

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

## BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

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Beneficiary State of Oklahoma

Lead Agency Authorized to Act on Behalf of the Beneficiary Oklahoma Department of Environmental Quality  
*(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)*

<b>Action Title:</b>	FY 17 Oklahoma DERA
<b>Beneficiary's Project ID:</b>	DS-01F36801-0
<b>Funding Request No.</b>	<i>(sequential)</i> 1
<b>Request Type: (select one or more)</b>	<input type="checkbox"/> Reimbursement <span style="float: right;"><input checked="" type="checkbox"/> Advance</span> <input type="checkbox"/> Other (specify): _____
<b>Payment to be made to: (select one or more)</b>	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
<b>Funding Request &amp; Direction (Attachment A)</b>	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

### SUMMARY

<b>Eligible Mitigation Action</b>	<input type="checkbox"/> Appendix D-2 item (specify): _____ <input checked="" type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal). <sup>See Attachment E</sup>
<b>Action Type</b>	
<b>Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):</b>	
Pages 2-3 of the Oklahoma BMP discuss the use of VW Trust funds for DERA.	
<b>Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):</b>	
<p>This project removes from service 23 diesel school buses from various school districts across the state. The engine model years on these project buses range from 1995 to 2005. They will be replaced with 23 new equivalent buses. This project also includes the installation of auxiliary heaters on 2 buses, as eligible under the federal DERA program. These projects will reduce air pollution exposure among children across the state, which is impactful because children constitute a sensitive population. Expected lifetime emissions benefits, according to the Diesel Emissions Quantifier, are 9.112 short tons of NOx, 0.709 short tons of PM2.5, 1.299 short tons of HC, 4.046 short tons of CO, and 1208.7 short tons of CO2.</p>	
<b>Estimate of Anticipated NOx Reductions (5.2.3):</b>	
Expected lifetime NOx reductions from this project are 9.112 short tons, according to the Diesel Emissions Quantifier.	
<b>Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):</b>	
Oklahoma Department of Environmental Quality	
<b>Describe how the Beneficiary will make documentation publicly available (5.2.7.2).</b>	
<p>Page 14 of the Oklahoma BMP describes how DEQ will make information pertinent to the VW Trust publicly available. In addition, Oklahoma DEQ maintains a website which includes webpages containing information in regard to the Oklahoma DERA and VW programs. The Oklahoma DERA website is at: <a href="http://www.deq.state.ok.us/aqdnew/cleandiesel/index.html">http://www.deq.state.ok.us/aqdnew/cleandiesel/index.html</a> and the Oklahoma VW website is at: <a href="http://www.deq.state.ok.us/aqdnew/vwsettlement/index.htm">http://www.deq.state.ok.us/aqdnew/vwsettlement/index.htm</a>. Oklahoma DEQ also operates separate mailing lists for the DERA and VW programs.</p>	
<b>Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).</b>	
Per page 4 of Attachment E, each project partner was required to pay 75% of the cost of the new diesel bus. Two partners offered to pay more than 75%; Broken Arrow Public Schools will pay 80%, and Sallisaw Public Schools will pay 76.37%.	
<b>Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).</b>	
Oklahoma DEQ sent notice by USPS and email to the representatives from the U.S. Department of the Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the State Trust Agreement on February 15, 2018.	

**If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).**

Impact on communities that have historically borne a disproportionate share of the adverse impacts of NOx emissions was one of the metrics by which all project applications for this DERA program were ranked and awarded. Projects which were located in counties with historically high ozone concentrations received priority over projects which were not. Out of the 14 project partners covered by this D-4, five are located in potential ozone nonattainment counties, 4 are located in counties identified by the National Air Toxics Assessment as having higher emissions of air toxics, and four are located along a major interstate. In addition, two of the more rural projects were for activity buses, which will regularly travel to potential nonattainment counties and along interstate corridors.

