EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

AGENDA
Special Board of Directors Meeting
February 4, 2026 @ 10:00 AM
1333 Park Avenue, Garden Room, Emeryville, CA 94608
Hybrid Teams: Meeting ID: 260 785 732 375 6 - Passcode: oy2yj9Yq

1. Call to Order
2. Public Comment
3. Discussion of Strategic Plan and 2026 Priorities and Directives
4. Board and Staff Comments
5. Confirm date of Next Meeting – February 17, 2026
6. Adjournment

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

Strategic Plan Summary

Summary

The Ten-Year Strategic Plan (2025-2034) was adopted the ETMA Board of Directors in January 2025. It provides the potential framework of capabilities the ETMA can implement to achieve the winning aspiration:

> "*Become the simplest way to get around Emeryville, attracting former and new passengers with a frictionless, community oriented, multimodal service.*"

CAP 1 - Scaling operating and administrative costs through acquisition and consolidation

Consolidation of routes, such as incorporating the Emery Express route into Emery Go-Round service when it is due for renewal in 2027.

CAP 2 - Marketing

Marketing Implementation: Implementation of marketing strategies such as social media, employment center meetings, and tabling events.

Marketing Plan Development: Strategic roadmap to promote awareness and engagement across all customer segments. A marketing plan will steer outreach and program engagement activity. Will facilitate identification of demographics interested in current and new services.

Marketing Plan Implementation: Goal and metric oriented, carried out over the course of the year via informed and diverse initiatives and methodologies.

CAP 3 - Networking

The ETMA will begin networking routinely with other SF Bay Area TMAs in order to learn best-practices, share information, ideas and, where applicable, resources.

CAP 4 - Non-shuttle program elements

Multi-Modal Pass Subsidies: Potential provision of Clipper Start or Clipper BayPass transit passes or subsidized memberships to Bay Wheels or Veo E-Scooter

Transit Rewards App Partnership: Partnership with and marketing of a transit rewards app will make the ETMA's offerings more valuable to existing users and enticing for new ones.

Late Night Ride Hail: Subsidized ride hail through Lyft or other ride-hailing services to provide after-hours service to pre-determined locations or within a geographic area

CAP 5 - Service Planning

Considering the City's Active Transportation Plan: Ensuring that Emery Go-Round services are considered and the ETMA is consulted regarding any transportation plans and developments throughout the City.

Service Schedule Alignment: Annual Emery Go-Round system review, stop usage analysis, alignment with Active Transportation Plan, future-ready routing.

Fleet Replacement Plan: Long-term plan for replacing, sizing, and potentially electrifying fleet vehicles.

Express/High Frequency Service: Express service to key/highly utilized stops and/or increasing the frequency from 15 minutes to 10 or less.

Fleet Automation: Implementation of an autonomous vehicle system.

CAP 6 - Finances

2030 PBID Renewal: Anticipated renewal of the PBID for 10-15 years with the potential of an expanded purview beyond shuttle operation, eg. multi-modal subsidies.

Non-PBID Revenue:

- **Fee for service:** TDM Planning and Management or TDM Review/Enforcement contracting with the City
- **Investment:** Continued investment of fund reserves to passively increase revenue

Quick Win Initiatives

Initiative	Description	Reason for Prioritization	Timeline
On-Board and Off-Board Survey	Collect data on current riders and non-users to inform service improvements and outreach.	Gain insight into the who, how and why of those that do and don't use the shuttle	6 months from engagement
Marketing Plan Development	Strategic roadmap to promote awareness and engagement across all customer segments.	A marketing plan will steer outreach and program engagement activity	3 months from engagement
Fleet Plan Development	Long-term plan for replacing, sizing, and potentially electrifying fleet vehicles.	Provide a defined roadmap and timeline for fleet replacements	1-3 months for discussion and decisions, up to 2 years for vehicle delivery
System-Ride Review	Annual system review, stop usage analysis, alignment with Active Transportation Plan, future-ready routing	Aligns our services with up-to-date use and need	Annual, ongoing, as needed
Route Augmentations, such as Watergate Express service or ride-hail	Adjustments to current routes and/or re-establishment of past routes; the addition of flexible services such as ride-hail to minimize empty buses, save costs, and establish on-demand access.	Expansion of routing into unserved areas which have promise of ridership	3-4 months to develop and implement
Charter Program	Contracted transportation services offered to external groups (e.g., private charters).		1-2 months to get fleet in compliance
Improving Passenger Experience at MacArthur	Enhancements such as signage, protected or designated waiting areas, and transit arrival screens.	Enhancements would be an active step in improving passenger experience	Dependent on BART's responsiveness and existing plans/initiatives
On-Bus Advertising	Allow members to use the buses as moving billboards, displaying approved advertising	Provides a benefit to the largest contributors and increases the visual appeal of the buses	2-3 months

Long Term Considerations

• 2030 PBID renewal will confirm the TMA's expansion of services, or restrict it to current operations. As well, it will renew the main funding source for the EGR.

• Investment fund utilization should be monitored and managed at least on a quarterly basis based on risk and yield.

• The ETMA's participation as a testing ground or live operating ground for autonomous vehicle service.

• Quarterra is not conditionally obligated to fund the Emery Express service after June 2027. The ETMA will need to decide whether to seek funding to continue the route, end the route, or merge the stop into existing service.

• Engagement with the city to modify their standard Conditions of Approval to make the ETMA the agency for transit-based conditions.

Current Initiative Status – February 2026

On-Board and Off-Board Survey:
We have received proposals from multiple vendors and are awaiting revised submissions. Once received, the subcommittee will make a final recommendation for presentation to the Board. Our goal is to conduct the surveys in April/May of this year.

Marketing Plan Development:
An RFP for marketing strategy and campaign development has been issued to several local firms. Proposals are due by February 25.

Fleet Plan Development:
The subcommittee initially decided to defer fleet plan development until after the surveys were completed to better understand demand for clean-air/EV shuttles. However, given Caltrans' ongoing prohibition on EV storage and the realistic inability to implement EVs until 2028/2029—even if storage were available—near-term discussions and decisions are needed to begin phasing out end-of-life vehicles. I will plan to bring forward vehicle options based on vendor inquiries, along with potential timelines and budget considerations.

System-Wide Review:
This work is ongoing. I am coordinating with the City to obtain employee counts and foot traffic data to evaluate whether stop locations should be adjusted. It is also important to note that stop relocations may impact property assessments, so any recommendations will be made with full awareness of potential impacts.

Route Augmentations/Expansions:
We have received multiple requests to reinstate the Watergate Express. We are also continuing to explore tail-end ride-hail service and have met with AV consultants to discuss next steps for feasibility research and development.

Charter Program:
Now that we are operating under a new agreement with MV, we can continue evaluating whether a charter program is worth pursuing and what steps would be required to implement it.

2030 PBID Renewal:
We will begin discussions and preparation for the PBID renewal toward the end of this year. A key component of this effort will be defining the scope of ETMA's management responsibilities. Currently, PBID funds may only be used for Emery Go-Round shuttle services. The Strategic Plan includes non-shuttle program elements, such as multi-modal pass subsidies; however, the PBID renewal and corresponding management agreement would need to be structured to allow funds to be used for these purposes.

Emery Go-Round Ridership Recovery

History/Background

2014-2019

Between 2014 and 2019, the "Pre-Pandemic Slide"—fueled by cheap gas, rising car ownership, and the surge of ride-hailing services—eroded transit ridership across the country. In the East Bay, the Emery Go-Round was a casualty of this trend, losing 22% of its riders (over 367,000 annual trips) before the global health crisis even began. The subsequent pandemic forced a 36% reduction in service hours as commuter-focused routes were eliminated to adapt to a new era of remote work.

Key Impacts (2014–2019):

- Emery Go-Round: Ridership fell from 1.68 million to 1.31 million trips (-22%).
- AC Transit: Lost approximately 1.95 million annual trips (-4%).
- Broader Region: Peer agencies like VTA and SamTrans saw even sharper pre-pandemic declines of 22% and 16%, respectively.

COVID-19 Pandemic

In March 2020, as a result of the COVID-19 pandemic, Emery Go-Round ridership dropped to just under 10% of pre-pandemic ridership levels. In April 2020, Emery Go-Round service levels were reduced by 32% by the elimination of Commute Service on weekdays and the shortening of the span of service to align with BART service changes.

In March 2022, Emery Go-Round increased service levels by 5% (73% of pre-pandemic levels), with a weekday frequency of 15 minutes and a weekend frequency of 20 minutes.

Post-Pandemic Recovery

Emery Go-Round Ridership

	2019 Total Ridership	2025 Total Ridership	Reduction in Annual Ridership	% 2019 Total Ridership Baseline
Emery Go-Round	1,312,474	548,645	763,829	48%

AC Transit Ridership

	2019 Total Ridership	2025 Total Ridership	Reduction in Annual Ridership	% 2019 Total Ridership Baseline
Local Line	50,842,164	34,402,120	16,440,044	68%
Commuter	3,041,754	622,204	2,419,550	21%
BRT	Launched 2024	4,854,871	N/A	N/A
Overall	53,883,918	39,879,195	14,004,723	74%

BART

	2019 Total Ridership	2025 Total Ridership	Reduction in Annual Ridership	% 2019 Total Ridership Baseline
MacArthur BART	2,520,919	1,239,219	1,281,700	49%
All BART	114,481,826	55,610,793	58,871,033	49%

Emery Go-Round

Request for Proposals (RFP)

2026 Emery-Go-Round Marketing Strategy and Campaign

Issued by: Emeryville Transportation Management Association (ETMA)

Proposal Due Date: Wednesday, February 25, 2026, 5:00 PM (Pacific Time)

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1. Background

The Emeryville Transportation Management Association (ETMA) operates the **Emery-Go-Round**, a fare-free, last-mile shuttle service in Emeryville, California. The service connects employees, residents, and visitors from the MacArthur BART Station to major employment centers, residential areas, and destinations throughout the City of Emeryville.

The Emery-Go-Round is open to the public and operates with frequent service, typically every 15 minutes. The service currently provides approximately **540,000 passenger trips annually**. ETMA seeks to increase annual ridership by **10 percent by the end of 2026** through a comprehensive marketing plan and targeted campaign implementation.

ETMA is soliciting proposals from qualified marketing firms to develop and implement a **marketing strategy and 2026 campaign** to increase awareness, attract new riders, and encourage a shift away from single-occupancy vehicle travel.

2. Project Goals and Objectives

The primary goals of this project are to:

- **Increase awareness** of the Emery-Go-Round shuttle among potential riders, including:
    - Routes and service area within Emeryville
    - Frequency (every 15 minutes)
    - Fare-free service
    - Benefits of using the shuttle instead of driving
- **Shift transportation choices** from driving alone to more sustainable options, including the Emery-Go-Round shuttle.
- **Achieve a 10% increase in annual ridership** by the end of calendar year 2026.

3. Target Audiences

Proposers should address outreach strategies for the following audiences:

Primary Audience

- Ages 25-55
- All genders
- *Workers in Emeryville; and residents of Emeryville, Oakland, and Berkeley who commute
- Individuals who could reasonably use the Emery-Go-Round shuttle for errands, shopping, or recreation

Secondary Audience

- Ages 18–75
- All genders
- Residents and workers within 15 miles of Emeryville
- Individuals living within one mile of a BART station in Alameda County, Contra Costa County, and San Francisco County

4. Scope of Work

The selected consultant will be responsible for developing and implementing a comprehensive marketing program that includes the following components:

A. Marketing Plan

- Audience insights and messaging strategy
- Campaign themes and creative approach
- Channel mix recommendations
- Performance metrics and evaluation framework

B. Campaign Implementation

ETMA anticipates **two (2) 30-day paid multi-media marketing campaigns** in 2026:

- **Spring Campaign:** May 2026
- **Fall Campaign:** September or October 2026

Campaigns may include, but are not limited to, the following communication channels:

- Digital advertising
- Social media advertising
- Social influencers
- Billboards / out-of-home advertising
- Television (if appropriate)

- Radio (if appropriate)

Proposers should recommend the most effective mix of channels within the available budget.

