VCTC RFP No. 2627-001-FR

ADDENDUM #4

November 16, 2026

VCTC has reached an agreement with the landlord of 240 S. Glenn Drive. The facility will be provided to the selected proposer with no lease or utility costs. Specific terms and conditions will be negotiated prior to execution of the contract.

Note: Questions are answered in the order they were received into our offices. Questions are presented as submitted, without changes for grammar or punctuation. Some strikeouts and formatting changes were made to questions submitted for clarity and readability.

Q1: If one proposer has a focused client base of 10 clients and another has several hundred, five self-selected references will not be a representative sample. Most of the larger company's clients could be dissatisfied with its service, yet five hand-picked references could still show the Review Committee a favorable picture of only a small part of that company's client base.

Because Qualifications of Proposer Firm and relevant experience with programs of similar scope and size are scored in the written proposal review, will VCTC require every proposer to submit a complete list of clients with contact information, and have the Review Committee randomly select the references it contacts, rather than relying only on the references each proposer chooses to submit?

A1: VCTC will not require providers to submit a complete list of all clients. Proposers may submit the number and type of references they feel best meets the requirements of the RFP.

Q2: Thank you for the opportunity to review your RFP. We are preparing a more extensive list of questions, but in the spirit of fostering active competition for this project, we respectfully request that the performance bond be reduced significantly, potentially to 5%.

A2: VCTC will not consider performance bond reductions at this time. VCTC may consider, during contract negotiations, modifications to performance bond requirements based on financials and other criteria but will not consider reductions to the degree requested.

Q3: At this time, what are the three biggest challenges VCTC Intercity faces, and how have these inhibited VCTC Intercity from achieving its goals?

A3: Implementation and use of and managing data effectively for new transit technologies such as AVL/AVA, meeting on-time performance expectations, and the implementation of battery electric vehicles into regular service. These challenges have inhibited us from achieving a higher level of reliability and an improved passenger experience.

Q4: Please provide the last 24 months of key performance indicators (KPIs). For example, on-time performance, safety performance, and maintenance.

A4: ***This information is being compiled and will be provided as soon as possible.***

Q5: Please confirm the key personnel positions that are required to be named in the bidder's proposal.

A5: To the extent possible, key personnel should be named, however naming of all key positions is not a requirement.

Q6: **DBE** Please verify that there is no Disadvantaged Business Enterprise goal established for this contract and that a good faith effort is not required.

A6: Pursuant to current federal policy as noted in the RFP Section 11.20, no DBE requirements are included with this contract. However, VCTC reserves the right to impose DBE requirements in the future should federal policy change. Proposers may include voluntary DBE goals and good faith efforts in their Proposal.

Q7: **Labor** In order for bidders to comply with California Labor Code 1070-1074, the following information must be made available to all bidders:

A. seniority list for the current employees for this contract with position, full-time or part-time status, length of service, and current rate of pay;

B. current rates/benefits participation rates of the current employees (medical, dental, vision), along with specific information regarding co-pays, dependent coverage and amount of premium paid by employer and details about what each plan offered includes;

C. information regarding retirement plans;

D. Any applicable collective bargaining agreements for employees of these services and any applicable MOUs or side letters of agreement

Please indicate the date on which this material will be provided. Bidders will need sufficient time to factor for these costs in our price proposal.

A7: ***Information in response to Q7 parts A, B, and C have been requested and will be provided as soon as possible if made available to VCTC.*** Please refer to RFP, Exhibit 4, for part D.

Q8: **RFP Page #86, Section 12 Insurance and Indemnification** This section states "3. Upon VCTC written request, certified copies of insurance policies, submitted within thirty (30) days of request."

Contractor does not provide copies of its insurance policies as they contain confidential client information. Will the Agency accept broker-certified Certificates of Insurance and applicable endorsements as evidence of the required insurance coverages?

A8: In the event of a claim made against VCTC that triggers Contractor insurance, VCTC shall have access to Contractor insurance policies. Any confidential or proprietary information can be redacted.

Q9: RFP Page # 87, Section 12.6 Sexual Misconduct Liability Will VCTC accept Contractor's existing $2 million per occurrence Sexual Assault & Molestation (SAM) coverage in lieu of the $5 million requirement?

A9: No.

Q10: Proposal Submission Deadline Please confirm whether the correct proposal submission deadline is 1:00 p.m. local time, as stated on page 1 of the RFP, or 4:00 p.m. local time, as stated in Section 14.7 on page 100.

A10: The question as submitted references an incorrect section. The applicable section is 14.17. The time on page one (1) is correct. The time listed in Section 14.17 is hereby revised to 1:00 p.m.

Q11: 10.25 VEHICLE FUELING – DIESEL AND GASOLINE Please provide the fueling frequency and monthly usages.

