

San Benito County Local Transportation Authority

Request for Proposals #2024-01

Operation of San Benito County Express and Specialized Transportation
Services

Addendum No. 5

Issue Date: July 26, 2024

Proposers are reminded that receipt of this Addendum No. 5 must be acknowledged in your respective proposal, in Exhibit B-8: Acknowledgement of Addenda. Your proposal will be declared “unresponsive” should you not acknowledge this Addendum No. 5 and submit Exhibit B-8 with your respective proposal.

Any information contained herein will be considered part of the Request for Proposals #2024-01 (RFP) and as such will be used in the evaluation of the responses. All other terms and conditions remain unchanged. In the event of a conflict between any provision of this Addendum and the RFP, this Addendum shall prevail.

This Addendum is intended to provide answers to questions received regarding the RFP, additional information, and/or to change the requirements as stated in the RFP.

ADDENDUM NO. 5 TABLE OF CONTENTS

- I. OPPORTUNITY FOR CLARIFICATION AND PROPOSAL DUE DATE
- II. CHANGES TO THE REQUEST FOR PROPOSAL
- III. LTA RESPONSE TO QUESTIONS SUBMITTED BY POTENTIAL PROPOSERS
- IV. ADDENDUM NO. 4 ATTACHMENTS

I. OPPORTUNITY FOR CLARIFICATION AND PROPOSAL DUE DATE

Due to the volume of information transmitted with this Addendum, the LTA will accept additional questions for clarification of information provided in the Addendum until **August 1, 2024, at 5:00 p.m.** **NO** new topics will be entertained. Responses to any clarification questions will be provided by **August 9, 2024**. The proposal submittal deadline is **August 16, 2024 at 3:00 p.m.** Please direct your clarification questions to San Benito County Local Transportation Authority staff at projects@sanbenitocog.org.

II. CHANGES TO THE REQUEST FOR PROPOSALS

The RFP is amended to include the provisions as shown in Attachment 1 - Redlined Changes to the RFP.

Summary of the Changes in Attachment 1

In reviewing the questions submitted, the LTA determined that the RFP requires some alterations to its original language. Those changes will be summarized below.

RFP Section 1.4 has been modified to change the date on which the contract ends. The base period of the contract will begin on January 1, 2025 and end on December 31, 2027. Each year of the contract, base and option years, will be 365 days.

The LTA acknowledges a significant difference between the vehicle revenue hours proposers are asked to provide pricing for and the current revenue hours of the LTA. To address this difference, the LTA has modified RFP Sections 5.5 and 5.6.4. These modifications now require proposers to submit two sets of price proposal forms with their submittal. The two price proposals should cover:

1. *Future Operations:* 32,800 CE hours and 6,700 ST hours (for CE, ST, or both)
2. *Current Operations:* 24,000 CE hours and 4,350 ST hours (for CE, ST, or both)

This modification aims to give proposers greater pricing control given the wide range of revenue hours in which services might operate. The LTA will be open to negotiating the implementation of multiple price proposals once a proposing firm is selected for contract negotiations. Furthermore, the LTA will be scoring each price proposal scenario with equal weight.

Language has been added to RFP Section 6.8.4 to clarify that the three (3) percent escalation clause will apply to Option Years 4 and 5. Additionally, the LTA is open to negotiating different pricing rates for these years. However, if negotiations are unsuccessful or not entered into, the three (3) percent escalation of the original pricing for Option Years 4 and 5 will prevail.

RFP Section 7.4.25 has been modified to correct the days on which the LTA does not operate its services. Those days are New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, and Christmas Day.

III. LTA RESPONSE TO QUESTIONS SUBMITTED BY POTENTIAL PROPOSERS

Number	Question	Response
MV Transportation		
MV-1	RFP Section 2.4.1: Would LTA consider a proposal of alternative scheduling and dispatch software, to include mobile reservations and cancellations?	Yes, the LTA would consider proposals of alternative scheduling and dispatch software. The LTA may request more information or seek to collaborate on alternative forms of scheduling and dispatch software if the alternative proposal does not satisfy the LTA.
MV-2	RFP Section 7.4: For the OOCMT service, is there any EMT or other medical training required of our operators?	All drivers must complete the CONTRACTOR's formal training course for new drivers, as approved by the LTA, and possess a valid California Class B operator's license with the appropriate endorsements or certifications, as well as a medical card. These requirements apply to all vehicle operators for both County Express and Specialized Transportation. Beyond these requirements there is no other medical training required.
MV-3	RFP Section 2.4.3: If a contractor is bidding on Option 3, would the LTA allow the use of the 3240 Southside Road facility for administrative and operational functions of the ST services?	Yes.
MV-4	RFP Sections 5.6.4, 7.1.7, 7.2.15, 7.5.7: The RFP mentions several electric vehicle charging options, and Question 21 of the proposal format specifically asks about contractor experience with transitioning to battery electric vehicles. Can LTA provide additional information on updating the fleet for CE and ST services?	Yes, the LTA can provide additional information regarding fleet updates. Currently, vehicles due for replacement are being replaced by comparable vehicles with the same fuel sources. The LTA has not yet purchased any zero emission vehicles or associated equipment. Please see Attachment 2 for more details
MV-5	RFP Sections 5.6.4, 7.1.7, 7.2.15, 7.5.7: Would a transition to electric vehicles occur during the base contract term or option years?	A transition to electric vehicles is unlikely to occur during the base year of the contract term or during the option years.
MV-6	RFP Sections 5.6.4, 7.1.7, 7.2.15, 7.5.7: If an ICT plan is drafted for LTA, please provide this plan and any other documentation about the status of LTA's current zero-emission journey.	Yes. Please see Attachment 2 for more details.

MV-7	Exhibit B, Item 23: Given that the contract-specific goal for DBE participation is zero, is a Good Faith Effort required of contractors during this procurement? Will a preference be shown for contractors that complete a Good Faith Effort during the procurement period?	Good Faith Efforts are not required of contractors during this procurement. No preference will be given to contractors that complete Good Faith Efforts during this procurement period.
MV-8	General: Can LTA verify that they will not exercise any additional options with the current contractor?	The LTA cannot verify that any additional options with the current contractor will be exercised.
MV-9	RFP Sections 7.2.15 and 7.4.11: The RFP states that all drivers must hold a Class B operator's license with appropriate endorsements and a medical card. This differs from the current contract's requirement, which only requires a Class C license with a passenger endorsement. Please confirm that the Class C license with the passenger endorsement is the correct requirement.	The current contracts for County Express and Specialized Transit require all vehicle operators hold a Class B California Driver's License and a medical card. The RFP requests that all drivers must hold a Class B operator's license. At this time the LTA is not changing its requirements.
MV-10	RFP Section 2.4: What are the hours of operation for Intercounty? E.g., 8am to 5pm	The hours of operation for the Intercounty Service are subject to change throughout the duration of this contract. The LTA is not expecting any significant alterations to its current Intercounty services. Currently Intercounty service begins at 4:45am and ends at 10:23pm.
MV-11	RFP Section 2.4: May Contractor bidding on Option 3 be allowed to run both Specialized Transportation and County Express from 3240 Southside Road?	Yes.
MV-12	RFP Section 3.5: Will the Contractor be allowed any follow up questions on the last addenda?	Yes, please see Section I, OPPORTUNITY FOR CLARIFICATION AND PROPOSAL DUE DATE
MV-13	RFP Section 3.14: Will LTA allow the contractor to submit an alternate bid or bid with options for LTA's consideration?	Yes.
MV-14	RFP Section 5.2: Would LTA like to impose a page limit on the proposal response?	No.
MV-15	RFP Section 6.7.3: There is language in the RFP that allows LTA to extend the term beyond the base plus option period for another six months on a month-to-month at LTA's sole discretion.	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a

	<p>Bidder's actual costs will increase during this 6-month, month-to-month period beyond the cost basis of the last year of the agreement. Would LTA consider a cost of living or inflation adjustment to be applied to the six-month, month-to-month extension period after the base plus option years to account for the cost increase from the last year of service?</p>	<p>Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-16	<p>RFP Section 6.8.4: Will LTA be applying the 3% to the pricing Contractors provide (in cost proposal) for Years 4 and 5 or will LTA issue new price pages allowing bidders to price for their actual cost in those years. A cost escalator in the option years may not keep pace with the actual costs the bidder will experience</p>	<p>Yes, the LTA will be applying the three percent escalation clause to the pricing Contractors provide in their cost proposals. The LTA is open to further negotiating pricing for Years 4 and 5. If the contractor chooses not to negotiate further, or if an agreement cannot be reached, the three percent escalation of fixed and hourly rates will prevail. Please see Attachment 1, Section 6.8.4.</p>
MV-17	<p>RFP Section 6.13: Will LTA be providing insurance requirements for DBE subcontractors, that have lower coverage amounts? Asking as the \$5 million general liability is very expensive for a small or disadvantaged business</p>	<p>Yes.</p>
MV-18	<p>RFP Section 6.16.17: Would LTA consider adding a cure period to this section?</p>	<p>Yes, the LTA would consider adding a cure period to this section.</p>
MV- 19	<p>General: Who determines ADA eligibility? What system is used to record an eligible riders' personal details? Who is responsible for updating systems data for eligible riders?</p>	<p>ADA eligibility is defined by the Americans with Disabilities Act. ADA eligible riders submit verification of their status to the LTA. There are multiple ways in which the LTA can verify ADA status. Once a rider's status is verified the LTA issues an ADA card to the eligible rider. The operator is responsible for recording ADA passenger ridership.</p>
MV-20	<p>RFP Section 7.4.2: What are the hours of operation for Out-of-County Non-Emergency Medical Transportation</p>	<p>The current hours of operation for Out-of-County Non-Emergency Medical Transportation Services are from 8:00am to 4:30pm</p>
MV-21	<p>RFP Section 7.4.3: What are the hours of operation for Medical Shopping Assistance Program (MSAP) services?</p>	<p>The current hours of operation for Medical Shopping Assistance Program (MSAP) Services are from 8:00am to 4:00pm</p>
MV-22	<p>RFP Section 1.3.1: Section 1.31 shows 21,000 revenue hours for the County Express service. The cost proposal shows 32,800 revenue hours for the</p>	<p>Section 1.3.1 refers to the qualifications proposers wishing to operate the County Express Services must have. Section 1.3.1 states "Proposers shall have operated the following three types of services for a</p>

	County Express service. Please provide details for the difference.	minimum of three different public agencies for a minimum of three years for each agency. Proposers shall have operated the minimum number of revenue vehicle hours for each agency as indicated for each service type.”
MV-23	RFP Section 1.4: Please confirm the base contract term ends on January 1, 2028 and not December 31, 2027. Please indicate whether year 3 cost should be based on 366 days of cost vs. 365 days	The LTA has modified the date the base contract term ends. The base contract term will end on December 31, 2027, not January 1, 2028. Cost should be based on 365 days. See Attachment 1, Section 1.4.
MV-24	RFP Section 2.4.1: With the Dail-A-Ride service potentially replacing the demand response service, please indicate whether all bidders will be required to have staff on duty on Saturday and Sunday. If yes, please provide the hours of operation on Saturday and Sunday	During the duration of the contract Dial-A-Ride is expected to be replaced with a Demand Response Service. The Demand Response Service will have similar service hours as Dial-A-Ride, but will use automated routing, app-based reservations supplanting the telephone-based reservations of the Dial-A-Ride service. Currently County Express dispatchers work Monday to Friday and are not staffed on Saturday and Sunday. The LTA does not anticipate that the switch to a Demand Response Service will necessitate weekend dispatch staff.
MV-25	RFP Section 7.1.5: Please confirm that LTA will provide vehicles for the ST service with the same maintenance, technology, and fuel as the CE vehicles.	Yes.
MV-26	General: The RFP revenue hours are 39,500 or 69% more than hours currently operated. Please confirm all bidders should use 39,500 hours to develop their cost proposal.	The LTA strives to operate 32,800 CE revenue hours and 6,700 ST revenue hours. However, the LTA acknowledges that this is a significant increase from current operating revenue hours. To accommodate proposers the LTA has modified sections 5.5 and 5.6.4 of the RFP to allow proposers to provide cost proposals for two revenue hour scenarios. Please see Attachment 1, Sections 5.5 and 5.6.4.
MV-27	RFP Sections 7.2.34 & 7.4.25: Please clarify the number of holidays in section 7.4.25 and section 7.2.34 where service will not be provided	Service will not be provided on New Year’s Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas Day. Please see Attachment 1, Section 7.4.25.
MV-28	RFP Section 2.4.2: Please indicate whether specialized transportation services will operate on Sunday.	No.
MV-29	Cost Proposal: Please provide the cost proposal forms in Microsoft Excel.	Please see Attachment 3.

<p>MV-30</p>	<p>RFP Section 6.13.4: The section states, “Automobile Collision and Comprehensive Insurance Coverage for the actual cash value of LTA vehicles. Such insurance shall (1) contain deductibles of not more than five thousand dollars (\$5,000), and (2) shall name the LTA as loss payee. CONTRACTOR shall be responsible for all deductibles. In case of damage or destruction of any vehicle or vehicles provided by LTA under the terms of this Agreement, LTA agrees that liability for CONTRACTOR shall be limited to the appraised fair market value of the vehicle(s) at the time of the loss. CONTRACTOR and LTA agree that the appraised fair market value shall be that value established by an appraiser or appraisers as mutually agreed upon.”</p> <p>Will the County please revise the language to state, “Automobile Collision and Comprehensive Insurance Coverage for the actual cash value of LTA vehicles. Such insurance shall name the LTA as loss payee. CONTRACTOR shall be responsible for all deductibles. In case of damage or destruction of any vehicle or vehicles provided by LTA under the terms of this Agreement, LTA agrees that liability for CONTRACTOR shall be limited to the appraised fair market value of the vehicle(s) at the time of the loss. CONTRACTOR and LTA agree that the appraised fair market value shall be that value established by an appraiser or appraisers as mutually agreed upon.”?</p> <p>As is customary for large companies, our deductibles/retentions exceed \$5,000.</p>	<p>All comments and questions submitted by proposers requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
<p>MV-31</p>	<p>RFP Section 6.13.5: The section states, “CONTRACTOR shall include all subcontractors as insureds under its policies or shall furnish separate certificates or endorsements for each subcontractor. All coverage for</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during</p>

	<p>subcontractors shall be subject to all of the requirements stated herein.” Will the County please revise the language to state, “CONTRACTOR shall furnish separate certificates or endorsements for each subcontractor.” The agreement will be with the contractor, not subcontractors and the Authority will be protected as an additional insured on the Contractor’s policies for acts of the Contractor or its subcontractors (if any), in performance of its duties. The Contractor prefers to require its Subcontractors to maintain coverage at least in the amounts required by law and more closely aligned with their duties.</p>	<p>negotiations regarding the final scope of work and contract.</p>
MV-32	<p>RFP Section 6.13.8: The section states, “If CONTRACTOR, for any reason, fails to maintain insurance coverage, which is required pursuant to this AGREEMENT, the same shall be deemed a material breach of contract. LTA, as its sole option, may terminate this AGREEMENT and obtain damages from the CONTRACTOR resulting from said breach. Alternatively, LTA may purchase such required insurance coverage, and without further notice to CONTRACTOR, LTA may deduct from sums due to CONTRACTOR any premium costs advanced by LTA for such insurance.” Will the County please revise the language to state,” If CONTRACTOR, for any reason, fails to maintain insurance coverage, which is required pursuant to this AGREEMENT, the same shall be deemed a material breach of contract. LTA, as its sole option, may terminate this AGREEMENT and obtain damages from the CONTRACTOR resulting from said breach”?</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-33	<p>RFP Section 6.13.6: The section states, “CONTRACTOR shall furnish complete, certified copies of all required insurance policies, including endorsements affecting the coverage required by these specifications prior</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a</p>

