



TRAFFIX BOARD OF DIRECTORS

Monday, September 16, 2024

III. Public Comment

From: [REDACTED]
To: Admin@ridetraffic.com
Subject: GV 8 bus route- reopen bus stop
Date: Monday, August 12, 2024 8:04:41 AM

| EXTERNAL EMAIL: Think before you click and do not open attachments unless you know they are safe. |

Good morning, Traffix,

I am writing again this year to request that you reinstate the bus stop in Magee Ranch that was closed because of the dog incident. It still does not make any sense that it was closed because the kids still have to pass by the house with the dogs and now walked down and the entire hill by themselves.

Please reconsider opening our stop for our daughter, Piper, and the other kids affected.

Thank you so much.

Christy Habetz.

[REDACTED]

From: [REDACTED]
To: admin@ridetraffic.com
Subject: GV8 - Sunhaven Stop
Date: Thursday, August 15, 2024 10:34:18 AM

*****| EXTERNAL EMAIL: Think before you click and do not open attachments unless you know they are safe. |*****

Hi Kellie,

I would like to inquire about re-instating the Sunhaven bus stop for GV8. This stop was originally de-activated last year due to several dog attacks. Since then, animal control has put measures in place to keep the dogs secure, and no further attacks have occurred. There are multiple families at this stop, and we would like to see if it can be reinstated.

Thanks,
Golreez



TRAFFIX BOARD OF DIRECTORS

Monday, September 16, 2024

V. Consent Calendar

A. Approve the Summary of
Actions from the July 15, 2024
Board of Directors meeting



MEASURE J TRAFFIC CONGESTION RELIEF AGENCY

BOARD OF DIRECTORS

Meeting Agenda

Monday, July 15, 2024

3:00 PM

District II Supervisor's Office

**309 Diablo Road
Danville, CA 94526**

Written public comment may be submitted in advance of the meeting via email to admin@ridetraffic.com.

Please indicate in your email the agenda item to which your comment applies. Comments submitted before the meeting will be provided to the TRAFFIX Board of Directors before or during the meeting. Please submit public comments as soon as possible so that they can be provided to the TRAFFIX Board of Directors before, and, as feasible, during the meeting.

Any document provided to a majority of the members of the Measure J Traffic Congestion Relief Agency (TRAFFIX) Board of Directors regarding any item on this agenda will be made available for public inspection at the meeting. Members of the public may arrange to view documents after the meeting by calling the TRAFFIX Administrative Coordinator at 925-973-2649 during normal business hours.

I. Call to Order – Director Andersen called the meeting to order at 3:05pm.

II. Roll Call - Director Andersen asked Kellie Fahey to conduct roll call.

Present: Director Andersen, (Contra Costa County Supervisor), Director Bratt (SRVUSD), Rachel Hurd (SRVUSD), Director Karen Stepper, (Danville), Director Newell Arnerich (Danville), Director Scott Perkins (City of San Ramon), Chris Weeks (San Ramon), Robert Sarmiento (Contra Costa County), Michael Conneran (TRAFFIX attorney), Henry Cooper (First Student) and Kellie Fahey (Administrative Coordinator)

Absent: Director Marisol Rubio (City of San Ramon)

III. Public Comment – no public comment.

IV. Order of Agenda – No Changes

V. Consent Calendar

- a. **Approve** the Summary of Actions from the May 20, 2024 Board of Directors meeting

Motion to approve Director Stepper, Second Director Hurd

Motion Passes 6-0

VI. Reports and Presentations

- a. **Receive** update from the Administrative Coordinator on Pass Sales, Operations, Marketing, and Outreach

Ms. Fahey reported that as of July 15, 2024, 913 bus passes had been purchased. By comparison, 887 passes were sold by this time last year. Of the passes sold this year, 42 are waivers issued by the school district, including three for new students. In the 2023/24 school year, a total of 76 waivers were issued. Students who qualified for a waiver during the 2023/24 school year are automatically eligible to receive one for the 2024/25 school year.

The RFP (Request for Proposal) for a new bus vendor is currently underway. A pre-consultation meeting was held at the City of San Ramon offices, with six vendors in attendance. On July 2, 2024, according to the RFP schedule, TRAFFIX received questions from six vendors, totaling 46 questions. These were addressed in the first addendum, posted on the City of San Ramon website on July 10, 2024. Vendors were contacted and directed to review the questions on the website. Bids are due by August 5, 2024, and will be presented at the Board of Directors meeting on September 16, 2024.