A11: VCTC buses are fueled daily. Total fuel purchased in FY25/26 was 401,426 gallons at an average cost of $4.28 per gallon, for a total expenditure of $1,757,980. Proposers are reminded that fuel cost calculations should not be a part of your proposal pricing. Fuel costs shall be on a solely a pass-through expense basis, at cost, and reimbursed monthly by VCTC. A total fuel cost calculation will be identified as part of contract negotiations and included in the not-to-exceed contract costs.

Q12: Section B. Exterior, Page 59 Does VCTC have a required interval at which exterior vehicle washing must take place?

A12: No minimum required interval has been stated. However, the RFP, Section 10.0 is explicit as to the minimum appearance standards for vehicles to be in service. Proposers are expected to maintain those standards through whatever interval the Proposer determines is necessary to meet the appearance standard one hundred percent of the time. The wash rack is available 24/7 to facilitate this. VCTC reserve the right to specify a washing frequency at a future date if minimum standards are not being consistently met.

Q13: 16.8 NEGATIVE HISTORY, page 106 This section requires bidders to disclose "all Contracts for service cancelled by Contracting party in the past five (5) years or anticipated to be cancelled in the next six (6) months."

Will VCTC amend this requirement to "all Contracts for service terminated for default, or cancelled due to performance"? As a national company, we have several small contracts that were canceled during the pandemic, and those cancelations had nothing to do with negative history/ poor performance.

A13: No, VCTC requires that Proposers disclose all canceled contracts regardless of reason. Cancellation of a contract alone is not in and of itself disqualifying from consideration. Contractor may provide supplemental information regarding the reasons for such cancellation and any mitigating circumstances.

Q14: 16.3 EXPLANATION OF HOW PROPOSER WILL PERFORM THE WORK, page 104 This Section states: "The PROPOSAL should be presented in a format that corresponds to, and references, the sections outlined in the Scope of Work, and should be presented in the same order." Does this reference address Section 5 "Scope of Work", or Sections 1–13? If Sections 1-13, please confirm there is no requirement to individually address all sub-bullets in these sections.

A14: The reference in Section 16.3 is specific to Section 5. However, your overall proposal should address key points of all sections of the RFP where applicable. The decision of which sections, sub-sections, and bullet points to address is at the discretion of the Proposer. For ease of review, it is recommended that Proposers address sections in order they appear in the RFP.

Q15: Proposal Format Please clarify that all proposers' technical responses should adhere to the formatted order in Section 16 .2 through 16.14

A15: It is not required that responses to Sections 16.2 through 16.14 be presented in order but is recommended for ease of review.

Q16: Price Proposal Please confirm if VCTC requires price proposals to be submitted separately from the technical proposal in a separate envelope, or should the price section follow the technical requirements?

A16: Price Proposal, Section 18.0, should be presented following the technical requirements.

Q17: Due Date To allow proposers adequate time to fully evaluate the RFP requirements and develop comprehensive and responsive proposals, would VCTC consider extending the current proposal submission deadline by 3 weeks?

A17: No. VCTC believes sufficient time has been provided to meet RFP requirements.

Q18: Proposal Submission Will VCTC please confirm the correct office address to which proposers should submit their proposal packages?

A18: Please submit proposals to the address listed in the RFP, 751 E. Daily Drive, Suite 420, Camarillo, CA 93010. Office hours are from 8:00 a.m. to 5:00 p.m., Monday through Friday.

Q19: Page 70; Section 10.26 Vehicle Fueling – Electric The RFP states that VCTC is developing permanent charging infrastructure near the current facility.

Please provide the anticipated design, charger manufacturer/model, quantity, power rating, commissioning date, and construction completion date, and confirm whether the infrastructure will be fully operational by May 4, 2027, service start date.

A19: Please refer to Addendum #2 for revised contract start date. Charging infrastructure noted in the RFP is still in the design phase. VCTC is unable to provide the information requested at this time. Charging locations will be located approximately one half mile from the existing facility, adjacent to the Camarillo Metrolink station on property owned by VCTC.

Q20: Page 70; Section 10.26 Vehicle Fueling – Electric The RFP directs proposers, if required to identify a facility, to confirm sufficient electrical service to charge three or more EV buses simultaneously.

Please identify the minimum electrical service capacity, number of simultaneous charging ports, and minimum charger output VCTC requires proposers to assume.

A20: Please see Attachment #1. Minimum electrical service capacity needs to support 3 charging ports, a charger rating of 100-150 kWh per port, a utility service of 800A-1200A, 480V, 3-phase and a connected load of 450 kW. Please note that VCTC staff are not experts in battery electric vehicles and these are basic recommendations to charge three buses with 446 kWh batteries.

Q21: Page 70; Section 10.26 Vehicle Fueling – Electric Please confirm whether the mobile charger currently located at the incumbent facility is owned by the incumbent contractor or VCTC, and whether it will remain available for use by the new Contractor. Also, please confirm the make/model of the mobile charger.

A21: Charger is owned by VCTC and will be available to the selected Contractor.

