

## RESOLUTION NO. 25-37

**A RESOLUTION OF THE RIDGECREST CITY COUNCIL APPROVING THE APPLICATION FOR FUNDS FOR THE FY26/27 CONGESTION MITIGATION AIR QUALITY PROGRAM AND/OR CARBON REDUCTION PROGRAM FOR THE PROCUREMENT OF ONE (1) BATTERY-ELECTRIC TRANSIT CUTAWAY BUS; COMMITTING THE NECESSARY LOCAL MATCH FUNDING AND ASSURING THE COMPLETION OF THE PROJECT**

**WHEREAS**, the City of Ridgecrest is submitting an application to the Kern Council of Governments (Kern COG) for \$344,289.00 in funding from the Congestion Mitigation Air Quality Program and/or Carbon Reduction Program (herein referred to as "federal funding") for the procurement of One (1) Battery-Electric Cutaway Bus Project (Optimal EV S1 Low Floor Electric Shuttle), (herein referred to as PROJECT); and,

**WHEREAS**, the City of Ridgecrest has the financial capacity to complete, operate and maintain the PROJECT; and,

**WHEREAS**, the City of Ridgecrest 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 Ridgecrest is authorized to execute and file an application for funding the PROJECT under the Congestion Mitigation Air Quality and/or Carbon Reduction Program.

**NOW, THEREFORE, BE RESOLVED** that the Ridgecrest City Council hereby approves:

- (1) The City of Ridgecrest will provide \$39,489.95 or those funds necessary in local matching funding; and,
- (2) The City of Ridgecrest understands that the Congestion Mitigation Air Quality 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 City of Ridgecrest from other funds, and the City of Ridgecrest does not expect any cost increases to be funded with additional Congestion Mitigation Air Quality and/or Carbon Reduction Program funding; and,
- (3) The City of Ridgecrest 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) The PROJECT will be implemented as described in the complete application and in this resolution and, if approved, to the amount programmed in the FTIP; and,
- (5) The City of Ridgecrest and the PROJECT will comply with the requirements as set forth in the program; and,
- (6) The City of Ridgecrest authorizes its City Manager to execute and file an application with Kern COG for the Congestion Mitigation Air Quality and/or Carbon Reduction Program for the PROJECT as referenced in this resolution.

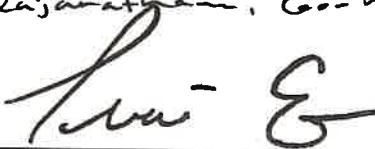
**APPROVED AND ADOPTED** this 16<sup>th</sup> day of July, 2025 by the following vote:

AYES: Endicott, Blader, Haymen, Rajaratnam, Gorman


NOES: none

ABSTAIN: none

ABSENT: none

  
Travis Endicott, Mayor

ATTEST:

  
Ricca Charlon, City Clerk

**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 Ridgecrest
- (5) Project description [(Location:) + (Limits) + (;) + (Improvement/Activity)]  
Purchase One Replacement Battery Electric Cutaway Bus For Transit Fleet

(6)	Funding Type	PE	R/W	Const.	Total
Local	SGR, Gen. Fund	\$	\$	\$ 39,489	\$ 39,489
Local		\$	\$	\$	\$ 0
State		\$	\$	\$	\$ 0
Federal	CMAQ	\$	\$	\$ 304,800	\$ 304,800
	Total	\$ 0	\$ 0	\$ 344,289	\$ 344,289

- (7) Programming Year by Phase: PE: FY 26-27 R/W: FY 26-27 Const: FY 26-27
- (8) VMT Reduction (annual miles): 0
- (9) VOC Reduction (kg/day): N/A Additional documentation required. See instructions.
- (10) NOx Reduction (kg/day): .01 Additional documentation required. See instructions.
- (11) PM<sub>10</sub> Reduction (kg/day): N/A Additional documentation required. See instructions.
- (12) PM<sub>2.5</sub> Reduction (Kg/day): 0 Additional documentation required. See instructions.
- (13) CO Reduction (kg/day): .339 Additional documentation required. See instructions.
- (14) Cost-Effectiveness (\$/lb): 1,224.01 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): N/A
- (17) Hwy Peak period LOS After Project (AM/PM average): N/A
- (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: **Sergio Covarrubias**

