service until the Amtrak director of contract bus operations approves the driver for Amtrak service.

6. The Contractor will follow-up with written documentation of the accident and any drug test.

7. The Contractor, its employees, or agents shall not provide information to third parties without the written approval of Amtrak or its designated representative, other than as required by police investigation, by a government transportation authority with jurisdiction, or as required by law.

LDS - $1000.00 will be assessed against the contractor for failure to comply with item T (7). Amtrak officials with the authority to approve the release of information include the Amtrak director of contract bus operations, the Amtrak manager of bus operations, the Amtrak claims manager, or another officer designated in writing by one of the above personnel.

U. Failure to Provide Services:

If for any reason the Contractor fails to provide the scheduled services, or other services committed, except in the case of weather-related service disruptions beyond the control of the Contractor, Amtrak will remedy the situation at the Contractor's cost, and the Contractor will forfeit daily pay for the affected service.

The Contractor will be afforded the opportunity to resolve the problem or situation within a reasonable timeframe consistent with the well-being of Amtrak passengers and their need to make connections. Amtrak will not permit Amtrak's service to be disrupted or passengers inconvenienced for more time than is absolutely necessary. Amtrak will make every effort to provide alternate services at the least possible cost to the Contractor consistent with time constraints.

Acceptable time constraints will be at the sole discretion of the Amtrak director of contract bus operations or his designated representatives.

Alternate services procured by Amtrak under this provision in lieu of the Contractor's services will be subtracted from subsequent contractor payments.

V. Accident/Incident Investigations:

On request from Amtrak or Caltrans, the Contractor will investigate incidents or other passenger-related problems, and provide written documentation of the results and actions taken to correct or resolve the problem. This is to include a direct written response, within ten (10) days of notice to Contractor, to passengers who have written with complaints or compliments. A copy of the response will be sent to Amtrak's director of contract bus operations.

W. Requests and Provision of Information:
Any and all information related to this contracted service, which is provided or sent by the Contractor, their employee or representative to Caltrans or any other governmental agency will be automatically copied to Amtrak's director of contract bus operations.

X. Sole Discretion:
Compliance with all of the above conditions shall be determined at the sole discretion of Amtrak and Caltrans.

1. Failure to provide equipment, management, dispatching or drivers meeting the minimum requirements as set forth above, shall be considered unsatisfactory service and shall be justification for contract default.

2. The standards described herein are the minimum acceptable standards of equipment, behavior and performance.

3. Amtrak and Caltrans reserve the right to reject specific buses or drivers from Amtrak Thruway Bus service for any reason or cause as determined by Amtrak or Caltrans for not meeting the standards described herein, at its sole discretion.

4. The final decision will be the sole discretion of Amtrak's director of contract bus operations.

5. Amtrak management will confirm in writing each rejection of a bus or driver.

Y. Fuel Adjustment Provision: Refer to Attachment E.

Z. Drug and Alcohol Compliance Program:
Any Contractor performing an hours-of-service function or operating a qualifying commercial vehicle on behalf of Amtrak must implement and maintain an employee drug and alcohol-testing program that complies with Federal regulatory requirements.

Contractor's drug and alcohol compliance program shall include prohibitions on the use of drugs and alcohol, as well as pre-employment, random, for-cause, reasonable-suspicion, return-to-duty, post-accident, and follow-up drug and alcohol testing, in accordance with FRA, FHWA, and Contractor's own company policy and testing procedures. Amtrak reserves the right to audit Contractor's compliance with this Section.

AA. Amtrak Customer Service Center:

The Amtrak Customer Service Center, as it is sometimes referred to in Section I, is commonly referred to as Amtrak Operations, and provides support from two locations.

1. Oakland Operations Center (Oakland OPS) is generally open daily 5:00am-12:30am Pacific time (subject to change). Calls roll-over to CNOC when the operations center is closed.

2. Consolidated National Operations Center (CNOC) in Wilmington, Delaware (Eastern time) is open 24 hours. It handles Contractor and driver calls when the Oakland Operations Center is closed.

3. Changes in the organization, hours, phone or radio contacts will be communicated as required to the Contractor and drivers by Amtrak prior to implementation.

4. Operations phone numbers are for internal use only. Drivers and Contractors are prohibited from giving Operations Center phone numbers to customers, unless specifically requested by an operations manager for a specific circumstance.

5. Driver and Contractors should contact the Operations Center when they have a customer problem which the driver cannot resolve through standard procedures, to advise Amtrak of operational problems, or a call is required as part of this performance specification.

AB. Amtrak Reservation Sales Call Centers:

Amtrak Reservation Sales Call Centers (RSCC) provide direct service to passengers.

1. Riverside RSCC and Philadelphia RSCC provide 24-hour customer service at 1-800-USA-RAIL (1-800-872-7245). Calls are automatically routed to either location based on hours of service and phone traffic.

2. RSCCs provide schedules, fares, baggage, operational status and policy information. They also book reservations and special services for passengers.

3. Amtrak employees from a Reservation Center will occasionally call the Contractor's dispatcher or manager for information on the operation of a schedule. This is generally done when a driver has not called information into Operations and service is overdue. Contractor's employees will courteously assist Amtrak agents in gathering information and solving passenger problems.

4. Drivers may refer a passenger to the 1-800-USA-RAIL (1-800-872-7245) number as a future resource.

5.

AC. Modifications to Specifications:

Amtrak must specifically approve, in writing, any modifications or exceptions to the provisions contained in these specifications in advance of implementation.

End of Attachment A: Section I

ATTACHMENT A

STATEMENT OF WORK
THRUWAY BUS PERFORMANCE REQUIREMENTS

Amtrak California Thruway Bus System

RFP for Routes 1, 4, 9, 12 and 19
July 2011

SECTION II: Paint, Wheelchair-lift and Seating Diagrams:

A. All front-line buses required for this service will be painted or wrapped in Amtrak California Thruway colors. Second-line buses will remain in Contractor colors, unless a separate agreement in writing is made between Amtrak and the Contractor.

1. Refer to ATTACHMENT A, SECTION I, item L for specifics.

2. See page 2, for Amtrak California Blue/Gold paint diagram. This is a generic example. The final paint scheme will depend on the model of bus to which it is applied. Contractor will consult with Amtrak prior to painting the bus.

B. All buses in regular front-line service are required to have a wheelchair lift that meets all ADA standards.

1. Refer to ATTACHMENT A, SECTION I, item J for specifics.

2. No wheelchair-lift specification is attached to this specification due to the variety of models. Contractor will consult with Amtrak prior to installation of the wheelchair-lift.

C. All buses in regular front-line service are required to have seating spaced for the comfort of passengers.

1. Refer to ATTACHMENT A, SECTION I, item K, 1 for specifics.

2. No seat diagram is attached to this specification due to the variety of bus models and capacities. Contractor will consult with Amtrak prior to seat re-spacing.

Page reserved for painting diagram

End of Attachment A: Section II

ATTACHMENT A

STATEMENT OF WORK
THRUWAY BUS PERFORMANCE REQUIREMENTS

Amtrak California Thruway Bus System

RFP for Routes 1, 4, 9, 12 and 19
July 2011

SECTION III: Driver Uniform, Grooming and Hygiene Standards:

All drivers in Amtrak Thruway Service have extensive contact with passengers, and thus represent Amtrak by their appearance as well as their actions. Accordingly, drivers shall meet the following requirements so as to create a favorable image for Amtrak. Exceptions to these specifications will be made in writing on an individual basis by the Amtrak director of contract bus operations.

A. Each driver shall be neat, clean and capable.

B. Drivers shall refrain from using tobacco while driving in Amtrak Thruway bus service, or in proximity of the bus when parked at an Amtrak station facility. Drivers shall take smoking breaks only at designated and authorized stops; drivers must not smoke within 50 feet of any bus.

C. Each driver shall be dressed in such a way as to present a neat and professional appearance.

1. If the Contractor has a prescribed uniform, then that uniform will be required in Amtrak Thruway service.

2. In the event that there is no company uniform, Amtrak shall require that the employee comply with the dress code standards below.

   a. The substitute uniform shall be dark blue (navy) in color, consisting pants, jacket and optional vest.

   b. Shirts must be a solid white or light blue in color. Short or long sleeve shirts are optional, but long sleeve shirts must be buttoned at all times. Shirttails must be neatly tucked in.

   c. Neckties shall be solid blue or red color.

d. Drivers shall wear a black belt, or solid red or blue-colored suspenders.

e. Well-polished black or navy blue shoes are required. Socks shall be black or dark blue only.

f. Women employees may wear pants or a dark blue skirt mid-knee to mid-calf in length. Shoes must be black or dark blue in color, with heels not to exceed 1.5 inches. Should drivers wear hose with a skirt, it will be conservative in color (no fancy or ornate stockings)

D. Uniform hats are optional. Drivers may wear company uniform hats if desired. Baseball caps or western-type hats are prohibited, except for baseball style caps marked Amtrak or with the Contractor logo.

E. On days when the temperature is 75 degrees or more, drivers may perform their duties without uniform coats or jackets.

F. Acceptable storm or rain gear will be of white or highway yellow, black or blue. Raincoats may have reflective stripes.

G. All driver identification shall meet Amtrak/Caltrans standards.

1. Each driver shall wear a nametag on a coat, shirt or blouse, so that it is visible at all times to customers. Lettering on nametags must be at least 1/4 inch high.

2. It is permissible for employees to wear one Amtrak logo pin and one Contractor lapel pin. Drivers may substitute either of these with one of the following - a small enameled American flag, union affiliation or years of service pin.

3. Non-Amtrak or non-Contractor pins, badges, stickers, etc. are prohibited. Items designating an affiliation or alliance to any political, religious or controversial organization may not be worn.

H. It is the policy of Amtrak that Contractor employees who have contact with the public be appropriately groomed so as to create a favorable image for the corporation. Accordingly, the personal grooming policy for bus drivers in Amtrak service shall be as follows:

1. Personal Hygiene - Employees must maintain high standards of personal cleanliness, making every effort to avoid offense in contact with passengers and other employees. Teeth, hair, nails must receive regular and thorough care; nails are not to exceed medium length.

2. Scents - lotions, deodorants and colognes/perfumes are to be used very conservatively, minimizing possible effects upon passengers especially prone to olfactory influence and/or motion sickness.

I. Hair and scalp shall be clean, and worn in a style that contributes to a well-groomed appearance and eliminates any safety hazard. Hair color must look natural. Hair may not be worn in spikes, ponytails or punk rock styles.

1. Female Hair: Extreme bouffants are not permitted. Hair must not be worn long or loose. Specifically, if hair is shoulder length or longer, it must be secured so that it does not hang below the shoulder.

2. Male Hair: Must be neatly trimmed and present a well-groomed appearance.

b. Hair must not extend below the ear in line of sight from a front view, or extend downward on the back of the head to beyond the top of the shirt collar. Hair shall not extend beyond two inches from the head.

c. Sideburns may not be worn lower than the bottom of the ear lobe and must be of uniform width throughout their length. They must be neatly trimmed and maintained to avoid the appearance of being bushy.

d. Drivers will be clean-shaven at all times, with an exception for beards or mustaches maintained as follows:

1. Mustaches must be neatly clipped and well maintained. Handlebar, wax-twisted, or false mustaches are not acceptable.

2. Beards may be worn if they are neatly clipped and well maintained so as to avoid the appearance of being long or bushy. Beards may not extend more than one and one half inches from the face

J. Use of Makeup: Drivers who use makeup must apply it to give a natural appearance. Heavy makeup must not be worn; foundation should blend with the color of the skin. Eye shadow, mascara, eyeliner and lipstick should be applied conservatively.

K. Drivers having tattoo(s) must take appropriate action when on duty to insure that their tattoo(s) are not visible to the public.

L. Jewelry: Two finger rings of conservative size (not a protruding design or with a protruding stone) may be worn. A watch may be also worn with the uniform. Small button type or small loop earrings in a gold, red, white or navy blue tone may be worn, if they are no larger than a nickel. Only one earring per ear is permitted.

M. Amtrak reserves the right to restrict from Amtrak service those Contractor employees who do not meet driver standards.

N. Exceptions to specifications above must be approved in writing by Amtrak's director or manager of bus operations.

End of Attachment A: Section III

ATTACHMENT A

STATEMENT OF WORK
THRUWAY BUS PERFORMANCE REQUIREMENTS

Amtrak California Thruway Bus System

RFP for Routes 1, 4, 9, 12 and 19
July 2011

SECTION IV: ADA and pre-trip Forms:

A. Motorcoach Inspection Form A
B. Motorcoach Inspection Form B

Each contractor will use these forms or their equivalent company standard to insure that the driver pre-trip inspection is complete and the bus is functional as required by the contract and all applicable state, federal and industry rules and regulations. Exceptions will be noted and reported for repair.