Q22: Page 70; Section 10.26 Vehicle Fueling – Electric Please confirm whether the current charging arrangement at SBCAG facilities in Goleta will remain available throughout the base contract, including charger availability, operating hours, access requirements, and any limitations on use. Will the Contract incur charging cost for charging in Goleta through SBCAG facilities?

A22: Current arrangement with SBCAG facility will remain available throughout the base contract period. No cost to Contractor for charging.

Q23: Page 68; Section 10.22 Electric Bus Battery and Motor Replacement Section 10.22 states that VCTC will pay for out-of-warranty EV battery and motor replacement during the base contract. Please confirm whether the same treatment applies to other major high voltage components, including inverters, DC/DC converters, HV junction boxes, thermal-management components, and battery-management systems.

A23: VCTC responsibility is limited to EV battery and drive motor replacements only. All other parts of the drive system, including those listed in Q23 would be the responsibility of the Contractor.

Q23(a): Please describe the existing warranty terms (years, miles, kWh throughput) for the components mentioned above (batteries and other high-voltage components).

A23(a): ***A response to this question is pending and will be provided as soon as possible.***

Q24: Page 70; Section 10.26 Vehicle Fueling – Electric Will the Contractor have access to software that shows real-time charger status, vehicle SOC, battery faults, energy consumption, and estimated range data for dispatch and maintenance decision-making?

A24: Contractor will have access to vehicle monitoring software that shows vehicle SOC, battery faults, energy consumption, and estimated range. Currently, only SBCAG has access to chargers' data, so VCTC is unable to provide this data at this time.

Q25: Page 5; Section 1.3 Description of Existing Services Please provide VCTC's anticipated fleet replacement plan year-by-year during the base and option periods, including the number and anticipated delivery dates of additional battery-electric or other zero-emission buses.

A25: Please see Attachment #2

Q26: 16.0 PROPOSAL REQUIREMENTS 16.3 EXPLANATION OF HOW PROPOSER WILL PERFORM THE WORK To ensure a quality and concise proposal response, please clarify whether VCTC would like proposers to respond to the entire Scope of Work, as referenced in section 16.3.

Additionally, please clarify if sections 6.0 – 15.0 are also considered part of section 5.0 Scope of Work.

A26: Your responses should encompass the totality of Section 5.0, Scope of Work, of the RFP. To the extent Contractor's address all or only parts of the components listed in Section 5.0 is at Contractor discretion.

Q27: Authorized Signature Please confirm one corporate officer authorized to bind the company may sign forms/letter etc., with proof of authority provided (in the form of a board secretary certificate).

A27: Please refer to RFP Section 16.2. If your firm is a corporation, your Proposal must be signed by two (2) officers of a type as described. For all other required documents in this RFP, if only one signature block is provided, only one signature is required.

Q28: 16.8 NEGATIVE HISTORY Please clarify if this requirement is asking for all accidents where a fatality occurred (passenger/adverse/employee) or just a fatality to a bidders' employee.

A28: All accidents where a fatality occurred (passenger/adverse/employee).

Q29: 5.3, pg. 14/181 Provide the executed/current facility lease terms and confirm whether VCTC will supply the Camarillo facility, including rent, utilities, taxes, repairs, security, environmental obligations and EV power.

A29: The facility will be provided. Lease execution date is undetermined and executed and/or current lease terms will not be provided. VCTC will supply the facility, all utilities, and be responsible for all usual and customary Common Area Maintenance (CAM) costs without charge to awarded Proposer. Specific details concerning Contractor responsibilities to be determined during contract negotiations prior to execution.

Q30: Sections 14.1 & 16.15 Confirm proposal validity period: Section 14.1 states 180 days; Section 16.15 states 365 days.

A30: Section 14.1 is correct. Section 16.15 is hereby revised to 180 days.

Q31: Section 6.11 Confirm complaint-response deadline: Section 6.11 says five business days while the reporting table says seven calendar days.

A31: Section 6.11 is correct. Reporting table revised to five business days.

Q32: 13.0, pg. 93/181 Please provide all bidders with a detailed breakdown of incentives and Liquidated Damage's assessed against the current contractor for the last 24 months.

A32: $31,611.18 for the period of October 2024 – October 2026.

Q33: 11.2, pg. 77/181 Does the current contract have the same 75% or 50% Performance Bond Requirement?

A33: The bond requirements were/are similar starting at eighty (80) percent year one and currently is fifty (50) percent for the current contract year.

Q34: Sections 11 & 13.1 Please resolve staffing penalty conflict: RFP Section 13.1 begins after 7 days, while sample agreement Section 11 references deductions after 30 days.

A34: Section 13.1 is correct. Sample agreement will be revised at an appropriate time to reflect.

Q35: 5.2, pg. 14/181 Please confirm that in the event of a contractor transition, the facility mentioned in the proposal will be available for use by an incoming contractor. Additionally, can the mentioned facility be used to start-up activities by the awarded contractor?