Date Completed: **7/2/2025**

E-mail: **scovarrubias@ridgecrest-ca.gov**

Phone Number: **(760)499-5041**

Agency: **City of Ridgecrest**

Address: **100 W. California Ave. Ridgecrest, CA. 93555**

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.](#)



**Telephone (760) 499-5041**

**100 W. California Ave.**

**Ridgecrest, CA. 93555-4054**

**Sergio Covarrubias -Transit Administrator**

## Project Description

Purchase of (one) 27' battery-electric cutaway bus. Said cutaway will have 16/2 ADA seating. New vehicle will be capable of accepting a level 2 standard or a level 3 DC fast charger. These cutaways have a wide body that enhances passenger comfort and they have an 11" Low-Floor height Step-In design. They are in-line with current ridership levels and passenger needs and would be a necessary addition to our All-Electric Propulsion fleet.

The new vehicle will be replacing a larger, gas guzzling, carbon-producing cutaway which has exceeded its useful life benchmark in years and mileage. The existing bus being replaced are 2012 Ford F550 cutaway. They were due for replacement over four years ago and a minimum of 40,000 miles prior.

## Project Background and Justification

The Innovative Clean Transit act passed in 2018. This required that transit services begin transitioning to zero emission vehicles beginning in 2026 and being fully transitioned by 2040. With the recent California initiative known as Advanced Clean Cars II, the City expects transit fleets to have to be fully electric prior to the 2040 deadline. Vehicles purchased prior to the 2026 milestone will be counted towards required zero emission purchasing ratios.

In 2018, the City of Ridgecrest began to program grant funds from the Low Carbon Transit Operations Program (LCTOP) and State of Good Repair Program (SGR) to building solar powered electric vehicle charging infrastructure located at the City of Ridgecrest Corporation yard (636 W. Ridgecrest Blvd.)

In 2019, the City of Ridgecrest began to program additional LCTOP funds to purchase its first battery electric bus and continued to program State of Good Repair funds for the charging infrastructure. (This purchase required future year grant funding as evident below). Additionally, the City of Ridgecrest applied for funds to complete the solar powered, electric charging infrastructure through the Congestion Mitigation Air Quality (CMAQ) program.

In 2020 the City of Ridgecrest was awarded the CMAQ project funds and continued to use LCTOP funds to facilitate purchase of the first battery electric bus. Additionally, the City of Ridgecrest began to program its SGR funds to help purchase the battery electric bus. The above mentioned CMAQ project has seen numerous supply issues, and is currently at 99% completion. The estimated completion date for this project is June 30<sup>th</sup> 2025, as electrical components have been on back order.

In 2021 the City of Ridgecrest reprogrammed existing Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds towards the purchase of the battery electric van. The City of Ridgecrest also began to program new LCTOP and SGR funds towards the

purchase of a second battery electric van.

In 2022 the City of Ridgecrest placed an order for the first battery electric van from A to Z Bus Sales. In addition, the City of Ridgecrest continued to program LCTOP funds and SGR funds towards purchase of the second battery electric van.

Thereafter, the City collaborated with HCD and received an Affordable Housing & Sustainable Communities (AHSC) grant. The grant application possessed two (2) electric vans for City Transit use. Upon further review, staff noticed that during underwriting the grant was funded without these vans included. Despite numerous staff efforts, HCD reiterated there was nothing we could do to have these added back to the grant. This delayed the replacement of vehicles in accordance with the City of Ridgecrest Transit Management Plan (TAM).

With all the new charging infrastructure, (current CMAQ Project), and the Transit infrastructure improvements within the AHSC grant;

Including but not limited to:

1. Three Transit Bus shelter Hubs
2. ADA Improvements at numerous shelter locations
3. Ridership passes for the currently under construction (100% complete) 72 unit Affordable Housing Development

As you can see, it is imperative that we transition to electric vehicles now, and get on track with our TAM. Additionally, with the electrical upgrades SCE required to facilitate the CMAQ project the City of Ridgecrest has to meet or exceed a certain power usage requirement to help offset the cost of the SCE infrastructure improvements. The only way the City will be capable of meeting these power usage requirements is with the procurement of these two vehicles and this Electric Cutaway bus. Otherwise, the City could face significant monthly penalties.