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

- Attachment A      Funding Request and Direction.**
- Attachment B      Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).**
- Attachment C      Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).**
- Attachment D      Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]**
- Attachment E      DERA Option (5.2.12). [Attach only if using DERA option.]**
- Attachment F      Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]**

**CERTIFICATIONS**

**By submitting this application, the Lead Agency makes the following certifications:**

- 1.      This application is submitted on behalf of Beneficiary State of Oklahoma, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**
- 2.      Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**
- 3.      This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**
- 4.      Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**
- 5.      Beneficiary will maintain and make publicly available all documentation submitted in**

**support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)**

**DATED:** August 9, 2018



John Terrill, Division Director

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[NAME]

[TITLE]

Oklahoma Department of Environmental Quality

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[LEAD AGENCY]

for

State of Oklahoma

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[BENEFICIARY]

**ATTACHMENT B**  
**PROJECT SCHEDULE AND MILESTONES**

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**PROJECT MANAGEMENT PLAN**  
**PROJECT SCHEDULE AND MILESTONES:**

<b>Action</b>	<b>Start Date</b>	<b>End Date</b>
Subgrant Program Development	February 24, 2017	November 15, 2017
Solicitation of Project Partners (RFP)	November 15, 2017	November 29, 2017
Announce Funding	November 15, 2017	
Accept Applications	November 15, 2017	January 19, 2018
Make Subawards	January 19, 2018	February 14, 2018
Complete MOAs for Awardees	April 6, 2018	May 16, 2018
Project Implementation	April 6, 2018	September 2018
Procurement and Installation of Equipment	April 6, 2018	September 2018
Monitoring and Oversight of Project	April 6, 2018	September 2018
Reporting	April 6, 2018	September 2018
Project Completion Date	September 2018	

**PROJECT BUDGET:**

<b>Project Description</b>	<b>Project Partner</b>	<b>Project Sub-Total</b>	<b>Amount Funded by Trust</b>	<b>Amount Funded by EPA</b>	<b>Amount Funded by Project Partner</b>
Replacement of one 1995 diesel school bus with one EPA-certified 2017 or newer school bus	Boswell PS	\$80,000.00	\$0.00	\$20,000.00	\$60,000.00
Replacement of five 1996 diesel school buses with five EPA-certified 2017 or newer school buses	Broken Arrow PS	\$440,000.00	\$35,200.00	\$52,800.00	\$352,000.00
Replacement of one 2004 diesel school/activity bus and one 2006 diesel school/activity bus with two EPA-certified 2017 or newer school/activity buses	Carnegie PS	\$184,000.00	\$18,400.00	\$27,600.00	\$138,000.00
Replacement of one 1999 diesel school bus with one CARB-certified 2017 or newer school bus	Catoosa PS	\$85,000.00	\$8,500.00	\$12,750.00	\$63,750.00
Replacement of one 1996 diesel activity bus with one CARB-certified 2017 or newer activity bus	Comanche PS	\$103,000.00	\$10,300.00	\$15,450.00	\$77,250.00
Replacement of one 2003 diesel school bus and two 2004 diesel school buses with three CARB-certified 2017 or newer school buses	Howe PS	\$252,000.00	\$25,200.00	\$37,800.00	\$189,000.00
Replacement of one 2002 diesel school bus with one EPA-certified 2017 or newer school bus	Noble PS	\$90,000.00	\$9,000.00	\$13,500.00	\$67,500.00
Replacement of one 2002 diesel school bus with one EPA-certified 2017 or newer school bus	Oaks PS	\$78,000.00	\$7,800.00	\$11,700.00	\$58,500.00
Replacement of one 2005 diesel school bus with one EPA-certified 2017 or newer school bus	Piedmont PS	\$85,792.00	\$8,579.20	\$12,868.80	\$64,344.00
Replacement of one 2000 diesel school bus with one EPA-certified 2017 or newer school bus	Pretty Water PS	\$80,000.00	\$8,000.00	\$12,000.00	\$60,000.00
Replacement of one 2000 diesel school bus, one 2002 diesel school bus, and one 2004 diesel school bus with three EPA-certified 2017 or newer school buses; Installation of two fuel operated heaters (auxiliary heaters) on one 2000 diesel school bus and one 2006 diesel school bus	Sallisaw PS	\$237,000.00	\$22,401.24	\$33,601.86	\$180,996.90
Replacement of one 2005 diesel school bus with one EPA-certified 2017 or newer school bus	Snyder PS	\$85,500.00	\$0.00	\$21,375.00	\$64,125.00
Replacement of one 2002 diesel school/activity bus with one CARB-certified 2017 or newer school/activity bus	Springer PS	\$68,175.00	\$6,817.50	\$10,226.25	\$51,131.25
Replacement of one 2005 diesel school bus with one CARB-certified 2017 or newer school bus	Stigler PS	\$74,684.00	\$7,468.40	\$11,202.60	\$56,013.00
	<b>Project Totals</b>	<b>\$1,943,151.00</b>	<b>\$167,666.34</b>	<b>\$292,874.51</b>	<b>\$1,482,610.15</b>
	<b>Percentage</b>	100%	8.63%	15.07%	76.30%