As part of outreach efforts, the winner of the Bus Pass design contest was awarded their prize, along with a certificate, in the rotunda of the City of San Ramon. TRAFFIX also participated in the Fourth of July parade in Danville, where 32 volunteers rode the bus. They waved flags from the windows, and the bus was decorated with holiday banners.

Marketing efforts continued throughout the summer. Direct mailers and emails were sent to students registered along the new route in San Ramon, which serves Coyote Creek Elementary School and California High School. Additional direct mailings will be sent to low-ridership routes. Furthermore, TRAFFIX information will be shared with the principals of these two schools to include in their newsletters. Social media campaigns will promote the TRAFFIX program, and "welcome back" emails will be sent

via Constant Contact. All school marquees will also display notifications about TRAFFIX.

Two tabling events have been scheduled before the start of the school year—one at the Country Club and another at Neil Armstrong—to have a presence at registration.

The mid-year route review, which occurs every July, received a total of four requests this year. Two requests were granted, resulting in the addition of bus stops on the Los Cerros and Green Valley routes. However, two other requests to restore stops on the old CC14 route could not be accommodated.

b. Receive First Student Location Manager Report

Mr. Cooper reported that First Student has a full complement of drivers and buses for the 2024/25 school year. July 31 the bidding process starts for drivers choosing routes for the 2024/25 school year. In August, dry runs will be conducted on all the routes.

VII. Old Business

a. Receive results of the Customer Service Survey for the 2023/24 school year

The customer service survey was distributed four times, with a total of 43 participants providing feedback. The responses were mostly positive. Some participants requested additional services and extra support for the 7th period.

b. Review School Year 2024/25 TRAFFIX Roster

The roster was updated, and all Board members requested to have their cell phones placed back onto the roster.

VIII. New Business

a. Review and Approve investment of TRAFFIX reserve funds into a Money Market account

Chris Weeks reported that, based on a recommendation from the TRAFFIX Accountant (JJACPA), TAG met with Mechanics Bank to discuss options for investing the reserve funds. Mechanics Bank offered a higher interest rate than the LAIF account. The Board questioned the safety and insurable of a money market account with Mechanics Bank. Director Arnerich stated that the taxpayer money needs to be invested by government-backed funds. A LAIF account is safe, and the Program will not lose money.

The motion was denied as the Board collectively agreed that the reserve money would be more safely invested in a government LAIF account. All money in the account, except \$460,000 - \$500,000, will remain in the checking account for operating expenses. Alternatively, part of the money could be invested into a CD if the interest rate is at a good rate.

b. Consider new bus pass fares for first-grade students who have a modified class schedule

Ms. Fahey requested that the Board approve a lower fare for the first-grade students based on their inability to ride round trip.

Motion to approve Director Arnerich, Second Director Hurd

Motion Passes 6-0

IX. Adjournment: The next scheduled meeting is Monday, September 16, 2024, 3:30PM, at the District II Supervisor's office, 309 Diablo Rd., Danville, CA 94526.

CERTIFICATION

I hereby certify that the foregoing agenda was posted at 309 Diablo Rd., Danville, CA 72 hours in advance of the noted meeting.

