ADDENDUM #5
November 19, 2026

Note: Addendum #5 are questions from Addendum #4 that were pending responses. Questions numbers are unchanged from Addendum #4.

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

A4: Please see **Attachment #1**, pages 5-20.

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: At this time, we are unable to provide information for parts A and C. A partial response to part B is included. The information has been requested of the incumbent Contractor. Please refer to RFP, Exhibit 4, for part D. See **Attachment #2**, page 21, for current wage scales published in Amendment #6 of current contract, dated June 5, 2026. Please see **Attachment #3, pages** 22-24, for MOUs to CBA previously provided in RFP and tally of employees by benefit type.

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): Please see **Attachment #4**, page 25-30.

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: Below is a list of all in-vehicle technology that contractors will need to become familiar with and train for:

- Luminator Surveillance System
- Safety Vision Surveillance System
- Syncromatics AVL/AVA
- Genfare Odyssey & FastFare Farebox
- Umo (Cubic) Closed Loop Fare Payment System
- Kuba Open-Loop Credit & Debit Card Readers
- Cradlepoint Mobile Internet Routers

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: For BYD warranty information please see response to A23(a).

For MCI bus numbers 341-345 and 346-350 see **Attachment #5**, pages 31-32.

Vehicles number 309, 318, 320, 322, 324 were repowered in late 2024 and early 2025 with remanufactured engines, transmissions, and differentials. Applicable warranties will be expired prior to contract start date.

The mobility assistance van will be under warranty but we cannot provide specific warranty remaining durations as the vehicle does not have a scheduled delivery date yet.

All other vehicles are out of warranty.

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: VCTC is open to manipulating the blocks to reduce peak vehicle utilization. VCTC expects to work closely with contractor staff to implement the most efficient work runs possible. Please see the following website attachments for current runcuts:

VCTC_RATP AUG 2026 -Weekdays
VCTC_RATP AUG 2026 -Saturdays
VCTC_RATP AUG 2026 -Sundays

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 list of deadhead locations with distance by route is provided in **Attachment #6**, page 33.

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: Operator reliefs are completed at the start and end of lines with a limited number of reliefs occurring mid route at the Camarillo Metrolink Station. It is VCTC strong preference that mid-route reliefs do not take place and are completed at the end of line. Reliefs are completed using contractor provided relief vehicles. Contractor determines how operators are paid. VCTC is open to suggested ideas for new relief points.

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: All radios are provided by VCTC. There are no in-vehicle permanently installed radios. VCTC provides two types of handheld radios. There are 25 portable Motorola APX N30 7/800 MHZ Model 2 and 35 portable Motorola APX 900 7/800 MHZ Model 2.

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

A64: We are unable to provide any specific information on the network infrastructure at the operations facility. Contractor is responsible for setting up and maintaining internet connectivity. Incumbent contractor provides for their own internet connectivity and Wi-Fi for operational needs.

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: Of the onboard items listed in A42, Contractor is responsible for maintaining and ensuring they are in functional. The Contractor is responsible for costs of replacement parts, service parts, ongoing support costs for the fareboxes and surveillance equipment (Luminator and Safety Vision). VCTC is responsible for parts, replacement equipment, ongoing support costs for Syncromatics, Kuba, Umo and Cradlepoint internet routers.

- Fareboxes need to be maintained per manufacturer's recommendations and replacement parts, service parts, ongoing support costs are contractor's responsibility.
- Surveillance equipment needs to be maintained per manufacturer's recommendations and replacement parts, service parts, ongoing support costs are contractor's responsibility.

- A support agreement is in place for the Syncromatics system – Contractor needs to complete basic trouble shooting steps before opening a ticket for support.

- Kuba readers are under warranty for 5 years. Basic troubleshooting steps need to be taken before Return Merchandise Authorization (RMA) process takes place.

- Umo Readers are out of warranty. VCTC is responsible for ongoing repair and replacement costs. Contractor will need to take basic troubleshooting steps before VCTC approves repair costs.

- VCTC is responsible for repairs and replacement of Cradlepoint internet routers.

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: See response to A74.

Approved for release:

Mike Houser

Mike Houser, Temporary Planning Manager

11/19/26 3:20pm

Date/Time

Attachment #1 – 24 months KPI (Question #4)

VCTC INTERCITY

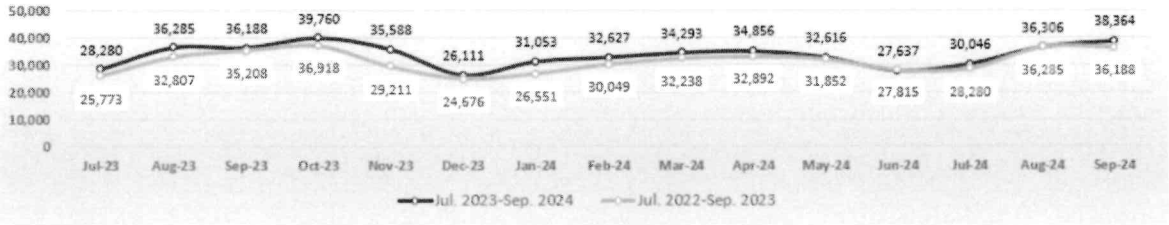
Quarterly Ridership Report | FY 2025 Q1

July - September 2024 **104,716** Boardings

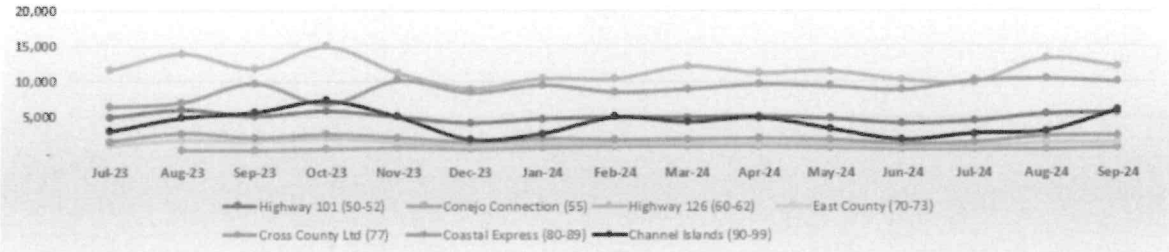
July - September 2023 **100,753**

3.9%

15 Month Ridership Trends Systemwide



15 Month Ridership Trends by Route



	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24
Highway 101 (50-52)	4,903	6,013	5,093	5,866	5,001	4,097	4,727	4,957	4,951	5,139	4,770	4,084	4,416	5,464	5,668
Conejo Connection (55)		210	365	438	745	489	604	775	794	805	720	493	504	511	706
Highway 126 (60-62)	11,527	13,866	11,799	14,901	11,170	8,956	10,357	10,338	12,100	11,174	11,443	10,222	9,925	13,208	12,144
East County (70-73)	1,023	1,670	1,594	1,958	1,483	951	1,329	1,275	1,329	1,216	1,214	953	970	1,382	1,393
Cross County Ltd (77)	1,496	2,627	2,003	2,493	2,050	1,433	1,903	1,762	1,862	1,936	1,778	1,266	1,414	2,296	2,386
Coastal Express (80-89)	6,437	7,045	9,731	6,803	10,133	8,444	9,527	8,542	8,944	9,642	9,377	8,859	10,165	10,419	10,010
Channel Islands (90-99)	2,894	4,854	5,603	7,301	5,006	1,741	2,606	4,979	4,313	4,945	3,314	1,760	2,652	3,026	6,057

Conejo Connection not in service in between October 22 - July 23

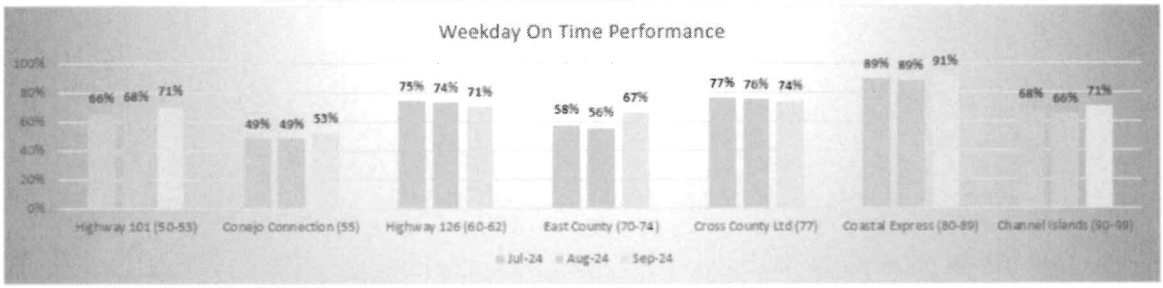
VCTC INTERCITY

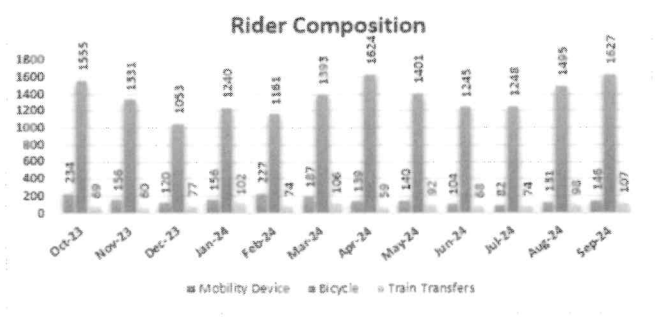
Quarterly Ridership Report | FY2025 Q1

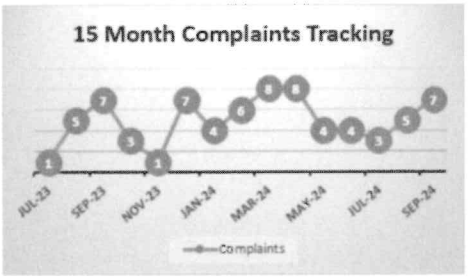
	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
July - September 2024	0.31	6.81	$ 23.24	$234,305	
July - September 2023	0.30	6.81	$ 21.48	$192,156	21.9%

HIGHLIGHTS
22% increase in passenger revenue despite a slight decrease in the farebox recovery ratio when including route guarantees.