C. Coordination with ETMA and Partners

ETMA and its partner, ALTRANS, will conduct complementary outreach efforts, including:

- Tabling at local events
- Direct outreach to businesses in Emeryville

The selected consultant will coordinate messaging and timing to complement these efforts.

D. Reporting and Evaluation

- Ongoing performance tracking during campaigns
- **Monthly reports** summarizing campaign activities, performance metrics, lessons learned, and recommendations for future marketing efforts

5. Deliverables

At a minimum, the consultant will provide:

1. A comprehensive **Marketing Plan**
2. **Media planning and media buying** services
3. Creative assets as needed for approved channels
4. Campaign performance summaries
5. A **Final Report** outlining results and outcomes

6. Budget

The total project budget is **$100,000 to $120,000**, inclusive of all professional fees, media buys, creative development, and expenses.

Proposals should include a detailed budget breakdown by task and by campaign.

7. Proposal Submission Requirements

Proposals should include the following sections:

1. Firm Overview and Qualifications
2. Relevant Experience, particularly with transportation, public agencies, or behavior-change marketing
3. Proposed Approach and Work Plan
4. Campaign Strategy and Channel Recommendations
5. Project Team and Roles

6. Budget and Cost Proposal
7. Project Schedule
8. Examples of Relevant Work
9. References

8. Evaluation Criteria

Proposals will be evaluated based on:

- Understanding of the project and objectives
- Quality and creativity of the proposed approach
- Relevant experience and past performance
- Qualifications of the project team
- Budget clarity and cost-effectiveness
- Ability to meet schedule and deliverables

9. Schedule (Anticipated)

- RFP Issued: January 23, 2026
- Proposals Due: **February 25, 2026 – 5:00 PM PT**
- Consultant Selection: March 2026
- Project Start: March 2026
- Fall Campaign: September or October 2026
- Spring Campaign: May 2027

10. Submission Instructions

Submit proposal to ETMA Executive Director Daniel Oliver: doliver@altrans.net

Proposals must be received electronically by **5:00 PM Pacific Time on Wednesday, February 25, 2026**. Late submissions will not be accepted.

TripShot

Quote/Estimate

DATE	10/8/2025
EXPIRES	11/7/2025
NET PAYMENT TERMS	30 days

3031 Tisch Way, 110 Plaza West
San Jose, CA 95128

Emery Go-Round (c/o Altrans)

TO: Daniel Oliver
Sr. Manager
doliver@altrans.net

FROM: Jane Taing
Strategic Solution Consultant
jtaing@tripshot.com

TripShot Pricing: Infotainment

TYPE OF FEE	DESCRIPTION	QTY	RATE	AMOUNT
ONE-TIME - OPTION A	Dual Screen Hardware* (27" Display, Mounts, Cables)	21	$ 9,500.00	$ 199,500.00
ONE-TIME - OPTION B	Dual Screen Hardware* (24" Display, Mounts, Cables)	21	$ 7,300.00	$ 153,300.00
ONE-TIME	Professional Services & Installation* (21 vehicles)	1	$ 60,000.00	$ 60,000.00
ANNUAL	Licensing*	21	$ 499.00	$ 10,479.00

OPTION A (27") ONE-TIME	**$**	**259,500.00**
ANNUAL	**$**	**10,479.00**
OPTION A (27") SUBTOTAL*	**$**	**269,979.00**
OPTION B (24") ONE-TIME	**$**	**213,300.00**
ANNUAL	**$**	**10,479.00**
OPTION B (24") SUBTOTAL*	**$**	**223,779.00**

NOTES:

* Applicable sales taxes and shipping costs may vary – final calculation will be at time of invoicing and shipping.

* OPTION A Hardware includes:
- M27V - Ruggedized, Intelligent Bus Display (Direct, G4) 27" Vehicle Rated FHD (1920x1080) Vertical Display LCD Panel with 500 NIT High Brightness LED Backlight, Automatic Brightness Control Sensor, Integrated 3mm Anti-Reflective Laminated Safety Glass for IK7 Rated Impact Protection. Embedded MP190 Controller with 1.8Ghz 64 Bit Quad ARM A55Core CPU, G-52 Dedicated GPU, 0.8 TOPS Dedicated NPU (AI /IoT), 2 GB RAM, 8 GB Content Cache (Expandable to 128 GB viaSD Card), 802.11 b/g/n/ac WiFi, Gigabit Ethernet, USB 3.0, GPIO, LVDS & HDMI Output Up to 4K UHD, Supports MP-TV OS 11
- M27VS - Ruggedized, Secondary Bus Display (Direct) 27" Vehicle Rated UHD (3840x2160) Vertical Secondary Display LCD Panel with 500 NIT High Brightness LED Backlight, Automatic Brightness Control Sensor, Integrated 3mm Anti-Reflective Safety Glass for IK7 Rated Impact Protection. Secondary Display Interface for Connection to MPTV Primary Monitor via SDI Coax and SDI Repeater Output for Additional Secondary Displays (HDMI Input Optional at time of Order)
- Mounting - Mobile Retrofit for Cutaways (Front, M27VP)
- Mobile Display Mount/ M27v Backshield/ M27v (G4) Sheild Bracket for MPTV-M27V
- M-Series DC Low-Voltage Power Cable (Ring,4M)
- Ethernet Cable (10FT, Black)

* OPTION B Hardware includes:
- M24 - Ruggedized, Intelligent Bus Display (Direct) 24" Vehicle Rated FHD (1920x1080) Display LCD Panel with500 NIT High Brightness LED Backlight, Automatic Brightness Control Sensor, Integrated 3mm Anti-Reflective Laminated Safety Glass for IK7 Rated Impact Protection. Embedded MP190 Controller with 1.8Ghz 64 Bit Quad ARM A55 Core CPU,G-52 Dedicated GPU, 0.8 TOPS Dedicated NPU (AI / IoT), 2 GBRAM, 8 GB Content Cache (Expandable to 128 GB via SD Card), Supports MP-TV OS 11
- M24S - Ruggedized Secondary Bus Display (Direct) 24" Vehicle Rated FHD (1920x1080) Secondary Display LCD Panel with 500 NIT High Brightness LED Backlight, Automatic Brightness Control Sensor, Integrated 3mm Anti-Reflective Laminated Safety Glass for IK7 Rated Impact Protection. Secondary Display Interface for Connection to MPTV Primary Monitor via SDI Coax and SDI Repeater Output for Additional Secondary Displays (HDMI Input Optional at time of Order)
- Mounting - Mobile Retrofit for Cutaways (Front, M27VP)
- Mobile Display Mount/ M27v Backshield/ M27v (G4) Sheild Bracket for MPTV-M27V
- M-Series DC Low-Voltage Power Cable (Ring,4M)
- Ethernet Cable (10FT, Black)

* Professional Services & Installation includes:
- Initial Display Provisioning and Configuration Service (Standard)
- 24 hours of Professional Services: Project Management (Tier 2)
- 16 hours of Onsite Professional Services Labor (Tier 2)
- Budget for Travel and Per-Diem for up to 3 Days On-Site for Two Team Members on a Single Visit. Additional Days, Staff, or Travel with Less than 2 Weeks Notice May Result in Increased Costs
- DBE Dispatch & Installation
- TripShot Integration Setup

* Licensing includes:
- MPTV Professional License and Self-Managed Support
- Advertising Plus Add-On Service offering fully managed Advertising platform, provides access to programmatic and direct buy advertising as a managed service.

Message **Point** Media
Transit **Point**

Mobile Series

MPTV M27v

26.9" 4k Intelligent Display - 700 NIT Brightness, Integrated MP190 Controller, Shock mounted internal components, 8-36v, aluminium chassis, 3mm IK8 AR Impact Glass

GENERAL

Dimension:	26.5"(h) x 16.1" (w) x 2.5" (d)
Weight:	28 lbs (12.8 Kgs)
Mounting:	Bulkhead or Stanchion

DISPLAY

Resolution:	2160x3840 4K
Pigment:	16.8M Colors
Type:	LCD
Illumination:	700t NIT LED Backlight

CONTROLLER

Processor:	Hexa Core 64 Bit ARM SoC
RAM:	4 GB
Content Cache:	16GB (Expandable by SD Card)
OS Version:	MP.TV OS 7

CONNECTIVITY

Communication:	Cloud with Offline Cache
Mobile Network:	(Optional) 4G / 5G LTE
Wifi:	802.11ac Dual Band
Ethernet:	10/100/1000BaseT

ELECTRICAL

Power Supply:	8-36V DC
Power Consumption:	50-100w (varies by brightness)

ENVIRONMENT

Operating Temperature:	-10c to 50c Operating
Protection:	3mm AR Glass, Powder Coated Aluminum

MOBILITY OF INFORMATION

Our mobile solution brings your riders real-time updates on the next stop, including the ability to display next stop amenities and real-time transfer route information.

MOBILITY OF CONTEXT

The MPTV-M series pinpoint accurate location awareness combined with our advanced geo-fencing features allows your agency to display content that matters, where it maters. Whether that is public service announcements, route-specific trivia, or split-placement advertising to maximize revenue

MOBILITY OF HARDWARE

MPTV-M displays feature a rugedized display custom-designed for the bumpiest of rides. With 3mm AR impact glass, an aluminum chassis, and internal shock mounting, these displays are built for life on the road from the inside out.

Message **Point** Media
Transit **Point**

Mobile Series

MPTV M24 G3

24 Inch Pole Mount Mobile Intelligent Display with Integrated MP.TV Controller

GENERAL

Dimension:	14.3”(h) x 23.3” (w) x 2.5” (d)
Weight:	15 lbs (6.8 Kgs)
Mounting:	Bulkhead or Stanchion

DISPLAY

Resolution:	1920x1080 FHD
Pigment:	16.8M Colors
Type:	LCD
Illumination:	500 NIT LED Backlight

CONTROLLER

Processor:	Quad Core 64 Bit ARM A55
RAM:	2 GB
Content Cache:	8GB (Expandable by SD Card)
OS Version:	MP.TV OS 11

CONNECTIVITY

Communication:	Cloud with Offline Cache
Mobile Network:	(Optional) 4G / 5G LTE
Wifi:	802.11ac Dual Band
Ethernet:	10/100/1000BaseT

ELECTRICAL

Power Supply:	8-36V DC
Power Consumption:	50-100w (varies by brightness)

ENVIRONMENT

Operating Temperature:	-10c to 50c Operating
Protection:	3mm AR Glass, Powder Coated Aluminum