Amtrak Bus Drivers Vehicle Inspection Report – Form B

Bus # Bus Company: Location:

INTERIOR	OK	RP	N/A
DASH GAUGES/LIGHTS			
* HORNS			
* SEAT BELT			
* PARK BRAKE OPERATION			
MUSIC AND 2 WAY RADIO			
PA/VIDEO			
ENGINE BRAKE			
* LOW AIR BUZZER/LIGHT			
HEATER/DEFROSTER			
ALL LIGHTS			
SEATS			
1st AID KIT (IF EQUIP)			
* FIRE EXTINGUISHER			
* TEST EMERGENCY EXISTS			
RESTROOM FAN/LIGHT			
OVERHEAD RACKS			
EXTERIOR			
ENTRANCE DOOR			
REFLECTORS			
* ALL LIGHTS			
* GLASS			
WHEEL HUB OIL LEVEL			
FUEL TANK/CAP			
BODY DAMAGE			
* MIRRORS			
BACK UP ALARM			
BATTERY HOLD DOWN			
BATTERY WATER			
BATTERY CONNECTIONS			
SPARE BELTS/LAMPS			
* TRIANGLES/FLARES			
ENGINE COMPONENTS			
FLUID LEVELS			
* FUEL LINES			
* BELTS AND HOSES			
* EXHAUST LEAKS			
FAN CLUTCH OPERATION			
STEAM CLEAN			
CLUTCH ADJUSTMENT			

UNDERCARRIAGE	OK	RP	N/A
SHOCKS, BUSHINGS, BELLOWS			
* STEERING LINKAGE			
FRAME (CRACKS)			
* STEER BOX BOLTS			
* STEER FREE PLAY			
DRIVE LINE BOLTS/U-POINT			
* SWAP BAR AND BUSHINGS			
KING PIN WEAR			
* RADIUS ROD BUSHINGS			
BRAKES			
* CHAMBERS AND HOSES			
* TANK MOUNTS			
* BRAKE SPRINGS			
* WHEEL SEALS			
DRAIN AIR TANKS			
S-CAMS AND BUSHINGS			
AIR LEAKS			
Static - 2psi per MIN/MAX			
Applied - 3psi per MIN/MAX			
* TEST COVER VALVES			
* AIR GOVERNOR SETTING			
In 85 psi/Out 120 psi			
* BRAKE ADJUSTMENT			
LINING THICKNESS			
TIRES AND WHEELS			
* WHEELS AND LUGS			
TIRE PRESS. (105, 90, 86)			
* TIRE WEAR (FR-4/32; R-2/32)			
SYSTEM			
COMPRESSOR OIL			
BRUSHES			
LEAKS			
HOSE CONDITION			
ELECTRIC MOTORS			
CLEAN COILS			
CLEAN FILTERS			
FREON LEVEL			
WHEELCHAIR			
* LIFT OPERATION (CYCLE)			
HYDRAULIC LEAKS			
MOUNTINGS			
ALL SECUREMENT & RESTRAINTS			
INTERLOCKS/WARNINGS			

* Regulatory Requirements

MECHANIC

FOREMAN

DATE

Amtrak Bus Drivers Vehicle Inspection Report – Form B

BUS NO._____

END MILEAGE:_____ DATE_____

START MILEAGE:_____ TIME:_____

TOTAL MILEAGE:_____ LOCATION:_____

INSPECT ITEMS LISTED - IF DEFECTIVE, CIRCLE OR CHECK AND DESCRIBE IN REMARKS

__FLUID LEAKS
__OIL LEVEL
__RADIATOR COOLANT LEVEL
__TRANSMISSION
__BELTS
__BATTERIES
__LUGS-TIRES-WHEELS
__EXHAUST SYSTEM
__BODY DAMAGE
__FUEL
__ENGINE
__WINDSHIELD & SIDE GLASS
__SEATS-HANDRAILS-MOD. PANELS
__PASSENGER SUPPLIES
__DRIVER=S SEAT & BELT
__HORN
__EMERGENCY EQUIPMENT
__GAUGES, WARNING LIGHTS & BUZZERS
__WIPERS & WASHERS
__MIRRORS
__HEADLIGHTS-SIGNALS-FLASHERS
__AIR COMPRESSOR CUT IN/OUT
__APPLIED AIR LOSS
__STATIC AIR LOSS
__PARKING SERVICE-EMERGENCY BRAKE
__CLUTCH
__STEERING
__CLEANLINESS
__S.P.A.B. CERT
__PERMITS
__WHEELCHAIR LIFT (RUN THROUGH CYCLE)
__ALL W/C SECUREMENT AND RESTRAINT DEVICES
__A/C & HEATING
__EMERGENCY EXITS & DOORS

REMARKS_____

_____

_____

_____

NEXT A DUE_____

PRE TRIP INSPECTION	**POST TRIP INSPECTION**
Condition of vehicle is:	Condition of vehicle is:
____ Satisfactory	____ Satisfactory
____ Unsatisfactory	____ Unsatisfactory
Driver Signature_____	Driver Signature_____

___ABOVE DEFECTS CORRECTED
___ABOVE DEFECTS NEED NOT BE CORRECTED FOR SAFE OPERATION OF VEHICLE

MECHANIC'S SIGNATURE_____ DATE:_____

DRIVER REVIEWING COMPLETED REPAIRS SIGNATURE: _____ DATE:_____

End of Attachment A: Section IV

Attachment C: Amtrak 5/9/11 Milege Table

Route 1: Bakersfield - Southern California

Effective 5/9/11		Distance Between Stops							
		SOUTHBOUND							
Station/Stop	Code	1-a	1-a	1-a	1-a	1-b	1-b	1-b	1-c
FRESNO					0.0				
HANFORD					42.7				
BAKERSFIELD	BFD	0.0	0.0	0.0	88.7	0.0			0.0
Santa Clarita-Newhall- *Metrolink*	NHL	...	84.4	84.4	...	...			84.4
Burbank Airport	BUR	...	18.7	18.7	...	...			18.8
VAN NUYS-Amtrak	VNC	...	...	...	...	...			6.6
Van Nuys-FlyAway (disc.)	VNF	...	...	...	...	...			...
Westwood-UCLA	WES	...	...	...	...	...			12.6
Westchester-Howard Hughes	WCH	...	...	...	...	...			8.5
El Segundo-Green Line	ESG	...	...	...	...	...			7.5
Torrance-Alpine Village	TOA	...	...	...	...	...			8.1
GLENDALE	GDL	...	10.1	10.1	...	109.0			
LOS ANGELES	LAX	114.9	8.5	8.5	114.9	8.5	0.0	0.0	
San Pedro-Catalina Term.	SPD		...	...		...	...	...	
Long Beach-*Denny's*	LBC		...	...		24.0	24.0	24.0	
Long Beach-Queen Mary	LBQ		...	...		3.1	3.1		
San Pedro-Catalina Term.	SPD		...	...		6.9	6.9		
San Pedro-Downtown	SPO		...	...		1.7	1.7		
FULLERTON	FUL		26.2	26.2					
SANTA ANA	SNA		10.6	10.6					
IRVINE	IRV		11.0						
SAN JUAN CAPISTRANO	SNC		13.7						
OCEANSIDE	OSD		29.0						
SOLANA BEACH	SOL		18.2						
SAN DIEGO	SAN		22.1						
Miles Per Routing		114.9	252.5	158.5	246.3	163.2	35.7	24.0	146.6
Schedules Operating This Route		5802	5818	5804	5872	6702			5902
		5812				6712			5912
		5814				5714			5914
		5816				5716			5916
Southbound Subtotals									
Route 1-a	1116.9								
Route 1-b	612.8								
Route 1-c	586.0								
# of Bus Schedules	15	4	1	1	1	4	0	0	4
Total SB Miles	2315.7	459.6	252.5	158.5	246.3	612.8	0.0	0.0	586.0

Updated 3/15/11
Source: MS Streets and Trips 2002

Attachment D: Amtrak 5/9/11 Milege Table

Route 1: Bakersfield - Southern California

Route 1		Distance Between Stops							
		NORTHBOUND							
Station/Stop	Code	1-a	1-a	1-a	1-a	1-a	1-b	1-b	1-c
FRESNO	FNO				41.7				
HANFORD	HNF				88.4				
BAKERSFIELD	BFD	114.0	114.0	84.3	84.3	84.3	108.8	108.8	84.3
Santa Clarita-Newhall *Metrolink*	NHL	...	...	18.8	31.6	18.8	...	...	18.8
Burbank Airport	BUR	...	...	10.4	...	10.4	...	...	6.6
VAN NUYS-Amtrak	VNC	...	...	...	...	...	...	...	12.9
Van Nuys-FlyAway (disc.)	VNF	...	...	...	...	...	...	...	x
Westwood-UCLA	WES	...	...	...	...	...	...	...	8.6
Westchester-Howard Hughes	WCH	...	...	...	...	...	...	...	7.2
El Segundo-Green Line	ESG	...	...	...	...	...	...	...	8.4
Torrance-Alpine Village	TOA	...	...	...	...	...	...	...	0.0
GLENDALE	GDL	...	...	7.3	...	7.3	7.3	7.3	
LOS ANGELES	LAX	0.0	26.0	26.3	0.0	26.3	23.7	23.7	
San Pedro-Catalina Term.	SPD		...	...		...	...	...	
Long Beach-Denny's	LBC		...	...		...	7.5	2.5	
Long Beach-Queen Mary	LBQ		...	...		...	x	7.0	
San Pedro-Catalina Term.	SPD		...	...		...	1.7	1.7	
San Pedro-Downtown	SPO		...	...		...	0.0	0.0	
FULLERTON	FUL		10.4	10.2		10.2			
SANTA ANA	SNA		0.0	0.0		10.9			
IRVINE	IRV					13.3			
SAN JUAN CAPISTRANO	SNC					30.1			
OCEANSIDE	OSD					17.9			
SOLANA BEACH	SOL					23.1			
SAN DIEGO	SAN					0.0			
Miles Per Routing		114.0	150.4	157.3	246.0	252.6	149.0	151.0	146.8
Schedules Operating This Route		5815	5813	5801	5885	5811	5713	5717	5913
		5817					5715	5703	5915
		5803							5917
									5903
Northbound Subtotals									
Route 1-a	1148.3								
Route 1-b	600.0								
Route 1-c	587.2								
# of Bus Schedules	15	3	1	1	1	1	2	2	4
Total NB Miles	2335.5	342.0	150.4	157.3	246.0	252.6	298.0	302.0	587.2
RT Totals Route 1-a	2265.2								
RT Totals Route 1-b	1212.8								
RT Totals Route 1-c	1173.2								
# of Bus Schedules	30								
Total RT01 Miles	4651.2								

Note:
Deadhead miles to position buses are not included in the initial RFP table.
Deadhead costs are imbedded in the original per mile rate.
Should new service or extension of existing service change the deadhead miles, the mileage chart will add deadhead miles for parity.

Attachment C: Amtrak 5/9/11 Milege Table

Route 4: Los Angeles-Goleta

Station/Stop	Code	North Bound Stops	South Bound Stops
LOS ANGELES - *Union Station*	LAX	0.0	61.6
Glendale - *Amtrak*	GDL	7.3	....
VAN NUYS - *Amtrak*	VNC	16.2	....
Chatsworth - *Amtrak*	CWT	11.7	....
Simi Valley - *Amtrak*	SIM	8.8	....
Moorpark - *Amtrak*	MPK	11.9	....
Camarillo - *Amtrak*	CML	11.2	....
OXNARD - *Amtrak*	OXN	10.5	10.9
Ventura - *Amtrak*	VEC	11.5	27.3
Carpinteria - *Amtrak*	CPN	17.3	....
SANTA BARBARA - *Amtrak*	SBA	11.7	0.0
Goleta - *Amtrak*	GTA	10.2	0.0
		....	....
Subtotal Miles		128.3	99.8

Schedules Operating This Route		4589/4591	4582
Number of Bus Schedules	2	1	1
Total Route Miles	228.1	128.3	99.8

Deadhead miles to position buses are not included in the initial RFP table.
Deadhead costs are imbedded in the original per mile rate.
Should new service or extension of existing service change the deadhead miles the mileage chart will add deadhead miles for parity.

SOURCE: MS STREETS AND TRIPS 2002
RFP BASE FOR 5/9/11

Attachment C: Amtrak 5/9/11 Milege Table

Route 9: Bakersfield - Las Vegas

Station/Stop	Code	North Bound Stops	South Bound Stops
BAKERSFIELD	BFD	40.1	0.0
Tehachapi - *Mulberry Transit Stop*	TEH	21.4	...
Mojave - *Carls Jr.*	MOJ	69.5	...
Barstow - *Amtrak*	BAR	2.1	128.5
Barstow - *MacDonalds*	BBS	111.9	2.1
Primm - *Whiskey Pete's*	PMM	42.9	112.0
Las Vegas - *Greyhound*	LVS	0.0	42.8
Subtotal Miles		287.9	285.4

Schedules Operating This Route		3617	3612
Number of Bus Schedules	2	1	1
Total Route Miles	573.3	287.9	285.4

Deadhead miles to position buses are not included in the initial RFP table.
Deadhead costs are imbedded in the original per mile rate.
Should new service or extension of existing service change the deadhead miles the mileage chart will add deadhead miles for parity.

SOURCE: MS STREETS AND TRIPS 2002
RFP BASE FOR 5/9/11

Attachment C: Amtrak 5/9/11 Milege Table

Route 12: Bakersfield - Victorville

Station/Stop	Code	North Bound Stops	South Bound Stops
BAKERSFIELD	BFD	40.1	0.0
Tehachapi - *Mulberry Transit Stop*	TEH	21.4	39.6
Mojave - *Carls Jr.*	MOJ	26.4	21.8
Lancaster - *Metrolink*	LCS	7.5	26.8
Palmdale - *Transportation Ctr.*	PMD	10.9	7.9
Littlerock - *Come & Save Market*	LTR	34.2	10.8
Adelanto Jct.-*Burger King*	ADE	8.5	34.3
Victorville - *Transit Center*	VRV	0.0	8.5
		149.0	149.7

Schedules Operating This Route			
		3413	3412
		3415	3416

Number of Bus Schedules	4	2	2
Total Route Miles	597.4	298.0	299.4

Deadhead miles to position buses are not included in the initial RFP table.
Deadhead costs are imbedded in the original per mile rate.
Should new service or extension of existing service change the deadhead miles the mileage chart will add deadhead miles for parity.