	<p>to commencement of work under this AGREEMENT” Will the County please revise the language to state,” Contractor shall furnish Certificates of insurance, including endorsements affecting the coverage required by these specifications prior to commencement of work under this AGREEMENT”?</p>	<p>Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-34	<p>RFP Section 6.14: The section states, “CONTRACTOR shall secure for its employees a Fidelity Bond or a policy of employee dishonesty insurance protecting the LTA from employee theft up to the amount of fifty thousand dollars (\$50,000) for any one occurrence. Such Fidelity Bond or employee dishonesty insurance shall name LTA as loss payee with respect to amounts claimed thereunder arising out of CONTRACTOR’S performance under this AGREEMENT. CONTRACTOR shall provide LTA a copy of said bond or insurance certificate.” Will the County please revise the section to state,” CONTRACTOR shall secure for its employees a policy of employee dishonesty insurance protecting the LTA from employee theft up to the amount of fifty thousand dollars (\$50,000) for any one occurrence. Such employee dishonesty insurance shall name LTA as loss payee with respect to amounts claimed thereunder arising out of CONTRACTOR’S performance under this AGREEMENT. CONTRACTOR shall provide LTA a copy of said insurance certificate.”?</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-35	<p>Price adjustment, Sample Contract: Will the County please 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 the Authority, (ii) changes in laws, rules, regulations, etc. applicable to the services to be provided by Contractor, and/or (iii) wage increases necessary</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>

	<p>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?</p> <p>Contractor needs price protection for changes requested by the Authority, or matters that were not contemplated at the time of Contractor's proposal.</p>	
MV-36	<p>RFP Section 6.7: The section states, 'LTA, at its sole discretion, may extend the agreement for a one-year option term.'</p> <p>Will the County please revise the section to require mutual agreement for any renewal of the term of the agreement?</p> <p>Renewal or extension of the agreement should require agreement of both parties</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-37	<p>RFP Section 6.7.3: The section states, 'LTA, at its sole discretion, may extend the term of this AGREEMENT on a month-to-month basis up to a maximum of six (6) months.'</p> <p>Will the County please revise the section to require mutual agreement for any renewal of the term of the agreement?</p> <p>Renewal or extension of the agreement should require agreement of both parties</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-38	<p>RFP Section 6.16.1: The section states, 'When it is in the LTA's best interest, the LTA reserves the right to terminate this Contract, in whole or in part, at any time by providing a TEN</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and</p>

	<p>(10) DAY WRITTEN NOTICE to the CONTRACTOR” Will the County please Revise to provide for 60 days’ prior written notice 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).</p>	<p>evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-39	<p>RFP Section 6.16.1: The section states, Disputes will be decided by the Authority, and the decision of the Authority shall be final and binding on Contractor.” Will the County please Revise the section to provide for resolution of disputes via mediation or other dispute resolution process?</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
MV-40	<p>General: Does the Agency/Authority/District approve of using their logo in the bid response?</p>	<p>Yes.</p>
MV-41	<p>RFP Sections 7.2.33 and 7.4.32: The RFP states that the contractor will assist transit planning staff at the LTA in service planning. Which party is responsible for the runcutting for fixed route, paratransit, and special transportation services?</p>	<p>The contractor will be responsible for the mentioned runcutting activities; the LTA may assist or provide runcutting suggestions.</p>
Transdev		
TD-1	<p>RFP Section 6.7.3: Request the Month-to-Month extension that is at the sole discretion of the Agency include at a minimum the contract 3 percent increase to the fixed and hourly rates as noted in section 6.8.4. It is not equitable to force a contractor to continue providing services at the same rate while labor costs and general operational costs continue to increase</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>
TD-2	<p>RFP Section 6.20.2: Request that the Fixed Costs continue to be paid during a Force Majeure event. Contractors will have continued costs when services are disrupted to include staff costs, benefits, equipment leases, etc</p>	<p>All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.</p>

TD-3	RFP Section 6.27: Please provide the name and contact information for any currently used DBE or SBE companies so that we can offer them the ability to continue working on this contract.	There are no DBE or SBE companies currently performing work for the LTA.
TD-4	RFP Section 7.4.17: Please confirm the Contractor can use the provided LTA facility and offices if they are awarded both the CE and ST contracts to manage and operate from the same space and personnel	Yes.
TD-5	Appendix A: Please provide the Price forms in Word or Excel version	Please see Attachment 3.
TD-6	Appendix B: Please provide the required forms in Word version	Please see Attachment 4.
TD-7	Hardware: Please describe the manufacturer make and model of any equipment currently in use or planned for use on the vehicles including cameras, passenger counters, and fare boxes	Currently all fleet vehicles have fare boxes. Fare boxes are manufactured by Diamond Manufacturing, INC. and the model is the XV Complete. Bus radios are produced by Kenwood and the model is the 136-174 MHz 50W Digital and FM Mobile. Tablets on the buses are Samsung A7 Lite 8.7”.
TD-8	RFP Section 6.16.8: During the transition, how many vehicles will be made available to the incoming contractor to perform training?	The LTA does not have a set number of available vehicles for training. The LTA is open to discussion on the number of vehicles available and will work to accommodate the incoming contractor’s needs.
TD-9	RFP Section 7.2.30: Please provide copies of the last three months of management reports from the CE Contractor and the reports from ST Contractor. The data provided in Appendix F is very old from 2019 and may not adequately represent current levels of service	Please see Attachment 5.
TD-10	RFP Section 7.5.3: Please describe the bus washing area and facilities available to the Contractor. Does the facility currently have an oil-water separator? Is there a drive through bus wash?	Currently the LTA uses 2 locations to wash vehicles. The first area is located alongside the LTA’s transit building. This area does not have an oil water separator. The second area is located at the San Benito County wash rack station. This does have an oil separator installed.
TD-11	RFP Section 7.2.26: Please provide the total dollar amount of cash fares collected by month, for each service, for the past 12 months	Please see Attachment 6
TD-12	RFP Section 2.4.3: Does the bus stop and shelter maintenance requirement	Yes, the bus stop and shelter maintenance requirement includes the washing and

	included washing and cleaning of the units? If so, does the Agency provide a trailer with power washer? How often is trash picked up and where is the trash to be deposited afterwards? Is a pickup truck used to collect the trash and clean the stops? Please provide the frequency required.	cleaning of units. The agency does not currently provide a trailer with a power washer. There are no trash cans at LTA bus stops and currently there is no cleaning schedule; cleaning work is done on an as needed basis. A pickup truck is not provided by the LTA.
TD-13	RFP Section 7.5.7: Does the Agency have any requirements regarding support vehicles? Type, number, age limit, fuel type. How many are currently being supplied by the contractor?	Yes, the contractor shall provide one support vehicle to be used in non-revenue service for road supervision, accident investigation and bus stop cleaning. The support vehicle may be a sedan, hatchback or other vehicle suitable for the required usage.
TD-14	General: For fixed route service, please clarify if billable time continues past scheduled hours on the last trip due to exterior factors	Revenue service for fixed route service begins upon the scheduled arrival at the first bus stop and ends upon scheduled arrival time at the last scheduled drop off of the day.
TD-15	General: For paratransit service, please clarify if revenue hours begins at the first pick-up, even if that pick up is a no show.	Revenue service for Paratransit and Dial-A-Ride both on weekdays and weekends begins with the first scheduled passenger pick-up (including no shows) and ends when there are no paying passengers on-board.
TD-16	IT: Are there any non-standard system applications that need to be installed on Contractor's workstations?	No.
TD-17	IT: Is the Contractor able to segment a separate VLAN off the Agency internet service? If so, What up/down bandwidth is available to the Contractor on the Agency internet service?	The contractor will be responsible for their own internet service. The contractor will have to determine their internet's capability internally.
TD-18	General: At various times, state, federal, and local governments change laws, rules and regulations which require a company to increase the wages or benefits for the employees that will be employed under this contract. If such an event occurs during the term of the agreement, how will the agency respond for a request for increased compensation. For example, the Affordable Care Act legislation significantly affected the level and cost of medical coverage for employees. Since these events cannot be anticipated and the costs are so significant, we need to understand the	The LTA will consider the amount of increase in compensation as well as the laws, rules, and regulations that prompted the request for increased compensation.

	risk associated with such laws, rules or regulations.	
TD-19	RFP Section 6.9: Please provide copies of the last twelve months of invoices from each of the Contractors	Please see Attachment 8.
TD-20	RFP Section 6.10.4: Please provide a listing of any Liquidated Damages charged or incentives earned, by month and category, over the past 24 months. Please clarify if the liquidated damages listed in the RFP differ from the current contract.	The Liquidated Damages listed in the RFP differ from the Liquidated Damages listed in the current contract.
TD-20	General: Please provide the current rates paid to the existing contractors, CE and ST, for variable and fixed costs. Also, please indicate the total amount paid to the contractor for the last fiscal year.	The current variable rate for County Express Services is \$43.72. The current fixed rate for County Express is \$32,075. The total amount paid to the contractor operating County Express Services in the last fiscal year was \$1,471,255. The current variable rate for Specialized Transit Services is \$24.17. The current fixed rate for Specialized Transit Services is \$16,308. The total amount paid to the contractor operating Specialized Transit Services in the last fiscal year was \$313,323.
TD-21	RFP Section 7.2.15: Does the Agency have a minimum required number of training hours required for a new operator? How many hours are currently provided for new operators to include classroom, behind the wheel and cadet training?	The LTA does not have a minimum number of training hours for new operators. The LTA does not provide hours for training.
TD-22	RFP Section 6.23: Request LTA provide notice of intent to assess LD within 48 hours of service infraction to allow time to cure the performance and reduce potential for further damagers. Request added language that LDs must be assessed in the next monthly billing or are waived so that the Contractor can adjust performance to reduce the potential for further damages. Request a monthly or annual cap on LD's. Request language stating that no LDs will be assessed when due to factors outside the sole control of Contractor.	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-23	RFP Section 6.16: Request at least 60 days advance written notice prior to any termination. Request language for	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract

	Contractors reciprocal right to terminate for convenience.	modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-24	RFP Section 6.16.2: Request advanced written notice and time to cure prior to any termination for default. Limit costs to direct costs occurring during the month of default. State Contractor not responsible for any consequential or indirect costs or damage	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-25	RFP Section 6.47: Request that the Proposal and "Best and Final Offer" should take higher precedence than the original RFP document	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-26	RFP Section 6.23: Request the removal of volunteers. Request limit to Contractor's negligence in the performance of this Agreement. Request revision to state except for the negligence or willful misconduct of City (delete "sole"). Specifically exclude all consequential damages and limit to direct costs	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-27	RFP Section 6.23: Request reciprocal general indemnification from LTA to the extent permitted by law.	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-28	General: Please provide/confirm for each of the CE and ST services the revenue miles and hours; deadhead miles and hours; and total miles and hours for these services for the past 12 months.	Please see Attachment 7.
TD-29	RFP SECTION 2.4.3: Request indemnification for all existing conditions above, under or on site prior	All comments and questions submitted by proposer requesting revisions to the contract for services should be submitted in

	to occupancy by Contractor. Limit Contractor's responsibility to those conditions caused solely by Contractor. Request the right to perform an environmental assessment of Agency facility	the RFP response. Requested contract modifications will be reviewed and evaluated following selection of a Contractor and will be discussed during negotiations regarding the final scope of work and contract.
TD-30	RFP Section 2.4.3: Please provide the number of bus stops and shelters. Please provide the last 12 months of expenses for bus stop and shelter maintenance and repairs.	There are 87 bus stops and shelters.
TD-32	RFP Section 7.2.10: Please provide the current CE providers performance as they relate to the Performance Standards for the services as listed in the RFP for each month, by category, for the past 24 months	At this time the LTA cannot provide the current CE provider's performance as they relate to the Performance Standards for the services as listed in the RFP.
TD-33	RFP Section 7.4.6: Please provide the current ST providers performance as they relate to the Performance Standards for the services as listed in the RFP for each month, by category, for the past 24 months	At this time the LTA cannot provide the current ST provider's performance as they relate to the Performance Standards for the services as listed in the RFP.
TD-34	RFP Section 6.16.8: During the transition, will there be space available at the facility to conduct start up activities?	The LTA is open to discussing available space for start-up activities during the transition period but cannot guarantee any space at this time.
TD-35	RFP Section 7.2.25: Please provide the number of calls by hour and by type (reservations, where's my ride, etc.) for each day of the week. With the desire and plan to get back to pre-Covid service demand please provide pre-Covid call and trip levels if available	The LTA cannot provide the requested information at this time.

IV. ADDENDUM NO. 5 ATTACHMENTS

Attachment 1 - Redlined Changes to the RFP

Attachment 2 - San Benito LTA ZEB Rollout Plan

Attachment 3 – Appendix A, Price Proposal Forms

Attachment 4 – Appendix B, Forms to be submitted with Proposal

Attachment 5 – Management Reports

Attachment 6 – Cash Fares Collected (Past 12 Months)

Attachment 7 – Service Miles

Attachment 8 – Invoices (Past 12 Months)

Attachment 1

San Benito County Local Transportation Authority

Request for Proposals #2024-01

Operation of San Benito County Express and Specialized Transportation
Services

Redlined RFP

1.4 Term of Contract

It is anticipated that the selected proposer(s) will commence operations on January 1, 2025, and operate the service according to the terms of the agreement for a three-year period ending on ~~January 1, 2028~~ December 31, 2027. Prior to the completion of the three-year period, the LTA, at its sole discretion, may extend the agreement for a one-year option term. Prior to the completion of the first option year the LTA, at its sole discretion, may extend the agreement for an additional one-year option term. The LTA may extend the base agreement for a maximum of two one-year option terms. The last one-year extension period would expire ~~January 1, 2030~~ December 31, 2029.

5.5 Proposed Price and Cost Information

Vehicle Revenue Hours

Proposed Prices and Costs shall be based on the operation of the following ~~number of revenue vehicle hours~~ two vehicle revenue hour scenarios for CE and ST consistent with the requirements of the Agreement (Section 6) and the Scope of Work appropriate to the service(s) for which a proposal is being submitted (Section 7):

Scenario 1: Future Operations

- CE: 32,800 Vehicle Revenue Hours
- ST: 6,700 Vehicle Revenue Hours

Scenario 2: Current Operations

- CE: 24,000 Vehicle Revenue Hours
- ST: 4,350 Vehicle Revenue Hours

5.6.5 Proposed Price and Cost Information

Price Proposal Forms

Price Proposals shall be submitted using the forms listed below, which are included in Appendix A to this RFP. Prices shall be submitted for each of the three (3) “Base Years” and each of the two (2) “One Year Options”. Each proposal shall include separate price proposals for each of the two revenue hour scenarios, as identified in Section 5.5, for the proposal option they are offering services for. The appropriate Price Proposal form shall be submitted as shown in Table 1. ~~Unless specified otherwise, only one of the three Price Proposal forms must be submitted with each Proposal.~~

Form A-1: County Express Price Proposal

Form A-2: Specialized Transportation Price Proposal

Form A-3: Combined Services Price Proposal

6.8.4 Escalation Clause

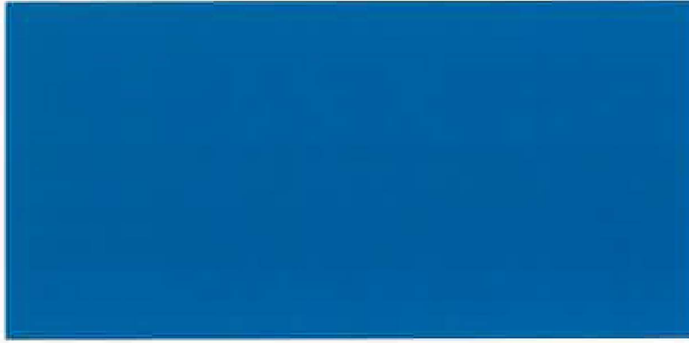
Commencing after the third year of the contract the San Benito LTA shall increase the fixed and hourly rates by 3 percent.

The LTA is open to further negotiating pricing for Years 4 and 5. If the contractor chooses not to negotiate further, or if an agreement cannot be reached, the three percent escalation of fixed and hourly rates shall prevail.

7.4.25 Holiday Service

Service will not be provided on New Year's Day, ~~President's Day~~, Memorial Day, Independence Day, Labor Day, ~~Veteran's Day~~, Thanksgiving Day, ~~and the day after~~, or Christmas Day, unless otherwise directed by the LTA to the ST Contractor in writing at least 30 days prior to the required day of service.