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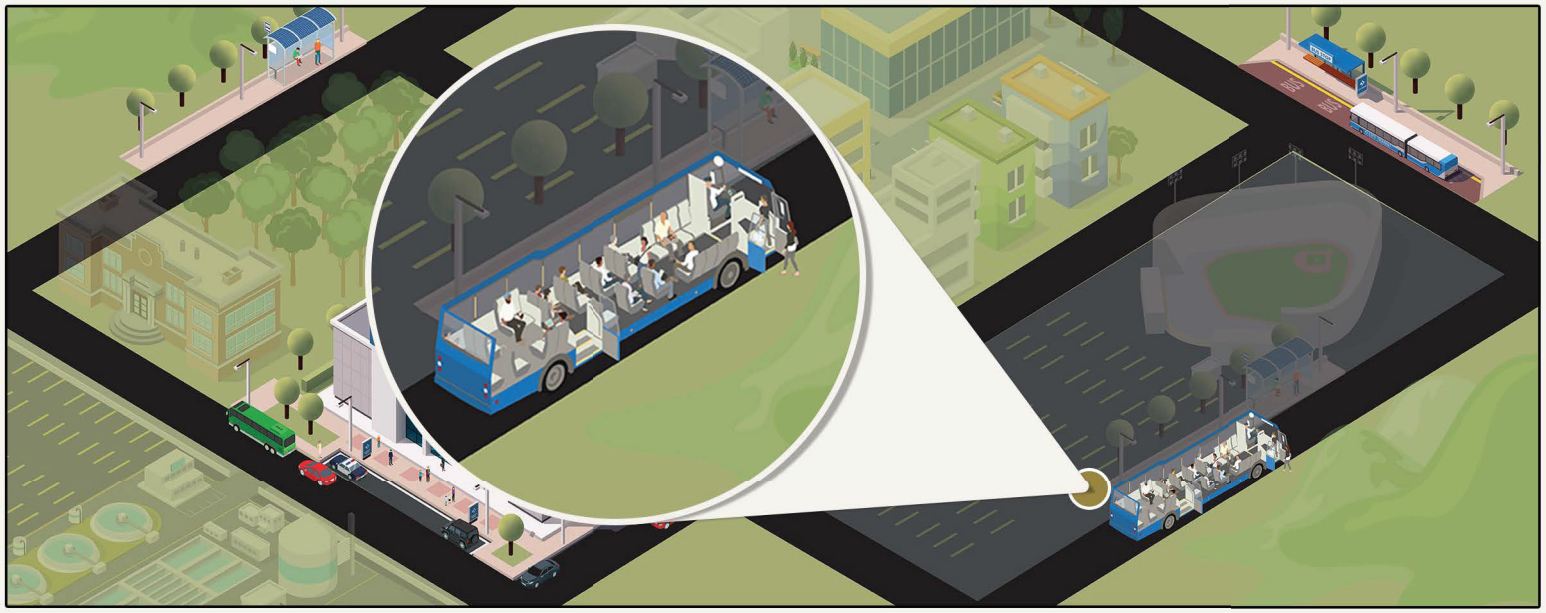
Message **Point** Media
Transit **Point**



A Complete Eco-System for Public Information Displays

The MessagePoint.TV (MP.TV) platform is a next generation end to end platform that combines an easy to use but deceptively powerful cloud based CMS Platform with the broadest family of optimized and purpose designed intelligent displays on the market. The MP.TV Platform is fully extendable and expandable with Open API interfaces and the ability to directly integrate with an unmatched variety of different software systems and web services.

175+ VISUAL APPS

MP.TV comes loaded with over 175 different animated dynamic apps you can use to display nearly any kind of information you can imagine.

ONE CMS - ANY DISPLAY

MP.TV Supports LCD, LED, and E-Ink Display Technologies so you can pick the best tech for the job. Use our controllers or displays or load our CMS Client on nearly any O/S

BEYOND ONE SIZE FITS ALL

Layout your screen anyway you want, select your colors, import your fonts, and select from multiple styles for most visual apps. You don't have to settle for the same old signage!

SERIOUSLY CONNECTED

MP.TV can connect to nearly any API from GTFS to RSS to even Native CAD/AVL APIs. Our Interactivity Engine Supports not just touch but all kinds of IoT Sensors and Switches.

CONTENT INCLUDED

With dozens of feeds like Safety, Health, Today in History, Weather, Quotes, and Trivia included your sure to delight and engage your audience without breaking the bank.

NO SILENT FAILURES

MP.TV is built for reliability with features like self healing, health monitoring, e-mail alerting, remote control and watchdog services all built in to keep you in the know and your signage running 24x7x365

Related Products

M28uw

Our smallest form factor, the M28UW is ideal for MCI coaches and other applications needing head clearance.

M37sw

Our most popular model, these 37" LCD models replace the traditional amber LED next stop bar with a modern, sleek look that modernizes information displays in your fleet.

M27v

Our highest resolution display, this 4k portrait display provides the sharpest image possible! Great for the back of equipment bays, stanchions near doors, and or even on cutaway buses.

CONTACT US TODAY (844) 4My-SIGN

(205) 453-4280 x802

info@mpmedia.tv
www.mpmedia.tv

4628 Montevallo Rd, Suite 204
Birmingham, AL 35210

EMERYVILLE TRANSPORTATION MANAGEMENT ASSOCIATION

Emery Go-Round Fleet Plan Discussion

Vehicle Lifespan

According to the Federal Transit Administration, the useful life of the cutaway vehicles that the Emery Go-Round currently deploys is 7 year or 200,000 miles. Due to the reduction in expected mileage due to the pandemic, we have stretched the life of the vehicles beyond these original expectations.

However, a number of our vehicles well beyond the 7 year life and their upkeep is more difficult to maintain. These vehicles are held in reserve and are primarily used as "super backups" if other vehicles are not able to be deployed.

Working with MV, we've put together the order in which the current fleet should be retired and potentially replaced.

Bus No.	Model Year	Make/Model	Current Mileage	Service Mileage since May 2025	Planned Retirement Year
683	2013	Starcraft Allstar XL 40	189,015	0	2020
207	2014	Starcraft Allstar XL 40	145,723	3,106	2022
208	2014	Starcraft Allstar XL 40	138,798	55	2022
215	2015	Starcraft Allstar XL 40	121,481	3,568	2023
216	2015	Starcraft Allstar XL 40	138,243	4,030	2023
920	2016	Starcraft Allstar XL 40	200,971	12,720	2024
922	2016	Starcraft Allstar XL 40	184,630	12,065	2024
698	2017	Starcraft Allstar XL 40	184,099	18,434	2026
651	2016	Starcraft Allstar XL 40	183,348	13,554	2025
696	2017	Starcraft Allstar XL 40	174,246	12,663	2025
921	2016	Starcraft Allstar XL 40	171,113	14,096	2024
8699	2018	Starcraft Allstar XL 40	162,880	12,403	2027
8698	2018	Starcraft Allstar XL 40	155,593	13,364	2026
649	2016	Starcraft Allstar XL 40	154,676	13,795	2025
650	2016	Starcraft Allstar XL 40	151,772	10,779	2025
697	2017	Starcraft Allstar XL 40	142,951	9,758	2026
8700	2018	Starcraft Allstar XL 40	140,342	13,698	2027
8701	2018	Starcraft Allstar XL 40	130,535	12,737	2027
752	2019	Starcraft Allstar XL 40	111,942	13,145	2028
751	2019	Starcraft Allstar XL 40	110,111	13,743	2028
753	2019	Starcraft Allstar XL 40	104,087	14,417	2028

Fleet Size

Over the past several years, the Emery Go-Round has operated with a fleet of 21 buses. On a typical weekday, the program deployed 15 buses, as each driver operated a separate shuttle for the duration of their shift.

Beginning in 2026, MV will implement a new schedule and routing structure in which drivers will be transported to MacArthur BART in a supervisor vehicle to assume shuttle operations from outgoing drivers. Under this model, the program will utilize only 7 buses on a typical weekday.

The Federal Transit Administration (FTA) generally recommends a spare ratio of 20–25 percent. With 7 active vehicles, this would equate to a total fleet of 9 buses (7 active plus 2 spares). However, given the age of the current fleet and the increased utilization, wear, and tear associated with the new operating model, it is recommended that the Emery Go-Round maintain a minimum fleet of 10 buses (7 active plus 3 spares) to support current service levels.

Procurement Timeline

With this reduction in the required fleet size, it provides the ETMA more flexibility to discuss and decide what the Emery Go-Round fleet will look like.

Starcraft Allstar XL Cutaway – Est. Delivery Q2-Q3 2026

With any of the Starcraft Allstar XL cutaway options, similar to the model we currently use, procurement can be completed in a matter of months. Even if the models are not currently in stock with our dealer, we can find another dealer or wait until they are restocked.

Transit Style Buses – Est Delivery Q3 2027 – Q2 2028

If the Emery Go-Round were to transition away from cutaways and deploy transit style buses, the ETMA would need to order them directly from the Original Equipment Manufacturer (OEM), such as Gillig, New Flyer, or El Dorado.

Per conversations with these OEMs, delivery for non-electric vehicles typically takes up to 18 months, although they do occasionally have earlier openings for smaller orders (1-2 vehicles). Delivery for electric vehicles typically takes 2 years.

Vehicle Costs

Starcraft Allstar XL Cutaway

Depending on the size and model of the vehicles selected, the Starcraft Allstar XL cutaways range from $186,790 to $207,590, based on quotes provided in early 2025.

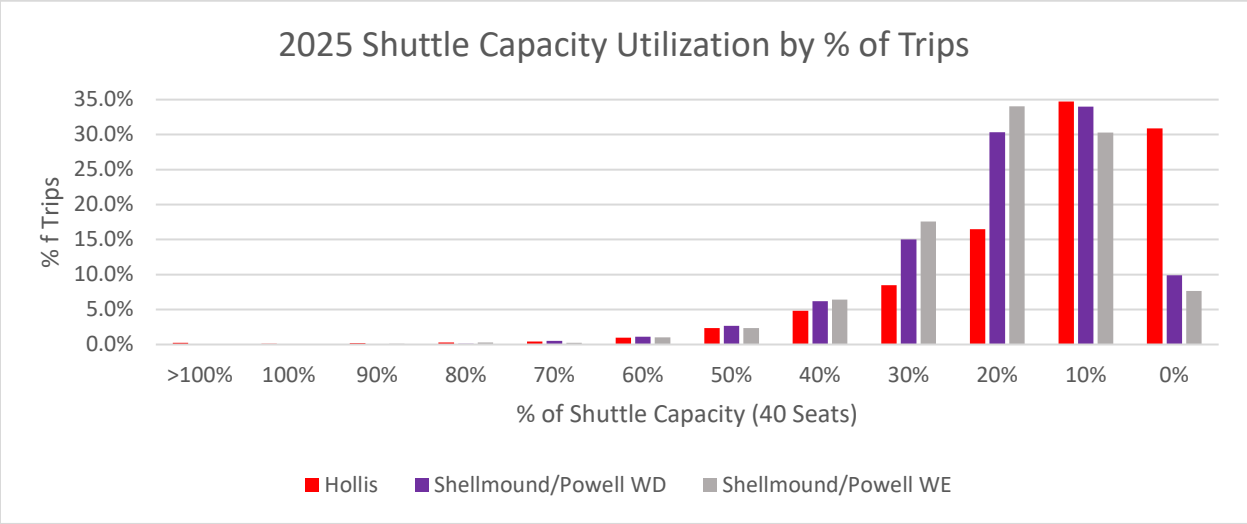
Transit Style Buses

All the OEMs that I met with provided similar pricing based on the propulsion, size, and specs. A diesel vehicle would cost around $600,000 and a clean-air vehicle, such as EV or Hybrid, would be around $1,000,000.

2025 Shuttle Capacity/Size Analysis

The current Starcraft Allstar XL 40 shuttle buses have a seating capacity of 40 passengers with 0 wheelchair or 34 passengers with 2 wheelchairs. Because we operate as an "Urban and Suburban Service" service as defined by the California Highway Patrol (CHP), we allow passengers to stand should all seats be occupied. This brings our total capacity up to around 55 passengers, though this is not a hard limit and is dependent on the judgement of the drivers.

In 2025, 99.8% of our annual trips had 40 or fewer passengers.



2025 Shuttle Capacity Utilization by % of Trips

% of Trips	% of Capacity	Hollis Trip Count	Shell/Pow WD Trip Count	Shell/Pow WE Trip Count	Total	% of Total
>100	>40	44	13	0	**57**	**0.2%**
100%	40	16	3	0	**19**	**0.1%**
90-99%	36	36	10	4	**50**	**0.1%**
80-89%	32	47	21	11	**79**	**0.2%**
70-79%	28	71	86	10	**167**	**0.4%**
60-69%	24	172	184	40	**396**	**1.0%**
50-59%	20	408	439	91	**938**	**2.5%**
40-49%	16	835	1026	248	**2109**	**5.6%**
30-39%	12	1468	2484	681	**4633**	**12.3%**
20-29%	8	2854	5018	1317	**9189**	**24.4%**
10-19%	4	6005	5624	1173	**12802**	**33.9%**
0-9%	0	5342	1640	296	**7278**	**19.3%**
Total Trips		**17298**	**16548**	**3871**	**37717**	**100.0%**

2025 Shuttle Capacity Trip Counts

This table shows the number of trips in which the passenger count reached between 31 and the highest recorded count of 56.