**PROJECTED TRUST ALLOCATIONS**

	<b>2018</b>
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$167,666.34
2. Anticipated Annual Cost Share	\$1,482,610.15
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$1,943,151.00
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$0
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$167,666.34
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$167,666.34
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$20,922,485.12
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$20,754,818.78

## ATTACHMENT C

### DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

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Per Subparagraph 5.2.11 of the Environmental Trust Agreement for State Beneficiaries (“Trust Agreement”), Beneficiaries must set forth a “detailed plan for reporting on Eligible Mitigation Action implementation” to be included in an Appendix D-4 funding request. The Oklahoma Department of Environmental Quality (DEQ) plans to report per 5.3 of the Trust Agreement and Sections H and I of DEQ’s DERA Cooperative Agreement with EPA.

DEQ is committed to meeting reporting requirements consistent with Subparagraph 5.3 of the Trust Agreement, as set forth below:

*For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under 15 of 43 this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust’s public-facing website upon receipt.*

In addition to required annual and semiannual reporting to the Trust, quarterly and final reporting to EPA is also required for the duration of the FY 17 Oklahoma DERA project period, per *Programmatic Conditions*, Sections H and I of DEQ’s DERA Cooperative Agreement with EPA, as set forth below:

#### **H. Quarterly Reporting and Environmental Results**

*Quarterly progress reports will be required. Quarterly reports are considered project status reports and will address the progress made achieving the work plan goals. In general, quarterly reports will include summary information on technical progress and expenditures, and planned activities for next quarter. A template for the quarterly report will be available at [www.epa.gov/cleandiesel/clean-diesel-state-allocations](http://www.epa.gov/cleandiesel/clean-diesel-state-allocations). Quarterly reports are due according to the following schedule. If a due date falls on a weekend or holiday, the report will be due on the next business day.*

*April 1 – June 30 Reporting Period: report due date July 30*



July 1 – September 30 Reporting Period: report due date October 30  
October 1 – December 31 Reporting Period: report due date January 30  
January 1 – March 31 Reporting Period: report due date April 30

*If a project start date falls within a defined Reporting Period, the recipient must report for that period by the given due date. This quarterly reporting schedule shall be repeated for the duration of the award agreement.*

#### **H.1. Subaward Reporting Requirement**

*If the recipient chooses to pass funds from this assistance agreement to other entities, the recipient must comply with applicable provisions of 2 CFR Part 200 and the EPA Subaward Policy, which may be found at: <https://epa.gov/grants/epa-subaward-policy>. If applicable, the recipient must report on its subaward monitoring activities under 2 CFR 200.331(d). Examples of items that must be reported if the pass-through entity has the information available are:*

*H.1.1. Summaries of results of reviews of financial and programmatic reports.*

*H.1.2. Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.*

*H.1.3. Environmental results the subrecipient achieved.*

*H.1.4. Summaries of audit findings and related pass-through entity management decisions.*