Attachment 2: LTA ZEB Rollout Plan



San Benito County Local Transportation Authority Zero-Emission Bus Rollout Plan



Prepared by:

Aditya S Kushwah
Josiah Danilo
Bryan Lee
Valerie Thorsen

Table of Contents

Table of Contents	2
List of Figures	3
List of Tables	3
Section A: Transit Agency Information.....	4
General Information	5
Section B: Rollout Plan General Information	7
Section C. Technology Portfolio	9
Battery-Electric Bus (BEB) Overview	9
Transit BEBs.....	9
Battery-Electric Shuttle Bus and Transit Vans	9
Charging Infrastructure Overview	10
Section D: Current Bus Fleet Composition and Future Bus Purchases	11
Current Bus Fleet	11
Performance Analysis	12
Future Fleet Purchases	14
Section E. Facilities and Infrastructure Modifications.....	14
Section F: Estimated Costs	16
Section G: Providing Service in Disadvantaged Communities.....	18
Section H: Workforce Training.....	19
Section I: Potential Funding Sources	21
California Funding Sources and Incentives	21
Federal Funding Sources and Incentives	24
Prospective Financing Mechanisms	26
Section J: Startup and Scale-Up Challenges	27
Summary	27
Appendix A. Bus Vehicle Options	30
.....	32
Appendix B. Cost Detail Assumptions	33

List of Figures

Figure 1. County Express Service Area.....	5
Figure 2. BEB Plug-in Charger Source: CALSTART	10
Figure 3. Hourly Average and Max Milage Covered by Demand Response Buses.....	12
Figure 4. Peak Load by Time of Day	15
Figure 5. Service Capacity of Grid at LTA's Depot Location Source (PG&E, 2023)	16
Figure 6. CalEnviroScreen Vulnerability Scores in San Benito County	18
Figure 7. EnergIIZE Funding Lanes.....	23

List of Tables

Table 1. LTA's Vehicle Designations	5
Table 2. Individual Bus Information of Current Fleet	11
Table 3 Performance Analysis Summary.....	13
Table 4. Future Bus Purchases.....	14
Table 5. Charging Infrastructure Plan	14
Table 6. ZEB Fleet Expenses.....	16
Table 7. ZEB Financial Expense by Year and levelized cost of energy associated with the transition	17
Table 8. Total Expenses.....	18
Table 9. HVIP Voucher Funding Amounts	22
Table 10. LTA's Utility Costs	28
Table 11. Transition Plan Summary	29

Section A: Transit Agency Information

Formed in 1990 through a Joint Powers Authority, San Benito County Local Transportation Authority (LTA) provides convenient and affordable public transportation in San Benito County. LTA administers and operates two types of transportation services in San Benito County: San Benito County Express (San Benito County's public transit system) and Specialized Transportation (door-through-door service for those too frail to use public transit). Under County Express, there are five service types: Fixed Route/Tripper (operated in Hollister on a fixed schedule), Paratransit (curb-to-curb service for those who are not able to access a bus stop in Hollister), On-Demand (operated in Hollister scheduled by using an app), Dial-a-Ride (curb-to-curb service outside of the Paratransit boundary in Hollister, as well as, in San Juan Bautista and Tres Pinos), and Intercountry (shuttle service from Hollister and San Juan Bautista to Gavilan College and the Transit Center in Gilroy in Santa Clara County). LTA's buses are ADA compliant and are equipped with passenger lifts for mobility devices to accommodate passengers with disabilities. LTA operates 23 Class 5 buses for the County Express demand response and Specialized Transportation Out of County services and Class 6 for County Express Intercountry and Tripper buses conforming to ICT regulation, which travel over 300,000 miles annually. County Express provides service within the city limit and county boundaries, shown in the figure below:

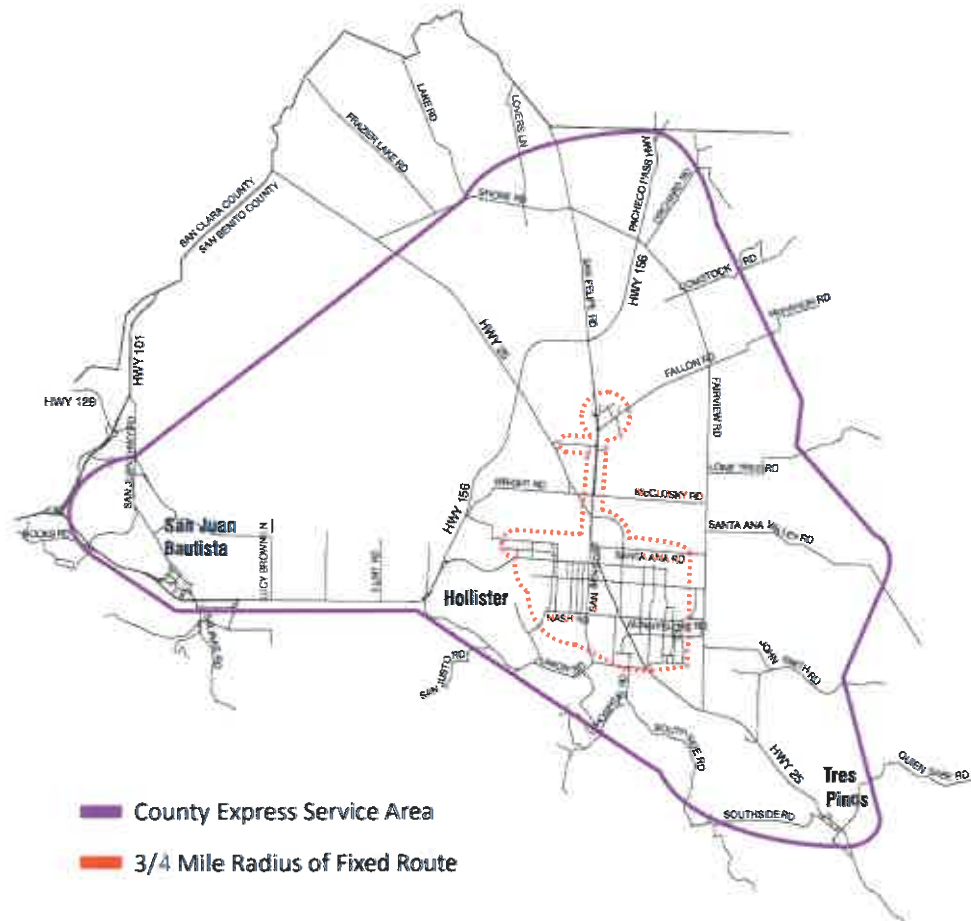


Figure 1. County Express Service Area

Table 1. Vehicle Designations

	Dial-a-Ride / Out-of-County Medical	Intercountry / Tripper	Total
Number of Buses	14	9	23

General Information

LTA is a transit agency located at 330 Tres Pinos Road, Suite C7, Hollister, CA 95023. It serves San Benito County, which is part of the Monterey Bay Air Resources District. The agency has a fleet of 23 buses for its annual maximum service. The urbanized area served by County Express has a population of 67,579. The agency's primary focus is offering reliable and efficient transit options for the community.

LTA operates within the Monterey Bay Air Resources District. The air district is responsible for regulating air quality and implementing measures to reduce pollution. By being part of the district, LTA demonstrates its commitment to environmental sustainability and minimizing the impact of its operations on air quality.

For any inquiries or information regarding LTA, Regina Valentine serves as the point of contact and can be reached by email at regina@sanbenitocog.org. As the Transportation Planner, she plays a vital role in coordinating transportation services and addressing any concerns or questions from the public.

The ICT Regulation allows multiple transit agencies to form a Joint Group. Joint Groups allow the members of the group to comply with the ICT Regulation jointly rather than individually. LTA is not currently part of such a joint group.

LTA is committed to transitioning its entire bus fleet to zero-emission in accordance with the Innovative Clean Transit (ICT) Regulation.

Section B: Rollout Plan General Information

LTA is dedicated to combatting climate change and enhancing air quality through the adoption of a zero-emission bus fleet. This effort is in line with the Innovative Clean Transit (ICT) regulation issued by the California Air Resources Board (CARB), which mandates all transit agencies in California to transition their fleets to zero-emission vehicles by 2040. To evaluate the feasibility of this transition is evaluated through analysis included in this plan. This ICTR rollout plan provides critical information to elected officials and policymakers to support informed decision-making. LTA's Rollout Plan has a goal of full transition to zero-emission technologies by 2040 that avoids early retirement of conventional transit buses.

According to the ICT mandate, all small transit agencies must submit a ZEB Rollout Plan to the Executive Officer of CARB by July 1, 2023, which should include the following items:

- A goal of full transition to ZEBs by 2040, with a well-planned approach that avoids early retirement of conventional internal combustion engine buses.
- Identification of the types of ZEB technologies for the transit agency and deployment plans based on techno-economic feasibility for each technology.
- A schedule for the construction of facilities and infrastructure modifications or upgrades, including charging, fueling, and maintenance facilities, to deploy and maintain ZEBs. The schedule should specify the general location of each facility, the type of infrastructure, the service capacity of infrastructure, and a timeline for construction.
- A schedule for zero-emission and conventional internal combustion engine bus purchases and lease options. The schedule for bus purchases should identify the bus types, fuel types, and the number of buses.
- A schedule for conversion of conventional internal combustion engine buses to ZEBs, if any. The schedule for bus conversion should identify the number of buses, bus types, and the propulsion systems being removed and converted.
- A description of how a transit agency plans to deploy ZEBs in Disadvantaged Communities (DACs) as listed in the latest version of CalEnviroScreen.
- A training plan and schedule for ZEB operators and maintenance and repair staff.
- Identification of potential funding sources.

Moreover, the ICT has established a timeline for phasing in ZEB procurements for a small transit agency, which is as follows:

- By 2026: 25% of new bus purchases must be zero-emission.
- By 2029: 100% of new bus purchases must be zero-emission.

The CALSTART project team analyzed the feasibility of replacing the ICE fleet with BEVs, including zero-emission bus technology and charging/fueling infrastructure. CALSTART is a nonprofit organization working nationally and internationally with businesses and governments to develop clean, efficient transportation solutions, and graciously provided their support to LTA leading the preparation of this document. The project team considered various factors, such as the availability of utility distribution capacity, required infrastructure upgrades, and charging stations, to assess the techno-economic feasibility of transitioning to BEVs.

Additionally, CALSTART developed a conceptual design and outlined a deployment strategy for the vehicles and infrastructure while providing cost estimates based on the ICT regulation timeline. Moreover, CALSTART analyzed the benefits and limitations of replacing the ICE fleet with BEVs and provided recommendations to help LTA make an informed decision.

LTA plans to begin replacing the fossil fuel fleet beginning in 2026. The vehicles will be replaced at the end of their useful life and no early retirements are planned. The full fleet is planned to be zero-emission by 2029.

Section C. Technology Portfolio

The section outlines an in-depth exploration of battery electric technology and its relevance to LTA. As the agency seeks to enhance its transportation services and contribute to a sustainable future, battery electric vehicles (BEVs) present a compelling solution. With their ability to reduce emissions, promote energy efficiency, and offer quieter operations, BEVs have gained significant attention in the transportation industry. This section aims to provide a comprehensive overview of BEVs, encompassing various types such as transit and shuttle buses. It will explore the advantages and challenges associated with BEVs, highlighting factors like range limitations, battery capacity, charging infrastructure, and the impact of driver behavior on performance.

Battery-Electric Bus (BEB) Overview

Battery-Electric Buses (BEBs) utilize an electrified drivetrain and batteries to store electricity. When the bus needs to move, it draws energy from the battery to power a traction motor, which generates torque to propel the bus. BEBs are equipped with a regenerative braking system that captures energy during deceleration to recharge the battery. Notably, BEBs produce no tailpipe emissions and operate quietly. The range of a BEB is constrained by the battery's energy storage capacity, which can be further impacted by factors such as passenger load, elevation changes, extreme temperatures, and driver behavior. BEBs require specific driver training and have longer recharge times compared to conventional compressed natural gas (CNG) buses.

Transit BEBs

Transit BEBs are classified by the Federal Transit Administration (FTA) as Class 7 or 8 vehicles, typically used for fixed-route service in lengths ranging from 30 to 40 feet. These battery-powered buses have undergone Altoona testing and are considered a mature technology. Several original equipment manufacturers (OEMs) produce and sell transit BEBs, including articulated 60-foot ZEB models. As of September 2022, there were 5,269 transit BEBs in the United States, of which 1,841 were in California. Transit BEBs generally have a range of up to 225 miles, which may necessitate additional vehicles compared to CNG buses with a range of about 350 miles. The range limitation of transit BEBs may be addressed as battery technology improves in the future.

Battery-Electric Shuttle Bus and Transit Vans

Battery-electric shuttle buses, classified as Class 4-6 medium-duty buses, are used for demand response service, and typically have a length of less than 30 feet and a gross vehicle weight rating (GVWR) above 14,000 pounds. These buses are customizable based on transit needs and can accommodate 19-24 passengers, including passengers with disabilities requiring wheelchair lifts. Battery-electric transit vans, smaller than shuttle buses and capable of carrying fewer than 10 passengers, have also been introduced to the market. Currently, the market for electric shuttle buses is limited, with only a few models passing Altoona testing. Battery-electric shuttle buses generally have a range of up to 150 miles.

LTA is planning to transition to a full BEB fleet. Electric bus purchases will begin in 2026, and the full fleet will be zero-emission by 2029. Based on the LTA duty cycles, an all battery-electric bus fleet is planned, and no fuel cell vehicle purchases are part of this plan.

Charging Infrastructure Overview

Plug-in depot charging is one of the most prominent methods for BEB charging. The dispenser used in charging most electric buses consists of a plug and a hose that connects to the bus to provide energy for battery charging. The dispenser is then connected to a charging cabinet containing the power electronics and communication equipment necessary for controlling charging and communicating with the charging provider's network. Buses can be charged using Level 2 chargers, which provide AC power at up to 240 volts and can deliver up to 19.2 kW.



Figure 2. BEB Plug-in Charger Source: CALSTART¹

On the other hand, DC Fast Chargers deliver DC power at up to 600 volts and are typically used to charge transit buses but can also be used for shuttle buses. Plug-in charging systems require concrete pads and bollards for protection and have a significant physical footprint. The charging cabinets are responsible for most of the

¹ K. S. K. J. Bryan Lee, "Pasadena Zero Emission Rollout," Calstart, Pasadena, 2022.

footprint and must be located within a few hundred feet of the dispenser. Charging cabinets can be placed in areas of the yard with more space, and most depots are designed with dispensers and charging cabinets adjacent to parked buses to minimize cost.

Section D: Current Bus Fleet Composition and Future Bus Purchases

Beginning in 2026, LTA will begin their BEB purchases in their transition to a fully zero-emission fleet. The current and planned fleet for LTA is outlined in the forthcoming sections.

Current Bus Fleet

LTA currently operates 23 class 5 and 6 vehicles subject to ICT regulation, with nine buses running on fixed routes and fourteen operating based on need as shown in Table 2 below. The fixed-route buses travel on two routes, one within the community of Hollister, and the other is an Intercounty shuttle service that connects passengers from Hollister and San Juan Bautista to Gavilan College and the Transit Center in Gilroy as shown in the map above.