SOURCE: MS STREETS AND TRIPS 2002
RFP BASE FOR 5/9/11

Attachment C: Amtrak 5/9/11 Mileage Table

Route 19: Bakersfield - Inland Empire

City	City Code	SOUTHBOUND				City Code	NORTHBOUND			
Bakersfield - *Amtrak*	BFD	0.0	0.0	0.0	0.0	BFD	103.8	103.8	103.8	103.8
La Crescenta - *Lowell and Honolulu*	LCA	104.3	104.3	104.3	104.3	LCA	10.6	10.6	10.6	10.6
Pasadena - *Hilton Hotel*	PAS	11.2	11.2	11.2	11.2	PAS	27.5	27.5	27.5	27.5
Claremont - *Metrolink*	CLM	26.7	26.7	26.7	26.7	CLM	7.2	7.2	7.2	7.2
Ontario - *Amtrak*	ONA	7.1	7.1	7.1	7.1	ONA	21.8	21.8	21.8	23.6
Riverside - *Metrolink*	RIV	21.4	....	....	....	RIV	10.9	10.9	10.9	|
San Bernardino - *Amtrak*	SNB	11.8	24.1	24.1	24.1	SNB	0.0	36.5	36.5	11.8
							....	....	....	....
Riverside - *Metrolink*	RIV		10.9	10.9	10.9	RIV	....	....	....	9.4
Cabazon - *Morongo Indian Casino*	CBZ		36.6	36.6		CBZ		24.1	24.1	
Palm Springs - *Airport*	PSP		25.0	25.0		PSP		11.0	11.0	
Palm Desert - *SunLine Transit Stop*	PDC		10.8	10.8		PDC		8.5	8.5	
La Quinta - *SunLine Transit Stop*	LQT		7.2	7.2		LQT		3.7	3.7	
Indio - *Highway 111 at Monroe*	IDO		3.9	3.9		IDO		0.0	0.0	
Moreno Valley - *AM/PM*	MOV				9.4	MOV				9.2
Perris - *IHOP*	PRI				10.2	PRI				9.4
Sun City - *Community Cupboard*	SUT				8.4	SUT				13.3
Hemet - *Coco's*	HET				13.7	HET				2.6
Hemet - *Simpson Center*	HMT				2.4	HMT				0.0
Sub-Route Miles		182.5	267.8	267.8	228.4		181.8	265.6	265.6	228.4
Southbound Schedules		5416	5402	5414	5412					
Northbound Schedules							5413	5415	5403	5417
# Runs		1	1	1	1		1	1	1	1
Total Sub-route miles		182.5	267.8	267.8	228.4		181.8	265.6	265.6	228.4

Number of Bus Schedules	8
Total Route Miles	1887.9

Deadhead miles to position buses are not included in the initial RFP table. Deadhead costs are imbedded in the original per mile rate. Should new service or extension of existing service change the deadhead miles the mileage chart will add deadhead miles for parity.

RFP BASE FOR 5/9/11 SOURCE: MS STREETS AND TRIPS 2002

SAN JOAQUIN BUS CONNECTIONS

Route 9 -- BAKERSFIELD - BARSTOW - LAS VEGAS

Southbound-Read Down					Northbound-Read Up
712 ® Train Daily		Effective May 9, 2011			717 ® Train Daily
AM		San Joaquin Connection			PM
7:05	Lv	SAN FRANCISCO-Ferry Bldg.	Ar		10:10
7:30	Lv	OAKLAND	Ar		9:55
7:40	Lv	EMERYVILLE	Ar		9:41
8:19	Lv	MARTINEZ	Ar		8:53
9:17	Lv	STOCKTON-Amtrak	Ar		7:59
AM	Lv	SACRAMENTO	Ar		8:55
	Lv	STOCKTON-ACE	Ar		D 8:10
9:45	Lv	STOCKTON-Amtrak	Ar		7:25
10:31		MERCED			6:42
11:35		FRESNO			5:41
12:09	Lv	HANFORD	Ar		5:06
1:41	Ar	BAKERSFIELD	Lv		3:45
PM					PM
Bus 9-1					Bus 9-1 / Bus 9-1
3612 ® Bus Daily		DEDICATED FEEDER CUSA			3617 ® Bus Daily (A) / 3657 ® Bus Note B
PM					PM / PM
c 1:50	Lv	**BAKERSFIELD** (SJ,1,10,19)	Ar		c 3:30 / c 3:30
	Ar	Tehachapi-*Burger King*	Lv		2:20 / 1:20
		Mojave-*Carls Jr.*			1:50 / 12:50
					05/30, 07/04 9/5 Only
	Ar		Lv		
D 3:50	Ar	Barstow-*Amtrak*	Lv		12:20 / 11:20
D 3:55	Ar	Barstow-*Barstow Station (M)*	Lv		12:15 / 11:15
D 6:10	Ar	Primm, NV-*Whiskey Pete's*	Lv		9:45 / 8:45
D 6:50	Ar	Las Vegas, NV-*Greyhound Depot*	Lv		9:05 / 8:05
PM					AM / AM

Notes: AFR: 71 (Except as noted)

See Page 6 for general notes.

AM - Light Face Type, **PM - Bold Type.**

A - Bus 3617 runs daily except on 5/30, 7/4 and 9/5/2011.

B - All departures for Bus 3657 will depart each stop one (1) hour earlier on 05/30, 07/04 and 09/05.

M - 15 minute Rest Stop at Barstow Station, or as time permits.

® - Reservations required.

3/3/2011 DOR/GWS

SAN JOAQUIN BUS CONNECTIONS

Route 1 -- SAN DIEGO - LOS ANGELES BASIN - BAKERSFIELD

Northbound--Read Down

Effective May 9, 2011

DEDICATED FEEDER
CUSA
Pacific Surfliner Connection and through Bus Service

		1A Bus 10				1A Bus 9				1A Bus 5				563	565			769			775		785
		5811 Ⓡ								5813 Ⓡ				Train	Train			Train			Train		Train
		Bus								Bus				XSSH	SSH			Daily			Daily		Daily
		Daily								Daily													
		PM												AM	AM			AM			Noon		PM
SAN DIEGO	Lv	P10:15				5801 Ⓡ				5813 Ⓡ				7:05	7:05			9:30			12:00		4:00
SOLANA BEACH		P10:45				Bus				Bus				7:39	7:39			10:04			12:34		4:35
OCEANSIDE		P11:15				Daily				Daily				7:53	7:55			10:18			12:49		4:52
SAN JUAN CAPISTRANO		P11:50												--	8:28			10:49			1:21		5:26
IRVINE		P12:05				AM				AM				8:35	8:46			11:05			1:36		5:41
SANTA ANA		P12:25				3:00				P 5:30				--	8:57			11:17			1:49		5:52
ANAHEIM														8:53	9:08			11:26			1:58		6:01
FULLERTON														--	9:17			11:36			2:08		6:10
LOS ANGELES	Ar	P12:45				3:20				P 5:50				9:33	9:50			12:15			2:40		6:45
		1:30				4:00				6:35				AM	AM			PM			PM		PM
San Pedro-*Library*	Lv																						
San Pedro-*Catalina Terminal*																							
Long Beach-*Queen Mary*																							
Long Beach-*Denny's Rstrnt*																							
LOS ANGELES (PS,4)	Ar																						
LOS ANGELES (PS,4)	Lv	1:45				4:10				7:35													
Glendale (PS,4)		2:00				4:25																	
Torrance - Alpine Village																							
El Segundo - Douglas Green Line Stn																							
Westchester - MTA Bus Stop																							
UCLA-Gayley/Strathmore																							
VAN NUYS-*Amtrak* (PS,4)		2:15				4:40																	
Burbank Airport (PS,4)		2:40				5:05																	
Santa Clarita/Newhal-*Metrolink*																							
BAKERSFIELD (SJ,9,10,12,19)	Ar	c 4:40				c 7:00				c 9:50				c 1:05	c 1:05			c 3:30			c 6:05		P7:35
		AM				AM				AM				PM	PM			PM			PM		P9:15
		711 Ⓡ				701 Ⓡ				713 Ⓡ				715 Ⓡ				717 Ⓡ			703 Ⓡ		
		Train				Train				Train				Train				Train			Train		
		Daily				Daily				Daily				Daily				Daily			Daily		
San Joaquin Connection		AM				AM				AM				PM				PM			PM		
BAKERSFIELD	Lv	4:55				7:15		3401 Ⓡ		10:05				1:20				3:45			6:20	3403 Ⓡ	P9:25
HANFORD	Ar	6:12				8:32		Bus		11:26				2:42				5:06			7:40	Bus	D 11:00
FRESNO		6:46				9:06		Daily		12:01				3:16				5:41			8:14	Daily	11:50
MERCED		7:48				10:08		AM		1:08				4:22				6:42			9:15	PM	PM
STOCKTON	Ar	8:57				U11:20		11:30		2:14				5:29				7:59			U10:25	10:30	
SACRAMENTO	Ar	9:55				12:30				3:15				6:25				8:55			11:30		
MARTINEZ	Ar	10:00				PM				3:16				6:25				8:53			PM		
EMERYVILLE	Ar	10:46						D1:00		4:01				7:11				9:41				D12:10	
OAKLAND	Ar	11:00						D12:50		4:15				7:25				9:55				D11:55	
SAN FRANCISCO-Ferry Bldg	Ar	11:20						D1:20		4:40				7:45				10:10				12:35	
		AM						PM		PM				PM				PM				AM	

Notes: AFR: 71

See Page 6 for general notes.

AM - Light Face Type, PM - Bold Type.

n - Time not shown in Public Timetables or ARROW

P - Schedule 5811, 5813, and 5885 may carry local passengers holding prepurchased Amtrak tickets, as long as their itinerary includes train travel.

R - Stops to receive passengers only.

Ⓡ - Reservations required.

S - Bus connects at Van Nuys (rest stop) with northbound Pacific Surfliner trains SA=TRAIN 799 SB = TRAIN 769 SC = TRAIN 775

U - ACE Station

3/3/2011 DOR/GWS

SAN JOAQUIN BUS CONNECTIONS

Route 1 -- BAKERSFIELD - LOS ANGELES BASIN - SAN DIEGO

Southbound--Read Down

Effective May 9, 2011				3402 Ⓡ Bus Daily		712 Ⓡ Train Daily			714 Ⓡ Train Daily				716 Ⓡ Train Daily		3404 Ⓡ Bus Daily		718 Ⓡ Train Daily
San Joaquin Connection				AM		AM			AM				PM		PM		PM
SAN FRANCISCO-Ferry Bldg.	Lv		702 Ⓡ Train Daily	4:50		7:05			9:35				12:45		2:35	704 Ⓡ Train Daily	5:15
OAKLAND	Lv			5:30		7:30			10:05				1:15		3:15		5:50
EMERYVILLE	Lv	1A Bus 7		5:15		7:40			10:15				1:25		3:00		6:00
MARTINEZ		5872 Ⓡ Bus Daily	AM			8:19			10:54				2:04			PM	6:39
SACRAMENTO	Lv		6:40	7:10		AM			AM				PM			4:55	PM
STOCKTON		AM	U 7:35	AM		9:17			11:49				3:03		5:15	U 5:50	7:34
MERCED		L 6:00	8:51			10:31			12:59				4:13		PM	7:06	8:47
FRESNO		L 6:50	9:55			11:35			2:10				5:20			8:06	9:55
HANFORD		L 7:30	10:28			12:09			2:44				5:54			8:39	10:28
BAKERSFIELD	Ar	L 8:30	12:02			1:41			4:11				7:26			10:07	11:56
			AM			PM			PM				PM			PM	PM
DEDICATED FEEDER CUSA			1A Bus 5	1C Bus 1	1B Bus 12	1A Bus 6	1C Bus 2	1B Bus 13	1A Bus 7	1C Bus3	1C Bus3	1B Bus14	1A Bus 8	1C Bus4	1B Bus15	1A Bus 9	1A Bus11
			5802 Ⓡ Bus Daily	5902 Ⓡ Bus Daily	5702 Bus Daily	5812 Ⓡ Bus Daily	5912 Ⓡ Bus Daily	5712 Ⓡ Bus Daily	5814 Ⓡ Bus Daily	5914 Ⓡ Bus XSSH	5964 Ⓡ Bus SSH	5714 Ⓡ Bus Daily	5816 Ⓡ Bus Daily	5916 Ⓡ Bus Daily	5716 Ⓡ Bus Daily	5804 Ⓡ Bus Daily	5818 Ⓡ Bus Daily
			PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
BAKERSFIELD (SJ,9,10,12,19)	Lv	L 8:35	c 12:10	c 12:10	c 12:10	c 1:50	c 1:50	c 1:50	c 4:20	c 4:20	c 4:20	c 4:20	c 7:30	c 7:30	c 7:30	c 10:10	c 11:59
Santa Clarita/Newhall-*Metrolink*				D 1:55			D 3:25			D 5:55	D 5:55			D 9:05		D11:35	D 1:25
Burbank Airport (PS,4)				D 2:20			D 3:50			D 6:20	D 6:20			D 9:30		D12:00	D 1:50
VAN NUYS-*Amtrak* (PS,4)				2:40			SA 4:20			SB 7:00	SC 6:40			9:50			
UCLA-Gayley/Strathmore				D 3:10			D 4:50			D 7:30	D 7:10			D 10:20			
Westchester - MTA Bus Stop				D 3:30			D 5:15			D 7:50	D 7:30			D 10:30			
El Segundo - Douglas Green Line Stn				D 3:50			D 5:35			D 8:10	D 7:50			D 10:50			
Torrance - Alpine Village	Ar			D 4:10			D 6:00			D 8:30	D 8:10			D 11:10			
Glendale (PS,4)				PM	D 2:20		PM	D 4:00		PM	PM	D 6:30		PM	D 9:40	D12:15	D 2:05
LOS ANGELES (PS,4)	Ar	c 10:45	c 2:30		n 2:40	c 4:10		n 4:20	c 6:40			n 6:50	c 9:50		n 10:00	n 12:30	n 2:20
		AM	PM			PM			PM				PM				
		572 Train Daily	580 Train SSH	582 Train Daily			784 Train Daily			590 Train FSSH	592 Train Daily		796 Train Daily				
Pacific Surfliner Connection and through Bus Service		AM	PM	PM			PM			PM	PM		PM				
LOS ANGELES	Lv	11:10	3:00	4:10			5:10			7:15	8:30		10:10			L 12:40	L 2:30
FULLERTON		11:40	3:30	4:40			5:40			7:45	9:02		10:40			D 1:15	D 3:05
ANAHEIM		11:49	3:39	4:49			5:49			7:54	9:11		10:49				
SANTA ANA		11:58	3:48	4:58			5:58			8:03	9:20		10:58			D 1:30	D 3:20
IRVINE		12:11	4:02	5:09			6:11			8:17	9:31		11:09			AM	D 3:40
SAN JUAN CAPISTRANO		12:25	4:16	5:23			6:25			8:31	9:48		11:23				D 3:55
OCEANSIDE		12:59	4:52	5:55			6:57			9:03	10:19		11:55				D 4:30
SOLANA BEACH		1:19	5:10	6:13			7:13			9:19	10:35		12:11				D 4:50
SAN DIEGO	Ar	1:55	5:45	7:00			7:50			9:55	11:15		12:50				D 5:15
		PM	PM	PM			PM			PM	PM		AM				AM
LOS ANGELES (PS,4)	Lv				2:50			4:30				7:00			10:10		
Long Beach-*Denny's Rstrnt*					D 3:45			D 5:25				D 7:55			D11:05		
Long Beach-*Queen Mary*					D 4:00			D 5:40				D 8:10			D11:20		
San Pedro-*Catalina Terminal*					D 4:15			D 5:55				D 8:25			D11:35		
San Pedro-*Library*	Ar				D 4:25			D 6:05				D 8:35			D11:45		
					PM			PM				PM			PM		

Notes: AFR: 71

See Page 6 for general notes.