A35: As VCTC does not own or directly lease the space, no representations are made that use by the incoming Contractor will be available or that it can be used for start-up activities. VCTC will assist, to the extent our current contract allows, to provide access to the facility. Please refer to RFP Section 11.17 for requirements for Proposers to open a separate facility for transition needs.

Q36: 5.2, pg. 14/181 Please confirm that in the event of a contractor transition, VCTC will provide an incoming contractor with vehicles that can be used for operator training.

A36: VCTC is in process of assigning one vehicle to a contingency & training fleet. At least one vehicle will be available for training.

Q37: 11.23, pg. 85/181 Would VCTC consider letting bidders price one-time start-up costs separate from the hour rate for better comparison and transparency given that year two (2) plus pricing is based on CPI?

A37: No.

Q38: 11.22, pg. 84/181 Is there a specific security system that the client requires contractors to provide for the operations and maintenance facility?

A38: No. As part of VCTC lease for the facility, the landlord will ensure all existing security cameras will be operational as of contract start date. Contractor will be required to provide new locks for the three (3) facility entrance/exit gates. VCTC will be implementing a series of security and access improvements over time, once VCTC is in possession of the property that will not require Contractor cost sharing. Additional security measures beyond what VCTC provides, that a Contractor might require, will be at Contractor's sole expense. Specific security concerns and costs may be addressed during contract negotiations.

Q39: 1.3, pg. 4/181 Please confirm the make and model of the seven (7) replacement vehicles and also indicate which vehicles are going to be retired.

A39: The make and model of replacement vehicles have not yet been determined but is expected to be commuter coach buses available through the CalACT procurement process. The exact bus numbers to be retired have not been determined but will likely be the oldest/highest mileage vehicles currently in inventory.

Q40: 8.5, pg. 52/181 For the optional training bus pricing, would VCTC consider allowing bidders to price this separately from the hourly rate structure to ensure like comparisons across bidders assumptions?

A40: No.

Q41: Page 31, 6.9 Scheduling and Dispatch Functions This section indicates that VCTC currently uses the Syncromatics CAD/AVL platform for its fixed-route services. Please identify any issues, limitations, or challenges VCTC has experienced with the current Syncromatics CAD/AVL system.

A41: When used by operator as designed, system does not have any limitations. Challenges include ensuring operator's correct use of systems and sufficient staffing resources at VCTC to process and interpret data.

Q42: Page 31, 6.9 Scheduling and Dispatch Functions This section identifies several VCTC-provided technologies and electronic systems for which the Contractor will be solely responsible for obtaining the necessary training.

To ensure bidders fully understand the scope of this requirement, please identify all in-vehicle technologies and electronic systems installed on each type of VCTC-provided vehicle for which the Contractor will be required to obtain training.

A42: ***A response to this question is pending and will be provided as soon as possible.***

Q43: Page 31, 6.9 Scheduling and Dispatch Functions This section identifies several technologies and electronic systems installed on VCTC-provided vehicles. Please clarify the Contractor's responsibilities for this equipment:

a. Confirm whether the Contractor is responsible for any licensing, cellular/data, hosting, warranty, vendor maintenance, or other recurring costs associated with VCTC-provided in-vehicle technology.

b. Confirm who is responsible for replacing VCTC-provided technology that reaches the end of its useful life during the contract term.

c. For any costs that are the Contractor's responsibility, please provide the make, model, quantity, and age of the applicable equipment and the associated annual recurring costs for the past three years.

A43: All acquisition, replacement, and on-going costs are VCTC's.

Q44: Page 45, 7.0 Contractor Reports through 7.3 Financial and Operational Records These sections identify various data collection, recordkeeping, and reporting requirements for the Contractor. Please clarify whether VCTC requires the Contractor to provide, host, and maintain a separate database or software platform to collect, store, manage, and report the operational data required by these sections, or whether the Contractor may satisfy these requirements by compiling and submitting reports using data generated by VCTC-provided systems and technologies. If a Contractor-provided system is required, please identify the required functionality, data elements, interfaces/integrations, VCTC access requirements, data retention requirements, and any other applicable technical specifications.

A44: Generally, Contractors do not need to supply their own database or platforms. The RFP is specific as to those systems that the Contractor is expected to supply and maintain and it is at Contractors discretion how to best manage data needs. In what form and manner this occurs, is the decision of the Contractor. All other systems necessary for operations is supplied and maintained by VCTC. Whatever data is secured in Contractor systems should be accessible and provided to VCTC in Excel or CSV files.

Q45: Page 70; Section 10.26 Vehicle Fueling – Electric Please provide the battery capacity (capacities) of the current battery electric buses as well as the discharge rate (rates).

A45: Please refer to Attachment #1.

Q46: Page 70; Section 10.26 Vehicle Fueling – Electric Are the battery electric buses scheduled on specific routes and/or specific trips? If so, please identify each route and trip the electric buses are scheduled on.

A46: Buses are intended to be assigned to the Costal Express route exclusively. Due to ongoing mechanical and functional issues with buses since being placed in service, there is no reliably consistent trip data to provide.