Passengers	Hollis Trip Count	Shell/Pow WD Trip Count	Shell/Pow WE Trip Count	Total Trip Count
56	1	0	0	1
55	0	1	0	1
54	2	0	0	2
53	0	0	0	0
52	1	0	0	1
51	0	0	0	0
50	3	0	0	3
49	0	0	0	0
48	2	0	0	2
47	1	1	0	2
46	7	0	0	7
45	2	0	0	2
44	14	1	0	15
43	0	2	0	2
42	6	5	0	11
41	5	3	0	8
40	16	3	0	19
39	1	3	0	4
38	10	2	0	12
37	3	0	3	6
36	22	5	1	28
35	4	2	0	6
34	13	6	3	22
33	7	5	4	16
32	23	8	4	35
31	4	17	3	24

MODEL 1

PRICE PROPOSAL

2024

Starcraft

Allstar XL 40’

CONTACT

Date Issued: 2/21/2025

Name: Andrew Freer

Phone: 909-217-9987

Email: afreer@model1.com

Whether you need to fill a spot in your fleet or create an entirely new vehicle, your Model 1 experts have a single top priority: *you*. With a clear understanding of your needs, we find ways to deliver — starting with deep relationships all the way back at the manufacturer level. And with the nation’s largest inventory of commercial vehicles, you’ll never be short on the best choices to make for your business.

SALES EXPERIENCE

550+ Years of Collective Bus Sales Experience Servicing Over 1,500 Customers Annually

COMPETITIVE PRICING

Volume Discounts

Fixed Contract Pricing

IN-HOUSE FINANCING

Seamless Transactions

Flexible Solutions

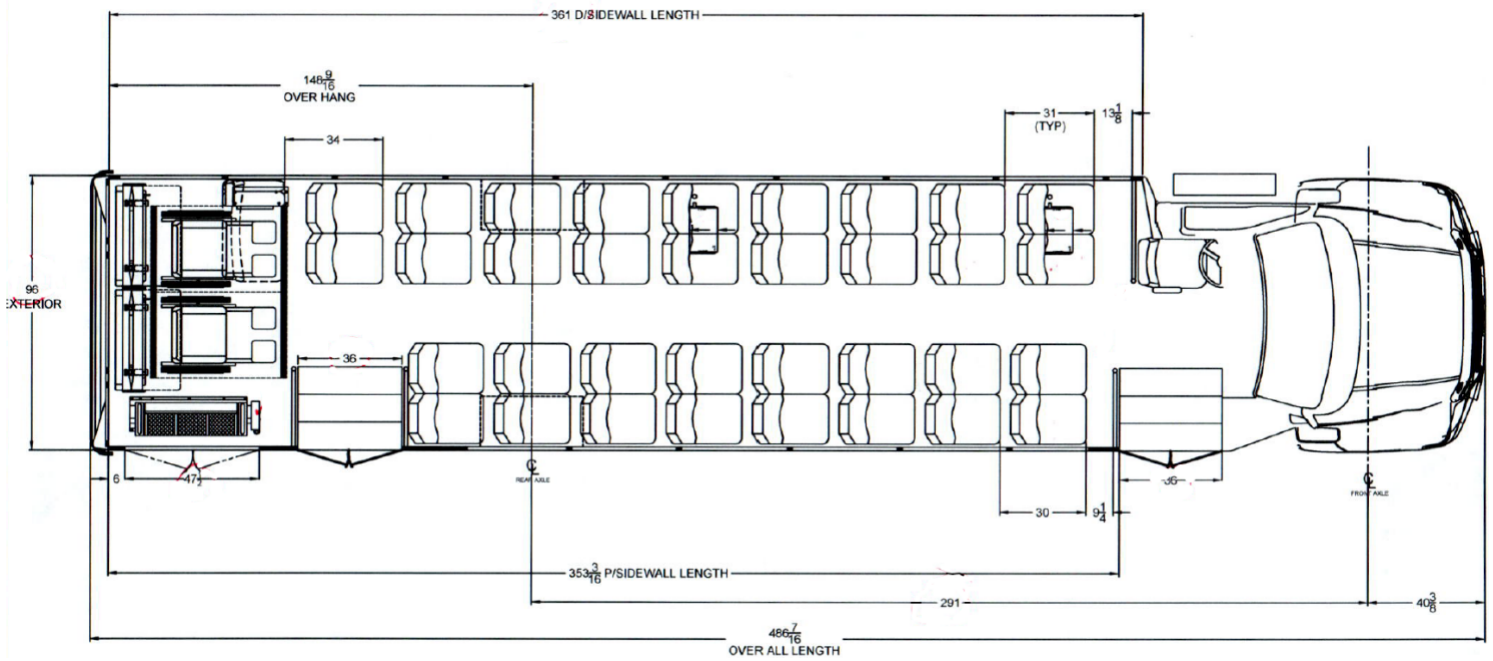
NATIONWIDE NETWORK

21 Full-Service Locations

Nationwide Partners with 25+ Top Manufacturers

IMAGES & FLOORPLAN

Photos Are Representative, Not Exact to Specific Unit



SPECIFICATIONS

CHASSIS

- 2025 Ford F-650
- Engine: 7.3L Premium Gas
- Fuel: Gas
- GVWR: 25,999

EXTERIOR

- Exterior Color: White
- 291” Wheelbase
- 96” wide exterior body
- Mor-Ryde SRS Rear Suspension
- Heated/Remote Mirrors Accustyle 8x15 Head (Pair)
- Front Destination Sign Window and Overhead Access Door
- Side Destination Sign Window w/ Structure
- 36” Passenger Electric Door
- Additional 36” Passenger Electric Door – Includes Stanchion & Modesty Panel in Front & Behind Door
- Double W.C. Doors w/ Windows w/ LED Interior & Exterior Lights and Leaf Spring
- Roof Hatch Safe Fleet

INTERIOR

- Walls and Ceiling: Gray FRP
- Driver Area: Gray Padded Vinyl
- Gerflor Sirius Anthracite Graphite Gray
- Yellow Nosing – Per Step (8)
- Yellow Standee Line
- Decal – “Please Stand Behind the Yellow Line”
- Ceiling Grab Rail – Both Sides
- Left Hand Entry Vertical Grab Rail – 1 ¼”
- 1 ¼” Grab Rail Parallel to Entrance Steps (both sides)
- Stachion and Modesty Panel at Entry Door
- Stachion and Modesty Panel Behind Driver
- Tinted Plexiglass Upper Panel Behind Driver

A/C & HEAT

- A/C System: TA Super Dual 10 & 15 135K System, SMC2S COND, SM3CL COND, 10 C.I.D & 15 C.I.D
- SMART Heater: 70K BTU – Floor Mounted

LIGHTING

- Door activated interior lights
- Surface mount LED entry door exterior light
- LED Rear Center Mount Brake Light, Rectangular
- 4” Grommet Mount LED

ELECTRICAL

- Intermotive Flex Tech Electrical System
- As Built Parts Manual on USB Flash Drive
- Rotary Disconnect Switch
- Rear Entry Door Interlock

AUDIO / VISUAL

- OEM Radio with 4 Speakers
- REI PA System w/ Hand Mic Connected to OEM Radio
- 4 Additional Speakers (8 Speakers Total)
- External Speaker with ON/OFF Switch
- Rosco STSK4750 Back-Up Camera System with 7” Rearview Monitor/Mirror Combo

WHEELCHAIR ACCESSIBILITY

- Braun Century NCL 1000 34”x54” Lift Located in Rear of Unit
- Fast Idle w/ Interlock - Intermotive

SAFETY

- OEM Back-up Alarm
- Q-8101 Deluxe Retarctor Tie Down Kit (2)
- Q-Straint Belt Storage Pouch (2)
- Priority Seating *Required for ADA Compliance*
- Wheelchair Decal
- Interior Convex Mirror 6”x9”

PASSENGER SEATING OPTIONS

- 40 Passenger, 0 Wheelchair
- 36 Passenger, 1 Wheelchair
- 34 Passenger, 2 Wheelchair

SEATING

Passenger Seating

  - Seat Fabric: Oxen Gray Vinyl
  - Mid High Double Seat (17)
  - Econo Flip – Double (2)
  - Foldaway Seat, Double AM Benchback
  - Anti-Vandal Grab Handle, Black – Each Aisle Seat (18)
  - Seat Belt Loop – Each (38)
  - Seat Belt Non-Retractable (40)

Driver Seating: OEM Driver’s Seat

FINANCING / LEASE

Unit Cost	$ 207,590.00				
	12 Months	24 Months	36 Months	48 Months	60 Months
Purchase/Lease To Own/Loan	$ 18,108.08	$ 9,509.70	$ 6,653.26	$ 5,206.36	$ 4,326.18
TRAC Lease		$ 6,972.95	$ 5,476.22	$ 4,517.16	$ 3,952.51
Residual		30%	20%	15%	10%
Operating Lease					
10,000 miles	$ 7,406.81	$ 4,623.03	$ 3,765.68	$ 3,335.97	$ 3,184.43
15,000 miles	$ 7,736.88	$ 4,861.76	$ 3,967.04	$ 3,551.86	$ 3,375.41
20,000 miles	$ 8,066.95	$ 5,177.29	$ 4,218.23	$ 3,765.68	$ 3,593.38
25,000 miles	$ 8,397.02	$ 5,413.95	$ 4,417.52	$ 3,981.58	$ 3,786.44
30,000 miles	$ 8,729.16	$ 5,731.56	$ 4,668.70	$ 4,195.39	$ 3,894.39
35,000 miles	$ 9,059.23	$ 5,968.21	$ 4,870.06	$ 4,411.29	
40,000 miles	$ 9,389.30	$ 6,285.83	$ 5,121.25	$ 4,625.11	

PRICING

DESCRIPTION	AMOUNT
Bus Cost	$207,590
Delivery	Included
Tax/DMV	TBD
Total	**$207,590**

**Pricing does not include DMV, title, or licensing. This quote is valid for 30 days from date issued.*

MODEL 1

PRICE PROPOSAL

2024

Starcraft

Allstar XL 32’

CONTACT

Date Issued: 4/18/2024

Name: Andrew Freer

Phone: 909-217-9987

Email: afreer@model1.com

Whether you need to fill a spot in your fleet or create an entirely new vehicle, your Model 1 experts have a single top priority: *you*. With a clear understanding of your needs, we find ways to deliver — starting with deep relationships all the way back at the manufacturer level. And with the nation’s largest inventory of commercial vehicles, you’ll never be short on the best choices to make for your business.