Candace Andersen
District II Supervisors Office

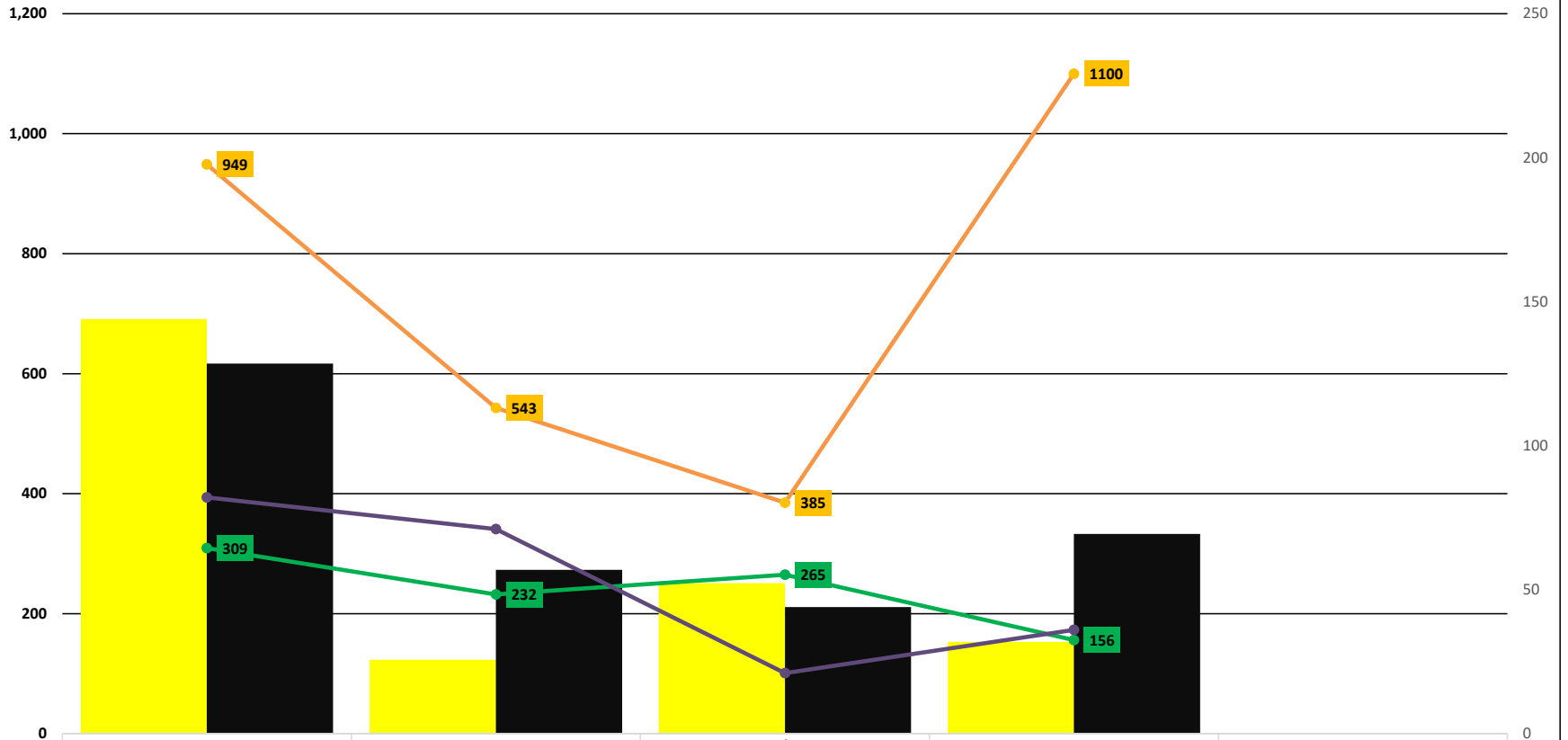


TRAFFIX BOARD OF DIRECTORS

Monday, September 16, 2024

VI. Reports and Presentations

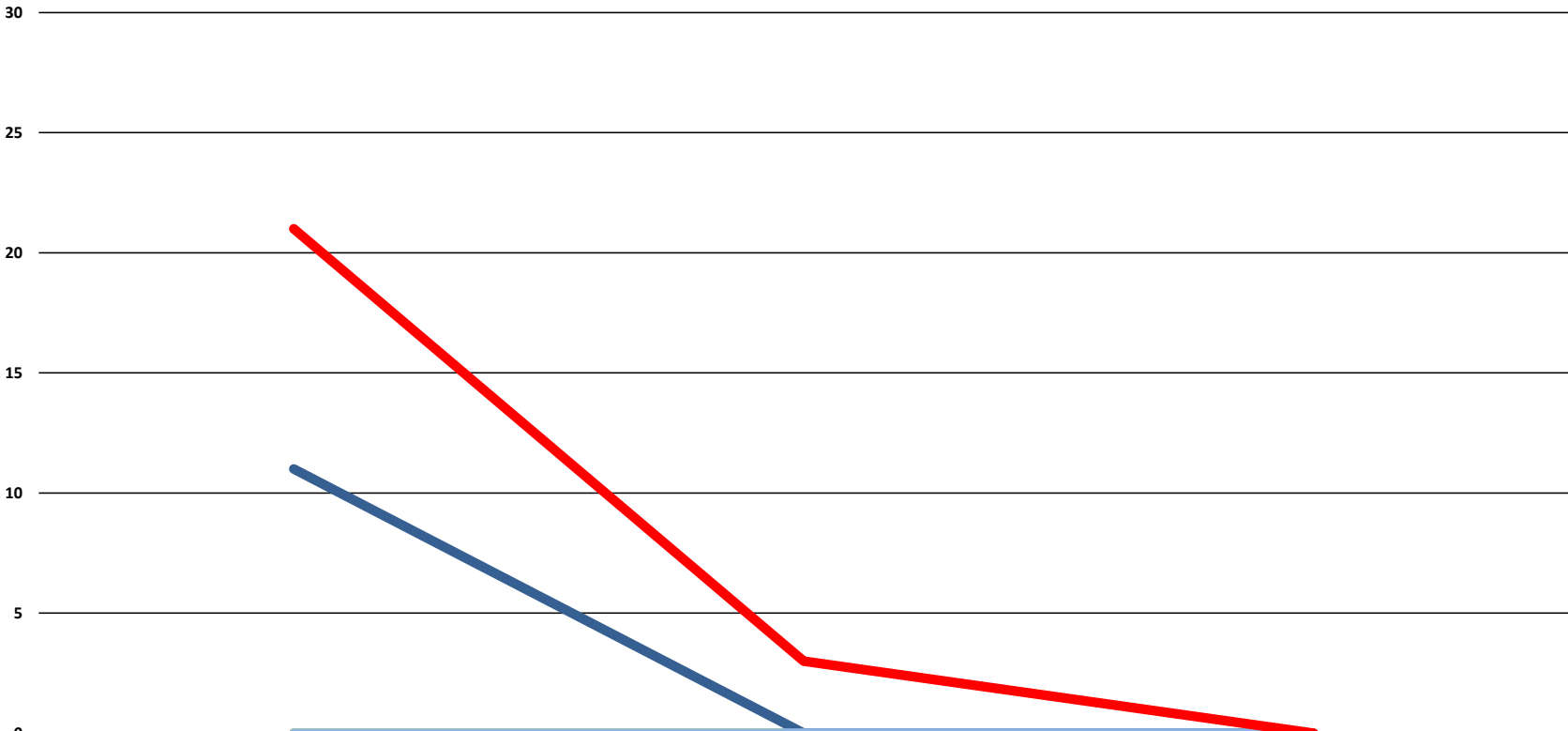
SY 23/24 v SY 24/25 Traffic Pass Sales & Outreach



■ SY 23/24 Passes Sold	691	123	251	153	1,218
■ SY 24/25 Passes Sold	617	273	211	333	1,434
● SY 23/24 Phone Call Activity	309	232	265	156	962
● SY 23/24 Email Activity	949	543	385	1100	2,977
● SY 24/25 Refunds	82	71	21	36	210

■ SY 23/24 Passes Sold
 ■ SY 24/25 Passes Sold
 ● SY 23/24 Phone Call Activity
 ● SY 23/24 Email Activity
 ● SY 24/25 Refunds

First Student Operations Report



	May 2024	June 2024	July 2024
Driver Reported Incidents	0	0	0
Combined Buses	11	0	0
Late Bus/ Liquidated Damages	0	0	0
Number of Operat Days	21	3	0
Number of Runs	1,638	234	0



TRAFFIX BOARD OF DIRECTORS

Monday, September 16, 2024

VII. Old Business

Adopt a resolution to open a LAIF account and **authorize** the Chair of the Board of Directors to sign the resolution



DATE: September 16, 2024
TO: TRAFFIX Board of Directors
FROM: TRAFFIX Technical Advisory Group
SUBJECT: **Item VII B. – Adopt** a resolution to open a LAIF account and **authorize** the Chair of the Board of Directors to sign the resolution

Background:

At its meeting on July 15, 2024, the TRAFFIX Board of Directors (BOD) directed the TRAFFIX Technical Advisory Group (TAG) to invest TRAFFIX reserve funds into a government-backed Local Agency Investment Fund (LAIF) account.

Discussion:

As a requirement to open a new LAIF account, TRAFFIX must submit a Board resolution.

Recommendation:

TAG recommends that the BOD approve the resolution to open a LAIF account and authorize the Chair of the Board of Directors to sign the resolution.