In December of 2023 our first electric van was purchased and placed in service on July of 2024. We are currently working on transferring CMAQ funds to FTA for multiple electric van purchases. This electric cutaway will be the final step to meeting our transition to an all-electric transit fleet.

**COST ESTIMATE**  
**CMAQ Electric Cutaway Purchase**  
in Ridgecrest, California, 07/02/2025

ITEM	DESCRIPTION	QTY	UNIT	ESTIMATED COST	
				UNIT PRICE	AMOUNT
1	Purchase of Battery-Electric Cutaway Bus	1	L.S.	\$312,990.00	\$312,990.00

<b>ESTIMATED AMOUNT</b>	<b>\$312,990.00</b>
10% Contingency	\$31,299.00
	<b>\$344,289.00</b>

<b>Total Estimate</b>	<b>\$344,289.00</b>
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CMAQ	
Federal CMAQ Funds (88.53%), Total Construction Estimate X 88.53%	\$304,799.05
Local Matching Funds (11.47%), Total Construction Estimate X 11.47%	\$39,489.95

<b>Total Local Match</b>	<b>\$39,489.9483</b>
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<b>Federal CMAQ funds Requested</b>	<b>\$304,799.05</b>
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# On-Road Cleaner Vehicle Purchases and Repowering

This method can also be used for Bicycle Purchases.

Use "Tab" or "Enter" or "Page Down" keys to move through this form.

The purchase or lease of a vehicle that is certified to be less polluting than a typical new vehicle (cleaner purchase or lease), or an engine replacement that converts a vehicle into a less polluting one (cleaner repower). Light duty on-road vehicles must be certified SULEV, PZEV, or AT-PZEV. Medium duty on-road vehicles can be certified ULEV, SULEV, PZEV, or AT-PZEV. For heavy duty on-road vehicles, these projects are usually the purchase of a cleaner, alternative-fuel engine or vehicle instead of a conventional diesel-fuel engine or vehicle into a less polluting one.

## Red boxes denote MV Fee projects ONLY

Air District:	<input type="text"/>
Local Government:	Not Applicable

## Green boxes denote CMAQ projects ONLY

Federal Number:	<input type="text"/>
Approval Date:	<input type="text"/>
CALTRANS DIST EA:	<input type="text"/>
County:	<input type="text"/>

NEED TO KNOW: Funding dollars;  
Annual vehicle miles traveled (VMT);  
Heavy-duty (HD) engine certification rates or  
light-duty (LD) or medium-duty (MD) vehicle  
classification.

## WHITE BOXES ARE FOR ALL USERS

Project Name or Short Description:	Purchase One Replacement Battery Electric Cutaway for Transit Fleet
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Please use descriptive project name that fits in box. Include number of vehicles and fuel type.  
Note: Since natural replacement of older vehicles or engines with newer, cleaner ones (fleet turnover) is accounted for in clean air plans, in order to claim emission reductions from the project, the vehicles purchased must emit less pollution than conventional new vehicles meeting current emission standards.

Number of category must match number of subcategory.

[View Category List](#)

[Print List](#)

Category:	(1) Alternative Fuels/Electric Vehicles
Subcategory:	(1d) Electric Vehicle Purchases
Description/Scope: (Issues/Comments)	Purchase One Replacement Battery Electric Cutaway for Transit Fleet

Use pull down menus.

Vehicle projects must include number of vehicles (with make, model, and model-year), fuel type, engine type, HD certification rates, and LD or MD classification.

Implementing Agency or Project Sponsor:

City of Ridgecrest

Check if private-public partnership: ☐

Enter funding sources. [CLICK HERE for help.](#)

Motor Vehicle Funding (MV Fees):	\$0
MSRC CoFunding (MSRC):	\$0
Moyer CoFunding (Moyer):	\$0
CMAQ Funding (CMAQ):	\$304,799
Other CoFunding or Local Match (CoFund):	\$39,490

✓ Subvention Funds  
✓ Discretionary Funds

Adjust life to represent the project. See defaults at right.