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550+ Years of Collective Bus Sales Experience Servicing Over 1,500 Customers Annually

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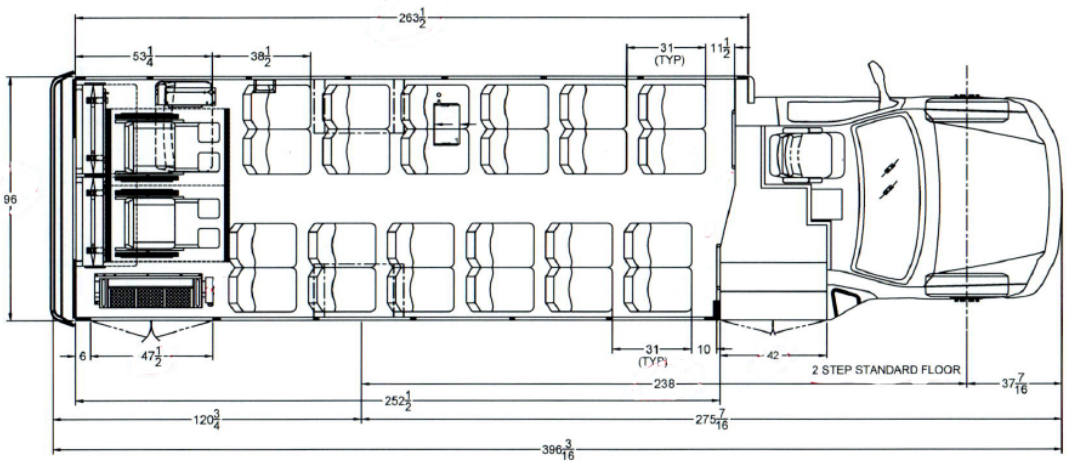

SPECIFICATIONS

CHASSIS

- 2024 Ford F-550
- Engine 7.3L V-8
- Fuel Type: Gas
- GVWR: 19,500
- Mor-Ryde RS Suspension

EXTERIOR

- Exterior Color: White
- 238” Wheelbase
- Electric 42” passenger entry door
- Double W.C. Doors w/ Windows & leaf spring
- Heavy Duty Driver Running Board
- Front destination sign window with overhead access door
- Side destination sign window

INTERIOR

- 96” Interior Width
- Yellow step nosing (4)
- Standard Floor 2 Step Entry with Extra Step Behind Driver
- Driver Area: Gray padded vinyl
- Walls and Ceiling: Gray FRP
- Flooring: Gerflor Sirius Anthracite Gray
- Ceiling grab rail (each) on both sides
- Left Hand Entry Vertical Grab Rail – 1 ¼ “
- 1 ¼” dual entry grab rails parallel to entrance steps (both sides)
- Stanchion and modesty panel at entry door & behind driver

A/C & HEAT

- A/C System: TA77 Super 80K 13 CID Compressor w/ Roof Mount R90 Condenser
- Heater: SMART Heater 70K BTU floor mounted

LIGHTING

- Door activated interior lights
- Surface mount LED entry door exterior light
- LED Mid-Ship Turn / Marker Lights
- LED Interior & Exterior Lights
- 4” Grommet Mount LED Lights

ELECTRICAL

- Intermotive Flex Tech Electrical System

AUDIO / VISUAL

- OEM AM/FM Radio w/ AUX input and Clock
- REI PA System w/ Hand Mic Connected to OEM Radio
- 4 Speakers w/ Wire to Chassis
- Additional Speakers (2)
- Rosco back-up camera system w/ 7” rearview monitor/mirror combo

WHEELCHAIR ACCESSIBILITY

- 34” x 54” Braun wheelchair lift located in the rear of the unit – 1,000 Lb. Capacity
- Intermotive Gateway Transit Fast Idle with lift interlock

ACCESSORIES

- Q-Straint Max Retractor Tie Down Kit (2)
- Q-Straint Belt Storage Pouch (2)
- Priority seating sign **Required for ADA Compliance**
- Wheelchair Decal

SAFETY

- Back-up alarm SAE type C 97 db(A)

PASSENGER SEATING OPTIONS

- 24 Passenger, 2 Wheelchair
- 28 Passenger, 1 Wheelchair
- 30 Passenger, 0 Wheelchair

SEATING

Passenger Seating

- Seat Fabric: Level 6 Jordan Blue (30)
- Mid high, double seat (12)
- Econo Flip, double seat (2)
- Foldaway Seat, Double AM Benchback (1)
- Seat belt, non- retractable (30)
- Seat belt loop , Not Available on Foldaway 28)
- Antivandal grab handle on Mid-High aisle seats (12)

Driver Seating: OEM Seating

PRICING

DESCRIPTION	AMOUNT
Bus Cost	$186,790
Delivery	Included
Tax/DMV	TBD
Total	**$186,790**

**Pricing does not include DMV, title, or licensing. This quote is valid for 30 days from date issued.*

MODEL 1

PRICE PROPOSAL

2023

STARCRAFT

Allstar XL 32’

CONTACT

Date Issued: 2/21/2025
Name: Andrew Freer
Phone: 909-217-9987
Email: afreer@model1.com

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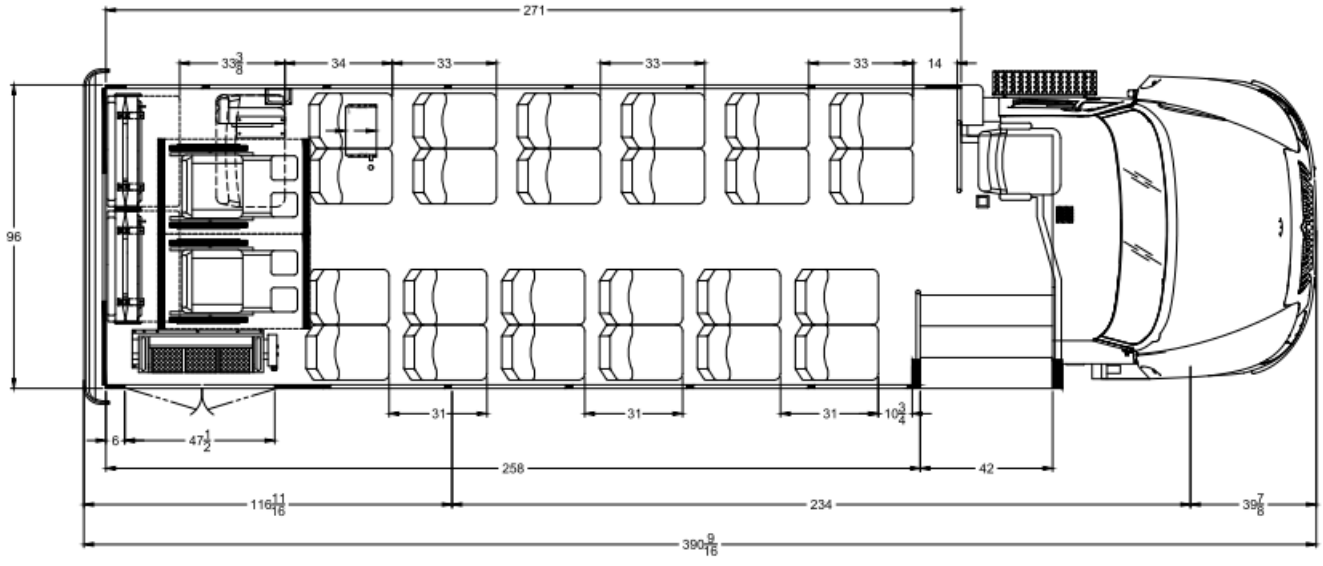


SPECIFICATIONS

CHASSIS

- 2023 International T/C Cummins ISB 200 HP
- Engine: 7.3L
- Fuel Type: Diesel
- GVWR: 23,500

EXTERIOR

- Exterior Color: White
- Wheelbase: 234”
- Electric Passenger Door 42”
- Double W.C. Doors w/ Windows & Leaf Spring

INTERIOR

- 96” Wide Exterior Body
- Yellow step nosing per step (4)
- Driver Area: Grey padded vinyl
- Walls and Ceiling: Grey FRP
- Flooring: Gerflor Sirius Anthracite Graphite Grey
- Ceiling Grab Rail on Both Sides
- 1 ¼” dual entry grab rails parallel to entrance steps (both sides)
- Left Hand Vertical Grab Rail – 1 ¼ “
- Front Destination Sign with Overhead Access Door
- Side Destination Sign
- Stanchion and Modesty Panel at Entry Door & Behind Driver

A/C & HEAT

- A/C System: TA774C Super 13, TA77 EVAP, SC4 TALL COND, 13 CID COMP
- Heater: SMART Heater, 70K BTU - Floor Mounted

LIGHTING

- Door Activated Interior Lights
- Surface Mount LED Entry Door Exterior Light
- LED Exterior and Interior Lights
- LED Mid-Ship Turn / Marker Lights
- 4” Grommet Mount LED in lift area

ELECTRICAL

- Intermotive Flex Tech Electrical System

AUDIO / VISUAL

- Jensen AM/FM/MP3/USB/Sirius XM, 4 speakers with Clock - PA Ready
- Handheld Mic & Clip Added to PA Ready Radio
- Additional Speakers (4)
- Rosco back-up camera system with 7” rearview monitor/mirror combo

WHEELCHAIR ACCESSIBILITY

- Braun Century NCL 1000 (34” X 54”) in Rear of Vehicle
- Intermotive Gateway Transit Fast Idle with lift interlock
- Max Retractor Tie Down, Combo Lap/Shoulder (2)
- Q’Straint Belt Storage Pouch (2)

ACCESSORIES

- Priority seating sign **Required for ADA Compliance**
- Wheelchair Decal

SAFETY

- Back-up alarm SAE type C 97 db(A)

PASSENGER SEATING OPTIONS

- 24 Passenger, 2 Wheelchairs
- 30 Passenger, 0 Wheelchair

SEATING

Passenger Seating

- Seat Fabric: Level 6 Duratex Jordan Blue
- Mid high, Double Seat (12)
- Econo Flip, Double (2)
- Foldaway Seat, Double AM Benchback (1)
- Anti-vandal grab handle, black, each on aisle of mid/hi seats (12)
- Seat Belt Loop (28)
- Seat belt, non- retractable (30)

Driver Seating: OEM seating

FINANCING / LEASE

Unit Cost	$ 197,460.00				
	12 Months	24 Months	36 Months	48 Months	60 Months
Purchase/Lease To Own/Loan	$ 17,224.44	$ 9,045.64	$ 6,328.59	$ 4,952.30	$ 4,115.07
TRAC Lease		$ 6,632.68	$ 5,208.99	$ 4,296.73	$ 3,759.64
Residual		30%	20%	15%	10%
Operating Lease					
10,000 miles	$ 7,045.37	$ 4,397.43	$ 3,581.92	$ 3,173.18	$ 3,029.04
15,000 miles	$ 7,359.33	$ 4,624.51	$ 3,773.46	$ 3,378.54	$ 3,210.70
20,000 miles	$ 7,673.30	$ 4,924.65	$ 4,012.39	$ 3,581.92	$ 3,418.03
25,000 miles	$ 7,987.26	$ 5,149.76	$ 4,201.95	$ 3,787.28	$ 3,601.67
30,000 miles	$ 8,303.19	$ 5,451.87	$ 4,440.88	$ 3,990.67	$ 3,704.35
35,000 miles	$ 8,617.15	$ 5,676.98	$ 4,632.41	$ 4,196.03	
40,000 miles	$ 8,931.12	$ 5,979.09	$ 4,871.34	$ 4,399.41	

PRICING

DESCRIPTION	AMOUNT
Bus Cost	$197,460
Delivery	Included
Tax/DMV	TBD
Total	**$197,460**

**Pricing does not include DMV, title, or licensing. This quote is valid for 30 days from date issued.*

DIESEL

A Cleaner Evolution of a Time-Tested Transit Solution

The ever reliable and durable GILLIG Diesel bus has been the backbone of America's transit systems for decades. Experience our latest Diesel bus, equipped with the most advanced technology available to dramatically reduce pollution and increase fuel economy.

GILLIG Diesel buses are available in 29', 35', and 40' lengths with optional BRT, BRT Plus, Low Floor Plus, and Trolley styling.

CLEANER THAN EVER

Powered by the Cummins L9 engine, equipped with advanced emissions-reducing technology, our latest Diesel bus produces 50% fewer NOx emissions and 75% less particulate matter* than a diesel bus purchased a decade ago.