Table 2. Individual Bus Information of Current Fleet

Number of Buses	Engine/Bus Model Year	Fuel Type	Bus Type	Notes
1	2007	Diesel	Class 6	
1	2010	Gasoline	Class 5	
1	2010	Gasoline	Class 2	not included in ZEB Plan
1	2013	Gasoline	Class 2	not included in ZEB Plan
1	2013	Gasoline	Class 2	not included in ZEB Plan
2	2013	Gasoline	Class 5	
1	2013	Diesel	Class 6	
4	2016	Gasoline	Class 5	
2	2016	Diesel	Class 6	
3	2018	Gasoline	Class 5	
1	2019	Gasoline	Class 2	not included in ZEB Plan
4	2020	Gasoline	Class 5	
1	2020	Diesel	Class 6	
1	2020	Gasoline	Class 5	
3	2021	Gasoline	Class 5	

County Express also operates flexible demand response routes for Dial-A-Ride, On-Demand, Paratransit and Specialized Transportation including Out-of-County Medical Transportation. These buses travel an average of 34.46 and 4.2 miles a day, as detailed in the figure below:

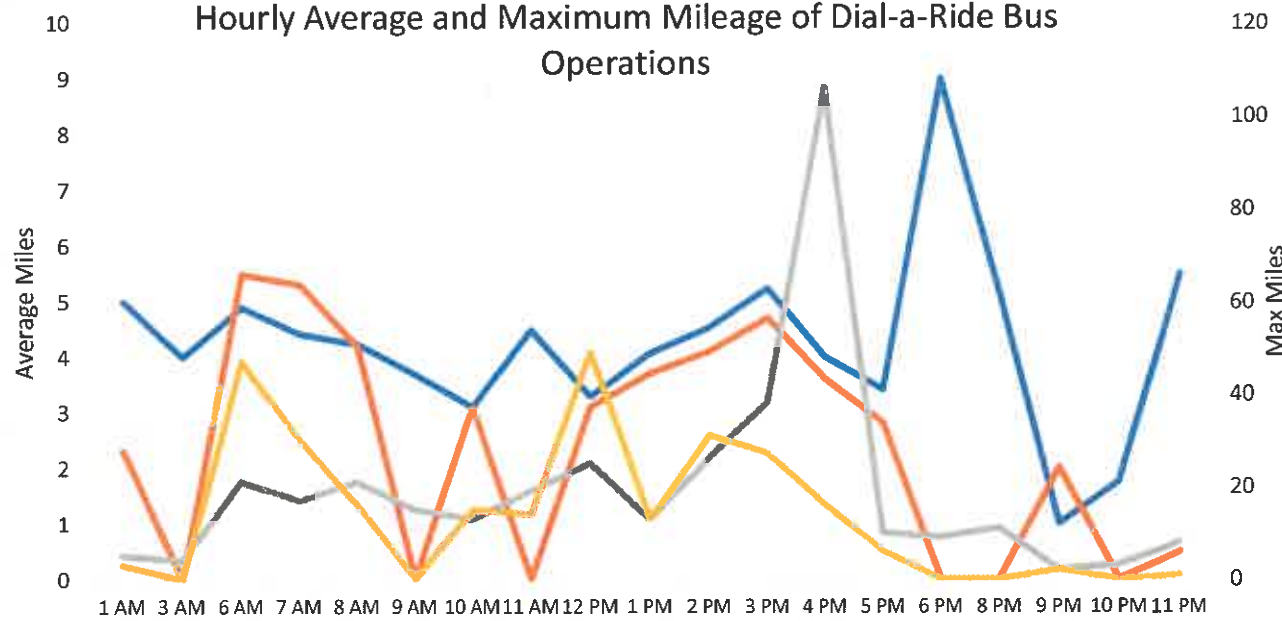


Figure 3. Hourly Average and Max Milage Covered by Flexible Route Buses

Performance Analysis

The CALSTART-developed Route Energy Model (REM) was utilized to assess the performance of Battery Electric Buses (BEB) and estimate the average daily energy consumption for both fixed-route and demand response services. The REM, a physics-based model, considers various factors such as topography, ambient temperature, HVAC usage, passenger weight, and route characteristics to estimate energy consumption per mile and per trip. For fixed routes, the analysis utilized GTFS files to extract location and topography data, which are crucial for accurate energy consumption estimation.

To estimate the energy consumption of demand response trips, six months of demand response data was analyzed to determine the average trip distance. Based on this analysis, a hypothetical 4-mile route was created to evaluate the energy consumption of buses operating on this route. The analysis revealed that fixed-route buses have an average energy consumption of 1.92 kWh/mile, while demand response buses have an average energy consumption of 1.47 kWh/mile. These energy consumption figures are

crucial in determining the total daily energy requirement to meet operational demands. The analysis was supported by various assumptions, which are outlined below. The findings presented in Table 3 offer valuable insights into bus energy demands and aid in appropriately sizing the necessary infrastructure equipment.

Assumptions for Route Energy Calculation:

- GTFS files and daily mileage data were used to estimate energy consumption.
- Battery electric Class 5 and 6 buses were considered as replacement vehicles.
- Based on the past six months of data, the average distance covered per ride is between 3 to 5 miles.
- According to the data, each bus completes approximately 13 to 14 trips per day.
- San Benito County's elevation changes were considered for energy calculations.
- To meet the daily demand, only 80% of the total battery capacity was considered as useful energy.
- A hypothetical four-mile route was created based on previous trips within the city limits to account for elevation/topography and estimate energy consumption for these buses.

A route energy model (REM) analysis was performed to determine the daily average energy consumed by the buses. Because the fixed-route buses are expected to be able to perform both the Tripper and Intercounty routes, the zero-emission vehicles that will replace them must have this versatility as well. To this end, the energy requirement is calculated with respect to both routes. The analysis returned an average of 1.92 kWh/mile for the fixed-route buses and 1.47 kWh/mile for the demand response buses. These energy consumptions are used to calculate the total daily energy requirement for buses to be able to meet expected levels of operation. These findings, listed in Table 3 below, are vital for understanding the energy demands of the buses and for appropriately sizing the required infrastructure equipment.

Table 3 Performance Analysis Summary

Route	Tripper/ Intercounty	Dial-A-Ride	Out-of-county medical and Senior Lunch
Number of Bus	9	10	4
Average Daily miles per bus (miles)	99.48	34.46	4.2
Energy Consumption (kWh/mile)	1.92	1.47	1.47
Energy required per day per bus (kWh)	191	50.7	6.2

Future Fleet Purchases

LTA is also planning to expand its fleet to develop a more flexible On-Demand service to provide additional transportation options for the public. These expansion buses are also considered in the rollout plan. Based on the current demand for fleet expansion and average mileage considerations, the Class 5 and 6 buses are being considered for this expansion. The timeline for this expansion is listed in Table 4 below.

Table 4. Future Bus Purchases

Year	Number of Buses to Purchase	Number of ZEB Purchases	Percentage of Annual ZEB Purchases	ZEB Type	ZEB Fuel Type
2026	6	6	100%	Class 6	BE
2027	4	4	100%	1 Class 6, 2 Class 5, 1 Shuttle Bus	BE
2028	3	3	100%	3 Shuttle Buses	BE
2029	10	10	100%	3 Class 5, 7 Shuttle Buses	BE

Section E. Facilities and Infrastructure Modifications

As previously mentioned, all LTA buses will be charged at the main depot located at 3240 Southside Road, Hollister, CA 95023, within the Pacific Gas & Electric (PG&E) service territory. The charging infrastructure includes two types of chargers: 19.2 kW chargers (5 in total) and 50 kW chargers (8 in total) as listed in Table 5. The specific distribution and utilization of chargers are detailed in the table below. In addition to the charging infrastructure, the main depot also incorporates other essential facilities to support the transition to electric buses. These include dedicated parking spaces for the buses during charging, proper signage to indicate charging station locations, and efficient electrical connections to ensure reliable power supply.

Table 5. Charging Infrastructure Plan

Facility Name	Address	Charger Type	Qty	Infrastructure Type(s)	Required Service Capacity	Upgrade? (Y/N)	Construction Timeline
San Benito Transit Depot	3240 Southside Road, Hollister, CA 95023.	19.2 kW	5	Bus Shelter depot Charging	171 kW	Y	2025 - 2029
		50 kW	8		360 kW	Y	2025 - 2029

These chargers are installed to accommodate the fleet of 23 buses, ensuring efficient

and effective charging capabilities for the electric buses. The selection of chargers with different power ratings was based on the charging requirements and operational needs of the fleet. The 19.2 kW chargers are suitable for slower overnight charging, allowing buses to be fully charged by the start of the next day's operations. On the other hand, the 50 kW chargers provide both slower and faster charging capabilities, enabling buses to be quickly charged during layover periods or as needed throughout the day. The distribution and installation of the chargers within the depot were carefully planned to

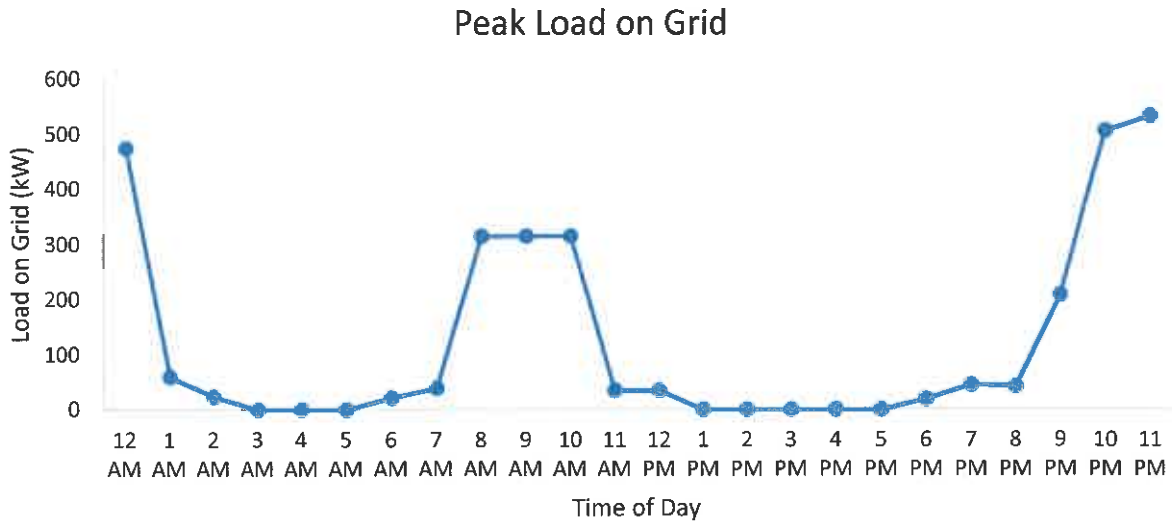


Figure 4. Peak Load by Time of Day

optimize charging efficiency and avoid any potential congestion or delays. The placement of the chargers allows for easy accessibility and maneuverability of the buses, ensuring a smooth charging process without hindering other depot activities. However, following the transition to battery electric buses (BEBs), the charging requirements for the fleet would result in a peak utility load of 531 kW, as illustrated in Figure 4 below.

While this peak load on the grid raises concerns about the potential need for utility upgrades at the facility, determining the specific modifications required has proven challenging due to time limitations and the heavy workload currently experienced by PG&E.

To address the potential need for utility upgrades, CALSTART utilized the Integration Capacity Analysis Map, which indicates that the depot has a service capacity of 1.1 MW, as depicted in the figure below. This suggests significant utility upgrades may be unnecessary, as the peak load represents only about half of the available service capacity. However, engaging in discussions with the utility company to assess the infrastructure update requirements is still advisable. Depending on the outcome of these discussions, the cost of any necessary modifications could range from negligible to 1 million dollars for LTA.

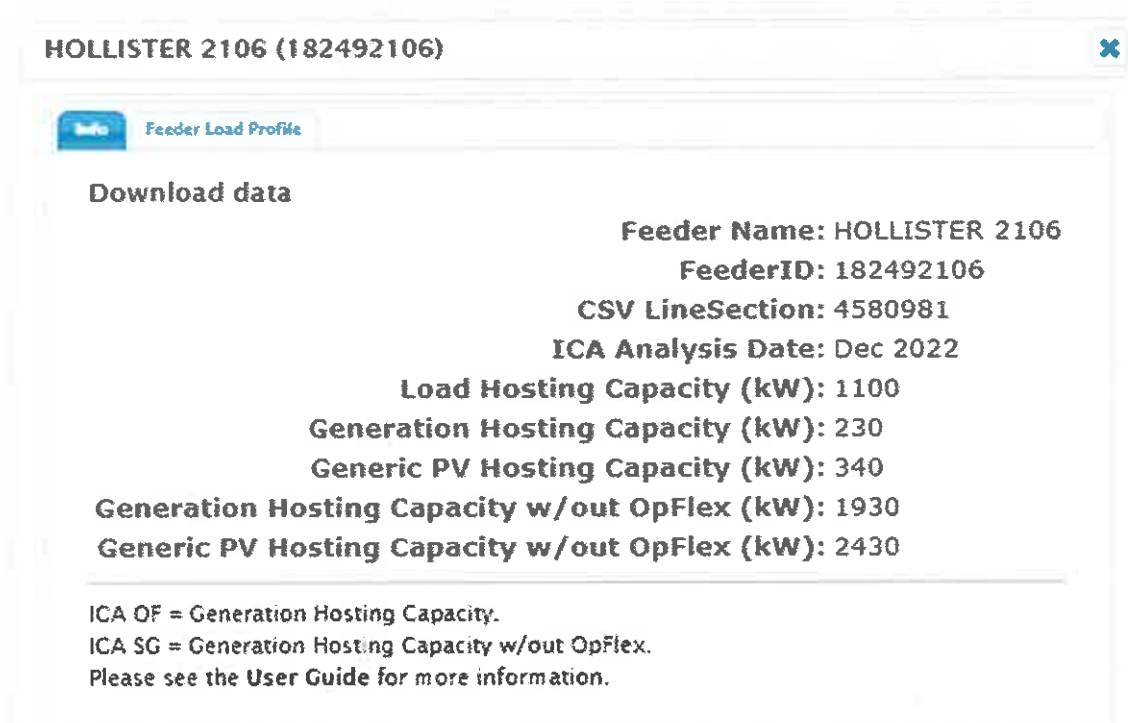


Figure 5. Service Capacity of Grid at LTA's Depot Location Source² (PG&E, 2023)

Section F: Estimated Costs

Transitioning to a ZEB fleet from an ICE fleet requires high upfront capital investments. However, the ZEB implementation makes up for this cost due to their low operations costs including energy/fuel charges and maintenance cost. CALSTART has calculated the capital cost associated with this transition based on the ICT rollout mandate. In addition to the initial investment, CALSTART has also calculated the levelized cost of energy (LCOE) for a 12-year period, considering the lifetime of the BEV vehicles. Unit costs for all equipment are listed in Table 6 below.

Table 6. ZEB Fleet Expenses

	Capital Expenditure		Operating Expenditure		
Bus CAPEX (Incentive included)	Class 6	Class 5	Bus Maintenance (\$/mi)	Class 6	Class 5
	\$208,000	\$130,000		\$0.13	\$0.12
Charger CAPEX	50kW (Single Port)	19.2KW Dual Port	Charger Maintenance	50kW (Single Port)	19.2KW Dual Port
	\$21,235.00	\$5,068		\$424.70	\$101.36

²<https://www.pge.com/eimp/?appname=GISMapping&resume=%2Fas%2FHD7eS%2Fresume%2Fas%2Fauthorization.ping&spentity=null>

Table 7 outlines the financial data for the years 2023 to 2040 related to charger and bus costs for the transit agency. It includes information on charger capital expenditure (CAPEX), charger operational expenditure (OPEX), bus CAPEX, bus maintenance, utility costs, subtotal, and levelized cost per kilowatt-hour (\$/kWh).

Table 7. ZEB Financial Expense by Year and levelized cost of energy associated with the transition

Year	Charger CAPEX	Charger OPEX	Bus CAPEX	Bus Maintenance	Utility Cost	Subtotal	Levelized Cost (\$/kWh)
2023				\$0	\$0	\$0	\$0.50
2024				\$0	\$0	\$0	
2025				\$0	\$0	\$0	
2026	\$127,410	\$2,548	\$1,248,000	\$18,803	\$97,747	\$1,494,509	
2027	\$47,538	\$3,499	\$598,000	\$25,499	\$135,062	\$809,599	
2028	\$5,068	\$3,600	\$390,000	\$189,026	\$146,484	\$734,179	
2029	\$20,272	\$4,006	\$1,300,000	\$199,352	\$169,777	\$1,693,407	
2030		\$4,006		\$199,352	\$169,777	\$373,135	
2031		\$4,006		\$199,352	\$169,777	\$373,135	
2032		\$4,006		\$199,352	\$169,777	\$373,135	
2033		\$4,006		\$199,352	\$169,777	\$373,135	
2034		\$4,006		\$199,352	\$169,777	\$373,135	
2035		\$4,006		\$199,352	\$169,777	\$373,135	
2036		\$4,006		\$199,352	\$169,777	\$373,135	
2037		\$4,006		\$199,352	\$169,777	\$373,135	
2038		\$4,006		\$199,352	\$169,777	\$373,135	
2039		\$4,006		\$199,352	\$169,777	\$373,135	
2040		\$4,006		\$199,352	\$169,777	\$373,135	
Total	\$200,288	\$57,717	\$3,536,000	\$2,625,556	\$2,416,620	\$8,836,181	

The total costs over the entire period amount to \$200,288 for charger CAPEX, \$57,717 for charger OPEX, \$3,536,000 for bus CAPEX, \$2,625,556 for bus maintenance, and \$2,416,620 for utility costs, resulting in a cumulative expenditure of \$8,836,181 as shown in Table 8. The OPEX/Operating cost included the maintenance cost of chargers, buses and the utility cost of running those buses till 2040. It is worth noting that the LCOE, based on the replacement, is determined to be \$0.50/kWh. Table 8 provides an overview of the comprehensive capital and operational costs associated with the replacement vehicles. The table below displays the specific CAPEX and OPEX until 2040 considered in the cost calculations.