AM - Light Face Type, PM - **Bold Type.**

L - Schedules 5804, 5818, and 5872 may carry local passengers holding prepurchased Amtrak tickets, as long as their itinerary includes train travel.

n - Time not shown in Public Timetables or ARROW

Ⓡ - Reservations required.

S - Bus holds at Van Nuys (rest stop) for arrival of Pacific Surfliner train from Santa Barbara SA=TRAIN 784 SB = TRAIN 798 SC = TRAIN 792

U - ACE Station

3/3/2011 DOR/GWS

SAN JOAQUIN BUS CONNECTIONS

Route 12 -- BAKERSFIELD - LANCASTER - VICTORVILLE

Southbound-Read Down | Northbound-Read Up

716 ® Train Daily	712 ® Train Daily				713 ® Train Daily	715 ® Train Daily
		Effective May 9, 2011				
PM	AM	San Joaquin Connection			PM	PM
12:45	7:05	Lv	SAN FRANCISCO-Ferry Bldg.	Ar	4:40	7:45
1:15	7:30	Lv	OAKLAND	Ar	4:15	7:25
1:25	7:40	Lv	EMERYVILLE	Ar	4:01	7:11
2:04	8:19	Lv	MARTINEZ	Ar	3:16	6:25
3:03	9:17	Lv	STOCKTON-Amtrak	Ar	2:14	5:29
PM	AM	Lv	SACRAMENTO	Ar	3:15	6:25
		Lv	STOCKTON-ACE	Ar	D 2:50	D 5:40
3:31	9:45	Lv	STOCKTON-Amtrak	Ar	1:42	4:57
4:13	10:31		MERCED		1:08	4:22
5:20	11:35		FRESNO		12:01	3:16
5:54	12:09	Lv	HANFORD	Ar	11:26	2:42
7:26	1:41	Ar	BAKERSFIELD	Lv	10:05	1:20
PM	PM				AM	PM
Bus 12-2	Bus 12-1				Bus 12-1	Bus 12-2
3416 ® Bus Daily	3412 ® Bus Daily		DEDICATED FEEDER *CUSA*		3413 ® Bus Daily	3415 ® Bus Daily
PM	PM				AM	PM
c 7:30	c 1:50	Lv	**BAKERSFIELD** (SJ,1,10,19)	Ar	c 9:50	c 1:05
D 8:15	D 2:35	Ar	Tehachapi-*Burger King*	Lv	8:45	11:55
D 8:40	D 3:00		Mojave-*Carls Jr.*		8:20	11:30
D 9:20	D 3:40		Lancaster-*Metrolink*		7:40	10:50
D 9:30	D 3:50		Palmdale-*Transportation Center*		7:25	10:35
D 9:45	D 4:05		Littlerock-*Come & Save Grocery*		7:05	10:15
D10:25	D 4:45		Adelanto Jct.-*Adelanto Mktplace*		6:25	9:35
D10:35	D 4:55	Ar	Victorville-*Transit Center*	Lv	6:10	9:20
PM	PM	Ar	Barstow-*Amtrak*	Lv	AM	AM

Notes: AFR: 71 (Except as noted)

See Page 6 for general notes.

AM - Light Face Type, **PM - Bold Type.**

® - Reservations required.

3/3/2011 DOR/GWS

SAN JOAQUIN BUS CONNECTIONS

Route 19 -- BAKERSFIELD - INLAND EMPIRE - COACHELLA VALLEY

Southbound-Read Down | Northbound-Read Up

716 Ⓡ Train Daily	714 Ⓡ Train Daily	712 Ⓡ Train Daily		3402 Ⓡ Bus Daily				713 Ⓡ Train Daily	715 Ⓡ Train Daily	717 Ⓡ Train Daily		3403 Ⓡ Bus Daily
PM	AM	AM		AM	Effective May 9, 2011			PM	PM	PM		PM
12:45	9:35	7:05		4:45		San Joaquin Connection		4:40	7:45	10:10		12:35
1:15	10:05	7:30	702 Ⓡ	5:30	Lv	SAN FRANCISCO-Ferry Bldg.	Ar	4:15	7:25	9:55	703 Ⓡ	D11:55
1:25	10:15	7:40	Train	5:15	Lv	OAKLAND	Ar	4:01	7:11	9:41	Train	D12:10
2:04	10:54	8:19	Daily	|		EMERYVILLE	Ar	3:16	6:25	8:53	Daily	|
3:03	11:49	9:17	AM	7:15		MARTINEZ	Ar	2:14	5:29	7:59	PM	D10:35
PM	AM	AM	6:40	|	Ar	STOCKTON-Amtrak	Lv	3:15	6:25	8:55	11:30	|
|	|	|	7:35	Lv	SACRAMENTO	Ar	D 2:50	D 5:40	D 8:10	10:25	10:30
3:03	11:49	9:17	|	7:20	Lv	Stockton-ACE Station	Ar	2:14	5:29	7:59	|	PM
4:13	12:59	10:31	8:51	AM	Lv	STOCKTON-Amtrak	Ar	1:08	4:22	6:42	9:15	
5:20	2:10	11:35	9:55			MERCED		12:01	3:16	5:41	8:14	
5:54	2:44	12:09	10:28			FRESNO		11:26	2:42	5:06	7:40	
7:26	4:11	1:41	12:02		Lv	HANFORD	Ar	10:05	1:20	3:45	6:20	
PM	PM	PM	AM		Ar	BAKERSFIELD	Lv	AM	PM	PM	PM	
Bus 19-3	Bus 19-2	Bus 19-1	Bus 19-4					Bus 19-4	Bus 19-1	Bus 19-2	Bus 19-3	
5416 Ⓡ Bus Daily	5414 Ⓡ Bus Daily	5412 Ⓡ Bus Daily	5402 Ⓡ Bus Daily		DEDICATED FEEDER Coach USA			5413 Ⓡ Bus Daily	5415 Ⓡ Bus Daily	5417 Ⓡ Bus Daily	5403 Ⓡ Bus Daily	
PM	PM	PM	PM					AM	PM	PM	PM	
c 7:30	c 4:20	c 1:50	c12:10	Lv	BAKERSFIELD (SJ,1,9,10,12)		Ar	c 9:50	c 1:05	c 3:30	c 6:05	
D 9:20	D 6:10	D 3:40	D 2:00	Ar	La Crescenta-Lowell & Honolulu		Lv	7:40	10:50	1:20	3:25	
D 9:35	D 6:25	D 3:55	D 2:15		Pasadena-Hilton Hotel			7:10	10:25	12:55	3:00	
D10:25	D 7:15	D 4:45	D 3:05		Claremont-Metrolink			6:25	9:45	12:15	2:25	
D10:40	D 7:30	D 5:00	D 3:20		Ontario-Amtrak			6:05	9:20	11:50	2:00	
N10:42	N 7:32	|	|		Ontario-Andy's Burgers (N)			|	|	|	
D11:05	A	A	|		Riverside-Metrolink			5:40	8:55	B	1:40	
D11:25	D 7:50	R 5:20	R 3:40	Ar	San Bernardino-Amtrak (ML)		Lv	5:20	8:35	11:25	1:20	
|	D 7:55	5:25	D 3:50	Lv	San Bernardino-Amtrak (ML)		Ar	AM	R 8:30	R 11:20	R 1:15	
N11:30	R 8:00	D 5:30	|	Ar	San Bernardino-McDonalds (N)		Lv		|	|	|
PM	D 8:20	D 5:50	D 4:10		Riverside-Metrolink				|	10:55	|	
	|	D 6:15	|		Moreno Valley-Big O Tires				|	10:35	|	
	|	D 6:30	|		Perris-Consult Agent for Location				|	10:20	|	
	|	D 6:45	|		Sun City/Menifee-Menifee Comm. Cupboard				|	10:05	|	
	|	D 7:05	|		Hemet-Coco's Restaurant				|	9:40	|	
	|	D 7:10	|	Ar	Hemet-Simpson Center		Lv		|	9:30	|	
	D 9:00	PM	D 4:50		Cabazon-Morongo Casino Hole				7:40	AM	12:25	
	D 9:30		D 5:20		Palm Springs-Airport				7:00		11:45	
	D 10:00		D 5:50		Palm Desert-Palm Desert Town Center				6:30		11:15	
	D 10:10		D 6:00		La Quinta - Town Center				6:20		11:05	
	D 10:20		D 6:10	Ar	Indio-Hwy 111 at Monroe		Lv		6:10		10:55	
	PM		PM						AM		AM	
4 Ⓡ Train Daily								3 Ⓡ Train Daily				
PM					Southwest Chief Connection			PM				
8:03				Lv	Riverside		Ar	5:53				
8:29				Lv	SAN BERNARDINO		Ar	5:32				
10:26				Ar	Barstow		Lv	3:39				
12:56					Needles, CA			12:49				
6:11					FLAGSTAFF, AZ (MST)			9:57				
12:12					ALBUQUERQUE, NM (MT)			4:45				
7:26					KANSAS CITY, MO (CT)			10:55				
3:20				Ar	CHICAGO, IL (CT)		Lv	3:15				
PM								PM				

Notes: AFR: 71

See Page 6 for general notes.
AM - Light Face Type, PM - **Bold Type.**
A - Bus stops at Riverside after San Bernardino.
B - Bus stops at Riverside before San Bernardino.
D - Stops to discharge passengers only.
N - Late night alternative drop-off stop.
R - 10 minutes rest stop or as time permits.
Hemet Simpson Center Stop now at 305 E. Devonshire Ave.
Ⓡ - Reservations required.

3/3/2011 DOR/GWS

Pacific Surfliner Route -- SAN DIEGO - SANTA ANA - LOS ANGELES - OXNARD - SANTA BA
Route 4 -- Supplemental Bus Service: LOS ANGELES - OXNARD - SANTA BARBARA

Northbound--Read Down				Effective May 9, 2011		Southbound-Read Down
	589 Pacific Surfliner XSSH (h)	591 Pacific Surfliner SSH (e)				582 Pacific Surfliner Daily
	PM	PM				PM
	5:55	6:20	Lv	**SAN DIEGO** (1)	Lv	7:00
	--	A 6:27		Old Town		--
	6:29	6:56		**SOLANA BEACH** (1)		6:13
	6:44	7:10		**OCEANSIDE** (1)		5:55
	--	--		San Clemente-*Pier*		--
	7:25	7:40		**SAN JUAN CAPISTRANO** (1)		5:23
	--	--		Laguna Niguel/Mission Viejo		--
	7:44	7:55		**IRVINE**		5:09
	8:00	8:09		**SANTA ANA** (1)		4:58
	--	--		Orange		--
	8:09	8:18		**ANAHEIM**		4:49
	8:20	8:29		**FULLERTON** (1)		4:40
	--	--		Norwalk		--
	8:55	9:05	Ar	**LOS ANGELES** (1)	Ar	4:10
	PM	PM				PM
	Bus 4-1	Bus 4-1				Bus 4-1
	4589 ® Bus XSSH	4591 ® Bus SSH				4582 ® Bus Daily
	PM	PM				PM
	c 9:10	c 9:20	Lv	**LOS ANGELES** (1)	Ar	c 3:35
	9:25	9:35		Glendale (1)		|
	|	|		Burbank-*Downtown*		|
	|	|		Burbank-*Bob Hope Airport* (1)		|
	9:45	10:00		**VAN NUYS**-*Amtrak* (1)		|
	|	|		Northridge		
	D10:05	D10:20		Chatsworth (1)		
	D10:25	D10:40		Simi Valley (1)		
	D10:40	D10:55		Moorpark		
	D10:50	D11:05		Camarillo		
	D11:00	D11:15		**OXNARD** (10)		1:50
	D11:15	D11:30		Ventura (10)		1:25
	D11:30	D11:45		Carpinteria (10)		|
	D11:50	D12:05	Ar	**SANTA BARBARA** (10,17,21)	Lv	12:55
	D11:50	D12:05	Lv	**SANTA BARBARA** (10,17,21)		
	D12:05	D12:20		Goleta		
	PM	AM		Surf/Lompoc (17)		PM
	AFR 72	AFR 72		Guadalupe (17)		AFR 72
				Grover Beach (17,18,21)		
			Ar	**SAN LUIS OBISPO** (17,18,21)	Ar	

Notes:

See Page 5 for general notes.

AM - Light Face Type, **PM - Bold Type**

A - Stops at OLT on Sa, Su, 11/25/2010, 12/25/2010, 1/1/2011.

e - Will also operate 11/24/2010, 11/25/2010, 12/25/2010, 1/1/2011

h - Will not operate 11/25/2010, 12/25/2010, 1/1/2011.

R - Stops to receive passengers only.

® - Reservations required.

######

Attachment E – EIA Amtrak Fuel Adjustment – 10% Threshold (6/27/2011)

A fuel adjustment will be available during the life of the contract based on the cumulative change from a base price established at the time of bid or renewal, less a 10 percent threshold (increase or decrease), as follows:

Amtrak will utilize the Federal U.S. Energy Information Administration California Index. Their website tracks the average cost for diesel and taxes charged in the state of California. The base index price is established by taking a three-month average price/gallon from the "Weekly Retail On-Highway Diesel Prices" report.

EIA Website: http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp

The index can be found on website by looking on the right side of the home page for the "53 Weeks Average" selection.

Region in which contractor will primarily fuel buses: California

BASE PRICE: $4.3275 (3 months average for the weeks ending 4/4/11 through 6/27/11)

The Contractor's Amtrak bus fleet average miles per gallon of fuel are: _____.
Is this the average MPG for the company fleet?
Is this the average MPG for the Amtrak fleet?