ATTACHMENT

ATTACHMENT – Draft Resolution 2024-4 authorizing Investment in the local agency investment fund account



TRAFFIX BOARD OF DIRECTORS

Monday, September 16, 2024

VIII. New Business

- A. **Review and Approve** the addition of Iron Horse Middle School students to the new California High School Bus routes (CA17A)
- B. **Receive** update on request for proposal process for student transportation services for TRAFFIX; **approve** recommended student transportation services provider, student transportation services contract term, and bus fleet type; and **direct** the TRAFFIX Technical Advisory Group and TRAFFIX Legal Counsel to initiate contract negotiations with the selected student transportation services provider



DATE: September 16, 2024

TO: TRAFFIX Board of Directors

FROM: TRAFFIX Technical Advisory Group

SUBJECT: **Item VI B. - a. Review and Approve** the addition of Iron Horse Middle School students to the new California High School Bus route (CA17A)

Background

For the 2024-25 school year, a new bus route (CA17A) serving the eastern side of San Ramon was added to serve California High School. The CA17A bus route currently has a total ridership of 17 students, with 37 seats available. The TRAFFIX Board asked the TRAFFIX Technical Advisory Group (TAG) of Directors to evaluate and recommend whether Iron Horse Middle School students could be served by this route alongside Cal High students.

Discussion

Iron Horse Middle School (IHMS) is not currently part of the TRAFFIX Program. However, the first five stops of the CA17A route could potentially serve IHMS students who live in the area, and the sixth stop on the route would serve as their drop-off, since it's adjacent to the IHMS at Alcosta Boulevard and Woodland Drive.

Upon evaluation of the California High School and Iron Horse Middle School bell schedules, it was determined that:

- The schools have quite varied afternoon schedules that cannot accommodate serving students from both schools on the same bus.
- The schools' morning schedules are such that the bus can accommodate students from both schools with on-time drop-offs for four days each week.
- Wednesday mornings would need to be excluded for Iron Horse students due to the bell schedule conflicts on that day of the week.

It was further discussed that:

- Morning service should be provided to a maximum of 15 Iron Horse Middle School students at a reduced fare to hold space for additional Cal High students.
- Since TRAFFIX typically does not mix high school and middle school students on the same buses, the first four rows on the bus should be reserved only for middle school students.

This program will operate on a trial basis for the 2024-25 school year. TAG will provide updates on the performance of this program to the TRAFFIX Board.

SRVUSD staff and leaders were consulted and agreed to support the below recommendation.

Recommendation

TAG recommends that the TRAFFIX Board of Directors approve the addition of up to 15 Iron Horse Middle School students to the CA17A TRAFFIX bus route, on a trial basis for the 2024-25 school year. The bus pass fare for these middle school students will be calculated at a daily rate of \$1.57, prorated for the actual number of days on the calendar that IHMS will be served, and depending on when the service begins.

DATE: September 16, 2024

TO: TRAFFIX Board of Directors

FROM: TRAFFIX Technical Advisory Group

SUBJECT: **Item VII.H – Receive update on request for proposal process for student transportation services for TRAFFIX; approve recommended student transportation services provider, student transportation services contract term, and bus fleet type; and direct the TRAFFIX Technical Advisory Group and TRAFFIX Legal Counsel to initiate contract negotiations with the selected student transportation services provider**

BACKGROUND

First Student, Inc. (“First Student”) has furnished student transportation contract services for TRAFFIX since the program’s inception in 2009. TRAFFIX’s latest contract with First Student ran through June 30, 2024 and allowed for three one-year extensions.

When TRAFFIX held discussions with First Student about a potential new multi-year contract in 2023, First Student stated that the daily bus rate would increase by about 40% in the new contract. TRAFFIX would subsequently have to raise pass fare rates, which would impact TRAFFIX ridership and ultimately be unsustainable for the TRAFFIX program. Therefore, at its May 2024 meeting, the TRAFFIX Board of Directors (BOD) directed the TRAFFIX Technical Advisory Group (TAG) to release a Request for Proposals (RFP) to procure a school bus operator that would provide student transportation services at a more manageable cost for the program. In the meantime, the TRAFFIX BOD executed a one-year extension of the current contract with First Student to continue providing student transportation services to the TRAFFIX program through June 30, 2025 while TRAFFIX went through the RFP process. Table 1 provides a summary of the recent rates and proposed rates from First Student prior to the release of the RFP.