### Suggested Life Default Values

Heavy-duty transit bus - 12  
Electric bus - 18  
School bus - 20  
Heavy-duty trucks - 10  
Medium-duty vehicles - 10  
Light-duty vehicles - 8  
Light-duty electric vehicles - 10

Project Life (Life):	18 years
Capital Recovery Factor (CRF):	0.07

Annual vehicle miles traveled (VMT):	20,000 miles
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VMT should reflect all vehicles.

## Emission Factors

### Before Emission Factor

ROG Factor: 0.15

NOx Factor: 0.20

### After Emission Factor

grams per mile 0.00 grams per mile

0.00

[MAIN MENU](#)

[EMISSION FACTORS \(link to PDF on web\)](#)

# On-Road Cleaner Vehicle Purchases and Repowering

This method can also be used for Bicycle Purchases.

## Emission Factors

Before Emission Factor		After Emission Factor	
ROG Factor:	0.15	grams per mile	0.00
NOx Factor:	0.20		0.00
PM2.5 Factor:	0.13		0.064

For heavy-duty vehicle "Before" and "After" emission factors, see Emission Factor Table 5. For medium- and light-duty vehicle emission factors, see Emission Factors Table 2. For electric vehicles, use 0 as a default value for the ROG, NOx, and VOC emission

For electric buses use 0 as emission factor for all pollutants.

## Emission Reductions

	pounds per year	kilograms per day	
Reductions in Reactive Organic Gases (ROG):	7	0.01	
Reductions in Nitrogen Oxides (NOx):	9	0.01	Less than 0.5 pounds shows as zero.
Reductions in Particulates (PM2.5):	3	0.00	
TOTAL EMISSION REDUCTIONS:	18	0.02	

Annual Emission Reductions in pounds per year (ROG, NOx, and PM2.5) =  
 $(\text{VMT}) \times [(\text{Before Emission Factor}) - (\text{After Emission Factor})] / 454$

Daily Emission Reductions in kilograms per day (ROG, NOx, and PM2.5) =  
 $\text{Annual Emission Reductions in pounds per year} / (2.2 \times 365)$

For Caltrans Staff  
Use ONLY

### Optional Method:

Emissions can also be calculated using emission factors in units of g/bhp-hr multiplied by annual fuel consumption and an energy consumption factor. The default for the energy consumption factor is 18.5 hp-hr/gal. Substitute annual gallons of fuel in place of VMT. Substitute emission rates in units of g/bhp-hr multiplied by 18.5 in place of the Before Emission Factor and the After Emission Factor.

## Cost-Effectiveness

	dollars per lb.	dollars per ton
MVFees Cost-Effectiveness:	\$0.00	\$0
MVFees CE = $((\text{MVFees} + \text{MSRC} + \text{Moyer}) \times \text{CRF}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$		
CMAQ Cost-Effectiveness:	\$1,224.01	2,448,014
CMAQ CE = $(\text{CMAQ} \times \text{CRF}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$		
Total Cost-Effectiveness:	\$1,382.59	2,765,180

Negative emissions means the project causes pollution rather than reduces pollution. If emission reductions equal zero, cost-effectiveness cannot be calculated.

Total CE =  $((\text{MVFees} + \text{MSRC} + \text{Moyer} + \text{CMAQ} + \text{CoFund}) \times \text{CRF}) / (\text{ROG} + \text{NOx} + \text{PM2.5})$

For One-Page Summaries  
of MV Fees Projects

CLICK HERE  
to Preview

CLICK HERE  
to Print

For One-Page Summaries  
of CMAQ Projects

CLICK HERE  
to Preview

CLICK HERE  
to Print

Click Here to  
add another  
project of  
the same  
category

For summary reports of all project types, return to Main Menu, select "REPORTS MENU."

NOTE: You can view each project record you have entered by using the record bar at bottom of screen or the tab bar at left of screen.

End of Form

MAIN MENU

EMISSION FACTORS (link to PDF on web)

### **Emissions Reduction**

Estimate the reduction in emissions using the program titled “Methods to Find the Cost Effectiveness of Funding Air Quality Projects”, General Methods Program (Microsoft Access), from the California Air Resources Board in Cooperation with Caltrans and CAPCOA, available at <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>, or the updated version. Kern COG staff shall be consulted prior the application deadline to determine is an alternative analysis program or formula should be used outside the Air Resources Board air quality emission calculation tools. Otherwise all applications are expected to use the appropriate ARB calculator / formulas. Note: projects are ranked relative to all other projects competing for funds.