Payment to the contractor (or credit to Amtrak) will be made on the difference between the base price established at the time of the bid and the average cost of fuel for the assigned period above (or below) a 10 percent threshold (see examples below).

A. During the period of contract performance, Amtrak will adjust contract value should the EIA average price per gallon increase or decrease by more than 10% in a three (3)-month period from the BASE price above.

   1. Fuel adjustments are valid from the first day of the contract through the last day of the contract.

   2. Fuel adjustments will be calculated for three (3) calendar months hereafter referred to as QUARTERLY periods. The first quarterly period begins with the month the contract starts.

   3. In recognition of the volatility of fuel prices, Amtrak will pay either one net invoice for the QUARTERLY period, or one invoice each month using the following formula:

a. The first month invoice will compare the initial EIA base against the average EIA price in the month invoiced.
b. The second month invoice will compare the initial EIA base against the average EIA price in the second month invoiced.
c. The third month invoice will compare the initial EIA base against the average Quarterly EIA price, less the payments already made for month one (a.) and two (b.) if any.
d. It is recognized that for one or more months a fuel adjustment may not be due, but may be due when calculated over the Quarterly period.

4. The first quarterly period will be reduced, if required, to reflect actual days of operation from the start of the contract. In this event, the quarterly EIA average will by calculated from the closest weekly average concurrent with actual operation. (Example: the contract starts 10/15/11 instead of at the beginning of the month).

5. The last quarterly period of the contract may include either extra days or fewer days to adjust to the actual end date of the contract. In this event, the quarterly EIA average will by calculated from the weekly averages concurrent with actual operation.

B. Process for calculating fuel adjustments:

1. On a monthly or quarterly basis, the Contractor is responsible for tracking the EIA website to determine its eligibility for a fuel adjustment, and to invoice accordingly. Amtrak will track EIA also for audit purposes, but will not send the information to the Contractor as they have previously done for other fuel indices.

2. The EIA weekly averages will be used to determine the MONTHLY or QUARTERLY AVERAGE.

3. Amtrak will provide a Fuel Adjustment Calculator (Excel File) to calculate the amount of adjustment Amtrak owes the Contractor, and a separate calculator for adjustments that the contractor owes Amtrak, if applicable.

4. The contractor is responsible for invoicing the fuel adjustments with the completed calculation sheet and a printout of the EIA weekly indices for the period billed.

5. The Contractor shall submit a monthly or quarterly fuel adjustment invoice whether Amtrak owes the Contractor or the Contractor owes Amtrak for the period.

6. Invoices for fuel adjustment must be calculated and submitted to Amtrak for review no later than 45 days after completion of the monthly or 3-month

applicable period. The Contractor shall submit invoices to Amtrak for credits as well as charges. Invoices, containing charges owed by Amtrak, which are received after this 45-day period will not be processed or paid. There is no time limitation for credits. For example, the final invoice for the 3-month period January 1, 2011 through March 31, 2011 must be submitted to Amtrak no later than May 15, 2011.

7. Fleet average miles per gallon are for the type of buses painted for Amtrak service, or may be the company fleet average. Manufacturer's estimates may be used for the bid. Because actual route conditions may not match the manufacturer's estimated MPG number, the contractor may submit actual consumption documentation for the first adjustment period to establish a lower average MPG rate. Amtrak reserves the right to request information to verify actual fuel consumption in order to adjust the fleet MPG upward should the initial rate appear to be under normal fleet MPG.

8. Miles operated for the period will be calculated from the daily miles established in the purchase order. Any mid-period mileage changes will be factored into the quarterly calculation. Should extra sections be operated, a fuel adjustment may be invoiced in a group separately from daily operations on a MONTHLY or QUARTERLY basis and using actual miles.

9. The EIA BASE PRICE will be subtracted from the EIA MONTHLY or QUARTERLY AVERAGE to determine a price differential.

10. The price differential shall be converted to a percent. If the difference is more than 10% from the base price, the amount above the 10% will be converted back to price per gallon (herein referred to the differential price).

11. The formula for calculating the cost differential is: (cumulative daily route miles operated for the period) X (differential price per gallon) / (fleet miles per gallon of fuel)

Fuel Adjustment Examples:

Base price is $4.00 per EIA
Base mileage for fleet: 5 mpg
Base mileage: 1,000 miles a day
Quarterly Period: 91 days

In 1st quarterly period, the average fuel price goes up to $4.20 (5 percent) from the base price. No adjustment is made since this is within 10 percent of the base price.

In the 2nd quarterly period, the average fuel price goes up from the base of $4.00 to a total of $4.80. The total cumulative change from base is now 20 percent. An adjustment will

be made for the 10 percent difference over 10 percent from the base price established at the start of the contract.

(91 days * 1,000 miles * $0.40 difference) / (5 mph) = $7,280.00/period

In the 3rd quarterly period, the average fuel price goes down 16 cents from $4.80 to an average of $4.64 for the period. The total cumulative change from base of $4.00 is now 16 percent. A fuel adjustment will be made for the 6 percent difference over 10 percent from the base price established at the start of the contract.

(91 days * 1,000 miles * $0.24 difference) / (5 mph) = $4,368.00/period

In the 4th quarterly period, the average fuel price goes down $1.04 from $4.64 to $3.60. The total cumulative change from base of $4.00 is now -10 percent. Since this is no more than a 10 percent change from the base price, no credit is issued to Amtrak; no adjustment is due the vendor.

In the 5th quarterly period the average fuel price goes down 20 cents from $3.60 to $3.40. The total cumulative change from the base of $4.00 is now -15 percent. Since this is over a 10 percent change from the base price, a credit for the 5 percent will be made to Amtrak for the period.

(91 days * 1,000 miles * $0.20 difference) / (5 mph) = $3,640.00/period
Actual rates will be figured to two decimal places.

END

AMTRAK FUEL ADJUSTMENT CALCULATOR - Fuel falls under 10% Threshold

EIA Monthly Basis: Use for calculating 2 monthly averages and the 3rd month reconciliation to a 3-month average

To be used when fuel costs decrease under the 10 percent threshold during a 3 month period.

This calculator can be used for monthly or quarterly payments by adjusting the # of days.

PART 1: Data inserted in the > boxes will calculate the fuel adjustment in PART 2.

PART 2: Automatic calculation from Part 1 data.
A positive result indicates that NO Adjustment is due.

PART 3: Log monthly invoices and make a quarterly reconciliation for the third payment
Type in the month and amount paid for the each month.
In the third month calulate the gross amount for the three month period to determine net payment in month 3.

Attach this file to invoice and supporting EIA price data.

Worksheet for when CONTRACTOR OWES AMTRAK

Route Number: > 42B (Example: 42B)

Company: > Zippy Charter

Part 1 - Raw Data

DATA: INSERT in WHITE > BOXES

Period (Date Range):	> October - December 2011	
Initial EIA price at bid or renewal:	> $4.0000	**Use this calculator when the index is lower than $3.6000 (Based on RFP index)**
Average EIA Price for Period:	> $3.5000	
Standard fleet MPG:	> 5.00	
Mileage Calculation		
Daily Contract Miles:	> 1,000.0	
Days in period:	> 91	
Total Miles for period:	91,000.0	

PART 2 - the Fuel Adjustment

A negative result indicates that a CREDIT is due Amtrak
A positive result means that no adjustment is due

EIA $ Base Index	EIA $ 3 Mo avg.	EIA $ Difference	EIA Pct. Over base	EIA over 10 percent	Cents Equivalent	Miles for Period	Subtotal Period	Fleet MPG	Fuel Adjustment
4.0000	3.5000	-0.5000	-0.1250	-0.0250	-$0.1000	91,000.0	-$9,100.00	5.00	-$1,820.00

PART 3 - Use to reconcile Monthly payments to 3 month average

	Invoice #	Month		Insert Paid Amount
A. 1st Monthly Period	1919191	October	>	$379.72
B. 2nd Monthly Period	None	November	>	$0.00
			Subtotal	$379.72
C. Grand Total Fuel Adjustment for 3 month period		October-December	**Net for Period** >	**-$1,820.00**
Balance Owed Vendor or Credited to Amtrak On Final Fuel Invoice for the 3 month Contract Period			**Net Owed***	**-$2,199.72**

* Net owed to Contractor (+) or refunded to Amtrak (-)

Amtrak Bus Operations 6/27/11

AMTRAK FUEL ADJUSTMENT CALCULATOR - Fuel rises above 10% Threshold

EIA Monthly Basis: Use for calculating 2 monthly averages and the 3rd month reconciliation to a 3-month average

To be used when fuel costs rise over the 10 percent threshold during a 3 month period.

This calculator can be used for monthly or quarterly payments by adjusting the # of days.

PART 1: Data inserted in the > boxes will calculate the fuel adjustment in PART 2.

PART 2: Automatic calculation from Part 1 data.
A negative result indicates that NO Adjustment is due.

PART 3: Log monthly invoices and make a quarterly reconciliation for the third payment
Type in the month and amount paid for the each month.
In the third month calulate the gross amount for the three month period to determine net payment in month 3.

Attach this file to invoice and supporting EIA price data.

Worksheet for when AMTRAK OWES CONTRACTOR

Route Number: > 42B (Example: 42B)

Company: > Zippy Charter

Part 1 - Raw Data

DATA: INSERT in WHITE > BOXES

Period (Date Range):	>	October - December 2011	
Initial EIA price at bid or renewal:	>	$4.3275	**Use this calculator when the index is higher than $4.7603 (Based on RFP index)**
Average EIA Price for Period:	>	$4.8000	
Standard fleet MPG:	>	5.00	
Mileage Calculation			
Daily Contract Miles:	>	1,000.0	
Days in period:	>	91	
Total Miles for period:		91,000.0	

PART 2 - the Fuel Adjustment **(A negative result indicates that NO Adjustment is due)**

EIA $ Base Index	EIA $ 3 Mo avg.	EIA $ Difference	EIA Pct. Over base	EIA over 10 percent	Cents Equivalent	Miles for Period	Subtotal Period	Fleet MPG	Fuel Adjustment
4.3275	4.8000	0.4725	0.1092	0.0092	$0.0398	91,000.0	$3,617.25	5.00	$723.45

PART 3 - Use to reconcile Monthly payments to 3 month average.

	Invoice #	Month		Insert Paid Amount
A. 1st Monthly Period	1919191	October	>	$379.72
B. 2nd Monthly Period	None	November	>	$0.00
				$0.00
			Subtotal	$379.72
C. Total Fuel Adjustment for 3 month period		October-December	**Net for Period** >	**$723.45**
Balance Owed Vendor or Credited to Amtrak On Final Fuel Invoice for the 3 month Contract Period			**Net Owed***	**$343.73**

* Net owed to Contractor (+) or refunded to Amtrak (-)

Cc: Greg Rogers
Subject: Amtrak Rate
Importance: High

Hello Mr. Troiano,

Coach America Los Angeles would offer to amend our proposed rate for all services to $3.05 per mile. Thank you for the opportunity to participate in this negotiation.

We will submit in letter format our modified rate proposal, but wanted you to have this today.

Regards,

Darlene Cochran
Vice President General Manager
Coach America Los Angeles
3333 East 69th Street
Long Beach, CA 90805

562 634 7969 x121
Cell 562 972 5714

Darlene.cochran@coachamerica.com

Amtrak Thruway Bus Operations

Attachment B – Pricing Request

Route 12: Bakersfield-Victorville

Effective
10/1/11 through 9/30/14

1096-day units, effective 10/1/11 through 9/30/14, for dedicated motorcoach service on Route 12, which operates between Bakersfield and Victorville based on Attachment C: 5/9/11 Schedule. .

A. This bus route is operated by Amtrak on behalf of Caltrans. Amtrak reserves the right to modify or terminate this contract short of the term of contact, should RT12 funding be withdrawn or reduced by agency. The Contract will include two optional, three-year extensions, which may be exercised by mutual agreement on renewal terms and prices.

B. A minimum of two (2) Frontline buses are required to operate this contract. Frontline buses shall be 102-inch wide, 45-foot long intercity motor coach (or their industry-size equivalent as produced by various manufacturers), with under-bus baggage storage bins, subject to Amtrak approval. Each responsive bid must include a price for 45-foot coaches. Diesel buses, engines and drive trains will meet or exceed all present and upcoming California, CARB and Federal pollution and clean air requirements, rules and laws, during the life of the contract.

C. Front-line buses shall be no more than four (4) years old at the start of the contract. A bus which replaces an original front-line bus during the life of the contract may be no older than the maximum age, as adjusted on a prorated basis for the number of years the contract has been in effect (example: during contract year three (3), a replacement bus may be no older than six (6) years old). Amtrak will approve a change in bus assignment when it is based on a valid reason.

D. Front-line buses shall be equipped with:

1. Bus equipment specified in Attachment A Statement of Work and as specified in this Attachment B.
2. An 110v electrical outlet at every seat.
3. Seats spaced to Specification A and features subject to approval.
4. Seats equipped with three point seat-belts with adjustable shoulder strap.

5. Two tables per bus will be configured with 4 facing seats. Other seats will be conventionally positioned but have fold-down trays with secure mounting separate from seat in front (final configuration is subject to approval).
6. WiFi with installation and operating cost imbedded in daily per mile rate.
7. A programmable electronic head-sign, which streams destination info, to be mounted in the upper front window.
8. A second programmable electronic sign, which streams destination info, to be mounted in the window on the right side of the bus adjacent to the front door.
9. A standard intercity bus restroom.
10. An ADA compliant wheelchair-lift with space to accommodate two ADA wheelchairs.
11. Amtrak California identity in paint or wrap.
12. A real-time Global Positioning System (GPS) accessible online to Amtrak

E. The price for this service includes the provision of motorcoach equipment, hotel rooms and per diem for drivers if required in regular service, trained drivers, responsive supervision and management, an on-duty (not an on-call) real-time dispatcher during the hours of RT12 operation, and maintenance programs, per Attachments A, B, C, D, E and general provisions. The contractor shall absorb the cost of keeping the GPS in operation. Amtrak shall have access to live tracking of vehicles.