COST AND REVENUE PER PASSENGER	FY 2024	FY 2025	% Change
Operating Cost	$ 2,163,742	$2,433,897	12%
Passenger Revenue	$ 192,156	$ 234,305	22%
Passenger Revenue including budgeted route guarantee	$ 563,423	$ 607,614	8%
Passengers	100,753	104,716	4%
Cost per Passenger	$ 21.48	$ 23.24	8%
Farebox Recovery Ratio not including route guarantees	8.9%	9.6%	8.4%
Farebox Recovery Ratio including route guarantees	26.04%	24.96%	-4.1%







Customer Service Goals:
No more than 5/50,000 rider complaints per quarter.

*Conejo Connection Route resumed service in September of 2023

VCTC INTERCITY

Quarterly Ridership Report | FY 2025 Q2

October - December 2024 **104,803** Boardings

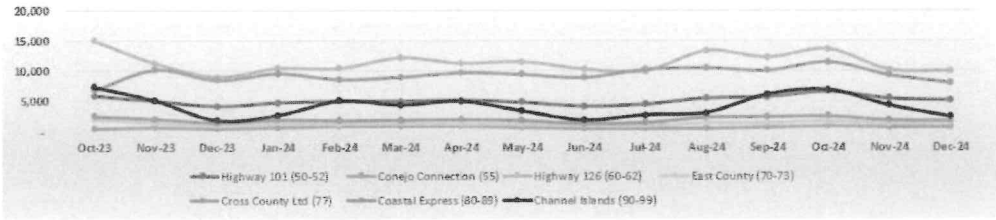
October - December 2023 **101,459**

3.3%

15 Month Ridership Trends Systemwide



15 Month Ridership Trends by Route



	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24
Highway 101 (50-52)	5,866	5,001	4,097	4,727	4,957	4,951	5,139	4,770	4,084	4,416	5,464	5,668	6548	5364	5071
Conejo Connection (55)	438	745	489	604	775	794	805	720	493	504	511	706	872	670	621
Highway 126 (60-62)	14,901	11,170	8,956	10,357	10,338	12,100	11,174	11,443	10,222	9,925	13,208	12,144	13498	10102	9895
East County (70-73)	1,958	1,483	951	1,329	1,275	1,329	1,216	1,214	953	970	1,382	1,393	1662	1244	1410
Cross County Ltd (77)	2,493	2,050	1,433	1,903	1,762	1,862	1,936	1,778	1,266	1,414	2,296	2,386	2496	1796	1724
Coastal Express (80-89)	6,803	10,133	8,444	9,527	8,542	8,944	9,642	9,377	8,859	10,165	10,419	10,010	11352	9223	7948
Channel Islands (90-99)	7,301	5,006	1,741	2,606	4,979	4,313	4,945	3,314	1,760	2,652	3,026	6,057	6817	4195	2295

Conejo Connection not in service in between October 22 - July 23

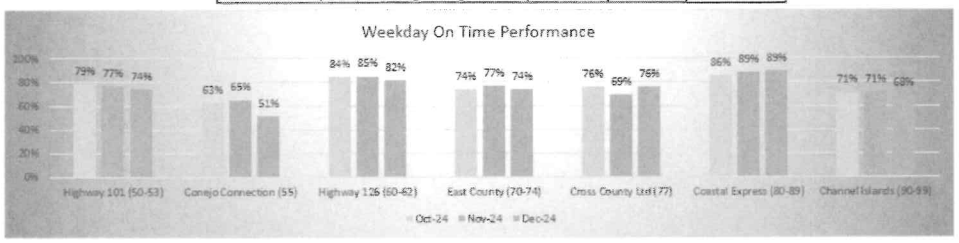
VCTC INTERCITY

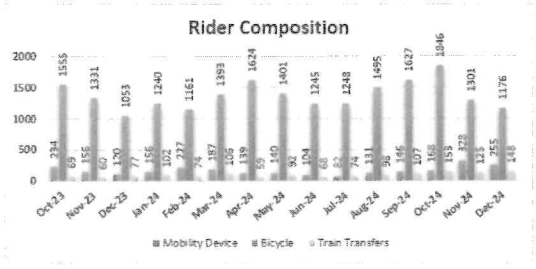
Quarterly Ridership Report | FY2025 Q2

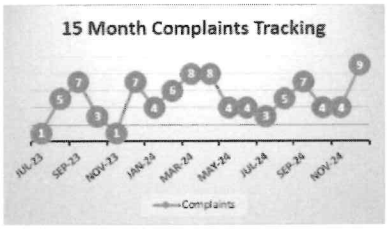
	Passengers/ Mile	Passengers /Hour	Cost/Passenger	Fare Revenue	Fare Revenue
October - December 2024	0.31	6.57	$ 25.38	$242,307	
October - December 2023	0.31	6.60	$ 23.49	$201,101	20%

HIGHLIGHTS
20% increase in passenger revenue despite a slight decrease in the farebox recovery ratio when including route guarantees.

COST AND REVENUE PER PASSENGER	FY 2024	FY 2025	% Change
Operating Cost	$ 2,206,621	$ 2,471,658	12%
Passenger Revenue	$ 201,101	$ 242,307	20%
Passenger Revenue including budgeted route guar	$ 572,368	$ 615,616	8%
Passengers	101,459	104,803	3%
Cost per Passenger	$ 23.49	$ 25.38	8%
Farebox Recovery Ratio not including route guarant	9%	10%	8%
Farebox Recovery Ratio including route guarantees	26%	25%	-4%







Customer Service Goals:
No more than 5/50,000 rider complaints per quarter.

VCTC INTERCITY

Quarterly Ridership Report | FY 2025 Q3

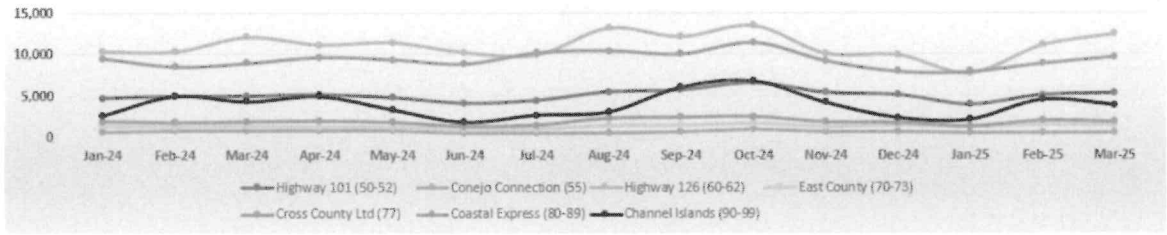
January - March 2025 **92,609** Boardings

January - March 2024 **97,974** **-5.5%**

15 Month Ridership Trends Systemwide



15 Month Ridership Trends by Route



	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25
Highway 101 (50-52)	4,727	4,957	4,951	5,139	4,770	4,084	4,416	5,464	5,668	6548	5364	5071	3,890	5,027	5,253
Conejo Connection (55)	604	775	794	805	720	493	504	511	706	872	670	621	453	489	471
Highway 126 (60-62)	10,357	10,338	12,100	11,174	11,443	10,222	9,925	13,208	12,144	13498	10102	9895	7,668	11,059	12,435
East County (70-73)	1,329	1,275	1,329	1,216	1,214	953	970	1,382	1,393	1662	1244	1410	1,195	1,465	1,456
Cross County Ltd (77)	1,903	1,762	1,862	1,936	1,778	1,266	1,414	2,296	2,386	2496	1796	1724	1,203	1,951	1,767
Coastal Express (80-89)	9,527	8,542	8,944	9,642	9,377	8,859	10,165	10,419	10,010	11352	9223	7948	7,903	8,873	9,641
Channel Islands (90-99)	2,606	4,979	4,313	4,945	3,314	1,760	2,652	3,026	6,057	6817	4195	2295	2,061	4,509	3,840

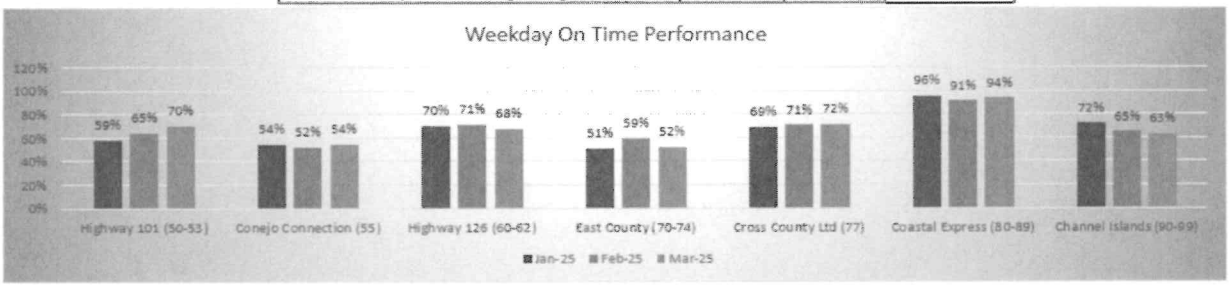
VCTC INTERCITY

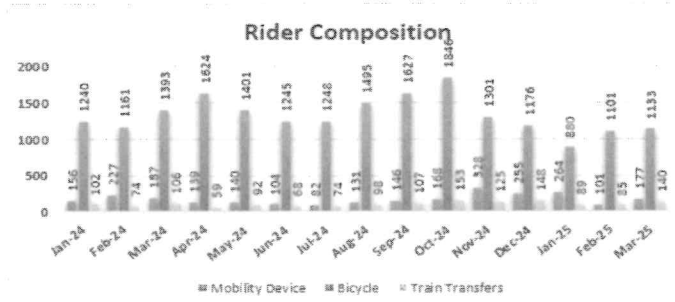
Quarterly Ridership Report | FY2025 Q3

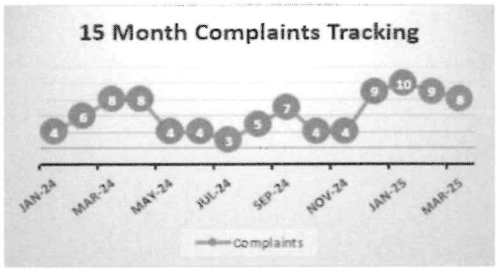
	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
January - March 2025	0.26	5.85	$ 28.76	$202,974	
January - March 2024	0.29	6.33	$ 23.41	$201,202	1%