Table 8. Total Expenses

Type	Cost
Total CAPEX	\$3,736,288
Total OPEX	\$5,099,893
Total	\$8,836,181

Section G: Providing Service in Disadvantaged Communities

Disadvantaged communities (DACs) are areas that are at higher risk of adverse health effects from pollution, including elevated levels of asthma, respiratory disease, and cardiovascular disease. DACs can be identified by using the CalEnviroScreen 4.0 tool, which assigns a score to each California census tract based on pollution levels and population vulnerability to pollution. This score is used to rank each census tract, where higher scores indicate more severe levels of pollution. Higher-scoring tracts also tend to have a higher proportion of at-risk population, such as children or elderly, who are more vulnerable to the health detriments caused by pollution. Census tracts that score in the top 75th percentile or higher are considered to be DACs. The regions constituting San Benito County score in the 68th percentile at the highest, and therefore there are no disadvantaged communities in its service area in San Benito County.

Legend

CalEnviroScreen 4.0 Results

- > 90 - 100 (Highest Scores)
- > 80 - 90
- > 70 - 80
- > 60 - 70
- > 50 - 60
- > 40 - 50
- > 30 - 40
- > 20 - 30
- > 10 - 20
- 0 - 10 (Lowest Scores)

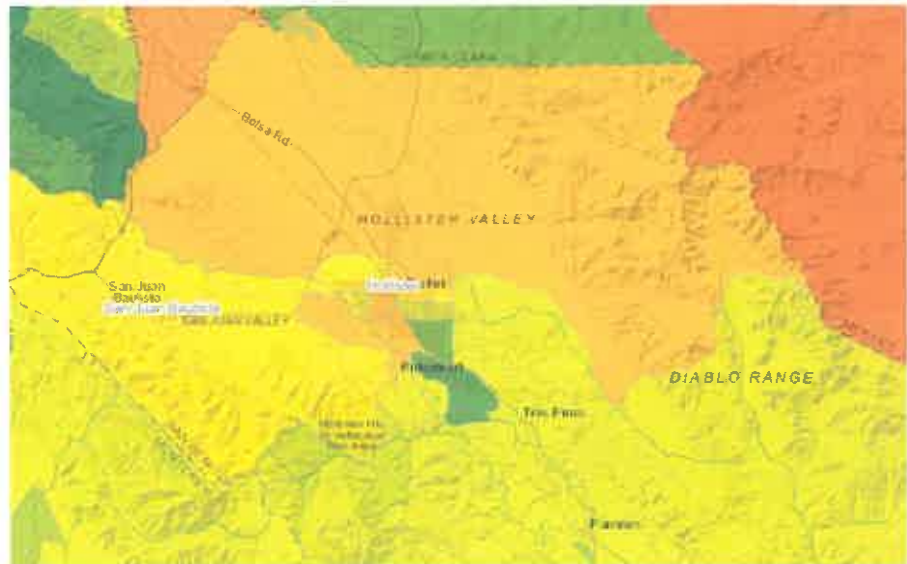


Figure 6. CalEnviroScreen Vulnerability Scores in San Benito County

Section H: Workforce Training

Operation and maintenance procedures between BEBs and traditional buses have many similarities, but BEBs have unique systems such as electric drivetrains and batteries that require specific service needs unique to the technology, necessitating specialized training. In addition, BEBs must be operated and driven differently than a traditional bus to obtain the maximum performance from the buses. Staff members currently employed by LTA will need training to effectively maintain and operate the BEBs.

As LTA transitions to BEB operation, one of the most efficient ways to develop a skilled workforce is through continued training of existing bus operators and maintenance staff. Bus operators will need specific training to drive and operate BEBs in order to optimize performance and bus range. Typically, electric buses maximize their range when accelerated slowly. Poor driver behavior, such as rapidly accelerating from a stop, can reduce bus energy efficiency by up to 25%. As a result, ensuring the bus operators drive the buses in the correct manner is vital to maximizing the benefits of BEBs. Range anxiety, where the driver fears that they do not have enough charge to complete their route, has also been widely documented. This fear has resulted in operators prematurely ending their route and returning to the depot to charge the bus. To avoid this problem, bus operators need to understand the range and capabilities of the bus. Bus operators also need to learn how to correctly use technologies such as regenerative braking.

BEBs have different maintenance needs and operation best practices than traditional buses. BEBs replace the internal combustion engine (ICE) with an electric drivetrain, which changes the maintenance needs of the bus. While maintaining a traditional bus, a maintenance technician needs to have expertise in maintaining and repairing ICEs and moving parts like belts, alternators, and pumps. In addition, expertise in mechanical systems such as steering, HVAC, and suspension is vital. However, with BEBs, the vast majority of the moving parts are replaced with electric components, such as batteries, DC-to-DC converters, and electric motors. Since there are few moving parts on a BEB, the majority of the maintenance tasks relate to preventative maintenance. As a result, the most vital skills for maintenance technicians to become proficient in are high voltage safety and proper use of personal protective equipment to minimize the risk of electrical shocks and arc flashes. Mechanics should consider obtaining the NFPA 70E: Standards for Electrical Safety in the Workplace and High Voltage OSHA 1910.269 8 Hour Qualified Training Course certificates. Maintenance technicians will also need to become proficient in bus inspection, preventative maintenance, and how to handle removed battery systems to effectively maintain the buses. Knowledge of standard bus mechanical systems is also important. Local first responders need to receive training in EV and hydrogen safety so they can effectively respond in the event of an accident.

LTA intends to upskill their current maintenance staff so they can maintain BEBs. CALSTART recommends the following training sequence for the Journeymen and Assistant Mechanics:

- High voltage Electrical Safety: The prerequisite knowledge required to begin ZEB maintenance training is a firm understanding of high voltage electrical systems and safety. During this training, maintenance staff learn how to use multimeters, how to identify high voltage components and cables, how to use personal protective equipment, and safety procedures for working with high voltage equipment. OEMs view high voltage electrical training as a prerequisite for OEM-provided maintenance training. As a result, maintenance staff need to receive high voltage safety training before they receive any instruction on bus maintenance. There are several options for obtaining this training:
- The California Transit Training Consortium (CTTC) provides high voltage safety training. The prerequisite for their high voltage safety training course is a course in using a digital volt-ohm meter. CTTC provides three levels of high voltage safety training. Awareness training is a four-hour course that is offered to any employee who is on the floor of the vehicle repair workshop. Certification training is a 16-hour course that teaches workers how to use personal protective equipment, tools, and arc flash rescue equipment and procedures. Lastly, the advanced class is offered to any technicians who will physically be working on the vehicle. This training aligns with NFPA 70E and OSHA 1910.269 certification.
- SunLine Transit's West Coast Center of Excellence has a ZEB Maintenance course that includes instruction on high voltage safety.
- OEM-provided training: Bus OEMs provide training to teach maintenance staff to repair their specific system. LTA should purchase training packages from the OEM. OEM-provided training teaches maintenance staff how to operate and maintain a zero-emission drivetrain system. The OEM-provided training begins about a week before the delivery of the buses. The OEM sends a field service representative to provide bus operator training to the drivers and maintenance staff. Since there are few moving parts on a ZEB, the majority of the maintenance tasks relate to preventative maintenance. Bus OEMs also provide training on their diagnostic tools and how their bus systems function. Maintenance staff learn how to use the diagnostic tool to identify and resolve faults.
- Warranty Period: The field service representative is also vital for training mechanics on more advanced maintenance tasks. During the warranty period, if repairs or troubleshooting beyond preventative maintenance are needed, the field service representative can be called to teach the mechanics how to fix the issue. It is important to use the warranty period to provide further training for its mechanics. If there are problems with any of the non-drivetrain components on the bus (e.g., the HVAC system), many component manufacturers offer similar services. Overtime the maintenance staff will accrue enough knowledge to work independently from the field service representative. This knowledge can be institutionalized by pairing more experienced maintenance staff with junior staff and new hires to teach them maintenance best practices.

- Supplemental Training: LTA can obtain additional training from SunLine Transit's West Coast Center of Excellence and CTC. CTC provides specialized training on topics like electronic brakes and electrical system diagnosis. Other organizations like the California Transit Association, American Public Transportation Association, CalACT, and the National Transit Institute also provide supplementary training.

Section I: Potential Funding Sources

California Funding Sources and Incentives

California State Budget Allocations

The California State Budget has allocated \$2.7 billion for the 21-22 fiscal year and a total of \$3.9 billion over the next three years. Millions of dollars of funding are specifically being earmarked for ZE transit buses and associated refueling/charging infrastructure:

- \$1.3 billion over 3 years to deploy over 3,000 ZE drayage trucks, transit buses, and school buses
- \$500 million for zero emission clean truck, buses, and off-road equipment
- \$200 million for medium-and heavy-duty ZEV fueling and charging infrastructure
- \$407 million to demonstrate and purchase or lease clean bus and rail equipment and infrastructure that increase intercity rail and intercity bus frequencies.

California Air Resources Board

Carl Moyer Program

The Carl Moyer Program provides grant funding for engines, equipment, and other sources of air pollution that exceed CARB's regulations for on-road heavy-duty vehicles. The Carl Moyer Program is managed by CARB in collaboration with local air pollution control districts and air quality management districts. ZEBs with a GVWR of greater than 14,000 pounds are eligible for funding under Carl Moyer. The air pollution control districts and air quality management districts are the entities that issue the grants and determine funding for the program.

VW Mitigation Trust

The purpose of the VW Environmental Mitigation Trust is to fully mitigate the excess NOx emissions released during the Volkswagen emission scandal. This program was established as a part of the settlement that VW reached with the EPA. The VW Mitigation Trust has allocated \$423 million to the State of California to fund the deployment of clean transportation vehicles. \$130 million of these funds is devoted to replacing older, high emission buses with BEBs or FCEBs. Transit, school, and shuttle buses are eligible for funding.

Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP)

HVIP is a CARB-funded program administered by CALSTART since 2009. The HVIP program is different than traditional grant programs in that it does not involve a grant application or a rebate. As a voucher program, HVIP provides point-of-sale vouchers through approved dealers that apply savings at time of purchase. HVIP accelerates the deployment of zero-emission and other eligible trucks and buses, including plug-in hybrids, vehicles using engines certified to the optional Low NOx standard of 0.01 g/bhp-hr as of the publication of this document, and trucks equipped with electric power take-off (ePTO) systems in California. HVIP is implemented through a partnership between CARB and CALSTART. HVIP provides vouchers on a first-come, first-served basis. In addition, HVIP provides increased incentives for fleets domiciled in disadvantaged communities.

Table 9. HVIP Voucher Funding Amounts

Vehicle Weight Class	Base Vehicle Incentive
Class 6-7	\$85,000
Class 8	\$120,000

Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program

Under existing California law, CARB administers an Air Quality Improvement Program which promotes the use of zero-emissions vehicles by providing rebates for their purchase. There is a bill in the state legislature, SB-372, which would establish a Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program, within the Air Quality Improvement Program, and make financing tools and nonfinancial support available for the operators of medium- and heavy-duty vehicle fleets to help them transition to zero-emissions vehicles. This bill has passed State Senate with broad support, by a margin of 37-2, and for that reason appears likely to pass the Assembly and be approved by the Governor. If enacted, the bill would require that the financial tools offered by this program be available to fleets by January 1, 2023.

California Energy Commission

Clean Transportation Program

The Clean Transportation Program was created to fund projects that help transition California's fuels and vehicle types to achieve California's climate policies. The Clean Transportation Program is funded from fees levied on vehicle and vessel registrations, vehicle identification plates, and smog abatement. The Clean Transportation Program was created by Assembly Bill 118 and was extended to January 1, 2024, by Assembly Bill

8. The Clean Transportation Program funds multiple classes of vehicles. Every year the CEC develops an Investment Plan Update to identify how the program’s funds will be allocated. For FY 2021-22, the CEC proposed that \$30.1 million in Clean Transportation Program funding and \$208 million in general funds would be used to fund medium- and heavy-duty vehicle charging and hydrogen fueling infrastructure. For FY 2022-23, the CEC proposed \$30.1 million of Clean Transportation Program funding for zero emission medium- and heavy-duty vehicles and infrastructure. The amount that will be allocated from general funds in FY 2022-23 has not yet been determined (California Energy Commission, 2021).

Energy Infrastructure Incentives for Zero-Emission Commercial Vehicles (EnergIIZE)

EnergIIZE Commercial Vehicles (Energy Infrastructure Incentives for Zero- Emission Commercial Vehicles) is the nation's first commercial vehicle fleet infrastructure incentive project. Funded by the California Energy Commission's Clean Transportation Program and implemented by CALSTART, EnergIIZE provides incentives for zero-emission vehicle (ZEV) infrastructure equipment for medium- and heavy-duty (MD/HD) battery electric and hydrogen fuel cell vehicles operated and domiciled in California. EnergIIZE Commercial Vehicles was created to address the needs of MD/HD zero-emission vehicles in California through financial incentives towards the purchase of infrastructure equipment and software. EnergIIZE provides funding across four (4) unique funding lanes, each catered to a specific stakeholder group (Figure 7).

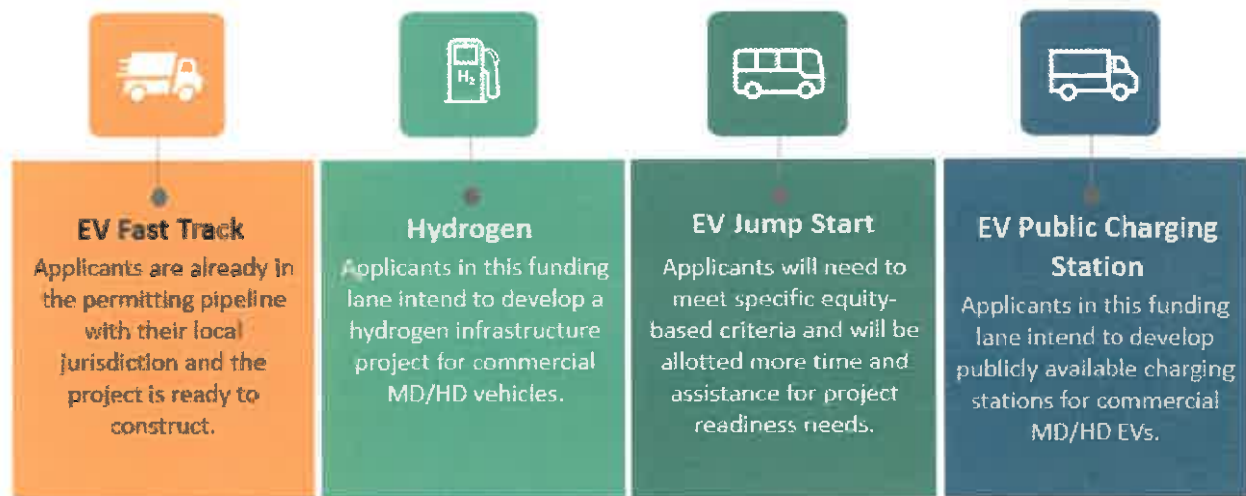


Figure 7. EnergIIZE Funding Lanes

LTA may be eligible to participate in the EV Jump Start funding lane. This funding lane is competitive (i.e., scored) and has a cap of \$750 thousand per infrastructure project (compared to \$500 thousand for EV Fast Track), and provides additional time for documents to be submitted by applicants.