Q47: Price Adjustment Will VCTC Include provision that provides for price adjustments if Contractor's costs increase or revenues decrease as a result of (i) changes to the scope of work/service hours requested by VCTC, (ii) changes in laws, rules, regulations, etc. applicable to the services to be provided by Contractor, and/or (iii) wage increases necessary for Contractor to be able to recruit and retain qualified employees as a result of an increase in the minimum wage in the City or surrounding jurisdictions; and (iv) costs incurred in response to a federal, state, or local state of emergency (including the COVID-19 pandemic or similar national emergency), including providing personal protective equipment, supplies, staffing, and additional services (including additional health and safety services or requirements)? If the parties are unable to agree on a rate adjustment,

then either party may terminate the contract upon 120 days written notice to the other party.

Contractor needs price protection for changes requested by VCTC, or matters that were not contemplated at the time of Contractor's proposal.

A48: The attached sample contract satisfactorily address these concerns and VCTC is open to specific negotiations on this topic with the selected Proposer but will make no commitments as part of the RFP process prior to selection of the preferred Proposal.

Q48: Vehicle Acceptance Standards Will VCTC include Contractor's vehicle acceptance standards as the applicable standard against which all vehicles will be inspected?

Upon delivery of the vehicles to Contractor, the vehicles must be in the same condition as the condition that Contractor is required to maintain.

Include that VCTC will be responsible for the cost of major repairs needed during the first 180 days after Contractor begins service under the Agreement.

A48: VCTC does not agree to the requested stipulation. VCTC vehicle acceptance standards, as articulated in the RFP, will apply. However, to the extent that any repairs that may be required due to failure of previous Contractor to complete the repairs prior to transition, VCTC will reimburse the Contractor in the amount VCTC receives from the prior Contractor for failure to complete the repairs. As part of contract negotiations, a precise schedule of vehicle review and needed repairs will be prepared.

Q49: Labor Matters Will VCTC include a provision stating that Contractor shall have the ability to determine which employees it will hire and will have the right to set the terms and conditions of employment for its employees? Contractor must have the ability to negotiate the terms and conditions of employment and shall not be bound by the terms of any of VCTC's 13(c) Agreements or of any CBA between the employees and the prior contractor.

A49: VCTC is open to negotiations for specific contract language on this topic, but VCTC is a party to a 13(c) Agreement with the Service Employees Internation Union, AFL-CIO, CLC, Local 721 and applicable provisions from that Agreement must be incorporated into the Contract for this RFP with the selected Proposer. Further, pursuant to Section 6.3 of the RFP and Labor Code, Chapter 4.6, Section 1070 to Part 3 of Division 2, VCTC shall grant preference to any Proposer who agrees to retain, for a period of at least ninety (90) days, the employees of the previous Contractor.

Q50: RFP Page 4 - Term This section states "Fixed route transit services are being sought for a base period of five (5) years and fifty-seven (57) days with options for two (2), two-year extensions, awarded either as individual two-year extensions or a single, four-year extension. Should current contract for services be extended through June 30, 2027,

contract duration shall be revised to reflect a total nine (9) year period, deleting the fifty-seven (57) day period in the base Contract period. VCTC shall have the sole right to exercise any option under this RFP. CONTRACTOR will be notified a minimum of six (6) months in advance of the base Contract end of the desire to exercise extension options."

Will VCTC revise to require mutual agreement for any renewal of the term of the agreement? Renewal or extension of the agreement should require agreement of both parties.

A50: Please refer to Addendum #2 for correct contract duration. VCTC requires the ability to unilaterally exercise the RFP described options and extend the total term of the agreement to nine (9) years. Proposers should price their proposals based on the possibility of a 9 year term.

Q51: RFP Page 119 – Termination, Termination for Convenience This section states "Termination for Convenience - The VCTC, by written notice, may terminate this contract, in whole or in part, when it is in the Government's interest. If this contract is terminated, the Recipient shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination."

Will VCTC revise to provide for 60 days' notice of termination and payment of Contractor's close-out costs?

Contractor will have contract termination costs as well as employment termination obligations required by law (WARN Act, etc.).

A51: VCTC will negotiate the notice period of termination with the selected Proposer, when termination if for convenience and will negotiate reasonable and typical close-out costs for termination for convenience. Reasonable shall be defined as "all reasonable, actual, documented close-out costs associated with termination of the service that are incurred prior to the notice of termination. These close-out costs shall not include any lost or anticipated profits. Contractor shall use best efforts to mitigate any close-out costs."

Q52: RFP Page 159 – Force Majeure
This section states "...Such events may include, but are not restricted to, the following: 1) governmental restrictions or limitations or cancellation of funding; 2) failure or shortage of fuel, water, fuel oil or other utility or services; 3) riot, war, insurrection or other national or local emergency; 4) natural disasters; or 5) route impasses due to construction, accidents or other reasons."