HIGHLIGHTS
The Coastal Express Route had teh highest On Time Performance (OTP) of the quarter reaching 96%

COST AND REVENUE PER PASSENGER	FY 2024	FY 2025	% Change
Operating Cost	$ 2,174,434	$ 2,478,479	14%
Passenger Revenue	$ 201,202	$ 202,974	1%
Passenger Revenue including budgeted route guarantees	$ 572,469	$ 576,284	1%
Passengers	97,974	92,609	-5%
Cost per Passenger	$ 23.41	$ 28.76	23%
Farebox Recovery Ratio not including route guarantees	9%	8%	-11%
Farebox Recovery Ratio including route guarantees	26%	23%	-12%







Customer Service Goals
No more than 5/50,000 rider complaints per quarter

VCTC INTERCITY

Quarterly Ridership Report | FY2025 Q3

	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
January - March 2025	0.26	5.85	$ 28.76	$202,974	
January - March 2024	0.29	6.33	$ 23.41	$201,202	1%

HIGHLIGHTS
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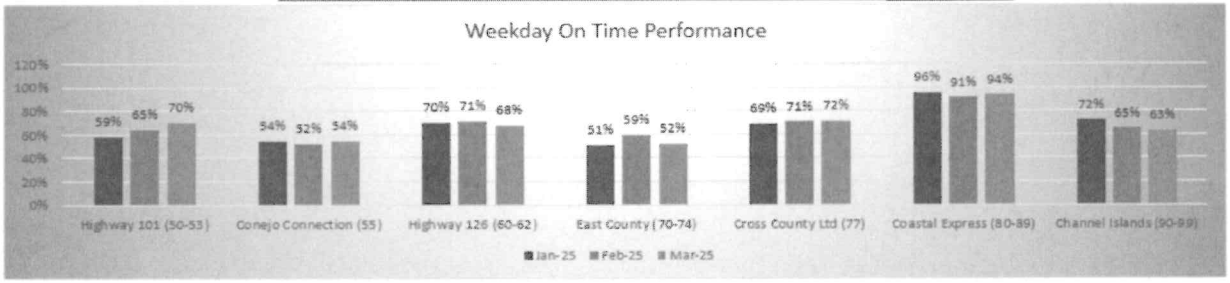
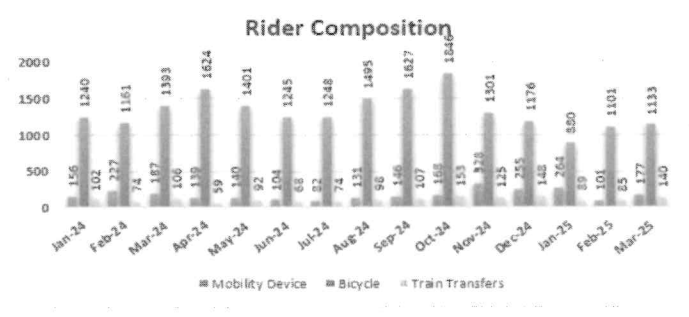
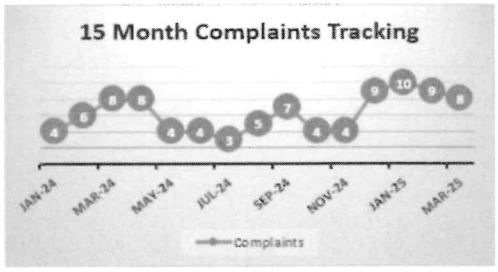






Customer Service Goals
No more than 5/50,000 rider complaints per quarter

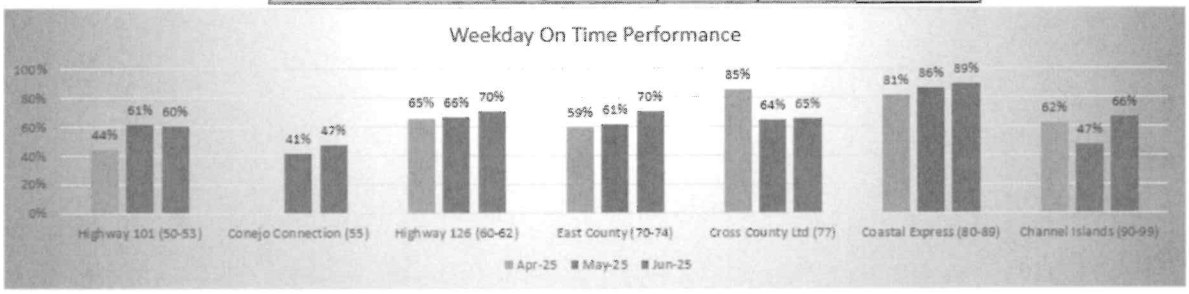
VCTC INTERCITY

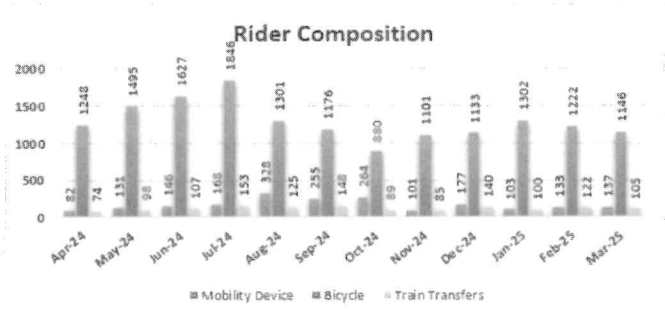
Quarterly Ridership Report | FY2025 Q4

	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
April - June 2025	0.29	6.47	$ 26.35	$194,991	——
April 2024 - June 2024	0.28	6.15	$ 26.61	$195,038	0%

HIGHLIGHTS
The Coastal Express Route had teh highest On Time Performance (OTP) of the quarter reaching almost 90%

COST AND REVENUE PER PASSENGER	FY 2024	FY 2025	% Change
Operating Cost	$ 2,390,362	$ 2,554,819	7%
Passenger Revenue	$ 195,038	$ 194,991	0%
Passenger Revenue including budgeted route guarantees	$ 566,305	$ 568,300	0%
Passengers	95,110	103,356	9%
Cost per Passenger	$ 26.61	$ 26.35	-1%
Farebox Recovery Ratio not including route guarantees	8%	8%	-6%
Farebox Recovery Ratio including route guarantees	24%	22%	-6%







Customer Service Goals:
No more than 5/50,000 rider complaints per quarter.

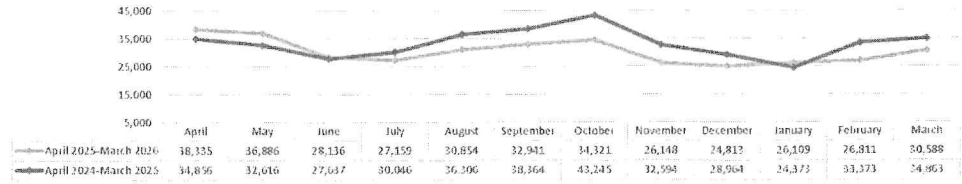
VCTC INTERCITY

Quarterly Ridership Report | FY 2025/26 Q3

Jan-Mar 2026 **83,508** Boardings

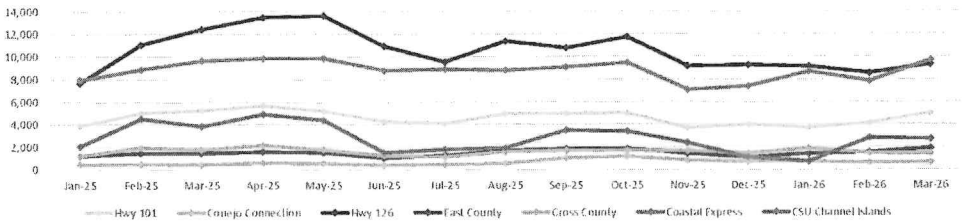
Jan-Mar 2025 **92,609** **-9.8%**

12 Month Ridership Trends Systemwide



	April	May	June	July	August	September	October	November	December	January	February	March
April 2025-March 2026	38,335	36,886	28,136	27,159	30,854	32,941	34,321	26,148	24,813	26,109	26,811	30,588
April 2024-March 2025	34,856	32,616	27,037	30,046	36,206	38,364	43,245	32,594	28,964	24,373	33,373	24,863

15-Month Ridership Trends by Route



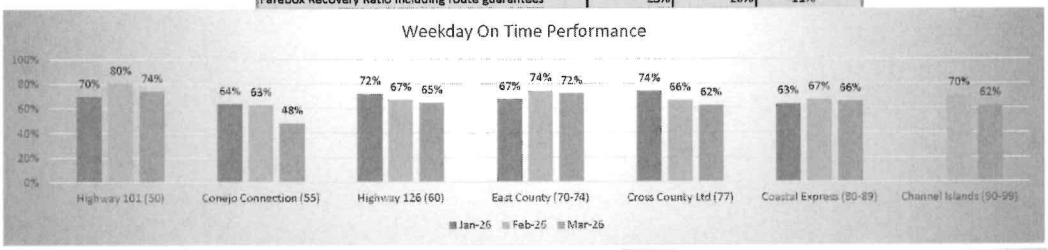
Route	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26
Hwy 101	3,890	5,027	5,253	5,676	5,187	4,273	4,093	4,950	4,981	5,026	3,670	3,974	3,687	4,115	4,994
Conejo Connection	453	489	471	613	551	396	462	546	1,034	1,166	818	681	692	581	625
Hwy 126	7,668	11,059	12,435	13,509	13,641	10,921	9,534	11,383	10,783	11,741	9,157	9,244	9,121	8,544	9,303
East County	1,195	1,465	1,456	1,595	1,518	1,023	1,264	1,667	1,855	1,845	1,414	1,058	1,391	1,519	1,874
Cross County Limited	1,203	1,551	1,767	2,170	1,743	1,231	1,133	1,585	1,707	1,700	1,649	1,435	1,841	1,443	1,424
Coastal Express	7,903	8,873	9,641	9,857	9,850	8,782	8,891	8,794	9,083	9,469	7,074	7,361	8,666	7,823	9,677
Channel Islands	2,061	4,509	3,840	4,915	4,396	1,509	1,782	1,929	3,498	3,374	2,366	1,061	711	2,785	2,690
Systemwide TOTAL	**24,373**	**33,373**	**34,863**	**38,335**	**36,886**	**28,135**	**27,159**	**30,854**	**32,941**	**34,321**	**26,148**	**24,814**	**26,109**	**26,811**	**30,588**