California Infrastructure and Economic Development Bank (IBank)

The IBank was created in 1994 to fund infrastructure and economic development projects in California. The IBank was started by the Bergeson-Peace Infrastructure and Economic Development Bank Act and is operated by GO-Biz. IBank can issue low-interest bonds that can be used to finance projects for public agencies or nonprofits. The IBank has programs that can be used to finance the transition to a zero-emission fleet. The Infrastructure State Revolving Fund (ISRF) program provides low-Interest financing for infrastructure projects. ISRF provides loans of \$50,000 to \$25 million over a term of up to 30 years at a fixed interest rate. These loans are funded through the sale of Infrastructure State Revolving Fund Revenue Bonds. Public transit projects, which includes but is not limited to, vehicles and maintenance and storage yards, are eligible for funding through ISRF. ISRF applicants must be a public agency, joint power authority, or nonprofit corporation formed by an eligible entity. ISRF accepts applications on an ongoing basis (California Infrastructure and Economic Development Bank, 2016).

The IBank also offers the California Lending for Energy and Environmental Needs (CLEEN) program. CLEEN provides loans from \$500,000 to \$30 million over a term of up to 30 years. These loans can be used to fund projects that use a commercially proven technology to reduce greenhouse gas emissions or pursue other environmental objectives. Eligible projects include energy storage, renewable energy generation assets, stationary fuel cells, electric vehicles, alternative fuel vehicles, and alternative fuel vehicles refueling stations (California Infrastructure and Economic Development Bank, n.d.).

Caltrans

Transit and Intercity Rail Capital Program (TIRCP)

TIRCP provides grants to fund capital improvements that will modernize California's rail, bus, and ferry public transit facilities. The objective of the program is to reduce GHG emissions, expand transit service, increase transit ridership, and improve transit safety. Funded projects are expected to reduce GHG emissions, vehicle miles traveled, and congestion. TIRCP is funded through the Greenhouse Gas Reduction Fund (GGRF) and the Cap-and-Trade program. TIRCP funds can be used to finance site upgrades and the deployment of zero-emission infrastructure at bus depots and facilities.

Federal Funding Sources and Incentives

USDOT/Caltrans – Bus & Bus Facilities (5339)

The Bus & Bus Facilities program is managed by the FTA. This program provides capital funding to replace, rehabilitate, and purchase transit vehicles and construct bus-related facilities. The FTA allocates funding to states to administer these grants. In California, Caltrans has been delegated the responsibility of managing these grants. Public

agencies and nonprofit organizations that are involved in public transit may apply for these grants.

USDOT Congestion Mitigation and Air Quality (CMAQ) Improvement Plan

CMAQ provides funds directly to states. These funds may be used to finance projects that reduce traffic congestion and improve air quality. The main objective of this program is to reduce CO, ozone, and PM emissions. This program is primarily intended to fund projects in areas that do not meet national air quality standards. The Infrastructure Investment and Jobs Act (IIJA) provides \$13.2 billion of funding over five years. Under IIJA, there are new project types that are eligible for funding under CMAQ. The purchase of medium- or heavy-duty zero emission vehicles and supporting infrastructure is eligible for funding under CMAQ. Shared micromobility projects are also eligible for funding. CMAQ funds can also be used to provide operating assistance for public transportation projects.

Investment Tax Credit (ITC) - IRS

Internal Revenue Code Section 48 provides a tax credit for investments in certain types of energy projects. Section 48 provides tax credits for a wide range of renewable energy investments. Renewable energy technologies such as solar PV, fuel cells, small wind microturbines, and combined heat and power are eligible for tax credits. Solar PV projects are eligible for a tax credit equal to 10 percent of the cost of system for projects that begin construction in 2022 or after. Only the owner of the system can claim the ITC. Small wind power (100 kW of capacity or less) is eligible for the same tax credits as solar. Fuel cells are eligible for the ITC and are limited to \$1500 per 0.5 kW in capacity. Lastly, combined heat and power equipment qualifies for an ITC of 10 percent (Congressional Research Service, 2018).

It is important to note that the ITC for some technologies will phase out over time. The solar ITC is permanent and will remain at 10 percent beyond 2022. However, the ITC for wind, fuel cells, and CHP has been approved until 2024. It is unclear whether the ITC for these technologies will be enacted beyond this date. Since transit agencies are tax-exempt entities, they would not be able to directly take advantage of these tax credits. However, if a separate entity, such as an IAAS company, owned and operated the energy assets, they would be able to benefit from these tax credits and pass these benefits on to AVTO.

Low or No Emissions Program (Low-No) – USDOT/FTA

Low-No provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses. Low-No funding can also be used to acquire charging or fueling infrastructure for the buses, pay for construction costs, or obtain or lease facilities to house a fleet. In FY2021, \$182 million was allocated for the Low-

No program. However, the enactment of IJA will expand funding for the Low-No program. IJA allocates an additional \$5.25 billion for the Low-No program over five years. To be eligible for this funding, a transit agency will need to submit a plan for transitioning to zero emission buses. This plan must demonstrate a long-term fleet management plan that addresses how the transit agency will meet the costs of transitioning to zero emission, the facilities and infrastructure that will be needed to be deployed to serve a zero-emission fleet, the transit agency's relationship with their utility or fuel provider, and the impact that the transition will have on the transit agency's current workforce. Under IJA, transit agencies may apply for Low-No funding with other entities, such as an OEM, which will participate in the implementation of the project. IJA also requires that 5% of grant funds awarded be used to fund workforce training to prepare their current workforce to maintain and operate the buses.

Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grants – USDOT

The RAISE grant is the latest iteration of the BUILD and TIGER grant program. This program is intended to invest in road, rail, transit, and port projects. The objective of this program is to fund projects that are difficult to support through traditional USDOT programs. Public entities, such as municipalities, are eligible to apply for this program. RAISE is a competitive grant program.

Prospective Financing Mechanisms

IBank Climate Catalyst Fund

The state's IBank is poised to create a new low-interest loan program for public fleets. The Climate Catalyst Fund was created in June 2020 and received its first funds in September 2021. The objective of this fund is to provide a financing mechanism to support the State of California's climate and sustainability infrastructure. The Climate Catalyst Fund's goal is to provide low-interest loans for projects that support the state's climate objectives. The IBank is in the process of developing the criteria that will be used to award projects. The Climate Catalyst Fund will initially prioritize projects that advance forest biomass management. However, the Climate Catalyst Fund's scope is expected to increase over time. From discussions with the Governor's Office of Business Development as well as the Director of the IBank, Scott Wu, CALSTART understands that the Fund's scope will eventually encompass zero emission fleets. These low interest loans could be used to fund vehicle purchases, as well as charging infrastructure projects.

Southern California Edison (SCE)

Zero Emissions Truck, Bus, and Infrastructure Finance Program

SCE has filed with the California Public Utilities Commission to establish a Zero Emissions Truck, Bus, and Infrastructure Finance Program, by funding zero-emissions trucks, buses, and associated infrastructure with \$20 million.

Low Carbon Fuel Standard (LCFS)

The California Air Resources Board approved the Low Carbon Fuel Standard in 2009 to reduce the carbon intensity of California's transportation pool fuel by incentivizing the use of alternative/renewable fuels. The program establishes an annual carbon intensity score for each fuel that reflects the emissions from each fuel's life cycle assessment. Low carbon fuels below the annual CI benchmark can generate credits. As a zero-emission fuel, the power associated with charging electric vehicles and equipment generates LCFS credits.

Section J: Startup and Scale-Up Challenges

The transition to zero-emission buses (ZEB) will require substantial funding, which presents a significant challenge for LTA. While the benefits of transitioning to ZEBs are straightforward, such as improved air quality and reduced GHG emissions, the increased capital associated with purchasing and operating these buses must be addressed. Therefore, LTA will need to find creative ways to secure the necessary funding to complete the transition to ZEBs.

LTA will need to rely on financial support from various sources, including federal, state, and local governments, to make the transition to ZEBs a reality. This will require coordination and collaboration with government agencies and other stakeholders. It will be essential to develop a comprehensive funding strategy that leverages all available funding sources, including grants, and ensures that the transition to ZEBs is financially sustainable and beneficial for the community.

LTA recognizes that securing funding for the ZEB transition is crucial to the long-term sustainability of the transit system.

Summary

The San Benito County Local Transportation Authority operates two types of transportation services in San Benito County: San Benito County Express, San Benito County's public transit system and Specialized Transportation. For the purpose of the analysis completed for this document, there are two service models of fixed-route and demand response services.. In consideration of replacing LTA's existing fleet with Battery Electric Buses (BEBs), CALSTART conducted a techno-economic analysis aimed to determine the most suitable battery electric technology for LTA's operations and estimated the overall cost associated with the transition.

To assess the required infrastructure for the transition, CALSTART utilized internally developed tools such as the Route Energy Model (REM) and Total Cost of Ownership (TCO) calculations. Based on the REM results, the fuel economy of the buses was estimated to be around 1.47 kWh/mi for demand response services, and 1.92 kWh/mi for fixed-route services. These estimates considered the county's topography and climate conditions, as well as trip patterns observed over the last six months. On average, each bus requires a certain amount of energy per day to complete their trips.

Regarding the charging infrastructure, two types of chargers were considered: 19.2 kW (5 chargers) and 50 kW (8 chargers) to accommodate the fleet of 23 buses. Additionally, after the transition, the peak utility load for the facility is estimated to be 531 kW.

To accommodate the increased load, it is anticipated that the location may require infrastructure modifications. However, due to time limitations and the heavy workload on PG&E, it is currently challenging to determine the exact type of modifications needed. In this rollout plan, it is recommended that LTA engage in detailed discussions with the utility company to assess the requirements for infrastructure upgrades. The cost of these upgrades could range from no cost to potentially up to \$1 million for LTA, depending on the current power availability at the depot.

As San Benito County falls within the PG&E territory, the BEV-2-P electric utility rate structure was utilized to calculate the running costs. This rate structure is specifically designed for commercial EV charging, and the details can be found in the table below.

Table 10. LTA's Utility Costs

Rate Schedule	Subscription Charge (\$ per kW)	Overage Fee (\$ per kW)	Time-of-Use Period	Total Energy Charges (\$ per kWh)
BEV-2-P	\$1.24	\$3.44	Peak	\$0.38
			Off-Peak	\$0.19
			Super Off-Peak	\$0.17

The total cost of transitioning to BEBs is estimated to be approximately \$8.8 million. This cost includes a capital investment of \$3.7 million that included the incentives like HVIP were included in the total cost of ownership analysis and an operating cost of \$5.1 million. The operating cost encompasses expenses such as bus maintenance, Electric Vehicle Supply Equipment (EVSE) infrastructure, and the running cost of the buses, as outlined in the table below. With this transition, the levelized cost of energy (LCOE) is projected to be 50 cents per kilowatt-hour (kWh).

Table 11. Transition Plan Summary

Type	Vehicles	Charger Type & Qty		Utility Upgrade	Daily used kWh	CAPEX*	OPEX*	Total*
Replacement	23 buses	19.2	5	TBD	531	\$3,736,288	\$5,099,893	\$8,836,181
		50	8					

*Subject to change based on potential utility upgrade cost.

*Operating/ Running cost is calculated until 2040.

LTA can successfully transition their conventional bus fleet to BEBs, accommodate future growth, and effectively manage their charging requirements by considering the drivers for ZE operations and the selection of appropriate charging infrastructure. This will contribute to the region's sustainable transportation goals while optimizing operational and economic efficiency.

Appendix A. Bus Vehicle Options

GreenPower

Green Power EV Star

METRIC	SPECIFICATION
Passenger Capacity	19 FF / 21 Perimeter
Lift Capable	Yes
Battery Size	118 kWh
Length	25 ft



Green Power EV Star+

METRIC	SPECIFICATION
Passenger Capacity	24 passengers
Lift Capable	Yes
Battery Size	118 kWh
Length	25 ft



GreenPower – EV Star+ is a cutaway bus with a broader body to utilize the interior space. It is designed for paratransit fleet operations—a larger seating capacity and wheelchair position options are available. The bus is ideal for hospitals, carpooling services, airport shuttles, and campus transportation.

Lightning eMotors

Lightning ZEV3

METRIC	SPECIFICATION
Passenger Capacity	15 passengers
Lift Capable	Yes
Battery Size	80 kWh/120 kWh
Length	18 ft



Lightning ZEV4

METRIC	SPECIFICATION
Passenger Capacity	18 passengers
Lift Capable	Yes
Battery Size	120 kWh
Length	18 ft



Phoenix Motorcars

ZEUS 400 Shuttle Bus

METRIC	SPECIFICATION
Passenger Capacity	Up to 23 passengers forward seating, 12/2, 14/2, 16/2 ADA
Lift Capable	Yes
Battery Size	140 kWh
Length	22 ft



Class 5 and 6

METRIC	SPECIFICATION
Passenger Capacity	Up to 24 passengers forward seating, 12/2, 14/2, 16/2 ADA
Lift Capable	Yes
Battery Size	160 kWh
Length	22 ft



Appendix B. Cost Detail Assumptions

	Type	Details	Cost
CAPEX (One-Time Cost)	Electric Bus Cost	Class 5	\$130,000
		Class 6	\$208,000
	Depot Charger Cost	50kW Single Port	\$21,235
		19.2kW Dual Port	\$5,068
OPEX (Recurring Cost)	Bus Maintenance Cost	Class 5	\$0.12/mi
		Class 6	\$0.13/mi
	Charger Maintenance Cost	50kW Single Port	\$424.70
		19.2kW Dual Port	\$101.36

Attachment 3: Appendix A, Cost Proposal Forms

You can access the price proposal forms found in Appendix A of the RFP in Microsoft Excel using the link provided below:

[Link to Appendix A: Price Proposal Forms](#)

Attachment 4: Appendix B, Forms to be Submitted with Proposal

You can access the forms found in Appendix B of the RFP in Microsoft Word using the link provided below:

[Link to Appendix B: Forms to be Submitted with Proposal](#)

Attachment 5: Management Reports

County Express

WEEKDAYS JUNE 2024

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	2,449	241	1,214.99	10,702	\$ 2,360.67	\$ 786.22	20	\$ 53,119.36
Paratransit	816	80	18.51	3,567	\$ 786.89	\$ 262.08	4	\$ 809.26
Fixed Route	55	0	18.51	195	\$ 29.50	\$ -	4	\$ 809.26
<i>On-Demand</i>								
Gavilan	1,419	0	697.85	14,915	\$ 1,631.69	\$ 117.00	20	\$ 30,510.00
Caltrain	268	0	76.06	2,154	\$ 309.25	\$ 25.50	20	\$ 3,325.34
Total	5,007	321	2,025.92	31,533	\$ 5,118.00	\$ 1,190.80		\$ 88,573.22

SATURDAY

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	34	0	20.33	193	\$ 44.45	\$ 13.10	5	\$ 888.83
Greyhound	136	0	50.88	952	\$ 207.45	\$ 2.20	5	\$ 2,224.47
Total	170	0	71.21	1,145	\$ 251.90	\$ 15.30		\$ 3,113.30

SUNDAY

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	48	20	23.83	306	\$ 48.75	\$ 26.60	5	\$ 1,041.85
Greyhound	114	0	47.60	970	\$ 178.85	\$ 4.40	5	\$ 2,081.07
Total	162	20	71.43	1,276	\$ 227.60	\$ 31.00		\$ 3,122.92

MONTH

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Monthly Fixed Rate								\$ 32,075.00
Dial-A-Ride	2,531	261	1,259.15	11,201	\$ 2,453.87	\$ 825.92	30	\$ 55,050.04
Paratransit	816	80	18.51	3,567	\$ 786.89	\$ 262.08	4	\$ 809.26
Fixed Route	55	0	18.51	195	\$ 29.50	\$ -	4	\$ 809.26
<i>On-Demand</i>								
Gavilan	1,419	0	697.85	14,915	\$ 1,631.69	\$ 117.00	20	\$ 30,510.00
Caltrain	268	0	76.06	2,154	\$ 309.25	\$ 25.50	20	\$ 3,325.34
Greyhound	250	0	98.48	1,922	\$ 386.30	\$ 6.60	10	\$ 4,305.55
Total	5,339	341	2,168.56	33,954	\$ 5,597.50	\$ 1,237.10		\$ 126,884.44