Emissions Reduction Ranking Criteria <sup>1</sup>				
Pollutant (kg/yr)	San Joaquin Valley Air Basin <sup>2</sup>	Kern River Valley Air Basin <sup>3</sup>	Mojave Air Basin <sup>4</sup>	Indian Wells Valley Air Basin <sup>5</sup>
<b>PM<sub>10</sub></b>	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2	Top 90% - 100% = 8 Top 80% - 89% = 7 Top 70% - 79% = 5 Top 60% - 69% = 3 Top 50% - 59% = 2
<b>VOC</b> @ ☒ ☉	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	Top 90% - 100% = 7 Top 80% - 89% = 5 Top 70% - 79% = 3 Top 60% - 69% = 2	
<b>NO<sub>x</sub></b> ☒ ☉	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	Top 90% - 100% = 5 Top 80% - 89% = 3 Top 70% - 79% = 2	
<b>PM<sub>2.5</sub></b>	Any reduction = 3			
<b>CO</b>	Any reduction = 2 <sup>6</sup>			
	Max Points = 25	Max Points = 20	Max Points = 20	Max Points = 8

<sup>1</sup> Note: Project eligibility is ultimately determined by FHWA through Caltrans Local Assistance when the project sponsor submits the Request for Authorization (E-76) to Caltrans to obligate the CMAQ funds. When CMAQ guidelines under MAP-21 are available, the KCOG CMAQ project selection process will be reviewed and updated as required.

<sup>2</sup> Classified non-attainment for four pollutants (PM<sub>10</sub>, Ozone, PM<sub>2.5</sub> & CO).

<sup>3</sup> Classified non-attainment for two pollutants (PM<sub>10</sub>, Ozone).

<sup>4</sup> Classified non-attainment for one pollutant (Ozone).

<sup>5</sup> Classified maintenance for one pollutant (PM<sub>10</sub>).

<sup>6</sup> Only applies to projects within the Bakersfield Metropolitan Area.

### **Livability and Safety**

Livability - Describe whether and how the project provides the four listed Livability benefits; provide no more than a half page response for each benefit: (1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for travelers; (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; (3) Will improve travel between residential areas and commercial centers and jobs; (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.



## ON-ROAD PROJECTS

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**County:**

**Federal Number:**

**Approval Date:**

**Caltrans DIST-EA:**

**Short Description** Purchase One Replacement Battery Electric Cutaway for Transit

**Project Scope:** Purchase One Replacement Battery Electric Cutaway for Transit Fleet

**Project Sponsor:** City of Ridgecrest

**Private Agency:** No

**CMAQ Funding:** \$304,799

**Local Match:** \$39,490

**Capital Recovery Factor** 0.07

**Project Analysis Period:** 18 years

**Vehicle Miles Traveled (VMT)** 20,000 annual miles

### ***EMISSION FACTORS:***

#### **Baseline Vehicle Emission Factor**

**ROG :** 0.15 *grams per mile*

**NOx :** 0.20

**PM10 :** 0.13

#### **Cleaner Vehicle Emission Factors**

0.00 *grams per mile*

0.00

0.06

### ***EMISSION REDUCTIONS***

#### **Pounds per Year**

**ROG:** 7

**NOx:** 9

**PM2.5:** 3

**Total:** 18

#### **Kilograms per Day**

0

0

0

0

### ***COST-EFFECTIVENESS OF:***

**CMAQ Funds:**

\$1,224.01 per pou

\$2,448,014 per ton

**All Funding Sources:**

\$1,382.59 per pou

\$2,765,180 per ton



July 02, 2025

## Livability and Safety

- 1) Will enhance or reduce the average cost of user mobility through the creation of more convenient transportation options for our daily travelers. With our "Free Fares" currently implemented into our service. This will increase the benefits of our travelers with having a more flexible option for accessibility throughout our Service area.