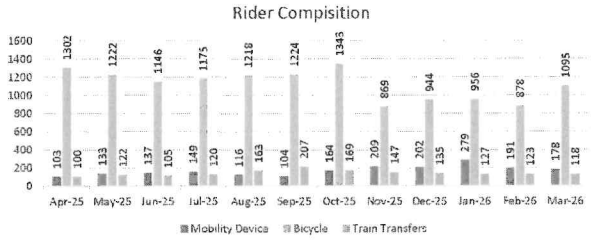
VCTC INTERCITY

Quarterly Ridership Report | FY2026 Q3

	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
Jan-Mar 2026	0.21	4.73	$ 33.08	$183,279	
Jan-Mar 2025	0.25	5.85	$ 26.76	$186,930	-2%

COST AND REVENUE PER PASSENGER	FY 24/25	FY 25/26	% Change
Operating Cost	$ 2,478,479	$ 2,762,284	11%
Passenger Revenue	$ 186,930	$ 183,279	-2%
Passenger Revenue including budgeted route guarantees^	$ 560,240	$ 556,588	-1%
Passengers	92,609	83,508	-10%
Cost per Passenger	$ 26.76	$ 33.08	24%
Farebox Recovery Ratio not including route guarantees	8%	7%	-12%
Farebox Recovery Ratio including route guarantees	23%	20%	-11%







VCTC INTERCITY

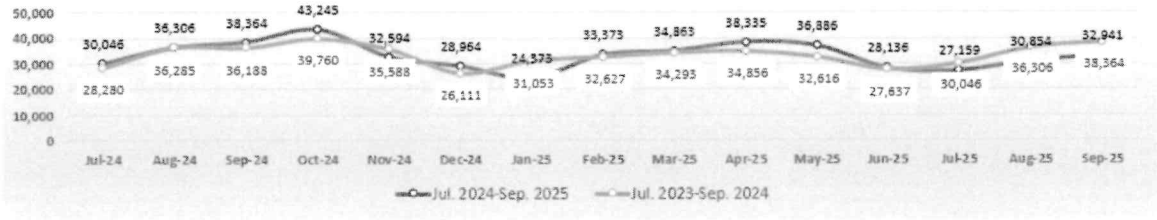
Quarterly Ridership Report | FY 2026 Q1

July - Sep 2025 **90,954** Boardings

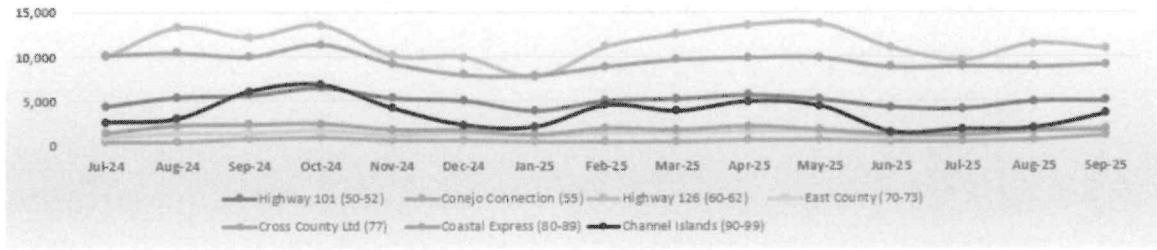
July - Sep 2024 **104,716**

-13.1%

15 Month Ridership Trends Systemwide



15 Month Ridership Trends by Route



	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25
Highway 101 (50-52)	4,416	5,464	5,668	6548	5364	5071	3,890	5,027	5,253	5,676	5,187	4,273	4,093	4,950	4,981
Conejo Connection (55)	504	511	706	872	670	621	453	489	471	613	551	396	462	546	1,034
Highway 126 (60-62)	9,925	13,208	12,144	13498	10102	9895	7,668	11,059	12,435	13,509	13,641	10,921	9,534	11,383	10,783
East County (70-73)	970	1,382	1,393	1662	1244	1410	1,195	1,465	1,456	1,595	1,518	1,023	1,264	1,667	1,855
Cross County Ltd (77)	1,414	2,296	2,386	2496	1796	1724	1,203	1,951	1,767	2,170	1,743	1,231	1,133	1,585	1,707
Coastal Express (80-89)	10,165	10,419	10,010	11352	9223	7948	7,903	8,873	9,641	9,857	9,850	8,782	8,891	8,794	9,083
Channel Islands (90-99)	2,652	3,026	6,057	6817	4195	2295	2,061	4,509	3,840	4,915	4,396	1,509	1,782	1,929	3,498

VCTC INTERCITY

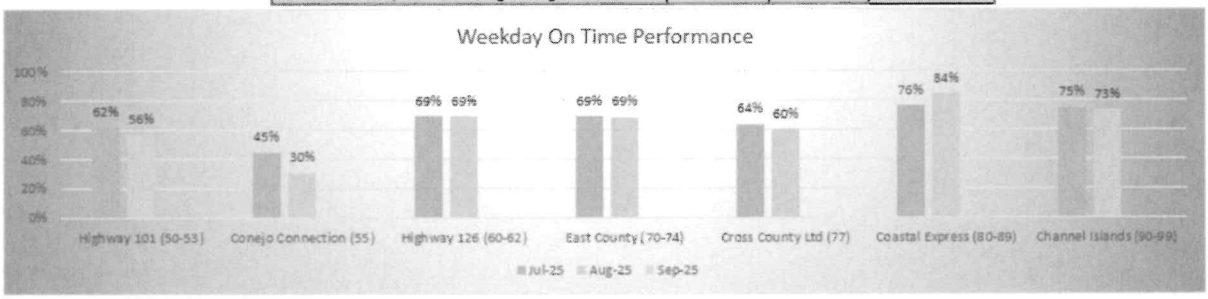
Quarterly Ridership Report | FY2026 Q1

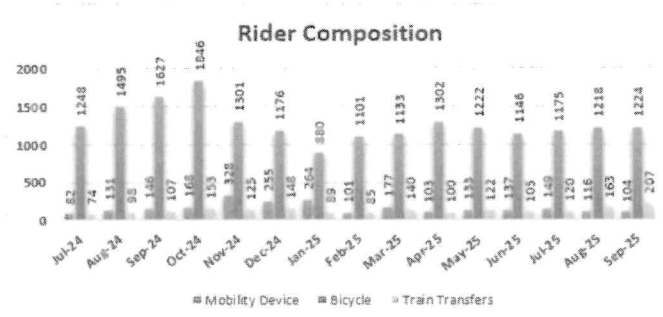
	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
July - Sep 2025	0.25	5.82	$ 30.04	$165,233	
July - Sep 2024	0.31	6.81	$ 24.63	$214,689	-23%

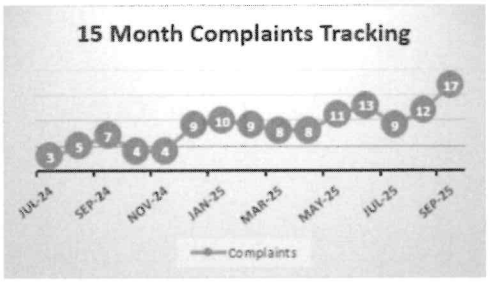
HIGHLIGHTS

September On Time Performance data is unavailable due to a system glitch that occurred during the schedule update process.

COST AND REVENUE PER PASSENGER	FY 2024	FY 2025	% Change
Operating Cost	$ 2,433,897	$ 2,592,838	7%
Passenger Revenue	$ 214,689	$ 165,233	-23%
Passenger Revenue including budgeted route guarantees	$ 587,999	$ 538,543	-8%
Passengers	104,716	90,954	-13%
Cost per Passenger	$ 24.63	$ 30.04	22%
Farebox Recovery Ratio not including route guarantees	9%	6%	-28%
Farebox Recovery Ratio including route guarantees	24%	21%	-14%







Customer Service Goals:
No more than 5/50,000 rider complaints per quarter.