FISCAL YEAR TO DATE

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Monthly Fixed Rate								\$ 383,580.00
Dial-A-Ride	29,624	1,778	13,887.04	132,697	\$ 27,982.89	\$ 9,433.85	349	\$ 600,635.54
Paratransit	8,623	519	821.84	38,611	\$ 8,110.42	\$ 2,699.78	184	\$ 35,550.39
Fixed Route	3,897	0	834.72	9,030	\$ 1,865.76	\$ -	181	\$ 36,101.01
<i>On-Demand</i>								
Gavilan	26,828	0	7,681.65	172,910	\$ 24,241.93	\$ 4,617.90	254	\$ 332,440.39
Caltrain	3,721	0	899.12	31,412	\$ 4,496.00	\$ 369.70	254	\$ 38,824.98
Greyhound	2,391	0	1,038.44	18,665	\$ 3,677.50	\$ 58.20	106	\$ 44,882.64
Total	75,084	2,297	25,162.81	403,324	\$ 70,374.50	\$ 17,179.43		\$ 1,472,014.96

ADDITIONAL INFORMATION

	Current Month	Year To Date
Lift Assisted Trips	113	1,373
Turn Downs	0	0
No Shows	217	2,428
Cancellations	33	565
Missed Trips	0	0
Employee Hours	2,988	35,037
Road Calls	0	5
Vehicles - Midday	7	
Vehicles - Peak	7	

NOTES

Greyhound Bikes	6
Gavilan Bikes	55
Caltrain Bikes	0
Fixed Route	0

County Express

WEEKDAYS MAY 2024

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	2,635	79	1,193.08	12,072	\$ 2,443.07	\$ 702.00	22	\$ 52,161.46
Paratransit	878	27	107.20	4,024	\$ 814.36	\$ 234.00	22	\$ 4,686.78
Fixed Route	437	0	107.20	1,074	\$ 215.06	\$ -	22	\$ 4,686.78
On-Demand								
Gavilan	2,609	0	780.09	16,940	\$ 2,540.61	\$ 687.60	22	\$ 34,105.53
Caltrain	288	0	81.73	2,485	\$ 347.40	\$ 19.40	22	\$ 3,573.24
Total	6,847	106	2,269.30	36,595	\$ 6,360.50	\$ 1,643.00		\$ 99,213.80

SATURDAY

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	29	3	17.06	176	\$ 36.75	\$ 5.40	4	\$ 745.86
Greyhound	91	0	36.67	774	\$ 125.50	\$ 3.30	4	\$ 1,603.21
Total	120	3	53.73	950	\$ 162.25	\$ 8.70		\$ 2,349.08

SUNDAY

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	30	10	16.40	239	\$ 34.00	\$ 5.40	4	\$ 717.01
Greyhound	79	0	38.99	784	\$ 128.25	\$ 1.80	4	\$ 1,704.64
Total	109	10	55.39	1,023	\$ 162.25	\$ 7.20		\$ 2,421.65

MONTH

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Monthly Fixed Rate								\$ 32,075.00
Dial-A-Ride	2,694	92	1,226.54	12,487	\$ 2,513.82	\$ 712.80	30	\$ 53,624.33
Paratransit	878	27	107.20	4,024	\$ 814.36	\$ 234.00	22	\$ 4,686.78
Fixed Route	437	0	107.20	1,074	\$ 215.06	\$ -	22	\$ 4,686.78
On-Demand								
Gavilan	2,609	0	780.09	16,940	\$ 2,540.61	\$ 687.60	22	\$ 34,105.53
Caltrain	288	0	81.73	2,485	\$ 347.40	\$ 19.40	22	\$ 3,573.24
Greyhound	170	0	75.66	1,558	\$ 253.75	\$ 5.10	8	\$ 3,307.86
Total	7,076	119	2,378.42	38,568	\$ 6,685.00	\$ 1,658.90		\$ 136,059.52

FISCAL YEAR TO DATE

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Monthly Fixed Rate								\$ 351,505.00
Dial-A-Ride	27,093	1,517	12,627.89	121,496	\$ 25,529.02	\$ 8,607.93	319	\$ 545,585.50
Paratransit	7,807	439	803.33	35,043	\$ 7,323.53	\$ 2,437.70	180	\$ 34,741.13
Fixed Route	3,842	0	816.21	8,835	\$ 1,836.26	\$ -	177	\$ 35,291.75
OnDemand								
Gavilan	25,409	0	6,983.80	157,995	\$ 22,610.24	\$ 4,500.90	234	\$ 301,930.39
Caltrain	3,453	0	823.06	29,258	\$ 4,186.75	\$ 344.20	234	\$ 35,499.64
Greyhound	2,141	0	939.96	16,743	\$ 3,291.20	\$ 51.60	96	\$ 40,577.09
Total	69,745	1,956	22,994.25	369,370	\$ 64,777.00	\$ 15,942.33		\$ 1,345,130.51

ADDITIONAL INFORMATION

	Current Month	Year To Date
Lift Assisted Trips	117	1,260
Turn Downs	0	0
No Shows	263	2,211
Cancellations	46	532
Missed Trips	0	0
Employee Hours	4,504	32,049
Road Calls	1	5
Vehicles - Midday	11	
Vehicles - Peak	11	

NOTES

Greyhound Bikes	0
Gavilan Bikes	84
Caltrain Bikes	0
Fixed Route	0

WEEKDAYS APRIL 2024

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	2,541	78	1,205.52	11,744	\$ 2,320.30	\$ 719.92	22	\$ 52,705.33
Paratransit	847	26	98.21	3,915	\$ 773.43	\$ 239.98	22	\$ 4,293.74
Fixed Route	473	0	98.21	999	\$ 234.45	\$ -	22	\$ 4,293.74
On-Demand								
Gavilan	2,357	0	752.86	16,921	\$ 2,253.52	\$ 568.80	22	\$ 32,915.04
Caltrain	246	0	60.64	2,486	\$ 284.30	\$ 48.60	22	\$ 2,651.18
Total	6,464	104	2,215.44	36,065	\$ 5,866.00	\$ 1,577.30		\$ 96,859.04

SATURDAY

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	25	0	17.63	182	\$ 23.60	\$ 10.90	4	\$ 770.78
Greyhound	92		38.98	783	\$ 139.65	\$ 1.10	4	\$ 1,704.21
Total	117	0	56.61	965	\$ 163.25	\$ 12.00		\$ 2,474.99

SUNDAY

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Dial-A-Ride	36	2	19.46	261	\$ 48.15	\$ 12.30	4	\$ 850.79
Greyhound	72		39.49	790	\$ 111.60	\$ 7.70	4	\$ 1,726.50
Total	108	2	58.95	1,051	\$ 159.75	\$ 20.00		\$ 2,577.29

MONTH

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Monthly Fixed Rate								\$ 32,075.00
Dial-A-Ride	2,602	80	1,242.61	12,187	\$ 2,392.05	\$ 743.12	30	\$ 54,326.91
Paratransit	847	26	98.21	3,915	\$ 773.43	\$ 239.98	22	\$ 4,293.74
Fixed Route	473	0	98.21	999	\$ 234.45	\$ -	22	\$ 4,293.74
On-Demand								
Gavilan	2,357	0	752.86	16,921	\$ 2,253.52	\$ 568.80	22	\$ 32,915.04
Caltrain	246	0	60.64	2,486	\$ 284.30	\$ 48.60	22	\$ 2,651.18
Greyhound	164	0	78.47	1,573	\$ 251.25	\$ 8.80	8	\$ 3,430.71
Total	6,689	106	2,331.00	38,081	\$ 6,189.00	\$ 1,609.30		\$ 133,986.32

FISCAL YEAR TO DATE

Service	Passengers	Incidental Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Cash Fares Collected	Token Fares Collected	Service Days	Invoiced
Monthly Fixed Rate								\$ 319,430.00
Dial-A-Ride	24,399	1,425	11,401.35	109,009	\$ 23,015.20	\$ 7,895.13	289	\$ 491,961.17
Paratransit	6,928	412	696.13	31,019	\$ 6,509.17	\$ 2,203.70	158	\$ 30,054.35
Fixed Route	3,405	0	709.01	7,761	\$ 1,621.20	\$ -	155	\$ 30,604.97
OnDemand								
Gavilan	22,800	0	6,203.71	141,055	\$ 20,069.63	\$ 3,813.30	212	\$ 267,824.86
Caltrain	3,165	0	741.33	26,773	\$ 3,839.35	\$ 324.80	212	\$ 31,926.40
Greyhound	1,971	0	864.30	15,185	\$ 3,037.45	\$ 46.50	88	\$ 37,269.24
Total	62,668	1,837	20,615.83	330,802	\$ 58,092.00	\$ 14,283.43		\$ 1,209,070.99

ADDITIONAL INFORMATION

	Current Month	Year To Date
Lift Assisted Trips	108	1,143
Turn Downs	0	0
No Shows	233	1,948
Cancellations	33	486
Missed Trips	0	0
Employee Hours	3,023	27,544
Road Calls	0	4
Vehicles - Midday	7	
Vehicles - Peak	8	

NOTES

Greyhound Bikes	0
Gavilan Bikes	69
Caltrain Bikes	2
Fixed Route	0



Jovenes de Antaño

Specialized Transportation Services

Monthly Service Report - JUNE 2024

WEEKDAYS

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	130	165.50	3,010	\$ 249.75	19
Senior Lunch	265	85.00	683	\$ -	16
Medical/Shopping Assistance	93	82.75	1,061	\$ 116.25	17
Total	488	333.25	4,754	\$ 366.00	

WEEKENDS

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	0	0.00	0	\$ -	0
Total	0	0.00	0	\$ -	

MONTH

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	130	165.50	3,010	\$ 249.75	19
Senior Lunch	265	85.00	683	\$ -	16
Medical/Shopping Assistance	93	82.75	1,061	\$ 116.25	17
Total	488	333.25	4,754	\$ 366.00	

FISCAL YEAR TO DATE

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	1,807	2,607	50,066	\$ 2,808.75	245
Senior Lunch	3,497	1,635.75	9,891	\$ -	232
Medical/Shopping Assistance	956	824.25	8,227	\$ 845.00	164
Total	6,260	5,066.50	68,184	\$ 3,653.75	

VEHICLE MILEAGE INFORMATION

Vehicle Number	Ending Odometer
0	
735	
737	33947
738	
740	37611
741	76907
742	34043
0	

ADDITIONAL INFORMATION

Service	Current Month	Year To Date
Lift Assisted Trips	33	345
Unduplicated Passengers	56	590
Turn Downs		2
No Shows	1	48
Cancellations	22	143
Employee Hours	333	4,517
Vehicles - Midday	3	
Vehicles - Peak	3	

NOTES



Jovenes de Antaño

Specialized Transportation Services

Monthly Service Report - MAY 2024

WEEKDAYS

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	197	222.00	4,475	\$ 430.25	22
Senior Lunch	324	227.75	1,008	\$ -	22
Medical/Shopping Assistance	95	99.25	1,181	\$ 118.75	16
Total	616	549.00	6,664	\$ 549.00	

WEEKENDS

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	0	0.00	0	\$ -	0
Total	0	0.00	0	\$ -	

MONTH

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	197	222.00	4,475	\$ 430.25	22
Senior Lunch	324	227.75	1,008	\$ -	22
Medical/Shopping Assistance	95	99.25	1,181	\$ 118.75	16
Total	616	549.00	6,664	\$ 549.00	

FISCAL YEAR TO DATE

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	1,677	2,441	47,056	\$ 2,559.00	226
Senior Lunch	3,232	1,550.75	9,208	\$ -	216
Medical/Shopping Assistance	863	741.50	7,166	\$ 728.75	147
Total	5,772	4,733.25	63,430	\$ 3,287.75	

VEHICLE MILEAGE INFORMATION

Vehicle Number	Ending Odometer
0	
735	
737	
738	
740	
741	
742	
0	

ADDITIONAL INFORMATION

Service	Current Month	Year To Date
Lift Assisted Trips		312
Unduplicated Passengers		534
Turn Downs		2
No Shows		47
Cancellations		121.00
Employee Hours		4,183.75
Vehicles - Midday		
Vehicles - Peak		

NOTES



Jovenes de Antaño

Specialized Transportation Services

Monthly Service Report - APRIL 2024

WEEKDAYS

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	159	237.50	3,921	\$ 336.00	17
Senior Lunch	376	225.00	847	\$ -	22
Medical/Shopping Assistance	112	89.25	1,227	\$ 122.50	16
Total	647	551.75	5,995	\$ 458.50	

WEEKENDS

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	0	0.00	0	\$ -	0
Total	0	0.00	0	\$ -	

MONTH

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	159	237.50	3,921	\$ 336.00	17
Senior Lunch	376	225.00	847	\$ -	22
Medical/Shopping Assistance	112	89.25	1,227	\$ 122.50	16
Total	647	551.75	5,995	\$ 458.50	

FISCAL YEAR TO DATE

Service	Passengers	Vehicle Revenue Hours	Vehicle Revenue Miles	Donations/Fares Collected	Service Days
Out-of-County	1,480	2,219	42,581	\$ 2,128.75	204
Senior Lunch	2,908	1,323.00	8,200	\$ -	194
Medical/Shopping Assistance	768	642.25	5,985	\$ 610.00	131
Total	5,156	4,184.25	56,766	\$ 2,738.75	

VEHICLE MILEAGE INFORMATION

Vehicle Number	Ending Odometer
0	
735	
737	141,616
738	
740	36,081
741	71,974
742	31,425
0	

ADDITIONAL INFORMATION

Service	Current Month	Year To Date
Lift Assisted Trips	46	312
Unduplicated Passengers	62	534
Turn Downs		2
No Shows		47
Cancellations	8	121
Employee Hours	552	4,183.8
Vehicles - Midday	4	
Vehicles - Peak	4	

NOTES

Attachment 6: Cash Fares

Cash Fares Collected By Service: Past 12 Months

Specialized Transportation Services: Cash Fares Collected By Service

Month	Out-of-County	Senior Lunch	Medical/Shopping Assistance
July 23'	\$305.00	\$0	\$36.25
August 23'	\$253.00	\$0	\$65.00
September 23'	\$106.00	\$0	\$25.00
October 23'	\$277.00	\$0	\$40.00
November 23'	\$212.75	\$0	\$51.25
December 23'	\$98.00	\$0	\$130.00
January 24'	\$0	\$0	\$0
February 24'	\$360.00	\$0	\$140.00
March 24'	\$181.00	\$0	\$0
April 24'	\$336.00	\$0	\$122.50
May 24'	\$430.25	\$0	\$118.75
June 24'	\$249.75	\$0	\$116.25

County Express Services: Cash Fares Collected By Service

Month	Intercounty	Fixed Routes	Dial-A-Ride	Paratransit
July 23'	\$2,071.92	\$0	\$2,919.83	-
August 23'	\$2,842.59	\$130.55	\$2,652.52	\$837.34
September 23'	\$3,113.51	\$241.30	\$2,252.45	\$730.49
October 23'	\$3,415.50	\$274.90	\$2,546.12	\$817.18
November 23'	\$2,896.45	\$194.25	\$2,128.55	\$687.75
December 23'	\$2,350.25	\$142.25	\$1,567.05	\$507.45
January 24'	\$2,010.12	\$149.90	\$2,176.83	\$711.45
February 24'	\$2,638.70	\$115.65	\$2,183.30	\$701.85
March 24'	\$2,868.32	\$137.95	\$2,196.50	\$706.23
April 24'	\$2,789.07	\$234.45	\$2,392.05	\$773.43
May 24'	\$3,141.76	\$215.06	\$2,513.82	\$814.36
June 24'	\$2,327.24	\$29.50	\$2,453.87	\$786.89

Attachment 7: Service Miles

Revenue Miles and Hours: Past 12 Months

County Express Services

Service	Vehicle Revenue Hours	Vehicle Revenue Miles
Dial-A-Ride	13,887.04	132,697
Paratransit	821.84	38,611
Fixed Route	834.72	9,030
On-Demand	0.00	0
Gavilan	7,681.72	172,910
Caltrain	899.12	31,412
Greyhound	1,038.44	18,665
Total	25,162.81	403,324

Specialized Transport Services

Service	Vehicle Revenue Hours	Vehicle Revenue Miles
Out-of-County	2,607	50,066
Senior Lunch	1,635.75	9,891
Medical / Shopping Assistance	824.25	8,277
Total	5,066.50	68,184

Attachment 8: Invoices (Past 12 Months)



Jovenes de Antaño

P. O. Box 860
 Hollister, CA 95023
 (831) 637-9275 fax (831) 637-9767

Invoice No.