F. Contractor maintenance facility is to be within 60 minutes of Bakersfield or Victorville. End points are referred to interchangeably and do not indicate a preference for one operating location or another. All buses in Amtrak service must be cleaned, plus restroom holding-tanks dumped and serviced, per Attachment A specification at a minimum of once each 24 hours or more often as needed to maintain cleanliness and odor control. Drivers will inspect the bus for cleanliness prior to each trip and will clean restrooms, pickup trash and will empty trash receptacles as needed during the day to maintain a professional looking interior.

G. The Attachment D: Mileage Table will govern the mileage paid per the agreed upon rate. Specification A details the methodology for future schedule adjustments which result in a change in mileage. Generally, deadhead costs are the responsibility of the contractor, except that a change from the contract base rate which increases deadhead costs will be paid at the per mileage rate.

H. Amtrak requires drivers to account for passengers accepted for carriage on the bus service. Initially drivers will collect and safeguard tickets or other passenger documentation as instructed in Specification A. This includes collection and remittance of passenger identification for un-ticketed passengers. Amtrak plans to convert to an eTicketing system beginning in Fall 2011 and the program will be rolled out to selected bus routes during the course of this contract. Since the program is still under design, Amtrak reserves the right to change the collection and/or validation process as part of this

contract. Under the eTicketing program drivers and bus company management will be responsible for the deployment, use and security of Ticket Validation Scanners, which will be provided by Amtrak along with appropriate training courses. Although it is expected that eTicketing will reduce the need for on board sales of tickets, Amtrak reserves the right to require drivers to sell on-board Amtrak tickets or collect deposits at un-staffed locations to designated points, at no change in the contract rate. At the time of the commencement of this contract, drivers do not sell tickets, but in certain locations do collect a deposit from parolees for remittance at Bakersfield. Regardless of the specific ticket/scanning/validation program start, Amtrak will provide all tickets, electronic ticket devices, validation devices, training and accounting materials as required for functionality. The contractor will provide program support which includes distribution of validation devices, security of devices and training. Amtrak and the contractor will agree upon a reasonable system of accountability. Devices found to be intentionally or repeatedly lost or damaged by their employees will be replaced at the contractor's cost.

I. Fuel adjustments requested during the life of the contract will be based on the terms in Attachment E: Fuel Adjustment Language (EIA 10 Percent Threshold 6/27/2011).

This contract will utilize the Federal Energy Information Administration California Index, which includes taxes. Look in the website on the right side of the home page for the "53 weeks average" selection. This contract sets the base per gallon rate, and will pay an adjustment after a 10 percent threshold is subtracted.

http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp

The three-month California average for weeks ending 4/4/11 through 6/27/11 is $4.3275.

Read Attachment E and provide the following Contractor information:

Amtrak bus fleet miles per gallon of fuel: 5.8.

Location of maintenance yard: **Long Beach, Sylmar

***See location notes on pages 6-7 in the Technical Proposal for locations details.*

Pricing Explanation

Coach America is proposing multiple price combinations. See attached Spread Sheet as well as the charts listed below.

Standalone Prices are listed below by route.

Group Prices are listed below by route.

Note on Combinations: Each Group Price proposed is priced to operate in combination with the complete Route 1. For example, the proposed route 1 and 4 group price is a combination of Route 1A, 1B, 1C, and 4. The prices and group combinations listed are non-changeable for the purpose of this pricing proposal. If other groupings not listed in our proposal are desired, Coach America can review and provide pricing as requested.

Coach America is offering the Van Hool C2045.

A Vehicle Specification Brochure have also been submitted in PDF format.

See chart below for pricing detail.

Coach America Route 12 Pricing	Equipment Type 2012 Van Hool C2045L	Daily Miles	Rate per Mile	Per Day
12	Stand Alone	579.4	3.80	2,201.72
1-12	Combination	579.4	3.23	1,871.46
1-9-12	Combination	579.4	3.24	1,877.26
1-12-19	Combination	579.4	3.26	1,888.84
1-9-12-19	Combination	579.4	3.27	1,894.64
1-4-12	Combination	579.4	3.27	1,894.64
1-4-12-19	Combination	579.4	3.29	1,906.23
1-4-9-12	Combination	579.4	3.27	1,894.64

Standalone Route prices:

Price Daily Service as a standalone route

579.4 daily miles at $__see above chart___/per mile.

__$_____/Day.

Group Price for Route:

Price Daily Service in combination with another route or routes

This rate is part of a group bid for Routes:_____

579.4 daily miles at $___see above chart ____/per mile.

_____/Day.

Additional second-line 102-inch wide buses to be used on an "As Required" basis, for a one-way trip (including any deadhead return of bus) or roundtrip in either direction, between or intermediate to the specific city pairs cited at the rates below:
The contractor is required to provide one "as required" second-line bus per attachment A at Bakersfield when notified at least two hours in advance and at Victorville at least 6 hours in advance for a Bakersfield Yard, or vice versa for a Victorville Yard. Should the contractor be unable to fulfill the order, Amtrak reserves the right to secure "as needed" bus services for this route from other vendors of its choosing.

a. $___833.75____ Bakersfield – Palmdale, CA

b. $___833.75____ Bakersfield – Victorville, CA

Cancellation charges for "As Required" buses when they are cancelled prior to scheduled operation will be paid in accordance with the following table:

Notice given:
Less than 2 hours (0 – 119 minutes) pay $200.00
Between 2 and 4 hours (120-240 minutes) pay $125.00
More than 4 hours (241 or more minutes) no cancellation charge

No payment is made for cancellations made prior to departing the base yard more than 4 hours prior to scheduled operation. Buses, which have already left the yard at the time of cancellation to position to outlying cities, will be paid at the lowest applicable rates.

Supplemental reimbursement to drivers for waiting time for late trains, payable after the first 90 minutes of wait time in 30 minute time units, and based on the actual arrival time of the train at the junction station, at the rate of $15.00/time-unit.

Scheduled Train Arrives Late:		
0-90 minutes	Driver paid:	$ 0.00
91-120 minutes	Driver paid:	$15.00
Each additional 30 minute period or portion thereof.	Driver paid:	$15.00

The contractor will be responsible for invoicing this line with the number of the late train and its actual arrival time of the train.

Amtrak Thruway Bus Operations

Attachment B – Pricing Request – 7/6/11

Route 19: Bakersfield-Hemet/Indio

Effective
10/1/11 through 9/30/14

1096-day units, effective 10/1/11 through 9/30/14, for dedicated motorcoach service on Route 19, which operates between Bakersfield and San Bernardino, Hemet, and Indio based on Attachment C: 5/9/11 Schedule.

A. This bus route is operated by Amtrak on behalf of Caltrans. Amtrak reserves the right to modify or terminate this contract short of the term of contact, should RT19 funding be withdrawn or reduced by agency. The Contract will include two optional, three-year extensions, which may be exercised by mutual agreement on renewal terms and prices.

B. A minimum of four (4) Frontline buses are required to operate this contract. Frontline buses shall be 102-inch wide, 45-foot long intercity motor coach (or their industry-size equivalent as produced by various manufacturers), with under-bus baggage storage bins, subject to Amtrak approval. The contract will provide for a price for 45-foot coaches. Diesel buses, engines and drive trains will meet or exceed all present and upcoming California, CARB and Federal pollution and clean air requirements, rules and laws, during the life of the contract.

C. Front-line buses shall be no more than four (4) years old at the start of the contract. A bus which replaces an original front-line bus during the life of the contract may be no older than the maximum age, as adjusted on a prorated basis for the number of years the contract has been in effect (example: during contract year three (3), a replacement bus may be no older than six (6) years old). Amtrak will approve a change in bus assignment when it is based on a valid reason.

D. Front-line buses shall be equipped with:

1. Bus equipment specified in Attachment A Statement of Work and as specified in this Attachment B.
2. An 110v electrical outlet at every seat.
3. Seats spaced to Specification A and features subject to approval.
4. Seats equipped with three point seat-belts with adjustable shoulder strap.
5. Two tables per bus will be configured with 4 facing seats. Other seats will be conventionally positioned but have fold-down trays with secure mounting separate from seat in front (final configuration is subject to approval).
6. WiFi with installation and operating cost imbedded in daily per mile rate.

7. A programmable electronic head-sign, which streams destination info, to be mounted in the upper front window.
8. A second programmable electronic sign, which streams destination info, to be mounted in the window on the right side of the bus adjacent to the front door.
9. A standard intercity bus restroom.
10. An ADA compliant wheelchair-lift with space to accommodate two ADA wheelchairs.
11. Amtrak California identity in paint or wrap.
12. A real-time Global Positioning System (GPS) accessible online to Amtrak operations.

E. The price for this service includes the provision of motorcoach equipment, hotel rooms and per diem for drivers if required in regular service, trained drivers, responsive supervision and management, an on-duty (not an on-call) real-time dispatcher during the hours of RT19 operation, and maintenance programs, per Attachments A, B, C, D, E and general provisions. The contractor shall absorb the cost of keeping the GPS in operation. Amtrak shall have access to live tracking of vehicles.

F. Contractor maintenance facility is to be within 60 minutes of Bakersfield or the San Bernardino area. End points are referred to interchangeably and do not indicate a preference for one operating location or another. All buses in Amtrak service must be cleaned, plus restroom holding-tanks dumped and serviced, per Attachment A specification at a minimum of once each 24 hours or more often as needed to maintain cleanliness and odor control. Drivers will inspect the bus for cleanliness prior to each trip and will clean restrooms, pickup trash and will empty trash receptacles as needed during the day to maintain a professional looking interior.

G. The Attachment D: Mileage Table will govern the mileage paid per the agreed upon rate. Specification A details the methodology for future schedule adjustments which result in a change in mileage. Generally, deadhead costs are the responsibility of the contractor, except that a change from the contract base rate which increases deadhead costs will be paid at the per mileage rate.

H. Amtrak requires drivers to account for passengers accepted for carriage on the bus service. Initially drivers will collect and safeguard tickets or other passenger documentation as instructed in Specification A. This includes collection and remittance of passenger identification for un-ticketed passengers. Amtrak plans to convert to an eTicketing system beginning in Fall 2011 and the program will be rolled out to selected bus routes during the course of this contract. Since the program is still under design, Amtrak reserves the right to change the collection and/or validation process as part of this contract. Under the eTicketing program drivers and bus company management will be responsible for the deployment, use and security of Ticket Validation Scanners, which will be provided by Amtrak along with appropriate training courses. Although it is

expected that eTicketing will reduce the need for on board sales of tickets, Amtrak reserves the right to require drivers to sell on-board Amtrak tickets or collect deposits at un-staffed locations to designated points, at no change in the contract rate. At the time of the commencement of this contract, drivers do not sell tickets, but in certain locations do collect a deposit from parolees for remittance at Bakersfield. Regardless of the specific ticket/scanning/validation program start, Amtrak will provide all tickets, electronic ticket devices, validation devices, training and accounting materials as required for functionality. The contractor will provide program support which includes distribution of validation devices, security of devices and training. Amtrak and the contractor will agree upon a reasonable system of accountability. Devices found to be intentionally or repeatedly lost or damaged by their employees will be replaced at the contractor's cost.

I. Fuel adjustments requested during the life of the contract will be based on the terms in Attachment E: Fuel Adjustment Language (EIA 10 Percent Threshold 6/27/2011).

This contract will utilize the Federal Energy Information Administration California Index, which includes taxes. Look in the website on the right side of the home page for the "53 weeks average" selection. This contract sets the base per gallon rate, and will pay an adjustment after a 10 percent threshold is subtracted.

http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp

The three-month California average for weeks ending 4/4/11 through 6/27/11 is $4.3275.

Read Attachment E and provide the following Contractor information:

Amtrak bus fleet miles per gallon of fuel: 5.8.

Location of maintenance yard: **Long Beach, Bakersfield

***See location notes on pages 6-7 in the Technical Proposal for locations details.*

Pricing Explanation

Coach America is proposing multiple price combinations. See attached Spread Sheet as well as the charts listed below.

Standalone Prices are listed below by route.

Group Prices are listed below by route.

Note on Combinations: Each Group Price proposed is priced to operate in combination with the complete Route 1. For example, the proposed route 1 and 4 group price is a combination of Route 1A, 1B, 1C, and 4. The prices and group combinations listed are non-

changeable for the purpose of this pricing proposal. If other groupings not listed in our proposal are desired, Coach America can review and provide pricing as requested.

Coach America is offering the Van Hool C2045.

A Vehicle Specification Brochure have also been submitted in PDF format.

See chart below for pricing detail.

Coach America Route 19 Pricing	Equipment Type 2012 Van Hool C2045L	Daily Miles	Rate per Mile	Per Day
19	Stand Alone	1887.9	3.34	6,305.59
1-19	Combination	1887.9	3.22	6,079.04
1-9-19	Combination	1887.9	3.23	6,097.92
1-4-19	Combination	1887.9	3.25	6,135.68
1-4-9-19	Combination	1887.9	3.26	6,154.55
1-12-19	Combination	1887.9	3.26	6,154.55
1-9-12-19	Combination	1887.9	3.27	6,173.43
1-4-12-19	Combination	1887.9	3.29	6,211.19

Standalone Route price:

Line 1: **Price Daily Service as a standalone route**

1887.9 daily miles at $__see above chart__/per mile.

__$____/Day.

Group Price for Route:

Line 1: **Price Daily Service in combination with another route or routes**

This rate is part of a group bid for Routes: _see above chart ____

1887.9 daily miles at $_____/per mile.