LESS UPKEEP, MORE UPTIME

With hassle-free maintanance access, easily sourced parts, platform commonality, and limited custom tooling, GILLIG's Diesel bus promises consistent availability and uptime.

**As defined by the U.S. EPA.*

INCREASED FUEL ECONOMY

With advancements in engine, transmission, and accessory technologies, our latest Diesel bus is the most fuel efficient ever.

DURABLE BY DESIGN

Boasting features that increase reliability, extend engine maintenance intervals, and reduce downtime, our Diesel bus was made durable by design.

ENGINEERED FOR YOUR COMMUNITY

Flexibility to Fit Every Fleet

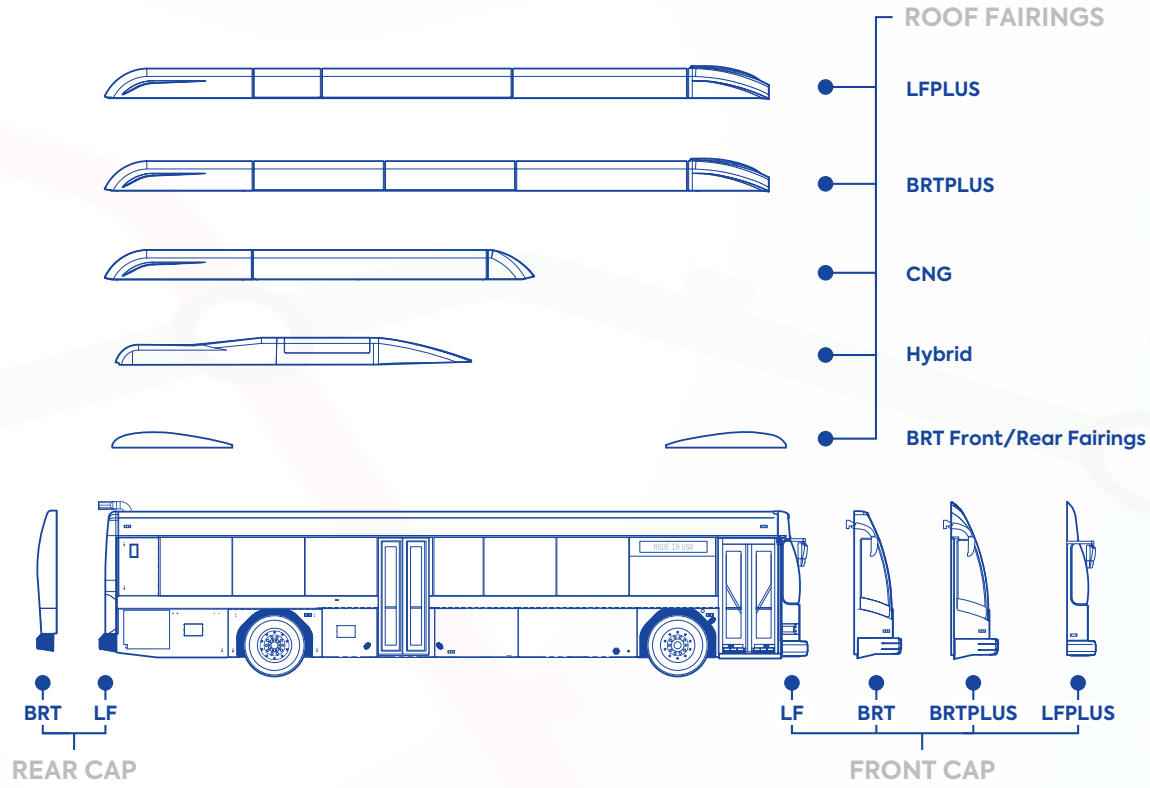
GILLIG understands that no two agencies are the same and what makes sense for one will not work for another. That's why we offer our innovative modular* approach and an unparalleled level of customer choice, ensuring that we have the flexibility to fit every fleet's needs.

From zero and near-zero emission propulsion systems to seating configurations, amenities, technology integration, and accessibility features, GILLIG puts you in the drivers' seat to build the bus that works for your unique needs.

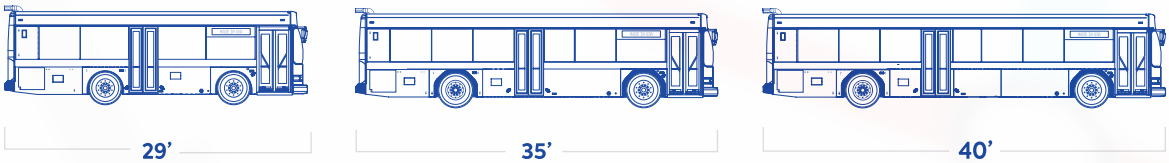
Create a fleet that reflects your agency's mission and vision all without ever compromising the quality, reliability, or performance for which GILLIG buses are known.

**See product type for more details on current available options.*

STYLING CHOICES



LENGTHS



BATTERY ELECTRIC

Driving America *Forward:* Zero Emissions, Zero Compromises

Charge forward confidently into a greener future with GILLIG's zero-emission Battery Electric Bus. Boasting the highest Altoona score ever achieved by a zero-emission bus, the GILLIG Battery Electric Bus sets the standard of excellence, proving that there's no need to sacrifice fleet quality, reliability, or safety for the sake of sustainability.

MAXIMIZE RANGE, MINIMIZE DOWNTIME

The high-efficiency, maintenance-free motor combined with on-board energy storage of up to 686kWh, optimizes your range and drastically reduces downtime.

FLEXIBILITY TO FIT EVERY FLEET

Choose the on-board battery storage and charging technology options that fit your fleet's needs, while ensuring your bus is weather ready even in the most extreme climates with our optional cold weather features.

SAFE & SUSTAINABLE

With best-in-class braking performance and state-of-the-art battery safety mechanisms, your community will enjoy a safe, zero-emission future.

AVAILABILITY MEETS SUSTAINABILITY

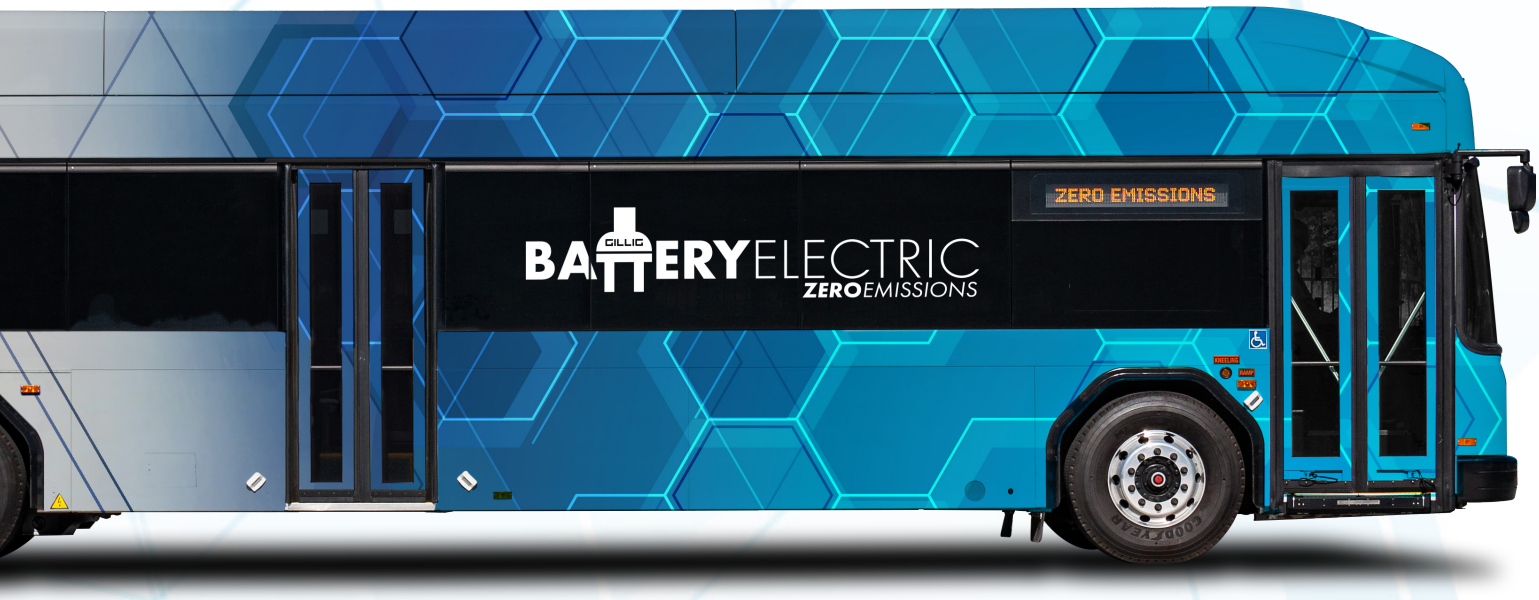
With 79% less downtime in Altoona tests versus competitors, and engineered to excel across all climates, duty cycles, and charging options, experience unmatched reliability and readiness all with zero emissions.

PROVEN PLATFORM: TODAY & TOMORROW

Built on our trusted Low Floor platform, seamlessly integrate new environmentally friendly technology while preserving operator and mechanic familiarity and confidence.

THE SMART CHOICE

Benefit from smart energy management, ride stability, and thermal management systems for an optimized zero-emissions performance, extended battery life, and a premium and comfortable ride.



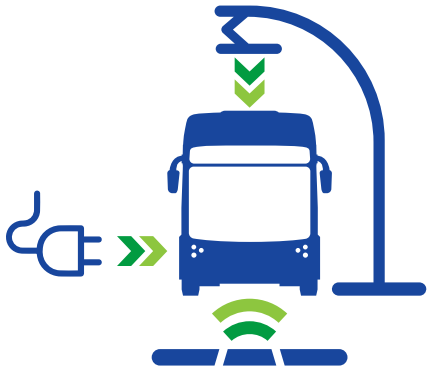
VEHICLE SPECIFICATIONS

BUS LENGTH	35’	40’
ENERGY CAPACITY OPTIONS	490 kWh, 588 kWh, 686 kWh	
MOTOR	Direct Drive, Permanent Magnet	
PASSENGER CAPACITY (SEATED/TOTAL)*	31/62	38/75
GROSS VEHICLE WEIGHT RATING	47,180 lbs	48,200 lbs
MAXIMUM HEIGHT	135”	

*Subject to seating configurations and option selections

CHARGING SOLUTIONS

SUPPORTED CHARGING TECHNOLOGY	Plug-in, DC Fast Charging, Overhead Charging, Inductive Charging



STANDARD	Curb Side Rear DC Charge Port
OPTIONS	Street Side Front DC Charge Port, Street Side Rear DC Charge Port, Overhead Rails, Inductive Charging

NEW FLYER

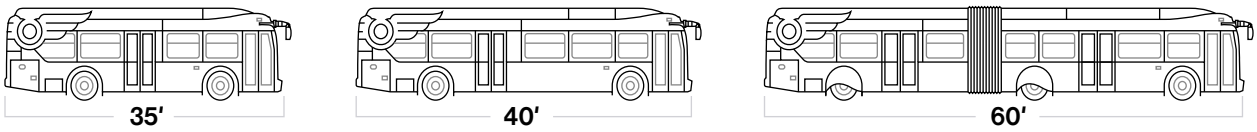
xcelsior® CLEAN DIESEL

Safe and efficient mobility.

Transitioning fleets to low and zero-emission.

Clean diesel mobility is a responsible alternative that improves air quality and lowers emissions relative to the buses they are replacing during the transition to low and zero-emission.

Available in 3 Lengths



90 YEARS

New Flyer has been leading innovation in mobility for 90 years, and today supports growing North American cities with sustainable buses, technology, and infrastructure.

Facts.

New Flyer has successfully deployed over 6,400 clean diesel buses throughout North America since 2010. Today, its clean diesel technology is built on the Xcelsior® transit bus model.

newflyer.com/clean-diesel

Clean diesel technology.