Will VCTC revise to include labor disputes, strikes, and work stoppages as force majeure events?

Contractor should be excused from performance under the contract for labor strikes or other work stoppages and those are circumstances beyond Contractor's control.

A52: VCTC is open to negotiations on this topic with the selected proposer.

Q53: Does ~~the~~ VCTC approve of using their logo in the bid response?

A53: No objection.

Q54: **Labor** Has service experienced problems due to driver shortages? If so, please explain.

A54: None, beyond those typical of all agencies immediately post-Covid. Current operator is fully staffed for drivers.

Q55: **Vehicles** Do any of the VCTC ~~County~~-provided buses have remaining or extended warranty on any of the components? Please provide details on the remaining covered components by vehicle.

A55: ***A response to this question is pending and will be provided as soon as possible.***

Q56: **Runcut** Please provide the current driver bid sheets/paddles for the Regional Fixed Route service, showing all bid and open runs, and the total hours for each operator per week. Are the blocks subject to manipulation? For example, would the ~~County~~ VCTC permit interline deadheading in order to possibly reduce the peak vehicle requirement?

A56: ***A response to this question is pending and will be provided as soon as possible.***

Q57: **Runcut** Please provide garage deadhead and distance calculations by route. We need this to verify assumptions pertaining to runtypes, relief points, travel times and payments, and other premiums paid to drivers. This information is critical for firms to provide ~~County~~ VCTC with their most aggressive and efficient pricing.

A57: ***A response to this question is pending and will be provided as soon as possible.***

Q58: **Runcut** In order to provide accurate pricing to ~~County~~ VCTC and reducing the need for assumptions that may increase the price of services please provide information on the current operation regarding driver reliefs- locations and how they are completed, how operators are paid for reliefs along with the number and use of shuttle vehicles/relief cars, etc. If a new provider is selected to be the next contractor do they have to adhere to your current relief points?

A58: ***A response to this question is pending and will be provided as soon as possible.***

Q59: **IT** Please provide details about the in-vehicle radio systems currently in use, including the make and model of the radios, their approximate age, and how many vehicles have each type (if more than one model is in use).

A59: ***A response to this question is pending and will be provided as soon as possible.***

Q60: **IT** Please provide the current call tree to include any public phone numbers Bidders should use and/or maintain.

A60: This information will be supplied to the selected Proposer at a later date prior to service start.

Q61: **IT** Please provide the typical monthly call volume for English and any foreign language lines in use.

A61: VCTC receives approximately 650 calls per month to the 1-800 information line during VCTC business hours. We are unable to provide call volume information for the number of calls received by the current contractor after business hours, during lunch, and on holidays. No foreign language lines are in use at this time.

Q62: Does the ~~County~~ VCTC provide the CAD/AVL system, or is the contractor responsible?

A62: VCTC provides.

Q63: What onboard technologies are currently installed on the 41 ~~County~~ VCTC-provided buses?

A63: Please refer to RFP, Sections 6.2.3, 6.3.3, 6.9, 6.16, and 10.27(P) for descriptions of VCTC supplied technologies installed in buses.

Q64: What network infrastructure exists at the bus depot facility?

A64: ***A response to this question is pending and will be provided as soon as possible.***

Q65: Are workstation hardware and communication equipment provided by the ~~County~~ VCTC or is it expected to be supplied by the contractor?

A65: VCTC provides no workstation hardware. Handheld radios are provided by VCTC in sufficient quantities by VCTC. Contractor is free to supplement VCTC radio communications equipment at their own choosing and expense.

Q66: Are internet services and network circuits provided by the ~~County~~ VCTC or are they expected to be procured by the contractor?

A66: Procured by Contractor.

Q67: Are server rooms, MDF/IDF spaces, and structured cabling available for contractor use?

A67: Dedicated space exists within the facility to house electronic equipment. We are unable to confirm the dimensions of the space available or to what extent MDF/IDF and structured cabling exist in the facility as it is not owned or controlled by VCTC.

Q68: Is wireless network coverage currently available throughout the maintenance facility and bus yard?

A68: There is no dedicated wireless network coverage at the facility.

Q69: Please identify the onboard video and audio surveillance platform currently deployed throughout the fleet.

A69: Luminator, except for the newest five buses which are Safety Vision.

Q70: Does the ~~County~~ VCTC currently provide the storage environment required to meet the 13-month video retention requirement, or will the contractor be responsible for providing video storage infrastructure?

A70: Contractor responsibility.

Q71: Regarding Insurance, Sections 12.2 and 12.3, is excess liability able to be utilized to satisfy the requirements for General Liability and Automobile Liability limits?

A71: The RFP is explicit on this topic, please refer to the RFP, Section 12.8(B).

Q72: Regarding Insurance, Section 12.4, can Comprehensive and Collision coverage be covered under the Property Insurance Program?

A72: Yes, if Contractor can document that the coverage provided through their property insurance program is equivalent and satisfactory to VCTC Risk Manager or designee.