*H.1.5. Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e),*

*2 CFR 200.207 and the 2 CFR Part 200.338 Remedies for Noncompliance.*

#### **I. Final Report:**

*The final project report will include all categories of information required for quarterly reporting, including a final, detailed fleet description. The final project report will also include a narrative summary of the project or activity, project results (outputs and outcomes) including final emissions benefit calculations, and the successes and lessons learned for the entire project. To the extent possible, final emission benefit calculations should be based on the actual number and type of technologies, vehicles, equipment and engines implemented under the award and actual vehicle miles traveled, idling and/or operating hours, and fuel use. If actual vehicle miles traveled, idling and/or operating hours, and fuel use are not available, the final report will include a detailed explanation of how these values are derived, as well as any assumptions or default values used, for the purposes of emissions benefit calculations. The final report will also detail the methodologies used for the emission benefit calculation.*

*For projects involving vehicle/engine/equipment replacement the recipient must provide in the final report: 1) Evidence that the replacement activity is an “early replacement,” and would not have occurred through normal attrition/fleet turnover (i.e. without the financial assistance provided by EPA) within three years of the project period start date. Supporting evidence can include verification that the vehicles or equipment being replaced have useful life left and fleet characterization showing fleet age ranges and average turnover rates per the vehicle or fleet owner’s budget plan, operating plan, standard procedures, or retirement schedule; 2) Evidence of appropriate scrappage (see J.9.3 below); and 3) Specification of the model years and the emission standard levels for PM and NO<sub>x</sub>, for both the engine being replaced and the new engine.*

*For projects that take place in an area affected by, or includes vehicles, engines or equipment affected by federal law mandating emissions reductions, the recipient must provide in the final report evidence that emission reductions funded with EPA funds were implemented prior to the effective date of the mandate and/or are in excess of (above and beyond) those required by the applicable mandate.*

*The final report shall be submitted to the EPA Project Officer within 90 days after the project period end date or termination of the assistance agreement. A template for the final report will be available at [www.epa.gov/cleandiesel/clean-diesel-state-allocations](http://www.epa.gov/cleandiesel/clean-diesel-state-allocations).*

*I.1. Subaward Reporting Requirement*

*If the recipient chooses to pass funds from this assistance agreement to other entities, the recipient must comply with applicable provisions of 2 CFR Part 200 and the EPA Subaward Policy, which may be found at: <https://epa.gov/grants/epa-subaward-policy>. If applicable, the recipient must report on its subaward monitoring activities under 2 CFR 200.331(d). Examples of items that must be reported if the pass-through entity has the information available are:*

*I.1.1. Summaries of results of reviews of financial and programmatic reports.*

*I.1.2. Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.*

*I.1.3. Environmental results the subrecipient achieved.*

*I.1.4. Summaries of audit findings and related pass-through entity management decisions.*

*I.1.5. Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR Part 200.338 Remedies for Noncompliance.*

# **ATTACHMENT D**

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**DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL  
VENDORS FOR EACH PROPOSED EXENDITURE EXCEEDING \$25,000**

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# SUMMIT

BUS

A HIGHER STANDARD OF VALUE

## Boswell Public Schools

- 2019 / 65 Passenger Route Bus: **\$72,835.00** per unit (dealer stock)
  - Includes: Cummins engine, hydraulic brakes, Allison Transmission with seven year warranty, and extended vehicle warranty for three years / 50,000 miles
- Delivery: approximately 30 days from receipt of purchase order
- Unit is currently in dealer inventory, dealer inventory units are subject to prior sale



2500 South Meridian • Oklahoma City, OK 73108-1744  
 Office: 405-681-6691 • Toll Free: 800-965-7677 • Fax: 405-681-6693

DISTRIBUTORS OF **BLUE BIRD** SCHOOL BUSES

Corporate Office  
 Ryan Ross, Sales Manager

Eastern Oklahoma Bus Sales  
 Dusty Vickrey, Sales Representative

BID TO: Boswell Public Schools  
 ADDRESS: PO Box 839  
 CITY/STATE/ZIP: Boswell, Oklahoma 74727