Table 1 – Recent Daily Rates for School Transportation Services from First Student

Scenario	Daily Rate
Current contract with First Student, FY 23/24	\$661.82
Current contract with First Student, one-year extension for FY 24/25	\$855.73
Rate quoted for FY 24/25 by First Student in 2023, reflecting 40% daily rate increase over FY 23/24 daily rate	\$926.55

DISCUSSION

On June 11, 2024, TRAFFIX released the RFP, with a submission deadline of Monday, August 5, at 4:00 p.m. A pre-proposal conference was held at the City of San Ramon on Tuesday, June 25, 2025, which was attended by representatives of five (5) student transportation service providers. Subsequently, Addendum No. 1 to the RFP was released to respond to

questions received and clarifications requested for the RFP. Ultimately, the following three student transportation companies submitted proposals:

- Student Transportation of America (“STA”), located in Goleta, CA,
- Zum Services, (“Zum”), located in Redwood City, CA, and
- First Student, located in City of Industry, CA.

The RFP consisted of a technical response component and a cost proposal for an all-new bus fleet or a blended bus fleet for three- or five-year periods, ending on either June 30, 2028 or June 30, 2030, respectively. Based on the scoring criteria indicated in the RFP, each proposal could score a maximum of one hundred (100) points, consisting of sixty (60) points for the technical response and forty (40) points for the cost proposal.

Technical Response

The technical response component of the proposal consisted of responses to questions related to various aspects of the company’s background and proposed approach to providing school transportation services for the TRAFFIX program, including company qualifications and experience, service approach, commitment to safety, vehicle and fleet management, and staffing.

The process for TAG’s evaluation of the technical responses began with each TAG member independently reviewing and rating each proposal's technical response. Once this part of the process was completed, TAG met to discuss their independent ratings and compile them in one spreadsheet to calculate an average technical response score for each proposal. For many of the categories, the average scoring was mostly consistent across the three companies. Of note, the following categories had a more significant differential in average scoring:

- **Proponent's Commitment to Safety:** First Student scored the maximum number of points available, at 15, STA scored an average of 14, and Zum an average of 13.25.
- **Vehicles & Fleet Management:** Zum scored the maximum number of points available, at 5, STA scored an average of 4.25, and First Student an average of 4.
- **Transition Plan:** Both First Student and Zum scored the maximum number of points available, at 5, and STA scored an average of 4.25.

TAG’s evaluation of the technical responses resulted in First Student obtaining the highest average score at 58.75 points, followed by Zum at 56.75 points, and then STA at 56 points.

Cost Proposals

All three proposals included a cost proposal for a five-year term with all-new buses. For this contract term and bus fleet type, First Student’s cost proposal was the lowest price, followed by Zum, and then STA. The scoring for the cost proposal component of the RFP is based on this contract term and bus fleet type. A breakdown of the cost proposal under this term and the calculation of the cost proposal score for each company can be found in Attachment A.

First Student and STA also provided a cost proposal for a five-year term with a blended bus fleet. First Student’s cost proposal was the lower price, followed by STA. First Student’s blended bus fleet cost proposal was the lowest-priced proposal for a five-year term of any bus fleet type. A breakdown of the cost proposal with this bus fleet type for both companies can be found in

Attachment B.

Only one company, STA, provided a cost proposal for a five-year term with all-new electric vehicle buses. A breakdown of STA’s cost proposal with this bus fleet type can be found in Attachment C.

First Student and Zum provided cost proposals for a three-year term with all-new buses. First Student’s cost proposal was the lowest price, followed by Zum. First Student’s annual cost in this scenario is the same as the first three years of its five-year proposal with all-new buses. A breakdown of First Student and Zum’s cost proposal under this contract term can be found in Attachment D.

Finally, First Student provided a cost proposal for a three-year term with a blended fleet. First Student’s annual cost in this scenario is the same as the first three years of its five-year proposal with a blended bus fleet. A breakdown of First Student’s cost proposal under this contract term can be found in Attachment E.

Scoring Results

The scoring results from the evaluation of the technical responses and the cost proposals for all three proposals are summarized in Table 2 below.

Table 2 - Proposal Evaluation Summary

Company	Technical Proposal Score (60 points available) *	Cost Proposal Score (40 points available) **	Total Score
STA	56	30	86
ZUM	56.75	34	90.75
First Student	58.75	40.0	98.75

*Based on the average score of the four evaluators on the TAG.

** The Cost Proposal Score is based on the cost proposal for a five-year term with all-new buses, which all three companies provided. The lowest cost proponent will receive the maximum available points. Other proponents will receive points inversely proportional to its percentage increase above the lowest proposed cost, multiplied by a factor of two (2).

First Student ranked first with 98.75 points, followed by Zum (90.75), then finally, STA (86). Due to the substantial difference in total scores among the proposers, TRAFFIX TAG did not conduct in-person interviews with the three student transportation companies.