Q73: Regarding the vehicles, Section 8.1, What responsibilities and costs does the contractor have with respect to fare and ITS components (i.e. GFI fareboxes, UMO readers, Tap2Ride readers, destination signs, and Syncromatics AVL/AVAS equipment) on leased vehicles?

A73: The Contractor is responsible for maintaining all onboard fare payment and ITS components and ensuring proper working order. VCTC retains service contracts and/or warranties for some of the components and Contractor will be responsible for coordinating with vendors and managing RMA for covered equipment.

Q74: Regarding technology maintenance, Section 6.3.3, we understand that the contractor is responsible for training costs related to the various onboard technologies. Who bears the costs of replacement parts, service parts, or any ongoing

support costs? Please explain any warranties or agreements in place and available to the contractor.

A74: VCTC. ***Information on warranties or agreements is being compiled and will be provided as soon as possible.***

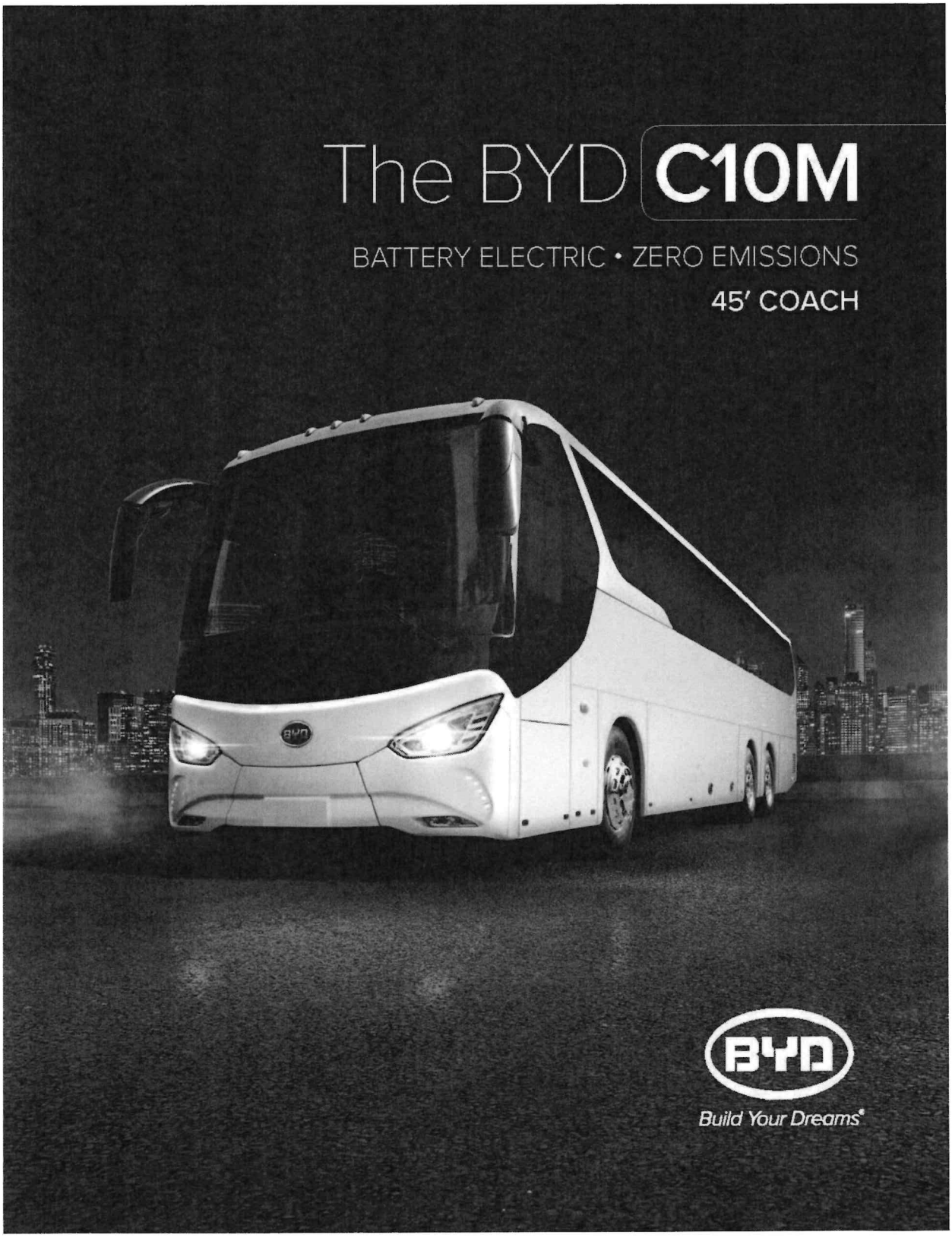
Q75: Regarding technology maintenance, Section 6.3.3, what is the current condition of the various onboard technologies, including GFI fareboxes, UMO readers, Tap2Ride readers, destination signs, and Syncromatics AVL/AVAS equipment? If at any time during the contract any of these components is deemed by the manufacturer to be end of life/not supported, how will this be addressed? If end of life/not supported equipment is in use, is it acceptable for the conractor to provide "best effort" in maintaining these components?