CONTACT: Mr. Keith Edge, Supt.  
 TELEPHONE: 580-566-2558  
 BID DUE DATE: 04/16/2018

**GENERAL DESCRIPTION:**

2018 Model Year, Blue Bird VISION Conventional (Type C) School Bus, Model BBCV3011

65 Passenger Capacity

*Chassis and Body manufactured by Blue Bird Body Company*

**SPECIFICATIONS:**

<b>ALTERNATOR:</b>	240 amp, Leece Neville, 12 volt
<b>AXLES, SPRINGS &amp; SHOCK ABSORBERS:</b>	
Front axle:	12,000# rating, oil lubed bearings
Front springs:	8,500# capacity, "Softek" Parabolic tapered leaf
Rear axle:	21,000# capacity, 5.29:1 ratio, oil lubed bearings
Rear springs:	21,000# capacity, 2-Stage
Shocks absorbers:	Direct acting, front and rear
<b>BACKUP ALARM:</b>	112DB Safety alarm - operates while in reverse gear
<b>BATTERIES:</b>	Three (3), 12 volt, Group 31, 2100 cca rating, enclosed with sliding tray & locking latch
<b>BODY ELECTRIC PANEL:</b>	Exterior under driver window, with key lock
<b>BRAKE SYSTEM:</b>	"Meritor Quadraulic" <b>Hydraulic System</b> w/ Anti-lock (ABS)
	Disc type front & rear, 70MM dual system (4) pistons per caliper
	Dust Shields, Brakes, front and rear
	9" diameter x 3" wide, internal expanding, transmission mounted w/ interlock
Parking Brake:	Front -15" x 3/16", steel, Rear -12" x 3/16", steel
<b>BUMPERS:</b>	<b>Colorado Rack &amp; Kentucky Pole Test Certified</b>
<b>CERTIFICATION:</b>	<b>Altoona Tested</b>
<b>CHILD REMINDER:</b>	<b>Doran, Sleeping Child Check System, Warning Light Activated</b>
<b>CIRCUIT PROTECTION:</b>	Manual resetting circuit breakers on body circuits
<b>COWL STEPS &amp; GRIP HANDLES:</b>	Mounted LH & RH at windshield
<b>DOORS:</b>	Double Outward type with <b>Manual Controls</b>
Entrance:	Entrance door laminated glass tinted 70% light transmittal
	3-step step-well with <b>black rubber ribbed step treads</b>
Exit:	Rear center mounted with upper/lower glass, tinted 30% light transmittal
	Retainer to hold door open
Header Pad (Entrance & Rear Exit Door):	Black self-skinning foam
	Rear door equipped with sliding bolt interlock