380

INVOICE

Customer

Name Local Transportation Authority
 Address 330 Tres Pinos Road, C-7
 City Hollister State CA ZIP 95023
 Phone (831) 637-7665

Date 7/10/2024
 Order No. _____
 Rep _____
 FOB _____

Qty	Description	Unit Price	TOTAL
	June 2024		
1	Fixed Monthly Rate	\$16,308.00	\$16,308.00
165.5	OCMT	\$24.17	\$4,000.14
82.75	MSAP	\$24.17	\$2,000.07
85	LUNCH	\$24.17	\$2,054.45
		SubTotal	\$24,362.65
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$24,362.65

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

379

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 6/10/2024
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	May 2024		
1	Fixed Monthly Rate	\$16,308.00	\$16,308.00
222	OCMT	\$24.17	\$5,365.74
99.25	MSAP	\$24.17	\$2,398.87
227.75	LUNCH	\$24.17	\$5,504.72
SubTotal			\$29,577.33
Shipping & Handling			\$0.00
Taxes CA			\$0.00
TOTAL			\$29,577.33

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

378

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 5/10/2024
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	April 2024		
1	Fixed Monthly Rate	\$16,308.00	\$16,308.00
237.5	OCMT	\$24.17	\$5,740.38
89.25	MSAP	\$24.17	\$2,157.17
225	LUNCH	\$24.17	\$5,438.25
		SubTotal	\$29,643.80
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$29,643.80

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

377

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 4/10/2024
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	March 2024		
1	Fixed Monthly Rate	\$16,308.00	\$16,308.00
195.5	OCMT	\$24.17	\$4,725.24
100.5	MSAP	\$24.17	\$2,429.09
218.5	LUNCH	\$24.17	\$5,281.15
		SubTotal	\$28,743.47
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$28,743.47

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

376

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 3/10/2024
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	February 2024		
1	Fixed Monthly Rate	\$16,308.00	\$16,308.00
199.5	OCMT	\$24.17	\$4,821.92
90.75	MSAP	\$24.17	\$2,193.43
189.5	LUNCH	\$24.17	\$4,580.22
SubTotal			\$27,903.56
Shipping & Handling			\$0.00
Taxes CA			\$0.00
TOTAL			\$27,903.56

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

374

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 12/10/2023
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	December 2023		
1	Fixed Monthly Rate	\$15,788.00	\$15,788.00
206.5	OCMT	\$23.41	\$4,834.17
87.25	MSAP	\$23.41	\$2,042.52
100.5	LUNCH	\$23.41	\$2,352.71
SubTotal			\$25,017.39
Shipping & Handling			\$0.00
Taxes CA			\$0.00
TOTAL			\$25,017.39

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

375

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 1/10/2024
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	January 2024		
1	Fixed Monthly Rate	\$16,308.00	\$16,308.00
194.25	OCMT	\$24.17	\$4,695.02
85.25	MSAP	\$24.17	\$2,060.49
108.5	LUNCH	\$24.17	\$2,622.45
		SubTotal	\$25,685.96
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$25,685.96

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

373

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 12/10/2023
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	November 2023		
1	Fixed Monthly Rate	\$15,788.00	\$15,788.00
231	OCMT	\$23.41	\$5,407.71
40.75	MSAP	\$23.41	\$953.96
98.25	LUNCH	\$23.41	\$2,300.03
		SubTotal	\$24,449.70
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$24,449.70

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

372

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 11/10/2023
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	October 2023		
1	Fixed Monthly Rate	\$15,788.00	\$15,788.00
306.25	OCMT	\$23.41	\$7,169.31
31	MSAP	\$23.41	\$725.71
95.5	LUNCH	\$23.41	\$2,235.66
		SubTotal	\$25,918.68
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$25,918.68

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

371

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 10/10/2023
Order No.
Rep
FOB

Qty	Description	Unit Price	TOTAL
	September 2023		
1	Fixed Monthly Rate	\$15,788.00	\$15,788.00
241	OCMT	\$23.41	\$5,641.81
28.5	MSAP	\$23.41	\$667.19
91.25	LUNCH	\$23.41	\$2,136.16
		SubTotal	\$24,233.16
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$24,233.16

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

370

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 9/10/2023
Order No.
Rep
FOB

Qty	Description	Unit Price	TOTAL
	August 2023		
0	Fixed Monthly Rate	\$15,788.00	\$0.00
177.5	OCMT	\$23.41	\$4,155.28
58.25	MSAP	\$23.41	\$1,363.63
105.5	LUNCH	\$23.41	\$2,469.76
		SubTotal	\$7,988.66
		Shipping & Handling	\$0.00
		Taxes CA	\$0.00
		TOTAL	\$7,988.66

Office Use Only



Jovenes de Antaño

P. O. Box 860
Hollister, CA 95023
(831) 637-9275 fax (831) 637-9767

Invoice No.

368

INVOICE

Customer

Name Local Transportation Authority
Address 330 Tres Pinos Road, C-7
City Hollister State CA ZIP 95023
Phone (831) 637-7665

Date 8/10/2023
Order No. _____
Rep _____
FOB _____

Qty	Description	Unit Price	TOTAL
	July 2023		
1	Fixed Monthly Rate	\$15,788.00	\$15,788.00
230	OCMT	\$23.41	\$5,384.30
30.75	MSAP	\$23.41	\$719.86
90.5	LUNCH	\$23.41	\$2,118.61

SubTotal	\$24,010.76
Shipping & Handling	\$0.00
Taxes CA	\$0.00
TOTAL	\$24,010.76

Office Use Only

Jovenes de Antaño

P. O. Box 860
Hollister, CA 95022



37-9767

Invoice No.

369

INVOICE

Customer

Name Local Transportation Authority
 Address 330 Tres Pinos Road, C-7
 City Hollister State CA ZIP 95023
 Phone (831) 637-7665

Date 8/10/2023
 Order No. _____
 Rep _____
 FOB _____

Qty	Description	Unit Price	TOTAL
	Aug 2023		
1	Fixed Monthly Rate Advance for August 2023	\$15,788.00	\$15,788.00
0	OCMT	\$23.41	\$0.00
0	MSAP	\$23.41	\$0.00
0	LUNCH	\$23.41	\$0.00

SubTotal	\$15,788.00
Shipping & Handling	\$0.00
Taxes CA	\$0.00
TOTAL	\$15,788.00

Office Use Only

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **130168**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **7/2/2024**
 Terms: **30**
 Due Date: **8/1/2024**

Qty	Description	Account code	Unit Price	TOTAL
	JUNE Monthly Billing 2024			
1.00	Monthly Fixed Fee	4080	\$32,075.00	32,075.00
1259.15	DAR Services	4010	\$43.72	55,050.04
18.51	Paratransit services	4010	\$43.72	809.26
18.51	Fixed Services	4080	\$43.72	809.26
697.85	Gavilan Services	4080	\$43.72	30,510.00
76.06	Cal-Train Services	4080	\$43.72	3,325.34
98.48	Gilroy Services	4080	\$43.72	4,305.55
2169.56				-
			SubTotal	\$ 126,884.44

			TOTAL	\$ 126,884.44



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **129925**

INVOICE

Customer

Number: **BEN001** Name: San Benito County Express
 Address: 330 Tres Pinos Rd Suite C7
 City: Hollister State: CA ZIP: 95023
 Contact: Norma Rivera

Date: 6/3/2024
 Terms: 30
 Due Date: 7/3/2024

Qty	Description	Account code	Unit Price	TOTAL
	MAY Monthly Billing 2024			
1.00	Monthly Fixed Fee	4080	\$32,075.00	32,075.00
1226.54	DAR Services	4010	\$43.72	53,624.33
107.20	Paratransit services	4010	\$43.72	4,686.78
107.20	Fixed Services	4080	\$43.72	4,686.78
780.09	Gavilan Services	4080	\$43.72	34,105.53
81.73	Cal-Train Services	4080	\$43.72	3,573.24
75.66	Gilroy Services	4080	\$43.72	3,307.86
2379.42				-
			SubTotal	\$ 136,059.52

			TOTAL	\$ 136,059.52



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **129188**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **5/1/2024**
 Terms: **30**
 Due Date: **5/31/2024**

Qty	Description	Account code	Unit Price	TOTAL
	APRIL Monthly Billing 2024			
1.00	Monthly Fixed Fee	4080	\$32,075.00	32,075.00
1242.61	DAR Services	4010	\$43.72	54,326.91
98.21	Paratransit services	4010	\$43.72	4,293.74
98.21	Fixed Services	4080	\$43.72	4,293.74
752.86	Gavilan Services	4080	\$43.72	32,915.04
60.64	Cal-Train Services	4080	\$43.72	2,651.18
78.47	Gilroy Services	4080	\$43.72	3,430.71
2332.00				-
			SubTotal	\$ 133,986.32

			TOTAL	\$ 133,986.32



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **128832**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **4/3/2024**
 Terms: **30**
 Due Date: **5/3/2024**

Qty	Description	Account code	Unit Price	TOTAL
	MARCH Monthly Billing 2024			
1.00	Monthly Fixed Fee	4080	\$32,075.00	32,075.00
1171.62	DAR Services	4010	\$43.72	51,223.23
70.80	Paratransit services	4010	\$43.72	3,095.38
70.80	Fixed Services	4080	\$43.72	3,095.38
711.90	Gavilan Services	4080	\$43.72	31,124.27
57.66	Cal-Train Services	4080	\$43.72	2,520.90
97.89	Gilroy Services	4080	\$43.72	4,279.75
2181.67				-

	SubTotal	\$ 127,413.89
	KEY PAD	\$ 760.00
	TOTAL	\$ 126,653.89



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **128333**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **3/4/2024**
 Terms: **30**
 Due Date: **4/3/2024**

Qty	Description	Account code	Unit Price	TOTAL
	FEBRUARY Monthly Billing 2024			
1.00	Monthly Fixed Fee	4080	\$32,075.00	32,075.00
1077.17	DAR Services	4010	\$43.72	47,093.87
62.92	Paratransit services	4010	\$43.72	2,750.86
62.92	Fixed Services	4080	\$43.72	2,750.86
711.41	Gavilan Services	4080	\$43.72	31,102.85
61.16	Cal-Train Services	4080	\$43.72	2,673.92
76.78	Gilroy Services	4080	\$43.72	3,356.82
2053.36				-

	SubTotal	\$ 121,804.18
	TOTAL	\$ 121,804.18



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **127576**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **2/2/2024**
 Terms: **30**
 Due Date: **3/3/2024**

Qty	Description	Account code	Unit Price	TOTAL
	JANUARY Monthly Billing 2024			
1.00	Monthly Fixed Fee	4080	\$32,075.00	32,075.00
1202.89	DAR Services	4010	\$43.72	52,590.35
71.98	Paratransit services	4010	\$43.72	3,146.97
71.98	Fixed Services	4080	\$43.72	3,146.97
521.00	Gavilan Services	4080	\$43.72	22,778.12
62.34	Cal-Train Services	4080	\$43.72	2,725.50
77.18	Gilroy Services	4080	\$43.72	3,374.31
2008.37				-
			SubTotal	\$ 119,837.22

			TOTAL	\$ 119,837.22



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **127232**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **1/3/2024**
 Terms: **30**
 Due Date: **2/2/2024**

Qty	Description	Account code	Unit Price	TOTAL
	NOVEMBER Monthly Billing 2023			
1.00	Monthly Fixed Fee	4080	\$31,855.00	31,855.00
834.84	DAR Services	4010	\$42.75	35,689.41
65.53	Paratransit services	4010	\$42.75	2,801.41
65.53	Fixed Services	4080	\$42.75	2,801.41
566.23	Gavilan Services	4080	\$42.75	24,206.33
56.00	Cal-Train Services	4080	\$42.75	2,394.00
98.73	Gilroy Services	4080	\$42.75	4,220.71
1687.86				-
			SubTotal	\$ 103,968.27

			TOTAL	\$ 103,968.27



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **126177**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **12/1/2023**
 Terms: **30**
 Due Date: **12/31/2023**

Qty	Description	Account code	Unit Price	TOTAL
	NOVEMBER Monthly Billing 2023			
1.00	Monthly Fixed Fee	4080	\$31,855.00	31,855.00
1023.85	DAR Services	4010	\$42.75	43,769.59
67.84	Paratransit services	4010	\$42.75	2,900.16
67.84	Fixed Services	4080	\$42.75	2,900.16
710.00	Gavilan Services	4080	\$42.75	30,352.50
56.85	Cal-Train Services	4080	\$42.75	2,430.34
78.82	Gilroy Services	4080	\$42.75	3,369.56
2006.20				-
			SubTotal	\$ 117,577.30

			TOTAL	\$ 117,577.30



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **125560**

INVOICE

Customer			
Number:	BEN001	Name:	San Benito County Express
Address:	330 Tres Pinos Rd Suite C7		
City:	Hollister	State:	CA ZIP: 95023
Contact:	Norma Rivera		

Date	10/4/2023
Terms	30
Due Date	11/3/2023

Qty	Description	Account code	Unit Price	TOTAL
	SEPTEMBER Monthly Billing 2023			
1.00	Monthly Fixed Fee	4080	\$31,855.00	31,855.00
1061.87	DAR Services	4010	\$42.75	45,394.94
99.47	Paratransit services	4010	\$42.75	4,252.34
99.47	Fixed Services	4080	\$42.75	4,252.34
686.43	Gavilan Services	4080	\$42.75	29,344.88
55.25	Cal-Train Services	4080	\$42.75	2,361.94
87.76	Gilroy Services	4080	\$42.75	3,751.74
2091.25				-
			SubTotal	\$ 121,213.19

			TOTAL	\$ 121,213.19



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **125871**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **11/2/2023**
 Terms: **30**
 Due Date: **12/2/2023**

Qty	Description	Account code	Unit Price	TOTAL
	SEPTEMBER Monthly Billing 2023			
1.00	Monthly Fixed Fee	4080	\$31,855.00	31,855.00
1175.49	DAR Services	4010	\$42.75	50,252.20
109.38	Paratransit services	4010	\$42.75	4,676.00
109.38	Fixed Services	4080	\$42.75	4,676.00
758.97	Gavilan Services	4080	\$42.75	32,445.97
59.90	Cal-Train Services	4080	\$42.75	2,560.73
87.59	Gilroy Services	4080	\$42.75	3,744.47
2301.71				-
			SubTotal	\$ 130,210.35

			TOTAL	\$ 130,210.35



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **125103**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **9/5/2023**
 Terms: **30**
 Due Date: **10/5/2023**

Qty	Description	Account code	Unit Price	TOTAL
	AUGUST Monthly Billing 2023			
1.00	Monthly Fixed Fee	4080	\$31,855.00	31,855.00
1392.84	DAR Services	4010	\$42.75	59,543.91
50.00	Paratransit services	4010	\$42.75	2,137.50
50.00	Fixed Services	4080	\$42.75	2,137.50
517.76	Gavilan Services	4080	\$42.75	22,134.24
122.36	Cal-Train Services	4080	\$42.75	5,230.89
80.44	Gilroy Services	4080	\$42.75	3,438.81
4.34	YMCA	4080	\$42.75	185.54
2218.74				-

SubTotal \$ 126,663.39

TOTAL	\$ 126,663.39



Thank you for contracting with MV Transportation!

MV Transportation, Inc.

MV Transportation, Inc.
 POBox 31001-4046
 Pasadena, CA 91110-4046
 831.636.4161

Invoice No. **124722**

INVOICE

Customer

Number: **BEN001** Name: **San Benito County Express**
 Address: **330 Tres Pinos Rd Suite C7**
 City: **Hollister** State: **CA** ZIP: **95023**
 Contact: **Norma Rivera**

Date: **8/2/2023**
 Terms: **30**
 Due Date: **9/1/2023**

Qty	Description	Account code	Unit Price	TOTAL
	JULY Monthly Billing 2023			
1.00	Monthly Fixed Fee	4080	\$31,855.00	31,855.00
1213.83	DAR Services	4010	\$42.75	51,891.23
0.00	Paratransit services	4010	\$42.75	-
0.00	Fixed Services	4080	\$42.75	-
267.15	Gavilan Services	4080	\$42.75	11,420.66
149.17	Cal-Train Services	4080	\$42.75	6,377.02
100.64	Gilroy Services	4080	\$42.75	4,302.36
12.88	Shuttles July 4th	4080	\$42.75	550.62
1744.67				-

SubTotal \$ 106,396.89

TOTAL	\$ 106,396.89



Thank you for contracting with MV Transportation!