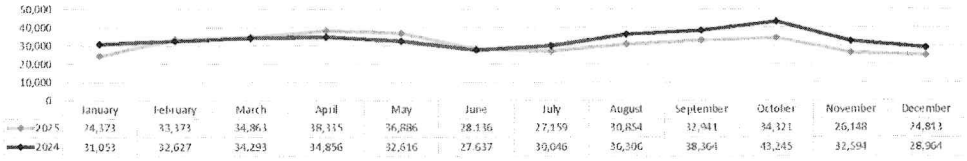
VCTC INTERCITY

Quarterly Ridership Report | FY 2026 Q2

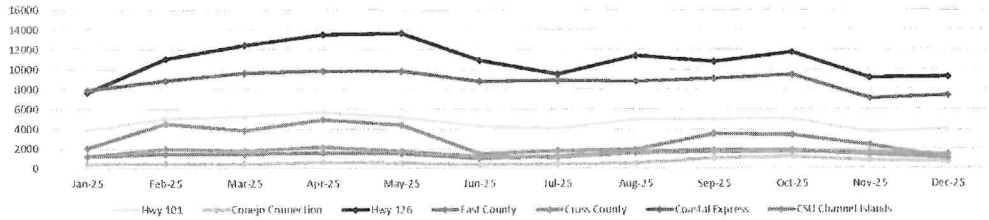
Oct - Dec 2025 **85,282** Boardings

Oct - Dec 2024 **104,803** **-18.6%**

12-Month Ridership Trends Systemwide



12-Month Ridership Trends by Route



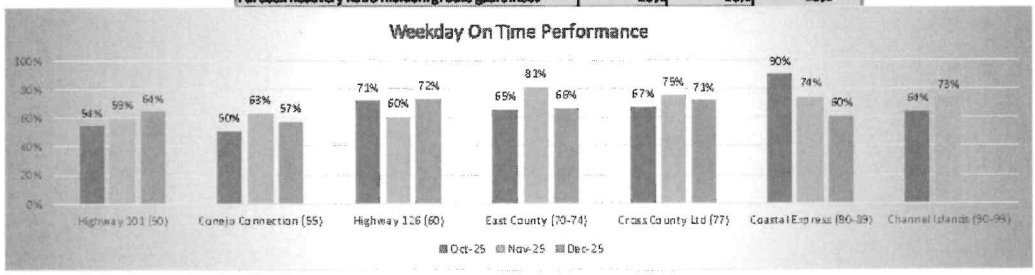
Route	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25
Hwy 101	3,890	5,027	5,253	5,676	5,187	4,273	4,093	4,950	4,981	5,026	3,670	3,974
Conejo Connection	453	489	471	613	551	396	462	546	1,034	1,166	818	681
Hwy 126	7,668	11,059	12,435	13,509	13,641	10,921	9,534	11,383	10,783	11,741	9,157	9,244
East County	1,195	1,465	1,456	1,595	1,518	1,023	1,264	1,667	1,855	1,845	1,414	1,058
Cross County Limited	1,203	1,951	1,767	2,170	1,743	1,231	1,133	1,585	1,707	1,700	1,649	1,435
Coastal Express	7,903	8,873	9,641	9,857	9,850	8,782	8,891	8,794	9,083	9,469	7,074	7,361
Channel Islands	2,061	4,509	3,840	4,915	4,396	1,509	1,782	1,929	3,498	3,374	2,366	1,061
Systemwide TOTAL	**24,373**	**33,373**	**34,863**	**38,335**	**36,886**	**28,135**	**27,159**	**30,854**	**32,941**	**34,321**	**26,148**	**24,814**

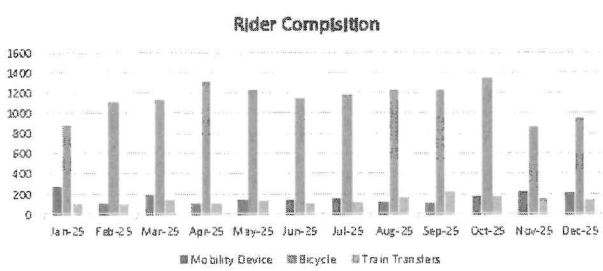
VCTC INTERCITY

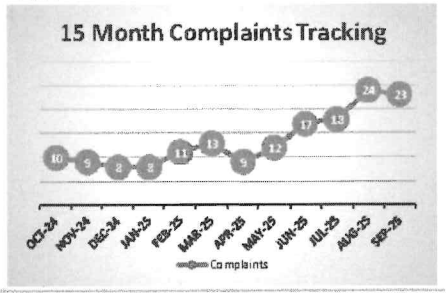
Quarterly Ridership Report | FY2026 Q2

	Passengers/ Mile	Passengers/ Hour	Cost/Passenger	Fare Revenue	Fare Revenue
Oct - Dec 2025	0.22	4.97	$ 31.48	$157,548	
Oct - Dec 2024	0.31	6.57	$ 23.58	$203,062	-22%

COST AND REVENUE PER PASSENGER	FY 2024	FY 2025	% Change
Operating Cost	$ 2,471,658	$ 2,585,094	5%
Passenger Revenue	$ 203,062	$ 157,548	-22%
Passenger Revenue including budgeted route guarantees[4]	$ 576,372	$ 530,858	-8%
Passengers	104,803	85,282	-19%
Cost per Passenger	$ 23.58	$ 31.48	34%
Farebox Recovery Ratio not including route guarantees	8%	6%	-29%
Farebox Recovery Ratio including route guarantees	23%	20%	-15%







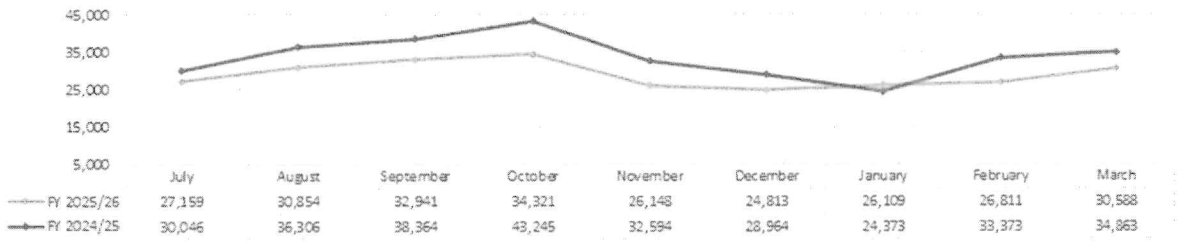
VCTC INTERCITY

Quarterly Ridership Report | FY 2025/26 Q4

April-June 2026 **93,088** Boardings

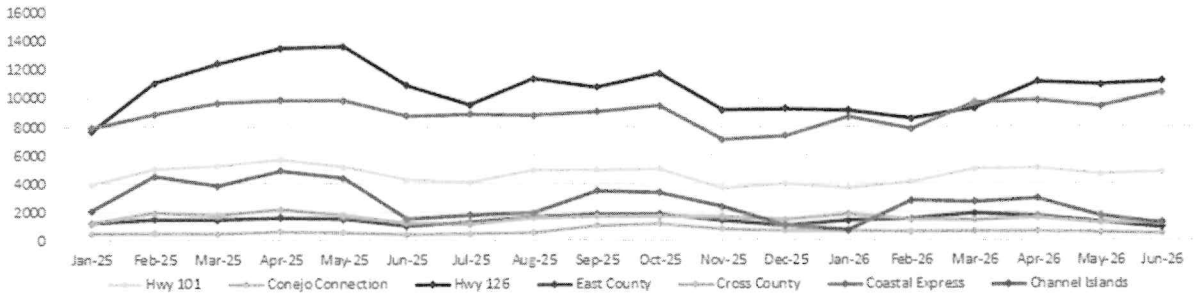
April-June 2025 **103,356** **-10%**

12 Month Ridership Trends Systemwide



	July	August	September	October	November	December	January	February	March
FY 2025/26	27,159	30,854	32,941	34,321	26,148	24,813	26,109	26,811	30,588
FY 2024/25	30,046	36,306	38,364	43,245	32,594	28,964	24,373	33,373	34,863

15-Month Ridership Trends by Route



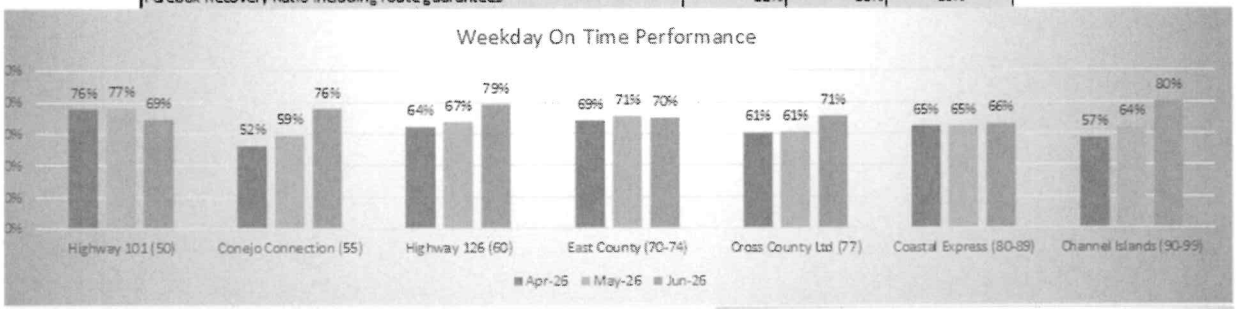
Route	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26
Hwy 101	5,676	5,187	4,273	4,093	4,950	4,581	5,026	3,670	3,974	3,687	4,115	4,994	5,099	4,642	4,808
Conejo Connection	613	551	396	462	546	1,034	1,166	818	681	692	581	625	621	542	488
Hwy 126	13,509	13,641	10,921	9,534	11,383	10,783	11,741	9,157	9,244	9,121	8,544	9,303	11,150	10,934	11,216
East County	1,595	1,518	1,023	1,264	1,667	1,655	1,845	1,414	1,058	1,391	1,519	1,874	1,699	1,284	932
Cross County Limited	2,170	1,743	1,231	1,133	1,585	1,707	1,700	1,649	1,435	1,841	1,443	1,424	1,571	1,245	1,305
Coastal Express	9,857	9,850	8,782	8,891	8,794	9,083	9,469	7,074	7,361	8,666	7,823	9,577	9,850	9,409	10,383
Channel Islands	4,915	4,396	1,509	1,782	1,929	3,498	3,374	2,366	1,061	711	2,785	2,690	2,954	1,725	1,231
Systemwide TOTAL	**38,335**	**36,886**	**28,135**	**27,159**	**30,854**	**32,941**	**34,321**	**26,148**	**24,814**	**26,109**	**26,811**	**30,588**	**32,944**	**29,781**	**30,363**

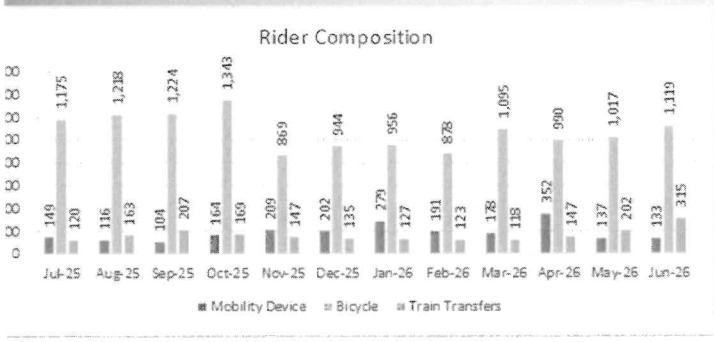
VCTC INTERCITY

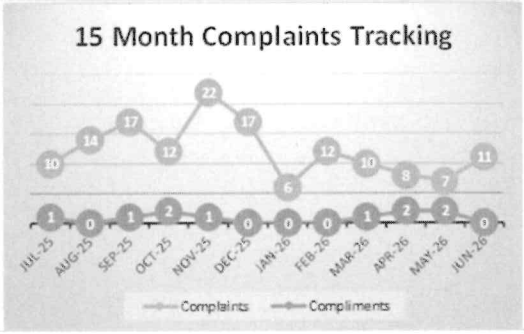
Quarterly Ridership Report | FY2026 Q4

	Passengers/ Mile	Passengers/ Hour	Cost/ Passenger	Fare Revenue	Fare Revenue
April-June 2026	0.23	5.12	$ 32.53	$170,989	
April-June 2025	0.25	5.85	$ 24.72	$194,991	-12%