_____/Day.

Additional second-line 102-inch wide buses to be used on an "As Required" basis, for a one-way trip (including any deadhead return of bus) or roundtrip in either direction, between or intermediate to the specific city pairs cited at the rates below:
The contractor is required to provide one "as required" second-line bus per attachment A at Bakersfield when notified at least two hours in advance, or at San Bernardino when notified 6 hours in advance for Bakersfield yard, or vice versa criteria for a San Bernardino yard. Should the contractor be unable to fulfill the order, Amtrak reserves the right to secure "as needed" bus services for this route from other vendors of its choosing.

a. $___624.45___ Bakersfield – Pasadena, CA

b. $___1,036.15___ Bakersfield – San Bernardino/Riverside, CA

c. $___1,151.15___ Bakersfield – Hemet, CA, CA

d. $___1,216.70__ Bakersfield – Palm Springs/Indio, CA

Cancellation charges will be paid in accordance with the following table when they are cancelled prior to scheduled operation:

Notice given:
Less than 2 hours (0 – 119 minutes) pay $200.00
Between 2 and 4 hours (120-240 minutes) pay $125.00
More than 4 hours (241 or more minutes) no cancellation charge

No payment is made for cancellations made prior to departing the base yard more than 4 hours prior to scheduled operation. Buses, which have already left the yard at the time of cancellation to position to outlying cities, will be paid at the lowest applicable rate.

Supplemental reimbursement to drivers will be paid per the below listing for waiting time for late trains, payable after the first 90 minutes of wait time in 30 minute time units, and based on the actual arrival time of the train at the junction station, at the rate of $12.50/time-unit.

Scheduled Train Arrives Late:

0-90 minutes	Driver paid:	$ 0.00
91-120 minutes	Driver paid:	$15.00
Each additional 30 minute period or portion thereof.	Driver paid:	$15.00

The contractor will be responsible for invoicing this line with the number of the late train and its actual arrival time of the train.

Amtrak Thruway Bus Operations

Attachment B – Pricing Request

Route 1A: Bakersfield-Los Angeles-San Diego
Route 1B: Bakersfield-Los Angeles-San Pedro
Route 1C: Bakersfield-Torrance

Effective
10/1/11 through 9/30/14

1096-day units, effective 10/1/11 through 9/30/14, for dedicated motorcoach service on Route 1, which operates in three subsections between Bakersfield and Southern California, based on Attachment C: 5/9/11 Schedule.

- Route 1A runs from Fresno or Bakersfield to Los Angeles or San Diego
- Route 1B runs from Bakersfield to Los Angeles and San Pedro
- Route 1C runs from Bakersfield to Torrance

A. This bus route is operated by Amtrak on behalf of Caltrans. Amtrak reserves the right to modify or terminate this contract short of the term of contact, should RT1 funding be withdrawn or reduced by agency. The Contract will include two optional, three-year extensions, which may be exercised by mutual agreement on renewal terms and prices.

B. A minimum of fifteen (15) Frontline buses are required to operate this contract. Frontline buses shall be 102-inch wide, 45-foot long intercity motor coach (or their industry-size equivalent as produced by various manufacturers), with under-bus baggage storage bins, subject to Amtrak approval. Each responsive bid must include a price for 45-foot coaches. Diesel buses, engines and drive trains will meet or exceed all present and upcoming California, CARB and Federal pollution and clean air requirements, rules and laws, during the life of the contract.

C. Front-line buses shall be no more than four (4) years old at the start of the contract. A bus which replaces an original front-line bus during the life of the contract may be no older than the maximum age, as adjusted on a prorated basis for the number of years the contract has been in effect (example: during contract year three (3), a replacement bus may be no older than six (6) years old). Amtrak will approve a change in bus assignment when it is based on a valid reason.

D. Front-line buses shall be equipped with:

1. Bus equipment specified in Attachment A Statement of Work and as specified in this Attachment B.

2. An 110v electrical outlet at every seat.
3. Seats spaced to Specification A and features subject to approval.
4. Seats equipped with three point seat-belts with adjustable shoulder strap.
5. Two tables per bus will be configured with 4 facing seats. Other seats will be conventionally positioned but have fold-down trays with secure mounting separate from seat in front (final configuration is subject to approval).
6. WiFi with installation and operating cost imbedded in daily per mile rate.
7. A programmable electronic head-sign, which streams destination info, to be mounted in the upper front window.
8. A second programmable electronic sign, which streams destination info, to be mounted in the window on the right side of the bus adjacent to the front door.
9. A standard intercity bus restroom.
10. An ADA compliant wheelchair-lift with space to accommodate two ADA wheelchairs.
11. Amtrak California identity in paint or wrap.
12. A real-time Global Positioning System (GPS) accessible online to Amtrak operations.

E. The price for this service includes the provision of motorcoach equipment, hotel rooms and per diem for drivers if required in regular service, trained drivers, responsive supervision and management, an on-duty (not an on-call) real-time dispatcher during the hours of RT01 operation, and maintenance programs, per Attachments A, B, C, D, E and general provisions. The contractor shall absorb the cost of keeping the GPS in operation. Amtrak shall have access to live tracking of vehicles.

F. Contractor maintenance facility is to be within 60 minutes of Bakersfield or Los Angeles. End points are referred to interchangeably and do not indicate a preference for one operating location or another. All buses in Amtrak service must be cleaned, plus restroom holding-tanks dumped and serviced, per Attachment A specification at a minimum of once each 24 hours or more often as needed to maintain cleanliness and odor control. Drivers will inspect the bus for cleanliness prior to each trip and will clean restrooms, pickup trash and will empty trash receptacles as needed during the day to maintain a professional looking interior.

G. The Attachment D: Mileage Table will govern the mileage paid per the agreed upon rate. Specification A details the methodology for future schedule adjustments which result in a change in mileage. Generally, deadhead costs are the responsibility of the contractor, except that a change from the contract base rate which increases deadhead costs will be paid at the per mileage rate.

H. Amtrak requires drivers to account for passengers accepted for carriage on the bus service. Initially drivers will collect and safeguard tickets or other passenger documentation as instructed in Specification A. This includes collection and remittance

of passenger identification for un-ticketed passengers. Amtrak plans to convert to an eTicketing system beginning in Fall 2011 and the program will be rolled out to selected bus routes during the course of this contract. Since the program is still under design, Amtrak reserves the right to change the collection and/or validation process as part of this contract. Under the eTicketing program drivers and bus company management will be responsible for the deployment, use and security of Ticket Validation Scanners, which will be provided by Amtrak along with appropriate training courses. Although it is expected that eTicketing will reduce the need for on board sales of tickets, Amtrak reserves the right to require drivers to sell on-board Amtrak tickets or collect deposits at un-staffed locations to designated points, at no change in the contract rate. At the time of the commencement of this contract, drivers do not sell tickets, but in certain locations do collect a deposit from parolees for remittance at Bakersfield. Regardless of the specific ticket/scanning/validation program start, Amtrak will provide all tickets, electronic ticket devices, validation devices, training and accounting materials as required for functionality. The contractor will provide program support which includes distribution of validation devices, security of devices and training. Amtrak and the contractor will agree upon a reasonable system of accountability. Devices found to be intentionally or repeatedly lost or damaged by their employees will be replaced at the contractor's cost.

J. Fuel adjustments requested during the life of the contract will be based on the terms in Attachment E – EIA Amtrak Fuel Adjustment – 10% Threshold (6/27/2011)

This contract will utilize the Federal Energy Information Administration California Index, which includes taxes. Look in the website on the right side of the home page for the "53 weeks average" selection. This contract sets the base per gallon rate, and will pay an adjustment after a 10 percent threshold is subtracted.

http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp

The three-month California average for weeks ending 4/4/11 through 6/27/11 is $4.3275.

Read Attachment E and provide the following Contractor information:

Amtrak bus fleet miles per gallon of fuel: 5.8.

Location of maintenance yard: **Bakersfield, Long Beach, Sylmar, Oxnard

***See location notes on pages 6-7 in the Technical Proposal for locations details.*

Pricing Explanation

Coach America is proposing multiple price combinations. See attached Spread Sheet as well as the charts listed below.

Standalone Prices are listed below by route.

Group Prices are listed below by route.

Note on Combinations: Each Group Price proposed is priced to operate in combination with the complete Route 1. For example, the proposed route 1 and 4 group price is a combination of Route 1A, 1B, 1C, and 4. The prices and group combinations listed are non-changeable for the purpose of this pricing proposal. If other groupings not listed in our proposal are desired, Coach America can review and provide pricing as requested.

Coach America is offering the Van Hool C2045.

A Vehicle Specification Brochure have also been submitted in PDF format.

See charts below for pricing detail.

Coach America Route 1A Pricing	Equipment Type 2012 Van Hool C2045L	Daily Miles	Rate per Mile	Per Day
1A	Stand Alone	2265.2	3.18	7,203.34
1A-1B-1C-4-9-12-19	Group Price	2265.2	3.17	7,180.68
1A-1B-1C-9	Group Price	2265.2	3.20	7,248.64
1A-1B-1C-19	Group Price	2265.2	3.22	7,293.94
1A-1B-1C-9-19	Group Price	2265.2	3.23	7,316.60
1A-1B-1C-4	Group Price	2265.2	3.22	7,293.94
1A-1B-1C-12	Group Price	2265.2	3.23	7,316.60
1A-1B-1C-4-9	Group Price	2265.2	3.23	7,316.60
1A-1B-1C-4-19	Group Price	2265.2	3.25	7,361.90
1A-1B-1C-9-12	Group Price	2265.2	3.24	7,339.25
1A-1B-1C-4-9-19	Group Price	2265.2	3.26	7,384.55
1A-1B-1C-12-19	Group Price	2265.2	3.26	7,384.55
1A-1B-1C-9-12-19	Group Price	2265.2	3.27	7,407.20
1A-1B-1C-4-12	Group Price	2265.2	3.27	7,407.20
1A-1B-1C-4-12-19	Group Price	2265.2	3.29	7,452.51
1A-1B-1C-4-9-12	Group Price	2265.2	3.27	7,407.20

Coach America Route 1B Pricing	Equipment Type 2012 Van Hool C2045L	Daily Miles	Rate per Mile	Per Day
1B	Stand Alone	1212.8	3.18	3,856.70
1A-1B-1C-4-9-12-19	Combination	1212.8	3.17	3,844.58
1A-1B-1C-9	Combination	1212.8	3.20	3,880.96
1A-1B-1C-19	Combination	1212.8	3.22	3,905.22
1A-1B-1C-9-19	Combination	1212.8	3.23	3,917.34
1A-1B-1C-4	Combination	1212.8	3.22	3,905.22
1A-1B-1C-12	Combination	1212.8	3.23	3,917.34
1A-1B-1C-4-9	Combination	1212.8	3.23	3,917.34
1A-1B-1C-4-19	Combination	1212.8	3.25	3,941.60
1A-1B-1C-9-12	Combination	1212.8	3.24	3,929.47
1A-1B-1C-4-9-19	Combination	1212.8	3.26	3,953.73
1A-1B-1C-12-19	Combination	1212.8	3.26	3,953.73
1A-1B-1C-9-12-19	Combination	1212.8	3.27	3,965.86
1A-1B-1C-4-12	Combination	1212.8	3.27	3,965.86
1A-1B-1C-4-12-19	Combination	1212.8	3.29	3,990.11
1A-1B-1C-4-9-12	Combination	1212.8	3.27	3,965.86

Coach America Route 1C Pricing	Equipment Type 2012 Van Hool C2045L	Daily Miles	Rate per Mile	Per Day
1C	Stand Alone	1173.2	3.18	3,730.78
1A-1B-1C-4-9-12-19	Combination	1173.2	3.17	3,719.04
1A-1B-1C-9	Combination	1173.2	3.20	3,754.24
1A-1B-1C-19	Combination	1173.2	3.22	3,777.70
1A-1B-1C-9-19	Combination	1173.2	3.23	3,789.44
1A-1B-1C-4	Combination	1173.2	3.22	3,777.70
1A-1B-1C-12	Combination	1173.2	3.23	3,789.44
1A-1B-1C-4-9	Combination	1173.2	3.23	3,789.44
1A-1B-1C-4-19	Combination	1173.2	3.25	3,812.90
1A-1B-1C-9-12	Combination	1173.2	3.24	3,801.17
1A-1B-1C-4-9-19	Combination	1173.2	3.26	3,824.63
1A-1B-1C-12-19	Combination	1173.2	3.26	3,824.63
1A-1B-1C-9-12-19	Combination	1173.2	3.27	3,836.36
1A-1B-1C-4-12	Combination	1173.2	3.27	3,836.36
1A-1B-1C-4-12-19	Combination	1173.2	3.29	3,859.83
1A-1B-1C-4-9-12	Combination	1173.2	3.27	3,836.36

Standalone Route prices:

Line 1: **Route 1A: Price Daily Service as a standalone route**

2265.2 daily miles at $ see above chart **/per mile.**

$_____/Day.

Line 2: **Route 1B: Price Daily Service as a standalone route**

1212.8 daily miles at $ see above chart **/per mile.**

$_____/Day.

Line 3: **Route 1C: Price Daily Service as a standalone route**

1173.2 daily miles at $ see above chart **/per mile.**

$_____/Day.

Group Price for Route:

Line 1: **Route 1A: Price Daily Service in combination with an other route(s)**

This rate is part of a group bid for Routes: see above chart

2265.2 daily miles at $_____/per mile.

$_____/Day.

Line 2: **Route 1B: Price Daily Service in combination with an other route(s)**

This rate is part of a group bid for Routes: see above chart
1212.8 daily miles at $_____/per mile.

$_____/Day.

Line 3: **Route 1C: Price Daily Service in combination with an other route(s)**

This rate is part of a group bid for Routes: : see above chart

1173.2 daily miles at $_____/per mile.

$_____/Day.

Additional second-line 102-inch wide buses to be used on an "As Required" basis, for a one-way trip (including any deadhead return of bus) or roundtrip in either direction, between or intermediate to the specific city pairs cited at the rates below:

The contractor is required to provide one "as required" second-line bus per attachment A at Bakersfield or Los Angeles when notified at least two hours in advance. Should the contractor be unable to fulfill the order, Amtrak reserves the right to secure "as needed" bus services for this route from other vendors of its choosing.

a. $ 624.45 Bakersfield – Los Angeles, CA

b. $ 624.45 Bakersfield – Irvine, CA

c. $ 1,024.65 Bakersfield – San Diego, CA

d. $ 624.45 Bakersfield – Van Nuys, CA

e. $ 624.45 Bakersfield – Torrance, CA

f. $ 624.45 Bakersfield – San Pedro/Long Beach, CA

g. $ 624.45 Bakersfield – Fresno, CA

h. $ 624.45 Los Angeles-San Diego, CA

i. $ 624.45 Los Angeles or Bakersfield Standby Bus to be used for "as needed" trips in the service area within the hours of services law.