Proven Technology.

Clean diesel technology evolved around the year 2000 and has made a significant difference in air quality. It combines ultra-low sulfur diesel fuel, advanced engines, and effective emissions controls, resulting in a highly efficient and virtually smoke-free engine that can achieve lower emissions, reduce GHGs, and reduce the cost of bus operation.

90%

Reduction in non-methane hydrocarbon (NMHC) emissions.

95%

Reduction in NOx emissions.

80%

Reduction in particulate matter emissions.

Emission standards.

New Flyer clean diesel buses conform to the EPA and NHTSA comprehensive Heavy-Duty National Program that reduces greenhouse gas emissions and fuel consumption for heavy-duty highway vehicles.

EPA NHTSA

According to the EPA and NHTSA, the final phase 2 greenhouse gas emissions standards (including heavy-duty vehicles produced from 2021-2027) are expected to:

Lower CO2 emissions by approximately 1.1 billion metric tons.

Save vehicle owners fuel costs of about $170 billion.

Reduce oil consumption by up to two billion barrels over the lifetime of the vehicles sold under the program.

Functionality + accessibility.

Dual-Sided Boarding Option

New Flyer offers an optional three-door configuration for all Xcelsior® 40' and 60' buses that includes a street-side door for bus rapid transit application.

Kneeling

SmartRider™ enables kneeling to variable heights and minimizes the slope difference between a low-floor ramp and the bus floor.

Self-Leveling

SmartRider™ ramp achieves a 1:6 slope ratio with a self-leveling feature that can withstand up to 1000lbs.

Capacity

Industry-leading passenger carrying capacity with up to 88 total (40 seated and 44 standees).

NFI Infrastructure Solutions™

NFI Infrastructure Solutions™ is a service dedicated to providing safe, reliable, smart and sustainable charging and mobility solutions.

Learn what Infrastructure Solutions can do for you at **nfigroup.com/IS**

What our Infrastructure Solutions team provides.

Supports mobility projects from start to finish.

Focuses on energy management optimization.

Provides infrastructure planning and development.

Provides cohesive transition of bus fleets to zero-emission electric technology.

Measurements	35′ XD35	40′ XD40	60′ XD60
Length	36′ 3″ (11.05m) Over bumpers; 35′ 5″ (10.80m) Over body	41′ 0″ (12.50m) Over bumpers; 40′ 2″ (12.24m) Over body	60′ 10″ (18.54m) Over bumpers; 60′ 0″ (18.29m) Over body
Width	102″ (2.6m)	102″ (2.6m)	102″ (2.6m)
Roof Height	10′ 6″ (3.2m) over A/C	10′ 6″ (3.2m) over A/C	10′ 6″ (3.2m) over A/C
Step Height	14″ (356mm)	14″ (356mm)	14″ (356mm)
Front Step Height (Kneeled)	10″ (254mm)	10″ (254mm)	10″ (254mm)
Interior Height – Floor to Ceiling	79″ (2m) Over front and rear axle; 95″ (2.4m) Mid-coach	79″ (2m) Over front and rear axle; 95″ (2.4m) Mid-coach	79″ (2m) Over front and rear axle; 95″ (2.4m) Mid-coach
Tire Size	305/70R22.5	305/70R22.5	305/70R22.5
Aisle Width	21″ to 24″ (559mm to 610mm) (varies with seat model)	21″ to 24″ (559mm to 610mm) (varies with seat model)	22″ to 24″ (559mm to 610mm) (varies with seat model)
Wheelbase	226.75″ (5.8m)	283.75″ (7.2m)	229″ (5.8m) Front / 293″ (7.4m) rear
Propulsion			
Transmission	Allison; Voith and ZF options available	Allison; Voith and ZF options available	Allison; Voith and ZF options available
Engine Options	Cummins L9	Cummins L9	Cummins L9
Passenger Capacity (With wheelchair barrier protection)			
Seats	Up to 32	Up to 40	Up to 61 (with one exit door)
Standees	Up to 35	Up to 44	Up to 62 (with one exit door)
Accessibility			
Doors	2	2	2 or 3 (option for up to 5 doors)
Wheelchair Accessibility	32″ (813mm) wide, 1:6 slope NFIL or SmartRider™ ramp, front door	32″ (813mm) wide, 1:6 slope NFIL or SmartRider™ ramp, front door	32″ (813mm) wide, 1:6 slope NFIL or SmartRider™ ramp, front door
Wheelchair Locations	2 - Front location, rear location also available (other options available)	2 - Front location, rear location also available (other options available)	2 - Front location, rear location also available (other options available such as bridge plates)
Approach Angle			
Approach/Departure/Breakover Angles	9°/9°/12°	9°/9°/9°	9°/9°/12° (front) 9° (back)
Turning Radius (Body, with aluminum wheels; *Varies with wheel type)			
Turning Radius	39′ (11.9m)*	43.5′ (13.3)*	42′ (12.8m)*
Main Components			
Floor	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA	Composite at rear interior step, ACQ Plywood remainder (dB Ply used on upper deck). Tarabus, Altro, RCA
Electrical System	Parker Vansco	Parker Vansco	Parker Vansco
Cooling System	Electric cooling fans (EMP, Modine)	Electric cooling fans (EMP, Modine)	Electric cooling fans (EMP, Modine)
Fuel Tank	Polyethylene fuel tanks: 100 gallon (379 L); 125 gallon (473 L); Stainless steel tanks: 100 gallon (379 L) 125 gallon (473 L)	Polyethylene fuel tanks: 100 gallon (379 L); 125 gallon (473 L); Stainless steel tanks: 100 gallon (379 L) 125 gallon (473 L)	Polyethylene fuel tanks: 100 gallon (379 L); 125 gallon (473 L); Stainless steel tanks: 100 gallon (379 L) 125 gallon (473 L)
HVAC	Thermo King RLF or RLFEA Seri es System	Thermo King RLF or RLFEA Series System	Thermo King RLF or RLFEA Series System (front & rear)
Axles	MAN VOK 07 Front disc brakes; MAN HY-1350 Rear disc brakes; Single reduction axle	MAN VOK 07 Front disc brakes; MAN HY-1350 Rear disc brakes; Single reduction axle	MAN VOK 07 Front disc brakes; ZF AVN 132 Center disc brake; MAN HY-1350 Rear disc brakes; Single reduction axle

NEW FLYER

xcelsior CHARGE NG™

Our next generation, battery-electric, zero-emission bus.

Xcelsior CHARGE NG™ is New Flyer's next generation battery-electric, zero-emission bus. It is lighter, simpler, has longer range with better energy recovery and is smart city capable – making it the most advanced electric bus on the market.

Available in 3 Lengths

Three distinct technology advancements to deliver a high-performance bus.

High-Energy Batteries

Next generation high-energy batteries.

Battery Packaging

Advanced protective battery packaging designed for easy installation and streamlined maintenance.

Traction Propulsion System

A new lightweight electric traction propulsion system with up to 90% energy recovery.

Measurements	35′	40′	60′
Length	36′ 3″ (11.05m) Over bumpers; 35′ 5″ (10.80m) Over body	41′ 0″ (12.50m) Over bumpers; 40′ 2″ (12.24m) Over body	60′ 10″ (18.54m) Over bumpers; 60′ 0″ (18.29m) Over body
Width	102″ (2.6m)	102″ (2.6m)	102″ (2.6m)
Roof Height	11′ 1″ (3.3m) Over charging rails	11′ 1″ (3.3m) Over charging rails	11′ 1″ (3.3m) Over charging rails
Step Height	14″ (356mm)	14″ (356mm)	14″ (356mm)
Front Step Height (Kneeled)	10″ (254mm)	10″ (254mm)	10″ (254mm)
Interior Height – Floor to Ceiling	79″ (2m) Over front and rear axle; 95″ (2.4m) Mid-coach	79″ (2m) Over front and rear axle; 95″ (2.4m) Mid-coach	79″ (2m) Over front and rear axle; 95″ (2.4m) Mid-coach
Tire Size	305/70R22.5	305/70R22.5	305/70R22.5
Wheelbase	226.75″ (5.8m)	283.75″ (7.2m)	229″ (5.8m) Front / 293″ (7.4m) rear

Propulsion			
Motor	Siemens electric drive system; Standard or optional high gradeability motor	Siemens electric drive system; Standard or optional high gradeability motor	Siemens electric drive system; ZF AVE130 in-wheel motor center drive axle
Rated Power (standard)	160 kW	160 kW	280 kW
Rated Power (high-grade)	209 kW	209 kW	N/A
Rated Torque (standard) (*Based on 1:5.67 ratio axle)	1,400 lb-ft	1,400 lb-ft	1,220 lb-ft
Rated Torque (high-grade)	2,000 lb-ft	2,000 lb-ft	N/A

Passenger Capacity *Based on 4-string (35′/40′) & 6-string (60′) ESS configurations, with ELFA 3 Siemens Traction System			
Seats	Up to 32*	Up to 40*	Up to 61 (with one exit door)*
Standees	Up to 35*	Up to 44*	Up to 62 (with one exit door)*

Accessibility			
Doors	2	2	2 or 3 (option for up to 5 doors)
Wheelchair Accessibility	32″ (813mm) Wide, 1:6 slope; Flip out NFIL ramp, front door	32″ (813mm) wide, 1:6 slope; Flip out NFIL ramp, front door	32″ (813mm) wide, 1:6 slope; Flip out NFIL ramp, front door
Wheelchair Locations	2 - Front location, rear location also available (other options available)	2 - Front location, rear location also available (other options available)	2 - Front location, rear location also available (other options available)

Approach Angle			
Approach/Departure/Breakover Angles	9°/9°/12°	9°/9°/9°	9°/9°/12° (front) 9° (back)

Turning Radius (Body, with aluminum wheels; *Varies with wheel type)			
Turning Radius	39′ (11.9m)*	43.5′ (13.3m)*	42′ (12.8m)*

Main Components			
Floor	Marine grade plywood floor; Optional composite floor; Composite rear interior step; Tarabus, Altro	Marine grade plywood floor; Optional composite floor; Composite rear interior step; Tarabus, Altro	Marine grade plywood floor; Optional composite floor; Composite rear interior step; Tarabus, Altro
Electrical System	Parker Vansco	Parker Vansco	Parker Vansco
Propulsion Cooling System	Electric cooling fans	Electric cooling fans	Electric cooling fans
HVAC	Thermo King TE15 (rear)	Thermo King TE15 (rear)	Thermo King RLFE (front) TE15 (rear)
Axles	MAN VOK 07 Front disc brakes; MAN HY-1350 Rear disc brakes; Single reduction axle	MAN VOK 07 Front disc brakes; MAN HY-1350 Rear disc brakes; Single reduction axle	MAN VOK 07 Front disc brakes; ZF AVN 132 Center disc brake; MAN HY-1350 Rear disc brakes; Single reduction axle

Energy Storage System			
Long Range (Rapid charging available)	345 kWh, 435 kWh	345 kWh, 435 kWh, 520 kWh	520 kWh, 605 kWh, 690 kWh

NEW FLYER

AXESS®

HEAVY DUTY | LOW EMISSION | FLEXIBLE DESIGN

www.eldorado-ca.com/axess

The AXESS is purpose-engineered and built to meet the rigorous demands of public transit and shuttle operations — safely, reliably, and efficiently. Its robust monocoque welded frame, strategically placed high-visibility windows, and advanced driver alert systems help protect passengers, pedestrians, and drivers alike. Designed with a low-floor platform, flexible seating layouts, and optional ADA-compliant ramps, the AXESS can be built to your specific service needs. Backed by millions of miles on the road and verified through Altoona testing, the AXESS is the trusted choice for transit agencies across North America.