*The addition of the two new transit vans will reduce the cost of user mobility through the creation of more convenient renewable energy transportation options. These green options are expected to have 80% of the power necessary for operation which are offset by solar production at our Corp Yard. It is plausible that the average cost per trip could decrease, thus prompting the City to lower fares in the future when "Free Fare" funds are completely depleted. Lower fares would support and make the already low fare even more convenient and beneficial for all travelers.*

- 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

*Renewable energy vehicles will not only benefit the environment, but will also provide people an opportunity to experience electric vehicles for a minimal cost. These vehicles have become a topic of discussion here in Ridgecrest, and our charging infrastructure is currently in the final stages of completion. With the City possessing some of the latest technology, many of the Local Scientists and Engineers that live in the area would utilize the service, not to mention the seniors and disabled. Currently some of our senior and disabled passengers struggle with some of the older ADA devices that are equipped on our obsolete vehicles. With an increase in ridership, this would reduce congestion on modal assets.*

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

*Currently, approximately 90% of transit ridership is by people who rely on the service to get them to school, work, or a store to purchase necessities. New vehicles would improve these modes of transportation immensely as the existing buses are constantly breaking down and have to be towed back*

*to the facility for repairs. The van purchases are a crucial necessity for allowing Ridgecrest to provide long-term sustainability and increase functionality for our community. In addition to this, it would greatly enhance City Transit's reliability and could potentially increase ridership for employees traveling to various business locations like Home Depot, Stater Brothers, Starbucks, the Community College, Walmart, and so many others. With the City possessing only one reserve bus, sometimes riders must be turned away because vehicles are not available at their time of need. With a newer fleet, downtime would be decreased, and thus travel and availability would increase. This would allow riders to utilize the service because it would be a reliable form of transportation.*

- 4) Will improve accessibility to transportation services for economically disadvantaged populations, non-drivers, senior citizens, person's with disabilities, or make goods, commodities, and services more readily available to these groups

*As previously mentioned this is the majority of our ridership. We routinely provide transportation to the Senior Center (for free lunches), Salvation Army (for free-food box disbursements) and crucial medical appointments for the disabled, non-drivers, seniors, etc. Bus availability is crucial for people's survival in many cases. Increasing the reliability of our fleet is a long-term goal that the City is striving to make a reality. With less fleet downtime this will allow for more trips.*

- 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

Not Applicable.

- 6) Is the existing facility 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

Not Applicable.

## Attachment 'A'

### Emission Factors Table

Table 2 Emission Factors for Cleaner Vehicles for Light-Duty and Medium-Duty Trucks/SUVs (Chassis-Certified)

**Baseline (Older) Technology Vehicles**

Average New Truck in 2010 (note: emission factor units are grams/mile and weight units are pound)

Weight <sup>7</sup>	ROG	NOx	PM2.5 Exhaust	PM2.5 Total <sup>8</sup>	CO
Up to 8,500	0.051	0.060	0.010	0.056	2.1
8,501-10,000	0.148	0.195	0.068	0.132	6.2
10,001-14,000	0.173	0.390	0.068	0.137	7.1

**Replacement (Newer) Technology Cleaner Vehicles**

Projected Average New Trucks in 2020 (note: emission factor units are grams per mile)

Weight <sup>7</sup>	ROG	NOx	PM2.5 Exhaust	PM2.5 Total <sup>8</sup>	CO
Up to 8,500	0.043	0.054	0.003	0.049	1.8
8,501-10,000	0.104	0.149	0.008	0.072	5.7
10,001-14,000	0.155	0.245	0.010	0.079	6.4

**Replacement (Newer) Technology Cleaner Vehicles**

Zero-emission light-duty and medium-duty vehicles (ZEV) (note: emission factor units are grams per mile)

Weight <sup>7</sup>	ROG	NOx	PM2.5 Exhaust	PM2.5 Total <sup>8</sup>	CO
Up to 8,500	0	0	0	0.046	0
8,501-10,000	0	0	0	0.064	0
10,001-14,000	0	0	0	0.069	0

See notes on next page.

<sup>7</sup> Gross vehicle weights can be associated with payload capacity as follows: 5751-8500 lb, roughly 1-ton payload; 8501-10,000 lb, roughly 1.8-ton payload; 10,001-14,000 lb, 2.5-ton payload.

<sup>8</sup> Total PM2.5 factors include motor vehicle exhaust, tire wear, brake wear, and entrained road dust.