.

Installing paved shoulders will reduce the amount of dust particulate matter created when vehicles park in front of the school facilities, such as Teresa Burke Elementary. Increase safety. In November 2022, there was a Pedestrian/Vehicular accident on Griffith Avenue and Filburn Avenue (see attached TIMS SWIRTS Crash Detail for CASE ID:9539662). Completing and installing sidewalks, curbs, and gutters will increase and enhance the number of modes accommodated on this facility by creating an even and accessible road for pedestrians, seniors, students, disabled individuals, and cyclists. Not only will the sidewalks provide a safe place for pedestrians to walk, but the gutters will also provide a safe place for rainwater to drain, ensuring it does not conflict with pedestrians or other motor vehicle traffic.

CITY OF WASCO
CMAQ APPLICATION 2025
East side of Griffith Avenue from Filburn Avenue to ~.25 miles south.

15) Describe whether and how the project provides the four Livability benefits.

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

Yes, the project will enhance user mobility on the east side of Griffith Avenue, from Filburn Avenue to approximately 0.25 miles south, by paving and stabilizing the dirt shoulder on the eastbound lane. Extending the eastbound lane to full pavement width and adding bicycle and pedestrian infrastructure will improve air quality and make it easier and safer for people to travel, especially for dropping off children at Teresa Burke Elementary. These transportation options are currently unavailable in the area. The project will offer a safer and more convenient transportation option for residents who do not own a car.

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 east side of the roadway and improve modal connectivity by enhancing access. The east side of Griffith Avenue currently has unpaved shoulders and no sidewalks, which deters many travelers from walking or biking on it. The paving of the road will be designed to comply with the Americans with Disabilities Act (ADA) standards. It will enhance active forms of transportation, walkability, and bike access on existing modal assets. Improving points of modal connectivity by linking to Filburn Avenue, a main street that serves east-west trips in southern Wasco. It functions as a commuter, park, and school route. Griffith Avenue is the main street for accessing Teresa Burke Elementary and the Wasco MO&T Facility.

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

Yes, this project will make it easier for residents to walk and bike to Teresa Burke Elementary School, making trips safer, cleaner, faster, and more accessible. It will also help students and families who walk and bike stay safer by creating a more complete street, reducing particulate matter, and improving drop-off and pick-up times with better infrastructure. Although there are no homes or commercial centers on the east side of Griffith Avenue, increasing public infrastructure investment in the project area (zoned for residential and high-density residential use) will help accelerate infill

CITY OF WASCO
CMAQ APPLICATION 2025

East side of Griffith Avenue from Filburn Avenue to ~.25 miles south. development for affordable housing near schools, parks, and other key destinations in an existing disadvantaged neighborhood. A disconnect between affordable housing and adequate infrastructure services disproportionately impacts low-income and disadvantaged populations.

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 project will enhance safety, accessibility and connectivity by installing pedestrian and bicycle infrastructure on the east side of Griffith Avenue from Filburn Avenue to roughly .25 miles south. This initiative will provide necessary public infrastructure to boost safety, improve air quality, and promote the development of affordable housing near Teresa Burke Elementary School. Housing, goods, and services are available north of Filburn Avenue, Highway 46, and Highway 43. Consequently, the project will improve access to these resources for economically disadvantaged populations, non-drivers, seniors, and individuals with disabilities. Wasco is considered an economically disadvantaged community, with a median household income of \$55,060.00, which is only 43% of the statewide median household income of \$96,334.00 (2023 American Community Survey 5-Year Estimates).

5. Is the existing Accident Rate higher than the average rate for a similar facility?: Yes
Does the project reduce the Accident Rate to the average rate or lower?: Yes

Yes, the recent 5-year average for fatal and injury crashes in Wasco is 33.6 (TIMS SWITRS Summary 2025). The current accident rate in the project area is 2.9 collisions of this 33.6 five year average. These rates are based on collisions in Wasco from 2020 through 2024. Of the 168 total collisions over this five year period, five happened in or near the project area, and one occurred at the comparison site (Thomas Jefferson Middle School, located at 4th Street and Griffith Avenue). The project aims to lower the accident rate in the target area to about 1 collision per 100. Residential development in the project area started around 10 years ago and is expected to continue into the foreseeable future. (Source: TIMS - Transportation Injury Mapping System (berkeley.edu)).