COST AND REVENUE PER PASSENGER	FY 24/25	FY 25/26	% Change
Operating Cost	$ 2,554,819	$ 3,028,359	19%
Passenger Revenue	$ 194,991	$ 170,989	-12%
Passenger Revenue including budgeted route guarantees^	$ 568,300	$ 544,298	-4%
Passengers	103,356	93,088	-10%
Cost per Passenger	$ 24.72	$ 32.53	32%
Farebox Recovery Ratio not including route guarantees	8%	6%	-26%
Farebox Recovery Ratio including route guarantees	22%	18%	-19%







Attachment #2 – Current Wage Scale, Question #7

Operators								
Months of Service			**Current**		**Eff. 5/1/2026**		**Eff. 6/1/2026**	
1	0-11	New hire	$	22.28	$	23.17	$	25.69
2	12-23	1 YOS	$	22.28	$	23.17	$	25.85
3	24-35	2 YOS	$	23.11	$	24.03	$	28.05
4	36 to 47	3 YOS	$	23.96	$	24.92	$	29.32
5	48 to 59	4 YOS	$	24.79	$	25.78	$	30.64
6	60 to 71	5 YOS	$	25.63	$	26.66	$	32.02
7	72 to 83	6 YOS	$	25.63	$	26.66	$	33.46
8	84 +	7 YOS	$	25.63	$	26.66	$	34.96

Supervisors/Dispatchers								
Months of Service			**Current**		**5/1/2026**		**6/1/2026**	
1	0-11	New hire	$	23.28	$	24.17	$	26.69
2	12-23	1 YOS	$	23.28	$	24.17	$	27.85
3	24-35	2 YOS	$	24.11	$	25.03	$	29.05
4	36 to 47	3 YOS	$	24.96	$	25.92	$	30.32
5	48 to 59	4 YOS	$	25.79	$	26.78	$	31.64
6	60 to 71	5 YOS	$	26.63	$	27.66	$	33.02
7	72 to 83	6 YOS	$	26.63	$	27.66	$	34.46
8	84 +	7 YOS	$	26.63	$	27.66	$	35.96

Attachment #2 – MOU, Question #7

MEMORANDUM OF AGREEMENT

Between

RATP DEV, USA. and Teamsters Local Union No. 186

WHEREAS RATP DEV, USA. (the 'Company') and the Teamsters Local Union No. 186 (the 'Union') are parties to a Collective Bargaining Agreement (CBA) in effect from May 1, 2022, through April 30, 2027; and

WHEREAS, when the CBA went into effect, its Article 28 HOURS of WORK and WAGES rates, and the then – planned future wages rates, for the duration of the CBA; and

WHEREAS, on **October 1, 2024,** the Company, and the Union (the 'Parties') entered into a Memorandum of Agreement (MOU_10012024), that, effective October 6, 2024, raised the then-existing wage rates and also provided for specific increases to future wage rate adjustments that are set forth in Article 28); and

WHEREAS a copy of the original CBA Article 28 HOURS OF WORK and WAGES is attached hereto as Exhibit A; and

THEREFORE, the Parties, by means of their respective authorized representatives' signatures on this agreement, hereby agree to the following:

1. In addition to the wage rate increases previously set forth in the CBA in (a) below (Article 28 HOURS of WORK and WAGES), both parties agree to increase wage rates as follows:
   a. Current

Years	5/1/2022	5/1/2023	5/1/2024	5/1/2025	5/1/2026
	$20.00	$20.60	$21.22	$21.85	$22.51
2	$20.75	$21.37	$22.01	$22.67	$23.35
3	$21.50	$22.15	$22.81	$23.49	$24.20
4	$22.25	$22.92	$23.61	$24.31	$25.04
5	$23.00	$23.69	$24.40	$25.13	$25.89

   b. Active employees wage rate as the effective date of this (MOU_10012024), shall be increased 1% as outlined in the chart below.

DOS +2	10/6/2024
$21.22	21.42
$22.01	22.22
$22.81	23.04
$23.61	23.84
$24.40	24.63

   c. Both parties also agree that wages will increase 4% each consecutive year as outlined below to be paid out on the effective date shown:

	5/1/2025 4%	5/1/2026 4%
1	$22.28	$23.17
2	$23.11	$24.03
3	$23.96	$24.92
4	$24.79	$25.78
5	$25.63	$26.66

2. Upon going into effect, this MOU_10012024, in building upon Article 28 of the CBA, replaces any and all conflicting or inconsistent provisions of those underlying provisions.
3. Except as indicated above, nothing in this MOU_10012024 is intended to modify, in any way, any provision of Article 28 of the CBA, including but not limited to its requirement that no new hire be paid at a wage rate higher than that of an employee in the same job classification who entered into active revenue service for the Company prior to the new hire doing so.
4. Each of the Parties acknowledges and agrees that this MOU_10012024 is based on adequate consideration.

Memorandum of Understanding

Between

RATP Dev USA

and

Teamsters Local 186

Ventura County Location

Subject: Wage Increase effective 6/1/2026 – Ventura County

This Memorandum of Understanding (MOU) is entered into by and between RATP Dev USA ("the Company") and the Teamsters Local 186 ("Teamsters"), collectively referred to as "the Parties."

In order to maintain wage parity with the surrounding area, the Company agrees to increase bargaining unit wages effective and retroactive to June 1, 2026 as follows:

Union rates Operators					
	Months of service		Current	5/1/2026	6/1/2026
1	0-11	New hire	$ 22.28	$ 23.17	$ 25.69
2	12-23	1 YOS	$ 22.28	$ 23.17	$ 26.85
3	24-35	2 YOS	$ 23.11	$ 24.03	$ 28.05
4	36 to 47	3 YOS	$ 23.96	$ 24.92	$ 29.32
5	48 to 59	4 YOS	$ 24.79	$ 25.78	$ 30.64
6	60 to 71	5 YOS	$ 25.63	$ 26.66	$ 32.02
7	72 to 83	6 YOS	$ 25.63	$ 26.66	$ 33.46
8	84 +	7 YOS	$ 25.63	$ 26.66	$ 34.96

Sups/Dispatchers					
			Current	5/1/2026	6/1/2026
1	0-11	New hire	$ 23.28	$ 24.17	$ 26.69
2	12-23	1 YOS	$ 23.28	$ 24.17	$ 27.85
3	24-35	2 YOS	$ 24.11	$ 25.03	$ 29.05
4	36 to 47	3 YOS	$ 24.96	$ 25.92	$ 30.32
5	48 to 59	4 YOS	$ 25.79	$ 26.78	$ 31.64
6	60 to 71	5 YOS	$ 26.63	$ 27.66	$ 33.02
7	72 to 83	6 YOS	$ 26.63	$ 27.66	$ 34.46
8	84 +	7 YOS	$ 26.63	$ 27.66	$ 35.96

Current Billing Summary

Group Name: Roadrunner Management Services, Inc.

Benefit Plan Name	Period	Premium Type	Subscriber Count
DHMO-CA800	11/01/2026	ESP - Employee and Spouse	2
DHMO-CA800	11/01/2026	FAM - Family	1
DHMO-CA800	11/01/2026	EMP - Employee Only	10
DHMO-CA800	11/01/2026	ECH - Employee and Children	1
PPOF3128EEEU220MXXX	11/01/2026	ECH - Employee and Children	4
PPOF3128EEEU220MXXX	11/01/2026	EMP - Employee Only	31
PPOF3128EEEU220MXXX	11/01/2026	ESP - Employee and Spouse	6
PPOF3128EEEU220MXXX	11/01/2026	FAM - Family	5
SUP VIS 130 VOL	11/01/2026	ECH - Employee and Children	5
SUP VIS 130 VOL	11/01/2026	EMP - Employee Only	39
SUP VIS 130 VOL	11/01/2026	ESP - Employee and Spouse	7
SUP VIS 130 VOL	11/01/2026	FAM - Family	4
			115

Attachment #4 – BYD Bus Warranty Information, Question #23(a)

TS 85. WARRANTY AND MAINTENANCE REQUIREMENTS

TS 86. BASIC PROVISIONS

TS 86.1. Warranty Requirements

TS 86.1.1. Contractor Warranty

Warranties in this Agreement are in addition to any statutory remedies or warranties imposed on the Contractor. Consistent with this requirement, the Contractor warrants and guarantees to the Agency each complete bus, specific subsystems, and components. Performance requirements based on design criteria shall not be deemed a warranty item.

TS 86.1.2. Serial Numbers

Upon delivery of each bus, the Contractor shall provide a complete electronic list of serialized units installed on each bus to facilitate warranty tracking. The list shall include, but is not limited to:

- Electric Drive Motor (s)
- Energy Storage Module(s)
- Propulsion System Controller / Inverter(s)
- HVAC System, major components
- Steering Axle
- Drive Axle
- Power Steering Unit
- Air Compressor
- Wheelchair Ramp
- Charger/Controller/EVSE
- Charger Interface

The Contractor shall provide updated serial numbers resulting from warranty campaigns. The format of the list shall be approved by the Agency prior to delivery of the first production bus.

TS 86.1.3. Extension of Warranty

If, during the warranty period, repairs or modifications on any bus are made necessary by defective design, materials or workmanship but are not completed due to lack of material or inability to provide the proper repair for thirty (30) calendar days, the applicable warranty period shall be extended by the number of days equal to the delay period.