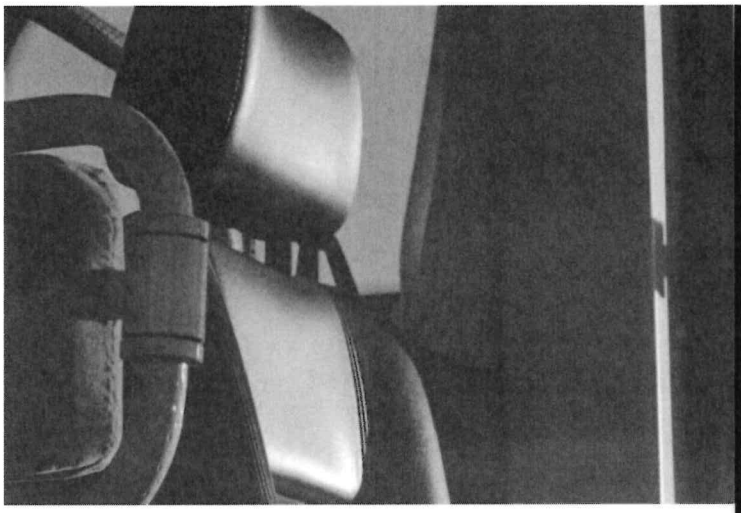
A75: ***A response to this question is pending and will be provided as soon as possible.***

Approved for release:

Mike Houser, Temporary Planning Manager — 11/16/26 5:15pm. Date/Time

Attachment #1 – BYD C10M Specifications Brochure





The BYD C10M
45′ COACH

Dimensions

Length	45.8 ft
Width	101.6 in
Height	139.4 in
Wheelbase	313.8 / 53.2 in
Curb Weight	42,990 lbs
Gross Weight	54,013 lbs
Seats	Up to 57 + 1
Wheelchair Positions	2 on street side

Performance

Top Speed	65 mph
Max Gradeability	16%
Range[1]	Up to 230 miles
Turning Radius	≤51 ft
Approach/ Departure Angle	9°/ 9°

Chassis

Front Axle	ZF
Rear Axle	BYD in-wheel drive axle
Suspension	Air suspension
Brakes	Knorr front/rear brakes, ABS, Regenerative braking
Tires	315/80 R 22.5

Powertrain

Motor Type	AC Synchronous
Max Power	180 kW x 2
Max Torque	1500 N•m x 2
Battery Type	Iron Phosphate
Battery Capacity[2]	446 kWh
Charging Capacity	200 kW
Charging Time[3]	2 - 2.5 hrs

A New Kind of Coach

BYD's longest coach transports up to 57 passengers in quiet, earth-friendly comfort. Ideal for tour groups, travelers, employees, students, and any large group at all. BYD's unique iron-phosphate batteries are the safest in the industry, and with a 12-year battery warranty and a nationwide network of service providers, reliability is guaranteed.

Taking care of the environment is important. And so is taking care of your bottom line. With a lower total cost of ownership versus diesel or CNG buses, you can now do both.



Notes:

All information based on the latest data available at the time of printing. Final specs subject to change at production.

1. Variables affecting range include air temperature, weather, grade, speed, driver habits and use of air conditioning and heating.
2. Initial battery capacity shown. May decrease with time and use.
3. Battery age and outside ambient temperature affect charging times.

BYD

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Attachment #2 – Fleet Replacement Plan

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047
BEB																						
In fleet	5	5	5	5	5	6	15	15	15	18	18	18	18	18	18	28	33	38	38	38	38	41
Retire	0	0	0	0	0	0	0	0	0	0	0	0	0	-1	0	-4	0	0	0	0	0	-1
New	0	0	0	0	0	1	9	0	0	3	0	0	0	1	0	14	5	5	0	0	0	4
BEB Repower	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	0	1	9	0	0	3
Diesel																						
In fleet	36	36	36	36	36	35	26	26	26	23	23	23	23	23	23	13	8	3	3	3	3	0
Retire	-5	-5	0	0	0	-4	-9	0	0	-3	0	0	0	0	0	-10	-5	-5	0	0	0	-3
New	5	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Diesel Repower	0	4	9	0	0	3	0	0	0	0	0	10	5	5	0	0	0	3	0	0	0	0
Total BEB	5	5	5	5	5	6	15	15	15	18	18	18	18	18	18	28	33	38	38	38	38	41
% BEB Fleet	12%	12%	12%	12%	12%	15%	37%	37%	37%	44%	44%	44%	44%	44%	44%	68%	80%	93%	93%	93%	93%	100%
% BEB Procurement	0%	0%	NA	NA	NA	25%	100%	NA	NA	100%	NA	NA	NA	100%	NA	100%	100%	100%	NA	NA	NA	100%