6. Is the existing Fatality Rate higher than the average rate for a similar facility?: No.
Does the project reduce the Fatality Rate to the average rate or lower?: Yes.

No, the existing fatality rate is not higher than the state average. The project aims to maintain a fatality rate at or below 1, which is close to the state average rate. Even though there have not been fatalities here, it should not discount the fact that there have been reported close calls in the area and pedestrian/vehicle traffic is very heavy at school start and close. This Project would aim to reduce the potential for a fatality to occur in the area by providing a safer situation for vehicles and pedestrians.

Crash Details for: Case ID 9529662

Crash Information

County	Kern		
City	Wasco		
Date & Time (M/D/Y)	11/01/2022 14:20		
Location (Intersection)	Griffith Av & Filburn St		
Dist. & Dir. from Intersection	266.00 ft South		
State Highway	No		
Geocoded Location	35.5790291, -119.3405151		
Type of Crash	H - Other		
Motor Vehicle Involved With	E - Parked Motor Vehicle		
Crash Severity	4 - Injury (Complaint of Pain)		
PCF Violation Category	21 - Unsafe Starting or Backing		
Weather	A - Clear		
Alcohol Involved	No		
Pedestrian Crash	Yes	Bicycle Crash	No
Motorcycle Crash	No	Truck Crash	No

Map View



Street View



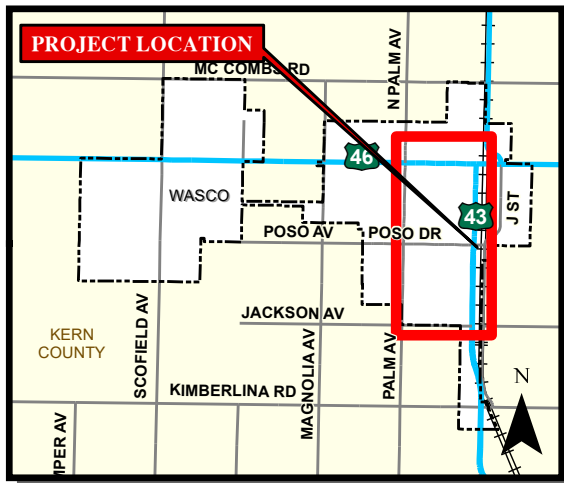
Parties: 3

Party Number	Party Type	Statewide Vehicle Type	At Fault	Party Direction	Movement Preceding Collision
1	1 - Driver (including Hit and Run)	D - Pickup or Panel Truck	Yes	South	G - Backing
2	3 - Parked Vehicle	D - Pickup or Panel Truck	No	North	O - Parked
3	2 - Pedestrian	N - Pedestrian	No	-	- - Not Stated

Victims: 1

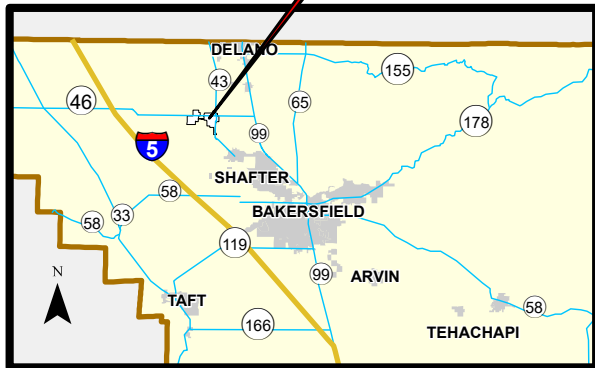
Party Number	Victim Role	Victim Gender	Victim Age	Victim Degree of Injury
3	3 - Pedestrian	F - Female	24	7 - Possible Injury