TS 86.2. Voiding of Warranty

The warranty shall not apply to the failure of any part or component of the bus that directly results from misuse, negligence, accident or repairs not conducted in accordance with the Contractor-provided maintenance manuals and with workmanship performed by adequately trained personnel in accordance with recognized standards of the industry. The warranty also shall be void if the Agency fails to conduct normal inspections and scheduled preventive maintenance procedures as recommended in the Contractor's maintenance manuals and if that omission caused the part or component failure. The Agency shall maintain documentation, auditable by the Contractor, verifying service activities in conformance with the Contractor's maintenance manuals.

TS 86.3. Exceptions and Additions to Warranty

The warranty shall not apply to the following items:

- scheduled maintenance items
- normal wear-out items
- items furnished by the Agency

Should the Agency require the use of a specific product and has rejected the Contractor's request for an alternate product, then the standard Supplier warranty for that product shall be the only warranty provided to the Agency. This product will not be eligible under "Fleet Defects," below.

The Contractor shall not be required to provide warranty information for any warranty that is less than or equal to the warranty periods listed.

TS 86.3.1. Pass-Through Warranty

Should the Contractor elect to not administer warranty claims on certain components and wish to transfer this responsibility to the sub-Suppliers, or to others, the Contractor shall request this waiver.

Contractor shall state in writing that the Agency's warranty reimbursements will not be impacted. The Contractor also shall state in writing any exceptions and reimbursement including all costs incurred in transport of vehicles and/or components. At any time during the warranty period, the Contractor may request approval from the Agency to assign its warranty obligations to others, but only on a case-by-case basis approved in writing by the Agency. Otherwise, the Contractor shall be solely responsible for the administration of the warranty as specified. Warranty administration by others does not eliminate the warranty liability and responsibility of the Contractor.

TS 86.3.2. Superior Warranty

The Contractor shall pass on to the Agency any warranty offered by a component Supplier that is superior to that required herein. The Contractor shall provide a list to the Agency noting the conditions and limitations of the Superior Warranty not later than the start of production. The Superior Warranty shall not be administered by the Contractor.

TS 86.4. Fleet Defects

TS 86.4.1. Occurrence and Remedy

A Fleet Defect is defined as cumulative failures of the greater of twenty-five (25) percent of the same components in the same or similar application or four (4) or more buses where such items are covered by warranty. A Fleet Defect shall apply only to the base warranty period in sections entitled "Complete Bus," "Propulsion System" and "Major Subsystems." When a Fleet Defect is declared, the remaining warranty on that item/component stops. The warranty period does not restart until the Fleet Defect is corrected. For the purpose of Fleet Defects, each option order shall be treated as a separate bus fleet. In addition, should there be a change in a major component within either the base order or an option order, the buses containing the new major component shall become a separate bus fleet for the purposes of Fleet Defects.

The Contractor shall correct a Fleet Defect under the warranty provisions defined in "Repair Procedures." After correcting the Defect, the Agency and the Contractor shall mutually agree to and the Contractor shall promptly undertake and complete a work program reasonably designed to prevent the occurrence of the same Defect in all other buses and

spare parts purchased under this Contract. Where the specific Defect can be solely attributed to particular identifiable part(s), the work program shall include redesign and/or replacement of only the defectively designed and/or manufactured part(s). In all other cases, the work program shall include inspection and/or correction of all of the buses in the fleet via a mutually agreed-to arrangement. The Contractor shall update, as necessary, technical support information (parts, service and operator's manuals) due to changes resulting from warranty repairs. The Agency may immediately declare a Defect in design resulting in a safety hazard to be a Fleet Defect. The Contractor shall be responsible to furnish, install and replace all defective units.

TS 86.4.2. Exceptions to Fleet Defect Provisions

The Fleet Defect warranty provisions shall not apply to Agency-supplied items, such as radios, fare collection equipment, communication systems and tires.

TS 87. REPAIR PROCEDURES

TS 87.1. Repair Performance

The Contractor is responsible for all warranty-covered repair Work. To the extent practicable, the Agency will allow the Contractor or its designated representative to perform such Work. At its discretion, the Agency may perform such Work if it determines it needs to do so based on transit service or other requirements. Such Work shall be reimbursed by the Contractor.

TS 87.2. Repairs by the Contractor

If the Agency detects a Defect within the warranty periods defined in this section, it shall, within thirty (30) days, notify the Contractor's designated representative. The Contractor or its designated representative shall, if requested, begin Work on warranty-covered repairs within five calendar days after receiving notification of a Defect from the Agency. The Agency shall make the bus available to complete repairs timely with the Contractor's repair schedule.

The Contractor shall provide at its own expense all spare parts, tools and space required to complete repairs. At the Agency's option, the Contractor may be required to remove the bus from the Agency's property while repairs are being affected. If the bus is removed from the Agency's property, repair procedures must be diligently pursued by the Contractor's representative.

TS 87.3. Repairs by the Agency

TS 87.3.1. Parts Used

If the Agency performs the warranty-covered repairs, it shall correct or repair the Defect and any Related Defects utilizing parts supplied by the Contractor specifically for this repair. At its discretion, the Agency may use Contractor-specified parts available from its own stock if deemed in its best interests.

TS 87.3.2. Contractor-Supplied Parts

The Agency may require that the Contractor supply parts for warranty-covered repairs being performed by the Agency. Those parts may be remanufactured but shall have the same form, fit and function, and warranty. The parts shall be shipped prepaid to the Agency from any source selected by the Contractor within fourteen (14) days of receipt of the request for said parts and shall not be subject to an Agency handling charge.

TS 87.3.3. Defective Component Return

The Contractor may request that parts covered by the warranty be returned to the manufacturing plant. The freight costs for this action shall be paid by the Contractor. Materials should be returned in accordance with the procedures outlined in "Warranty Processing Procedures."

TS 87.3.4. Failure Analysis

The Contractor shall, upon specific request of the Agency, provide a failure analysis of Fleet Defect or safety-related parts, or major components, removed from buses under the terms of the warranty that could affect fleet operation. Such reports shall be delivered within 60 days of the receipt of failed parts.

TS 87.3.5. Reimbursement for Labor and Other Related Costs

The Agency shall be reimbursed by the Contractor for labor. The amount shall be determined by the Agency for a qualified mechanic at a straight time wage rate of $75 per hour, which includes fringe benefits and overhead adjusted for the Agency's most recently published rate in effect at the time the Work is performed, plus the cost of towing the bus if such action was necessary and if the bus was in the normal service area. These wage and fringe benefit rates shall not exceed the rates in effect in the Agency's service garage at the time the Defect correction is made.

TS 87.3.6. Reimbursement for Parts

The Agency shall be reimbursed by the Contractor for defective parts and for parts that must be replaced to correct the Defect. The reimbursement shall be at the current price at the time of repair and shall include taxes where applicable, plus fifteen (15) percent handling costs. Handling costs shall not be paid if part is supplied by the Contractor and shipped to the Agency.

TS 87.3.7. Reimbursement Requirements

The Contractor shall respond to the warranty claim with an accept/reject decision including necessary failure analysis no later than sixty (60) days after the Agency submits the claim and defective part(s), when requested. Reimbursement for all accepted claims shall occur no later than sixty (60) days from the date of acceptance of a valid claim. The Agency may dispute rejected claims or claims for which the Contractor did not reimburse the full amount. The parties agree to review disputed warranty claims during the following quarter to reach an equitable decision to permit the disputed claim to be resolved and closed. The parties also agree to review all claims at least once per quarter throughout the entire warranty period to ensure that open claims are being tracked and properly processed.

TS 87.4. Warranty after Replacement/Repairs

If any component, unit or subsystem is repaired, rebuilt or replaced by the Contractor or by the Agency with the concurrence of the Contractor, the component, unit or subsystem shall have the unexpired warranty period of the original. Repairs shall not be warranted if the Contractor-provided or authorized parts are not used for the repair, unless the Contractor has failed to respond within five days, in accordance with "Repairs by the Contractor."

If an item is declared to be a Fleet Defect, the warranty stops with the declaration of the Fleet Defect. Once the Fleet Defect is corrected, the item(s) shall have three (3) months or remaining time and/or miles of the original warranty, whichever is greater. This remaining warranty period shall begin on the repair/replacement date for corrected items on each bus if the repairs are

completed by the Contractor or on the date the Contractor provides all parts to the Agency.

TS 87.4.1. Warranty Processing Procedures

The following list represents requirements by the Contractor to the Agency for processing warranty claims. One failure per bus per claim is allowed.

- Unique ID number (bus number and VIN or serial #)
- total vehicle life mileage at time of repair
- date of failure/repair
- acceptance/in-service date
- Contractor part number and description
- component serial number
- description of failure
- all costs associated with each failure/repair (invoices may be required for third-party costs):
  - towing
  - road calls
  - labor materials
  - parts
  - handling
  - troubleshooting time

TS 87.5. Forms

The Agency's forms will be accepted by the Contractor if all of the above information is included. Electronic submittal may be used if available between the Contractor and the Agency.

TS 87.6. Return of Parts

When returning defective parts to the Contractor, the Agency shall tag each part with the following:

- bus number and VIN
- claim number
- part number
- serial number (if available)

TS 87.7. Timeframe

Each claim must be submitted no more than thirty (30) days from the date of failure and/or repair, whichever is later. All defective parts must be returned to the Contractor, when requested, no more than forty-five (45) days from date of repair.

TS 87.8. Reimbursements

Reimbursements are to be transmitted to the following address.

SBCAG
260 N. San Antonio Rd.
Santa Barbara, CA 93110
Attn: Accts Receivable / Warranty

TS 88. BATTERY WARRANTY

High voltage battery will be delivered with a twelve (12) year warranty.

TS 88.1. Battery Definitions

Capacity (electrical energy storage device). Two levels of capacity shall be defined, gross and useable. Gross Capacity shall be the capacity energy (kWh) of the entire battery pack and shall include usable, unusable, and/or reserve capacity energy. Useable Capacity shall be the capacity energy between the design operating range within the battery management system for normal operation.

Maximum Standard Operating State of Charge: The maximum design operating state of charge as recommended by the propulsion system integrator and battery manufacturer.