- Low emission propulsion options include Clean Diesel, Compressed Natural Gas (CNG), and Hybrid configurations
- Available stainless steel chassis and frame are resistant to corrosion, enhancing long term durability and lowering maintenance costs
- Surpasses safety standards having exceeded FMVSS roof crush and side impact crash test requirements
- Built from start to finish in the USA and fully compliant with Buy America standards

BUY AMERICA COMPLIANT

BUILT IN AMERICA

ALTOONA TESTED

33', 35' & 40' Length Options

Scan Here to Learn More About Axess Models & Floorplans

AXESS® Your Fleet's New Workhorse

SPECS	33'	35'	40'
BODY			
Length, Body	396" (10 m)	421.5" (10.7 m)	481" (12.2 m)
Width, Body	102" (2.6 m)	102" (2.6 m)	102" (2.6 m)
Height, Overall	128" (3.2 m)* 136" (3.4 m)**	128" (3.2 m)* 136" (3.4 m)**	128" (3.2 m)* 136" (3.4 m)**
Front Overhang	94" (2.4 m)	94" (2.4 m)	94" (2.4 m)
Rear Overhang	118" (3 m)	118" (3 m)	118" (3 m)
Wheelbase	168" (4.27 m)	215" (5.46 m)	275" (7m)
Body Structure	304 Stainless Steel/Carbon Steel	304 Stainless Steel/Carbon Steel	304 Stainless Steel/Carbon Steel
GVWR	43,380 lbs.	43,380 lbs.	43,380 lbs.
PASSENGER ACCOM.			
Passenger Capacity	27	35	43
Door arrangement	2-0 / 0-2 / 2-2	2-0 / 0-2 / 2-2	2-0 / 0-2 / 2-2
Wheelchair Ramp	Front and/or Rear doors	Front and/or Rear doors	Front and/or Rear doors
MECHANICAL			
Engine	Cummins B6.7 or L9 (CD) Cummins L9N (CNG) Cummins B6.7 (Hybrid)	Cummins B6.7 or L9 (CD) Cummins L9N (CNG) Cummins B6.7 (Hybrid)	Cummins B6.7 or L9 (CD) Cummins L9N (CNG) Cummins B6.7 (Hybrid)
Trans./Propulsion	Allison B400R (all ICE) Voith DIWA.6 (CNG) BAE Systems (Hybrid)	Allison B400R (all ICE) Voith DIWA.6 (CNG) BAE Systems (Hybrid)	Allison B400R (all ICE) Voith DIWA.6 (CNG) BAE Systems (Hybrid)
Brakes	Air Disc Brakes with ABS	Air Disc Brakes with ABS	Air Disc Brakes with ABS
Axles	Meritor	Meritor	Meritor
WARRANTY			
Bus (Comprehensive)	2 Years / 50,000 miles		
Altoona Tested	Yes		

*With rooftop HVAC
**With roof-mounted CNG

ABOUT ENC

Founded in 1975, ENC (ElDorado National – California) is a leading U.S. heavy-duty transit bus manufacturer with over 50 years of experience delivering safe and reliable vehicles to customers across the country. Headquartered in Riverside, California, ENC manufactures every vehicle end-to-end in the United States and offers one of the industry's widest portfolio of propulsion options, including 100% battery-electric, diesel-electric hybrid, CNG, and clean diesel. ENC is an approved Transit Vehicle Manufacturer ("TVM") under the Federal Transit Administration, with all bus platforms being Altoona tested and Buy America compliant.

A subsidiary of Rivaz, Inc., ENC is committed to helping revitalize American transit manufacturing and supporting public agencies and private transit companies with a commitment to customer service, innovative products, and stable supply.

Due to ongoing engineering improvements, ENC reserves the right to make changes without notification.

RIVAZ

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9670 Galena Street
Riverside, CA 92509
909.591.9557

E-Z RIDER® II

HEAVY DUTY | VERSATILE | ACCESSIBLE

www.eldorado-ca.com/e-z-rider-ii

Engineered for versatility, the mid-sized E-Z Rider II bus is nimble enough to accommodate a range of settings – airports to smaller cities, sports teams to colleges – yet built to meet the day-to-day needs of the most demanding service. Undergirded by ENC's unique welded monocoque frame, the E-Z Rider II presents operators with a turning radius that aids servicing areas unnavigable by larger buses, a stylized swept windshield that minimizes glare and enhances driver visibility, and power options that align with existing fleet infrastructure.

With dozens of accessible floorplan combinations and three available body lengths, the E-Z Rider II is a solution that can be tailored to virtually any transportation requirement.

- Clean Diesel and Compressed Natural Gas (CNG) power options
- Available non-ferritic monocoque stainless steel chassis and frame resists corrosion – without the need for special coatings and treatments
- Designed for heavy-duty service
- Built in the USA and fully compliant with Buy America standards

BUY AMERICA COMPLIANT

BUILT IN AMERICA

ALTOONA TESTED

30', 32' & 35' Length Options

Scan Here to Learn More About E-Z Rider II Models & Floorplans

E-Z RIDER II

Big Performance. Compact Profile.

SPECS	30'	32'	35'
BODY			
Length, Body	366" (9.3m)	373" (9.5m)	427" (10.8 m)
Width, Body	102" (2.6 m)	102" (2.6 m)	102" (2.6 m)
Height, Overall	128" (3.2 m)* 136" (3.4 m)**	128" (3.2 m)* 136" (3.4 m)**	128" (3.2 m)* 136" (3.4 m)**
Front Overhang	89.5" (2.3m)	89.5" (2.3m)	89.5" (2.3m)
Rear Overhang	115" (2.9m)	115" (2.9m)	115" (2.9m)
Wheelbase	160" (4.1m)	168" (4.3m)	220" (5.6m)
Body Structure	Non-ferritic 304 Stainless Steel or Carbon Steel	Non-ferritic 304 Stainless Steel or Carbon Steel	Non-ferritic 304 Stainless Steel or Carbon Steel
PASSENGER ACCOM.			
Passenger Capacity	30 seated or 24 + 2	33 seated or 25 + 2	41 seated or 33 + 2
Wheelchair Ramp	Front and/or Rear doors	Front and/or Rear doors	Front and/or Rear doors
MECHANICAL			
Engine	Cummins B6.7 or L9 Cummins L9N (CNG)	Cummins B6.7 or L9 Cummins L9N (CNG)	Cummins B6.7 or L9 Cummins L9N (CNG)
Transmission	Allison B300R Voith DIWA.6 (CNG)	Allison B300R Voith DIWA.6 (CNG)	Allison B300R Voith DIWA.6 (CNG)
Brakes	Air S-Cam Drum Brakes w/ABS	Air S-Cam Drum Brakes w/ABS	Air S-Cam Drum Brakes w/ABS
Axles	Meritor	Meritor	Meritor
WARRANTY			
Bus (Comprehensive)	2 Years / 50,000 miles	2 Years / 50,000 miles	2 Years / 50,000 miles
Altoona Tested***	Yes	Yes	Yes

*With rooftop HVAC
**With roof-mounted CNG
***Applies only to carbon steel frame builds

ABOUT ENC

Founded in 1975, ENC (ElDorado National – California) is a leading U.S. heavy-duty transit bus manufacturer with over 50 years of experience delivering safe and reliable vehicles to customers across the country. Headquartered in Riverside, California, ENC manufactures every vehicle end-to-end in the United States and offers one of the industry's widest portfolio of propulsion options, including 100% battery-electric, diesel-electric hybrid, CNG, and clean diesel. ENC is an approved Transit Vehicle Manufacturer ("TVM") under the Federal Transit Administration, with all bus platforms being Altoona tested and Buy America compliant.

A subsidiary of Rivaz, Inc., ENC is committed to helping revitalize American transit manufacturing and supporting public agencies and private transit companies with a commitment to customer service, innovative products, and stable supply.

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RIVAZ

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9670 Galena Street
Riverside, CA 92509
909.591.9557

AXESS EVO-BE™

HEAVY DUTY | ZERO EMISSION | FLEXIBLE DESIGN

www.eldorado-ca.com/axess-evo-be/

The latest all-electric heavy-duty transit solution has arrived with ENC's next-generation AXESS EVO-BE®. This advanced zero emissions battery-electric bus is built on a state-of-the-art propulsion system featuring the combination of BAE Systems'® Gen3 Electric Drive System and the latest battery technology, offering up to a class-leading 738 kWh of energy storage. Consistent to the AXESS® platform, the AXESS EVO-BE can be configured to a variety of passenger seating and ADA accommodations across the available 33, 35, or 40-foot bus lengths.

Combining versatility with the latest zero emissions technology, the AXESS EVO-BE is helping pave the way to emission-free transportation for public and private transit applications.

- On-board battery capacity of up to a class-leading 738 kWh
- Modular Propulsion System designed for access and ease of maintenance through an optimized number of connection points and LRUs (line replaceable units)
- Available stainless steel frame presents exceptional corrosion resistance for long term durability and reduced maintenance costs
- Built from start to finish in the USA and fully compliant with Buy America standards

BUY AMERICA COMPLIANT

BUILT IN AMERICA

ALTOONA TESTED

33', 35' & 40' Length Options

Scan Here to Learn More About Axess EVO-BE Models & Floorplans

AXESS EVO-BE®

The Next Generation of Zero Emissions Transportation

SPECS	33'	35'	40'
BODY			
Length, Body	396" (10 m)	427" (10.8 m)	487" (12.4 m)
Width, Body	102" (2.6 m)	102" (2.6 m)	102" (2.6 m)
Height, Overall	140" (3.6 m)	140" (3.6 m)	140" (3.6 m)
Length, Over Bumpers	406" (10 m)	437" (11.1m)	497" (12.6 m)
Front Overhang	94" (2.4 m)	94" (2.4 m)	94" (2.4 m)
Rear Overhang	118" (3 m)	118" (3 m)	118" (3 m)
Wheelbase	168" (4.27 m)	215" (5.46 m)	275" (7m)
Body Structure	Carbon Steel or Non-ferritic 304 Stainless Steel	Carbon Steel or Non-ferritic 304 Stainless Steel	Carbon Steel or Non-ferritic 304 Stainless Steel
PASSENGER ACCOM.			
Passenger Capacity	27	35	43
Wheelchair Ramp	Front and/or Rear doors	Front and/or Rear doors	Front and/or Rear doors
MECHANICAL			
Power Supply	4-Pack Battery System (492kWh)	4-Pack Battery System (492kWh) 5-Pack Battery System (615kWh) 6-Pack Battery System (738kWh)	5-Pack Battery System (615kWh) 6-Pack Battery System (738kWh)
Propulsion	BAE Systems Gen3 Drive System	BAE Systems Gen3 Drive System	BAE Systems Gen3 Drive System
Suspension	Self-leveling Air Suspension with Anti-Sway Bar	Self-leveling Air Suspension with Anti-Sway Bar	Self-leveling Air Suspension with Anti-Sway Bar
Brakes	Air Disc Brakes with ABS	Air Disc Brakes with ABS	Air Disc Brakes with ABS
Axles	Meritor	Meritor	Meritor
CHARGING			
Charging Options	Plug-In or Pantograph	Plug-In or Pantograph	Plug-In or Pantograph
Max Charge Rate	150kW @ 200A (Plug-In) 350kW @ 600A (Pantograph)	150kW @ 200A (Plug-In) 350kW @ 600A (Pantograph)	150kW @ 200A (Plug-In) 350kW @ 600A (Pantograph)
Charge Ports	SAE J1772 / CCS1 (Plug-In) SAE J3105-1 (Pantograph)	SAE J1772 / CCS1 (Plug-In) SAE J3105-1 (Pantograph)	SAE J1772 / CCS1 (Plug-In) SAE J3105-1 (Pantograph)
WARRANTY			
Bus (Comprehensive)	2 Years / 50,000 miles	2 Years / 50,000 miles	2 Years / 50,000 miles
Altoona Tested	Yes	Yes	Yes

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