RSTP Griffith Ave Various Locations Between Margalo St and Jackson Ave



CITY VICINITY LOCATION

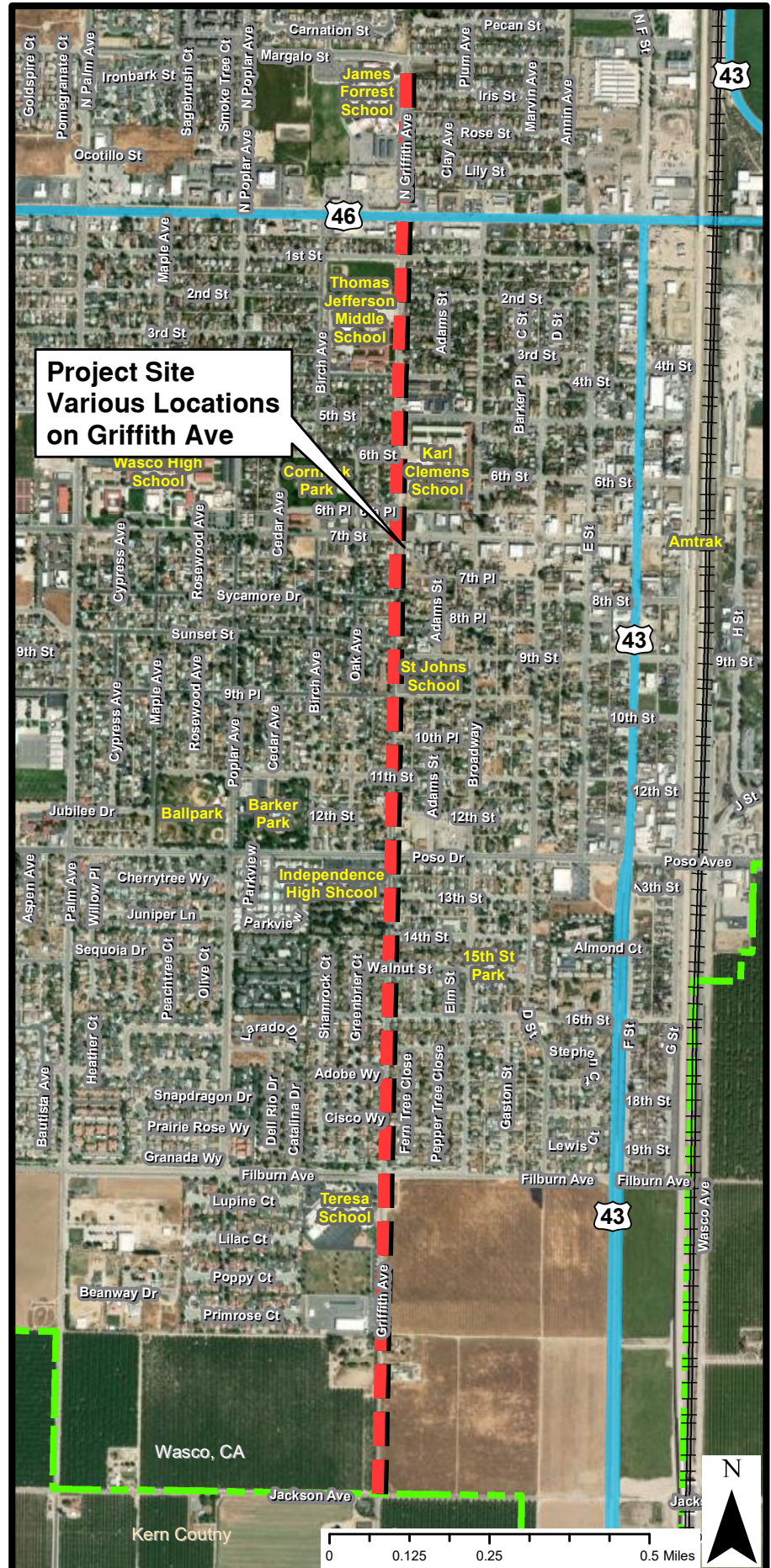
CITY OF WASCO, CA



KERN COUNTY VICINITY MAP

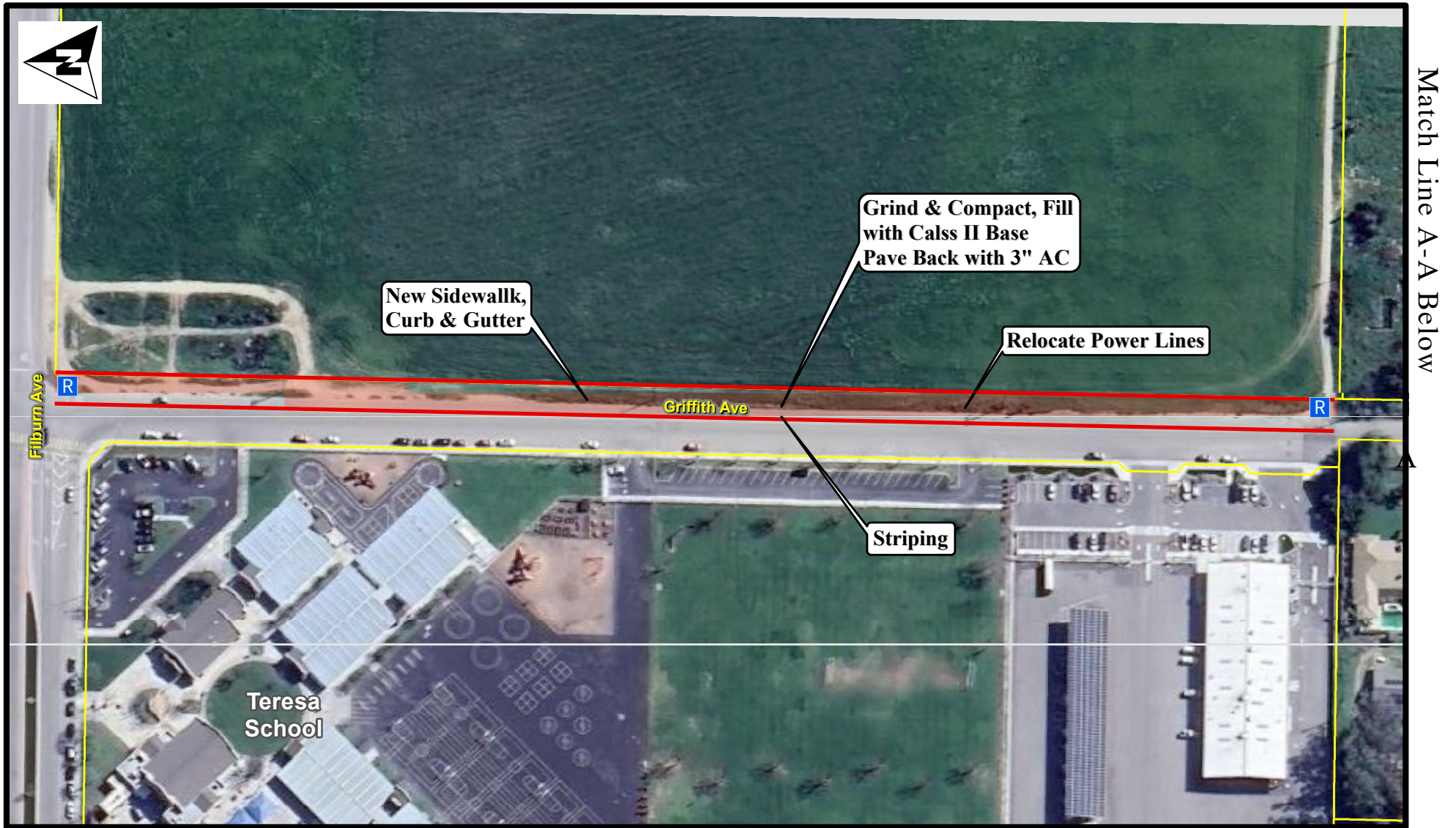
Legend

- Project Area
- Highway
- City Limits



PROJECT LOCATION MAP



CMAQ Griffith Ave East Shoulder Improvements



0 125 250 500 Feet

Site Plan

Legend

-  Project Area
-  New ADA Ramp



Department of Public Works
Engineering Services
764 E Street, Wasco, CA 93280
Phone (661) 758-7271 Fax (661) 758-1728

Project Description

Shoulder Stabilization of the East side of Griffith Avenue from Filburn Avenue to ~ .25 miles South. Work will include grading, hauling, ac paving, concrete, striping & other items of work typical with a shoulder stabilization Project.

Inputs to Calculate Cost-Effectiveness:

Total Project Cost	934,725	
CMAQ Dollars	827,512	
Effectiveness Period (Life):	20 yrs	
Days of Use/year (D):	365 days	
Length (L) of Curb and Gutter:	0.25 mile	Centerline miles
Annual Average Daily Traffic (ADT):	623 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)	=	0.11
Annual Emission Reductions (lbs/yr)	=	89.9

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

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

$$= 644.26$$

Thus,

$$\text{Calculated Cost - Effectiveness} = 644.26$$

CITY OF WASCO
Engineers Estimate
CMAQ Griffith from MOT to Filburn Ave.