TAG Recommendation on Proposals

Based on its evaluation of the proposals, TAG recommends that the BOD select **First Student** to provide school transportation services for the TRAFFIX program for a **five-year term** starting in on July 1, 2025, and ending on June 30, 2030. A five-year term will:

- lock in an annual daily rate over a longer time period,
- eliminate susceptibility to any substantial student transportation service cost increases in three years, and
- extend the time period before TRAFFIX has to undertake another student transportation services contract renewal or RFP process.

Since First Student’s proposal includes both all-new bus fleet and blended bus fleet options, TAG is seeking BOD input and approval on the type of bus fleet that First Student should deploy for the duration of the contract. An all-new bus fleet will immediately deploy buses with improved capabilities, such as air conditioning, additional cameras, and other state-of-

the-art bus technologies, at the start of the new contract. In the blended bus fleet scenario, new buses with improved capabilities will replace buses in the current fleet as they are phased out starting in Year Two of the contract in order to meet the five-year maximum average bus fleet age requirement. First Student currently deploys 26 regular TRAFFIX buses that were put into service in 2020 and two TRAFFIX buses with the improved capabilities that were put into service in 2023. A blended bus fleet reduces First Student's total five-year operational cost by \$2,119,694.40.¹

STA's cost proposal for an all-electric vehicle bus fleet was substantially higher compared to First Student's proposals, making the proposal cost prohibitive. Despite Zum having extensive experience in planning and securing funding for transition to zero-emission electric vehicles, it did not provide a zero-emissions vehicle pricing option in its proposal, but instead included a pledge to support any TRAFFIX interest in applying for electric vehicle bus-related grant funding. TAG recommends that the BOD consider directing TAG to seek grant funding opportunities for transition planning to zero-emission vehicles and the acquisition of zero-emission buses and associated infrastructure with First Student in the future.

If directed by the BOD, TAG and TRAFFIX Legal Counsel will proceed with contract negotiations with First Student for TRAFFIX Student Transportation Services, which would commence on July 1, 2025.

RECOMMENDATION

The TAG recommends that the BOD take the following actions:

- approve the selection of First Student to provide school transportation services for the TRAFFIX program for a five-year term from July 1, 2025 through June 30, 2030,
- approve the bus fleet type to be deployed by First Student for the duration of the contract, and
- direct TRAFFIX TAG and Legal Counsel to initiate contract negotiations with First Student.

ATTACHMENTS

Attachment A – Cost Breakdown and Scoring for All-New Buses – Five (5) Year Term

Attachment B – Cost Breakdown for Blended Bus Fleet – Five (5) Year Term

Attachment C – Cost Breakdown for All-New Electric Vehicle Buses - Five (5) Year Term

Attachment D – Cost Breakdown for All-New Buses – Three (3) Year Term

Attachment E – Cost Breakdown for Blended Bus Fleet – Three (3) Year Term

¹ The \$2,119,694.40 amount is the cost difference between the total five-year First Student operational costs for all-new bus fleet versus a blended bus fleet, as indicated in Attachment A and Attachment B, respectively.

Attachment A – Cost Breakdown and Scoring for All-New Buses – Five (5) Year Term

ALL-NEW BUSES - FIVE-YEAR TERM*					
Company	Cost	Percent of Lowest Bid	Percent over Lowest Bid	Percentage of Available Points (40)	Points (out of 40)
STA	\$24,491,376.00	112.62%	12.62%	74.76%	30
FS	\$21,746,448.00	100.00%	0.00%	100.00%	40
Zum	\$23,391,936.00	107.57%	7.57%	84.87%	34

ALL-NEW BUSES - FIVE-YEAR TERM					
Company	School Year	Term Per Day	# of Buses	# of School Days	Total Cost
STA	2025/26	\$1,026.00	24	180	\$4,432,320.00
	2026/27	\$1,077.30	24	180	\$4,653,936.00
	2027/28	\$1,131.17	24	180	\$4,886,654.40
	2028/29	\$1,187.72	24	180	\$5,130,950.40
	2029/30	\$1,247.11	24	180	\$5,387,515.20
	Five-Year Cost				
FS	2025/26	\$948.16	24	180	\$4,096,051.20
	2026/27	\$976.60	24	180	\$4,218,912.00
	2027/28	\$1,005.90	24	180	\$4,345,488.00
	2028/29	\$1,036.08	24	180	\$4,475,865.60
	2029/30	\$1,067.16	24	180	\$4,610,131.20
	Five-Year Cost				
Zum	2025/26	\$1,009.76	24	180	\$4,362,163.20
	2026/27	\$1,045.10	24	180	\$4,514,832.00
	2027/28	\$1,081.68	24	180	\$4,672,857.60
	2028/29	\$1,119.54	24	180	\$4,836,412.80
	2029/30	\$1,158.72	24	180	\$5,005,670.40
	Five-Year Cost				

*The lowest cost proponent will receive the maximum available points. Other proponents will receive points inversely proportional to its percentage increase above the lowest proposed cost, multiplied by a factor of two (2).