Cancellation charges for will be paid in accordance with the below table for "As Required" buses when they are cancelled prior to scheduled operation:

Notice given:
Less than 2 hours (0 – 119 minutes) pay $200.00
Between 2 and 4 hours (120-240 minutes) pay $125.00
More than 4 hours (241 or more minutes) no cancellation charge

No payment is made for cancellations made prior to departing the base yard more than 4 hours prior to scheduled operation. Buses, which have already left the yard at the time of cancellation to position to outlying cities, will be paid at the lowest applicable rate.

Supplemental reimbursement to drivers for waiting time for late trains, payable after the first 90 minutes of wait time in 30 minute time units, and based on the actual arrival time of the train at the junction station, at the rate of $15.00/time-unit.

Scheduled Train Arrives Late:		
0-90 minutes	Driver paid:	$ 0.00
91-120 minutes	Driver paid:	$15.00
Each additional 30 minute period or portion thereof.	Driver paid:	$15.00

The contractor will be responsible for invoicing this line with the number of the late train and its actual arrival time of the train.

Amtrak Thruway Bus Operations

Attachment B – Pricing Request

Route 4: Los Angeles – Santa Barbara/Goleta

Effective
10/1/11 through 9/30/14

1096-day units, effective 10/1/11 through 9/30/14, for dedicated motorcoach service on Route 4, which operates between one roundtrip Santa Barbara-Los Angeles-Goleta based on Attachment C: 5/9/11 Schedule.

A. This bus route is operated by Amtrak on behalf of Caltrans. Amtrak reserves the right to modify or terminate this contract short of the term of contact, should RT04 funding be withdrawn or reduced by agency. The Contract will include two optional, three-year extensions, which may be exercised by mutual agreement on renewal terms and prices.

B. A minimum of one (1) Frontline bus is required to operate this contract. Frontline buses shall be 102-inch wide, 45-foot long intercity motor coach (or their industry-size equivalent as produced by various manufacturers), with under-bus baggage storage bins, subject to Amtrak approval. The contract will include a price for 45-foot coaches. Diesel buses, engines and drive trains will meet or exceed all present and upcoming California, CARB and Federal pollution and clean air requirements, rules and laws, during the life of the contract.

C. Front-line buses shall be no more than four (4) years old at the start of the contract. A bus which replaces an original front-line bus during the life of the contract may be no older than the maximum age, as adjusted on a prorated basis for the number of years the contract has been in effect (example: during contract year three (3), a replacement bus may be no older than six (6) years old). Amtrak will approve a change in bus assignment when it is based on a valid reason.

D. Front-line buses shall be equipped with:

1. Bus equipment specified in Attachment A Statement of Work and as specified in this Attachment B.
2. An 110v electrical outlet at every seat.
3. Seats spaced to Specification A and features subject to approval.
4. Seats equipped with three point seat-belts with adjustable shoulder strap.

5. Two tables per bus will be configured with 4 facing seats. Other seats will be conventionally positioned but have fold-down trays with secure mounting separate from seat in front (final configuration is subject to approval).
6. WiFi with installation and operating cost imbedded in daily per mile rate.
7. A programmable electronic head-sign, which streams destination info, to be mounted in the upper front window.
8. A second programmable electronic sign, which streams destination info, to be mounted in the window on the right side of the bus adjacent to the front door.
9. A standard intercity bus restroom.
10. An ADA compliant wheelchair-lift with space to accommodate two ADA wheelchairs.
11. Amtrak California identity in paint or wrap.
12. A real-time Global Positioning System (GPS) accessible online to Amtrak operations.

E. The price for this service includes the provision of motorcoach equipment, hotel rooms and per diem for drivers if required in regular service, trained drivers, responsive supervision and management, an on-duty (not an on-call) real-time dispatcher during the hours of RT04 operation, and maintenance programs, per Attachments A, B, C, D, E and general provisions. The contractor shall absorb the cost of keeping the GPS in operation. Amtrak shall have access to live tracking of vehicles.

F. Contractor maintenance facility is to be within 60 minutes of Santa Barbara or Los Angeles. End points are referred to interchangeably and do not indicate a preference for one operating location or another. All buses in Amtrak service must be cleaned, plus restroom holding-tanks dumped and serviced, per Attachment A specification at a minimum of once each 24 hours or more often as needed to maintain cleanliness and odor control. Drivers will inspect the bus for cleanliness prior to each trip and will clean restrooms, pickup trash and will empty trash receptacles as needed during the day to maintain a professional looking interior.

G. The Attachment D: Mileage Table will govern the mileage paid per the agreed upon rate. Specification A details the methodology for future schedule adjustments which result in a change in mileage. Generally, deadhead costs are the responsibility of the contractor, except that a change from the contract base rate which increases deadhead costs will be paid at the per mileage rate.

H. Amtrak requires drivers to account for passengers accepted for carriage on the bus service. Initially drivers will collect and safeguard tickets or other passenger documentation as instructed in Specification A. This includes collection and remittance of passenger identification for un-ticketed passengers. Amtrak plans to convert to an eTicketing system beginning in Fall 2011 and the program will be rolled out to selected

bus routes during the course of this contract. Since the program is still under design, Amtrak reserves the right to change the collection and/or validation process as part of this contract. Under the eTicketing program drivers and bus company management will be responsible for the deployment, use and security of Ticket Validation Scanners, which will be provided by Amtrak along with appropriate training courses. Although it is expected that eTicketing will reduce the need for on board sales of tickets, Amtrak reserves the right to require drivers to sell on-board Amtrak tickets or collect deposits at un-staffed locations to designated points, at no change in the contract rate. At the time of the commencement of this contract, drivers do not sell tickets, but in certain locations do collect a deposit from parolees for remittance at Bakersfield. Regardless of the specific ticket/scanning/validation program start, Amtrak will provide all tickets, electronic ticket devices, validation devices, training and accounting materials as required for functionality. The contractor will provide program support which includes distribution of validation devices, security of devices and training. Amtrak and the contractor will agree upon a reasonable system of accountability. Devices found to be intentionally or repeatedly lost or damaged by their employees will be replaced at the contractor's cost.

I. Fuel adjustments requested during the life of the contract will be based on the terms in Attachment E: Fuel Adjustment Language (EIA 10 Percent Threshold 6/27/2011).

This contract will utilize the Federal Energy Information Administration California Index, which includes taxes. Look in the website on the right side of the home page for the "53 weeks average" selection. The contract sets the base per gallon rate, and will pay an adjustment after a 10 percent threshold is subtracted.

http://tonto.eia.doe.gov/oog/info/wohdp/diesel.asp

The three-month California average for weeks ending 4/4/11 through 6/27/11 is $4.3275.

Read Attachment E and provide the following Contractor information:

Amtrak bus fleet miles per gallon of fuel: 5.8.

Location of maintenance yard: **Oxnard.

***See location notes on pages 6-7 in the Technical Proposal for locations details.*

Pricing Explanation

Coach America is proposing multiple price combinations. See attached Spread Sheet as well as the charts listed below.

Standalone Prices are listed below by route.

Group Prices are listed below by route.

Note on Combinations: Each Group Price proposed is priced to operate in combination with the complete Route 1. For example, the proposed route 1 and 4 group price is a combination of Route 1A, 1B, 1C, and 4. The prices and group combinations listed are non-changeable for the purpose of this pricing proposal. If other groupings not listed in our proposal are desired, Coach America can review and provide pricing as requested.

Coach America is offering the Van Hool C2045.

A Vehicle Specification Brochure have also been submitted in PDF format.

See chart below for pricing detail.

Coach America Route 4 Pricing	Equipment Type 2012 Van Hool C2045L	Daily Miles	Rate per Mile	Per Day
4	Stand Alone	228.1	4.06	926.09
1-4	Combination	228.1	3.22	734.48
1-4-19	Combination	228.1	3.25	741.33
1-4-9-19	Combination	228.1	3.26	743.61
1-4-12	Combination	228.1	3.27	745.89
1-4-12-19	Combination	228.1	3.29	750.45
1-4-9-12	Combination	228.1	3.27	745.89
1-4-9	Combination	228.1	3.23	736.76

Standalone Route prices:

Line 1: **Price Daily Service as a standalone route**

228.1 daily miles at $__see above chart__**/per mile.**

_____**/Day.**

Group Price for Route:

Line 1: **Price Daily Service in combination with another route or routes**

This rate is part of a group bid for Routes:__see above chart__

228.1 daily miles at $_____**/per mile.**

_____**/Day.**

Additional second-line 102-inch wide buses to be used on an "As Required" basis, for a one-way trip (including any deadhead return of bus) or roundtrip in either direction, between or intermediate to the specific city pairs cited at the rates below: The contractor is required to provide one "as required" second-line bus per attachment A at Los Angeles or Santa Barbara when notified at least three hours in advance. Should the contractor be unable to fulfill the order, Amtrak reserves the right to secure "as needed" bus services for this route from other vendors of its choosing.

a. $__671.60__ Los Angeles-Santa Barbara/Goleta, CA

b. $__369.15__ Los Angeles-Oxnard, CA

c. $__332.35__ Los Angeles-Chatsworth, CA

Cancellation charges for "As Required" buses will be paid in accordance with the below table when they are cancelled prior to scheduled operation, according to the following table:

Notice given:
Less than 2 hours (0 – 119 minutes) pay $200.00
Between 2 and 4 hours (120-240 minutes) pay $125.00
More than 4 hours (241 or more minutes) no cancellation charge

No payment is made for cancellations made prior to departing the base yard more than 4 hours prior to scheduled operation. Buses, which have already left the yard at the time of cancellation to position to outlying cities, will be paid at the lowest applicable rate.

Supplemental reimbursement to drivers for waiting time for late trains, payable after the first 90 minutes of wait time in 30 minute time units, and based on the actual arrival time of the train at the junction station will be paid at the rate of $15.00/time-unit.

Scheduled Train Arrives Late:		
0-90 minutes	Driver paid:	$ 0.00
91-120 minutes	Driver paid:	$15.00
Each additional 30 minute period or portion thereof.	Driver paid:	$15.00

The contractor will be responsible for invoicing this line with the number of the late train and its actual arrival time of the train.

Amtrak Thruway Bus Operations

Attachment B – Pricing Request

Route 9: Bakersfield-Las Vegas

Effective
10/1/11 through 9/30/14

1096-day units, effective 10/1/11 through 9/30/14, for dedicated motorcoach service on Route 9, which operates between Bakersfield and Las Vegas based on Attachment C: 5/9/11 Schedule.

A. This bus route is operated by Amtrak on behalf of Caltrans. Amtrak reserves the right to modify or terminate this contract short of the term of contact, should RT09 funding be withdrawn or reduced by agency. The Contract will include two optional, three-year extensions, which may be exercised by mutual agreement on renewal terms and prices.

B. A minimum of two (2) Frontline buses are required to operate this contract. Frontline buses shall be 102-inch wide, 45-foot long intercity motor coach (or their industry-size equivalent as produced by various manufacturers), with under-bus baggage storage bins, subject to Amtrak approval. The contract will include a price for 45-foot coaches. Diesel buses, engines and drive trains will meet or exceed all present and upcoming California, CARB and Federal pollution and clean air requirements, rules and laws, during the life of the contract.

C. Front-line buses shall be no more than four (4) years old at the start of the contract. A bus which replaces an original front-line bus during the life of the contract may be no older than the maximum age, as adjusted on a prorated basis for the number of years the contract has been in effect (example: during contract year three (3), a replacement bus may be no older than six (6) years old). Amtrak will approve a change in bus assignment when it is based on a valid reason.

D. Front-line buses shall be equipped with:

1. Bus equipment specified in Attachment A Statement of Work and as specified in this Attachment B.
2. An 110v electrical outlet at every seat.
3. Seats spaced to Specification A and features subject to approval.
4. Seats equipped with three point seat-belts with adjustable shoulder strap.

5. Two tables per bus will be configured with 4 facing seats. Other seats will be conventionally positioned but have fold-down trays with secure mounting separate from seat in front (final configuration is subject to approval).
6. WiFi with installation and operating cost imbedded in daily per mile rate.
7. A programmable electronic head-sign, which streams destination info, to be mounted in the upper front window.
8. A second programmable electronic sign, which streams destination info, to be mounted in the window on the right side of the bus adjacent to the front door.
9. A standard intercity bus restroom.
10. An ADA compliant wheelchair-lift with space to accommodate two ADA wheelchairs.
11. Amtrak California identity in paint or wrap.
12. A real-time Global Positioning System (GPS) accessible online to Amtrak operations.

E. The price for this service includes the provision of motorcoach equipment, hotel rooms and per diem for drivers if required in regular service, trained drivers, responsive supervision and management, an on-duty (not an on-call) real-time dispatcher during the hours of RT09 operation, and maintenance programs, per Attachments A, B, C, D, E and general provisions. The contractor shall absorb the cost of keeping the GPS in operation. Amtrak shall have access to live tracking of vehicles.

F. Contractor maintenance facility is to be within 60 minutes of Bakersfield or Las Vegas. End points are referred to interchangeably and do not indicate a preference for one operating location or another. All buses in Amtrak service must be cleaned, plus restroom holding-tanks dumped and serviced, per Attachment A specification at a minimum of once each 24 hours or more often as needed to maintain cleanliness and odor control. Drivers will inspect the bus for cleanliness prior to each trip and will clean restrooms, pickup trash and will empty trash receptacles as needed during the day to maintain a professional looking interior.

G. The Attachment D: Mileage Table will govern the mileage paid per the agreed upon rate. Specification A details the methodology for future schedule adjustments which result in a change in mileage. Generally, deadhead costs are the responsibility of the contractor, except that a change from the contract base rate which increases deadhead costs will be paid at the per mileage rate.

H. Amtrak requires drivers to account for passengers accepted for carriage on the bus service. Initially drivers will collect and safeguard tickets or other passenger documentation as instructed in Specification A. This includes collection and remittance of passenger identification for un-ticketed passengers. Amtrak plans to convert to an eTicketing system beginning in Fall 2011 and the program will be rolled out to selected bus routes during the course of this contract. Since the program is still under design,