ITEM NO.	ITEM CODE	UNIT OF MEASURE	ESTIMATED QUANTITY	Estimate	
				PRICE PER UNIT	TOTAL PRICE
1	Sawcutting	LS	1	2,500.00	\$ 2,500.00
2	Cut & Haul Existing Soil	CY	1444	75.00	\$ 108,300.00
3	Grading & Compaction	LS	1	25,000.00	\$ 25,000.00
4	Striping (Thermoplastic)	LS	1	12,500.00	\$ 12,500.00
5	Curb & Gutter	LF	1300	35.00	\$ 45,500.00
6	Type "A" ADA Curb Ramp	EA	2	7,000.00	\$ 14,000.00
7	Import Class II Base, Compact to 95%	TONS	1600	40.00	\$ 64,000.00
8	Concrete Sidewalk	SF	7800	10.00	\$ 78,000.00
9	AC Paving (3")	TONS	400	200.00	\$ 80,000.00
10	Relocate PGE Power Lines	LS	1	250,000.00	\$ 250,000.00

SUBTOTAL	\$	679,800.00
CONTINGENCIES	\$	67,980.00
Total	\$	747,780.00
PE	\$	112,167.00
CE	\$	74,778.00
TOTAL	\$	934,725.00

RESOLUTION NO. 2025 - 4217

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF WASCO APPROVING AN APPLICATION FOR FUNDING AND AUTHORIZING THE CITY MANAGER OR DESIGNEE TO EXECUTE A GRANT AGREEMENT AND ANY AMENDMENTS FOR FISCAL YEAR 2025 CONGESTION MITIGATION AIR QUALITY PROGRAM AND/OR CARBON REDUCTION PROGRAM (CMAQ) FUNDING AND COMMITTING THE NECESSARY LOCAL MATCH AND STATING THE ASSURANCE TO COMPLETE THE GRIFFITH AVENUE EAST SHOULDER IMPROVEMENT PROJECT

WHEREAS, the City of Wasco (herein referred to as APPLICANT) is submitting an application to the Kern Council of Governments (Kern COG) for \$934,725.00 in funding from the Congestion Mitigation Air Quality Program and/or Carbon Reduction Program (herein referred to as "federal funding") for the Griffith Avenue East Shoulder Improvement Project from Wasco Union Elementary School District, Maintenance Operations, and Transportation (MO&T) Facility to Filburn Avenue (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 within 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/or Carbon Reduction Program; and

WHEREAS, APPLICANT authorizes its city manager, or designee to execute and file an application with Kern COG for federal funding for the PROJECT as referenced in this resolution.

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

SECTION 1. APPLICANT will provide \$107,213.00 (11.47%) in the Transportation Development Act (TDA) Local Transportation Funds (LTF) for (local) matching funds; and

SECTION 2. APPLICANT understands that the Congestion Mitigation Air Quality Program and/or Carbon Reduction 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

SECTION 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

SECTION 4. PROJECT will be implemented as described in the complete application and this resolution, and if approved, for the amount programmed in the FTIP; and

SECTION 5. APPLICANT and the PROJECT will comply with the requirements as set forth in the program; and


SECTION 6. APPLICANT authorizes its City Manager, or designee, to execute and file an application with Kern COG for federal funding for the PROJECT as referenced in this resolution.

BE IT FURTHER RESOLVED that the City Manager, or designee is hereby authorized and empowered to execute in the name of the City of Wasco all grant documents, including but not limited to, applications, agreements, amendments, reports, budget appropriations and requests for payment, necessary to secure grant funds and implement the approved grant PROJECT.

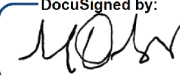
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I HEREBY CERTIFY that the foregoing Resolution No. 2025 - 4217 was passed and adopted by the Council of the City of Wasco at a regular meeting thereof held on June 17, 2025, by the following vote:

COUNCIL MEMBERS:	MEDINA, SALDAÑA, MARTINEZ, RAYA, REYNA
AYES:	MEDINA, SALDAÑA, MARTINEZ, RAYA, REYNA
NOES:	NONE
ABSTAIN:	NONE
ABSENT:	NONE

Signed by:

B0126BAE10EB473...
VALENTIN MEDINA,
MAYOR of the City of Wasco

Attest: 6/18/2025

DocuSigned by:

290AD08E8EDD40F...
MARIA O. MARTINEZ, CMC
CITY CLERK and Ex Officio Clerk of
the Council of the City of Wasco