Minimum Standard Operating State of Charge: The minimum design operating state of charge as specified by the propulsion system integrator and battery manufacturer.

State of Charge (SOC). Quantity of electric energy remaining in the battery relative to the maximum rated Amp hour (Ah) capacity of the battery expressed in percent. This is a dynamic measurement used for the energy storage system. An absolute SOC is based on total battery capacity at the beginning of useful life. A relative SOC is based on total degraded capacity at the time of measurement. The actual relationship between the SOC and energy stored expressed as a percentage shall be linear.

Usable Battery Capacity. Usable battery capacity is measured in kWhr and would be the energy available for normal operations. Usable Battery Capacity would be the usable energy from the ESD as managed through the BMS, assumed to be less than the gross capacity. It is calculated based on a useful range of something above 0% SOC and something less than 100% SOC, i.e., as an example, if the range was between 10% and 90% SOC, then the usable battery capacity would be 80% of gross battery capacity.

TS 88.2. Battery Degradation

The Contractor shall provide a plan for replacing or reconditioning batteries if it has been determined that the batteries have degraded beyond their Warrantable End of Life (WEOL). The Contractor must clearly define WEOL and the method by which battery capacity is measured to determine WEOL. The Contractor must define the capacity to which the entire battery pack is restored such that it will remain above the WEOL for the remainder of the warranty.

TS 88.3. Battery End of Life

The Contractor shall provide a plan for battery packs and/or cells that are removed from service over the 12 year life of the bus. The plan may include, but is not limited, recycling, repurposing, etc.

TS 88.4. Battery Cycle and Safety Testing

Proposals shall include complete descriptions of all life-cycle testing procedures used to validate the life of batteries used for this application at the proposed charging rates, charge durations, and expected ambient temperatures and operating profiles. Offerors shall include documented results of life cycle testing. Offerors shall include certification of battery life cycle testing by independent testing SBCAG.

Proposals shall include complete descriptions of all safety standards followed in the design and manufacture of the battery system, safety testing procedures used to validate the safety

of battery operation in this application, and documented results of safety testing to confirm that standards have been met. Offerors shall include certification of battery safety testing by independent testing Agency.

Attachment #5 – MCI Bus Warranty Information, Question #55

MCI

CONTRACT DELIVERABLES LIST	Warranty
CUSTOMER NAME	Ventura County Transportation
BID NUMBER	2024-030
SR #	
CUSTOMER CONTRACT #	
CUSTOMER PO #	
LD DATE	
BUS MODEL	D45CRTLE
QUANTITY	5

MAJOR COMPONENT DESCRIPTION	BASE AND EXTENDED WARRANTY PROVIDER	YEARS	MILEAGE	COMMENTS
Base Bus Warranty	Motor Coach Industries	2	Unlimited	Excluding scheduled maintenance items, acts of nature, or normal consumables
Engine Coverage (EPA 2021)	Cummins	5	500,000	All repairs/warranty claims need to be handled through the local authorized repair facility.
Emission Control System (EPA 2021)	Cummins	5	500,000	All repairs/warranty claims need to be handled through the local authorized repair facility.
Transmission (Intercity/Linehaul) B500	Allison	3	Unlimited	All repairs/warranty claims need to be handled through the local authorized repair facility.
Federal Emission	Motor Coach Industries	5	100,000	See 40 CFR Part 1037
Brushless Main Evaporator Motor	Ametek	4.5	500,000	
Air Bellows	Motor Coach Industries	2	200,000	
Batteries	Interstate	1	Unlimited	requirement of photograph of battery serial number
Belts	Motor Coach Industries	0.5	50,000	
Engine Accessories	Motor Coach Industries	2	200,000	covers alternator, starter, transmission oil cooler, engine isolator, crank pulley, diesel exhaust fluid (DEF) tank and heated lines, power steering pump and exhaust pipe bellows
Pinon Seals	Motor Coach Industries	1	50,000	
Radius Rod Bushings	Motor Coach Industries	1	50,000	
Shocks and Bushings	Motor Coach Industries	1	50,000	
Swaybar Links	Motor Coach Industries	1	50,000	
Tires	Motor Coach Industries	2	24,000	Motor Coach Industries warrants the tires installed as original equipment on this vehicle only against defects in materials and workmanship which cause the vehicle to fail to comply with applicable U.S. and Canadian greenhouse gas emission limits ("Warrantable Emissions Failures"). This vehicle emissions limited express warranty relating to original equipment tires is valid for two (2) years or 24,000 miles whichever occurs first
Towing	Motor Coach Industries	0.5	50,000	reimbursement limited to $750.00/per occurrence and subject to additional conditions
Wheel Alignment	Motor Coach Industries	2	25,000	Covered only during the first 25,000 miles (40,234 km), thereafter not covered as a primary failure, i.e., covered only if alignment is necessary due to another covered warranty repair.
Wheel Seals	Motor Coach Industries	1	50,000	To first brake reline or 50,000 miles (80,467 km) (whichever comes first)

MCI

COMPONENT DESCRIPTION	BASE AND EXTENDED WARRANTY PROVIDER	YEARS	MILEAGE	COMMENTS
Base Bus Warranty	Motor Coach Industries	2	Unlimited	Excluding scheduled maintenance items, acts of nature, or normal consumables
Engine Coverage (EPA 2021)	Cummins	2	Unlimited	All repairs/warranty claims need to be handled through the local authorized repair facility.
Emission Control System (EPA 2021)	Cummins	5	100,000	All repairs/warranty claims need to be handled through the local authorized repair facility.
Transmission (Intercity/Linehaul) B500	Allison	3	Unlimited	All repairs/warranty claims need to be handled through the local authorized repair facility.
Federal Emission	Motor Coach Industries	5	100,000	See 40 CFR Part 1037
Axle (Front and Rear)	ZF	3	300,000	Excluding maintenance items & items that are not covered by the OEM's warranty. All friction materials are excluded from this limited warranty. Wear and third party items supplied with the axle (e.g. slack adjuster, seals and bearings, shocks, air bellows, radius rods, brake chambers) are not included in the 5 year warranty. Please see manufacturer's warranty document.
HVAC	Bendix, MCC, Motor Coach Industries	2	Unlimited	
Brushless Main Evaporator Motor	Ametek	4.5	500,000	
Air Bellows	Motor Coach Industries	2	200,000	
Batteries	Interstate	1	Unlimited	requirement of photograph of battery serial number
Belts	Motor Coach Industries	0.5	50,000	
Engine Accessories	Motor Coach Industries	2	200,000	covers alternator, starter, transmission oil cooler, engine isolator, crank pulley, diesel exhaust fluid (DEF) tank and heated lines, power steering pump and exhaust pipe bellows.
Pinon Seals	Motor Coach Industries	1	50,000	
Radius Rod Bushings	Motor Coach Industries	1	50,000	
Shocks and Bushings	Motor Coach Industries	1	50,000	
Swaybar Links	Motor Coach Industries	1	50,000	
Tires	Motor Coach Industries	2	24,000	Motor Coach Industries warrants the tires installed as original equipment on this vehicle only against defects in materials and workmanship which cause the vehicle to fail to comply with applicable U.S. and Canadian greenhouse gas emission limits ("Warrantable Emissions Failures"). This vehicle emissions limited express warranty relating to original equipment tires is valid for two (2) years or 24,000 miles whichever occurs first.
Towing	Motor Coach Industries	5	300,000	reimbursement limited to $750.00/per occurrence and subject to additional conditions
Wheel Alignment	Motor Coach Industries	2	25,000	Covered only during the first 25,000 miles (40,234 km); thereafter not covered as a primary failure, i.e., covered only if alignment is necessary due to another covered warranty repair.
Road Call	Motor Coach Industries	2	Unlimited	To first brake reline or 50,000 miles (80,467 km) (whichever comes first)
Handling (15%)	Motor Coach Industries	5	300,000	
Trouble Shooting	Motor Coach Industries	5	300,000	
Wheel Seals	Motor Coach Industries	1	50,000	To first brake reline or 50,000 miles (80,467 km) (whichever comes first)

Attachment #6 – Deadhead Distances, Question #57

Route	Start	End	Distance (mi)
77	Simi Valley Metrolink Station	Garage	30
77	Garage	Simi Valley Metrolink Station	30
77	Ventura Transit Center	Garage	15
77	Garage	Ventura Transit Center	15
99	Garage	C Street Transfer Center	12
99	C Street Transfer Center	Garage	12
80-82	Garage	Camarillo Metrolink	0
80-82	Garage	Ventura Transit Center	15
80-82	Garage	Cottage Hospital (City of Santa Barbara)	46
80-82	Camarillo Metrolink	Garage	0
80-82	Ventura Transit Center	Garage	15
80-82	De La Vina & Mission (City of Santa Barbara)	Garage	46
85-87X	Garage	University of California, Santa Barbara	55
85-87X	Garage	Hollister & Palo Alto	56
85-87X	University of California, Santa Barbara	Garage	55
85-87X	Hollister & Palo Alto	Garage	56
85-87X	Garage	Camarillo Metrolink	0
88-89	Garage	Camarillo Metrolink	0
88-89	Garage	Ventura Transit Center	15
88-89	Camarillo Metrolink	Garage	0
88-89	Ventura Transit Center	Garage	15
55X	Garage	Ventura Transit Center	15
50	Garage	Ventura Transit Center	15
50	Garage	Thousand Oaks Transit Center	12
50	Camarillo Metrolink	Garage	1
50	Ventura Transit Center	Garage	15
50	Thousand Oaks Transit Center	Garage	12
60	Garage	Fillmore Terminal	20
60	Fillmore Terminal	Garage	20
60	Garage	City of Ventura Pier	17
60	City of Ventura Pier	Garage	17
74X	Garage	Oaks Mall (City of Thousand Oaks)	10
74	Oaks Mall (City of Thousand Oaks)	Garage	10
71	Garage	Oaks Mall (City of Thousand Oaks)	10
71	Cochran & Galena Bus Stop (City of Simi Valley)	Garage	28
70	Newbury Park Smart & Final (City of Thousand Oaks)	Garage	8