Attachment B – Cost Breakdown for Blended Bus Fleet – Five (5) Year Term

BLENDED BUS FLEET - FIVE-YEAR TERM			
Company	Cost	Percent of Lowest Bid	Percent over Lowest Bid
STA	\$24,491,376.00	124.79%	24.79%
FS	\$19,626,753.60	100.00%	0.00%

BLENDED BUS FLEET - FIVE-YEAR TERM					
Company	School Year	Term Per Day	# of Buses	# of School Days	Total Cost
STA	2025/26	\$1,026.00	24	180	\$4,432,320.00
	2026/27	\$1,077.30	24	180	\$4,653,936.00
	2027/28	\$1,131.17	24	180	\$4,886,654.40
	2028/29	\$1,187.72	24	180	\$5,130,950.40
	2029/30	\$1,247.11	24	180	\$5,387,515.20
	Five-Year Cost				
FS	2025/26	\$855.74	24	180	\$3,696,796.80
	2026/27	\$881.41	24	180	\$3,807,691.20
	2027/28	\$907.85	24	180	\$3,921,912.00
	2028/29	\$935.09	24	180	\$4,039,588.80
	2029/30	\$963.14	24	180	\$4,160,764.80
	Five-Year Cost				

Attachment C – Cost Breakdown for All-New Electric Vehicle Buses - Five (5) Year Term

ALL-NEW ELECTRIC VEHICLE BUSES - FIVE-YEAR TERM					
Company	School Year	Term Per Day	# of Buses	# of School Days	Total Cost
STA	2025/26	\$1,325.25	24	180	\$5,725,080.00
	2026/27	\$1,391.51	24	180	\$6,011,323.20
	2027/28	\$1,461.09	24	180	\$6,311,908.80
	2028/29	\$1,534.14	24	180	\$6,627,484.80
	2029/30	\$1,610.85	24	180	\$6,958,872.00
	Five-Year Cost				

Attachment D – Cost Breakdown for All-New Buses – Three (3) Year Term

ALL-NEW BUSES - THREE-YEAR TERM			
Company	Cost	Percent of Lowest Bid	Percent over Lowest Bid
STA	N/A	N/A	N/A
FS	\$12,660,451.20	100.00%	0.00%
Zum	\$13,751,726.40	108.62%	8.62%

ALL-NEW BUSES - THREE-YEAR TERM					
Company	School Year	Term Per Day	# of Buses	# of School Days	Total Cost
FS	2025/26	\$948.16	24	180	\$4,096,051.20
	2026/27	\$976.60	24	180	\$4,218,912.00
	2027/28	\$1,005.90	24	180	\$4,345,488.00
	Three-Year Cost				\$12,660,451.20
Company	School Year	Term Per Day	# of Buses	# of School Days	Total Cost
Zum	2025/26	\$1,009.76	24	180	\$4,362,163.20
	2026/27	\$1,060.25	24	180	\$4,580,280.00
	2027/28	\$1,113.26	24	180	\$4,809,283.20
	Three-Year Cost				\$13,751,726.40

Attachment E – Cost Breakdown for Blended Bus Fleet – Three (3) Year Term

BLENDED BUS FLEET - THREE-YEAR TERM					
Company	School Year	Term Per Day	# of Buses	# of School Days	Total Cost
FS	2025/26	\$855.74	24	180	\$3,696,796.80
	2026/27	\$881.41	24	180	\$3,807,691.20
	2027/28	\$907.85	24	180	\$3,921,912.00
	Three-Year Cost				\$11,426,400.00



TRAFFIX BOARD OF DIRECTORS

Monday, September 16, 2024

IX. Adjournment

The next meeting is Monday,
November 18, 2024, 3:30 pm, at the
District II Supervisor's office, 309 Diablo
Rd., Danville, CA, 94526