Interior  
**POWER SOCKET:** Ceiling panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws)  
12 volt, mounted in switch panel, for cell phone, etc.  
**RADIO:** AM-FM-MP3-USB-PA Radio with eight (8) interior speakers  
**REFLECTIVE TAPE:** 3M™ reflective vinyl, yellow  
"School Bus" in 8" black letters on 3M™ yellow reflective background, Front and Rear  
Side & rear marker strips - marker strip surrounds each emergency exit  
**RUB RAILS:** Four (4) double-ribbed, 16-gauge steel exterior body rub rails, **Painted black**  
**SEATS:** Passenger: DOT approved High Back School Bus Bench Seats  
Upholstery: Grey Fire Block Upholstery  
Driver: National Hi-back seat w/ mechanical pedestal & RH armrest  
Charcoal Cloth Upholstery, Orange Shoulder harness & lap belt restraint  
**STEERING:** Hydraulic power, tilt & telescoping wheel, 50 degree wheel cut  
**STOPARM:** 18" octagon sign w/flashing red lights, electric, LED  
**SUNVISOR:** 6.5"X30", Green plexi-glass, padded edge  
**SWITCHES:** Rocker type switches w/ latching noise suppression switch  
**TIRES & RIMS:** Front: 11R22.5, AH12, **Hankook Tubeless Radial**, LRH, Highway tread  
Rear: 11R22.5, Z35A, **Hankook Tubeless Radial**, LRH, Traction tread  
Rims: 22.5 x 8.25, 10-Stud, Hub Piloted, Disc Rims  
Dual hooks, front and rear, chassis frame mounted  
**TOW HOOKS:**  
**TRANSMISSION:** Allison Electronic Automatic, Model 2500 PTS w/SEM – TCM Programmed for Performance  
5 speeds forward with overdrive - TranSynd® synthetic transmission fluid  
External transmission oil filter, Transmission oil cooler  
Underneath body fully undercoated  
**UNDERCOATING:**  
**WINDOWS:** Side, split sash: Tinted to allow 30% light transmittal  
Rear, fixed panel: Tinted to allow 30% light transmittal  
Entrance Door-& Driver Window: Tinted to allow 70% light transmittal  
**WINDSHIELD:** Two (2) piece curved, shaded, safety plate  
**WINDSHIELD WIPERS:** Electric, intermittent speed, w/washers  
**WIRING:** Chassis: Multiplex Chassis wiring w/ LED readout on module  
Body: Colored and continuously number coded in molding on top of side windows  
**WHEELBASE/TURNING RADIUS:** 252" wheelbase/34'5" turning radius (wall)  
**WARRANTY:** Blue Bird Body & Chassis: Blue Bird 5 year/100,000 mile Limited Warranty  
Allison Transmission: Allison 7 year/unlimited miles Limited Warranty  
Cummins Diesel Engine: Cummins 5 year/100,000 mile Limited Warranty

.....  
This Blue Bird School Bus meets the State of Oklahoma and Federal School Bus requirements, effective for date of manufacture.  
.....

TOTAL UNIT COST, FOB: School----- \$73,951.00 per unit

Note: Unit is last remaining Stock Unit for quick delivery. Bid subject to prior sale.

DELIVERY TIME: ----- Two - Three Weeks Upon PO

Ryan Ross  
ROSS TRANSPORTATION, Inc.

\_\_\_\_\_ BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

04/16/2018  
Date of Bid

\_\_\_\_\_ Date of Acceptance



CUSTOMER  
BUSINESS

Prepared For:  
BOSWELL PUBLIC SCHOOLS  
624 N. 7TH STREET  
BOSWELL, OK 74727

Prepared By :  
Justin Roles  
Midwest Bus Sales, Inc.

Quote Number:  
342725

Quote Date:  
4/16/2018

Customer Order No:  
Boswell 65

**Model Profile: Saf-T-Liner C2 310TS**

Product Type: School Transportation  
Year:  
Chassis Model: B2 106  
Chassis MFG: FLNER  
GVWR: GVWR  
Passenger Capacity: 65  
Headroom: 78  
Wheelbase: 259  
Brake Type: HYDRAULIC  
Engine Type: CUMMINS ISB220 DIESEL, 6 Cyl, 220 HP, 2600 RPM  
Fuel Type: DIESEL  
Fuel Tank Capacity: 100  
Transmission Type: AUTOMATIC  
Axle, Front: 10000-lb Capacity  
Axle, Rear: 19000-lb Capacity  
Tires, Front: RADIAL FRONT TIRE, MICHELIN XZE2, 11R22.5 16 PLY  
Tires, Rear: MICHELIN X MULTI D 11R22.5 16 PLY REAR TIRES  
Suspension Front: [FRONT SUSPENSION]  
Suspension Rear : [REAR SUSPENSION]

Total for 1 complete unit(s): **\$79,449.00**  
Delivery Cost: **Included**  
Delivery Time: Approximately 90-120 Days from P.O.  
Includes the Following Equipment:

**BODY**

**ACCESSORIES**

- 1 [D106104000] LOC-1ST.SEAT DRVRSIDE REFL TRIANGLE
- 1 [D131100001] LOCKS-KEYED ALIKE #CH545
- 1 [D133600000] METHOD-FASTENER SCREWS
- 1 [D607500000] HOLDER-CERTIFICATE 4"X 6"

**CERTIFICATION/SAFETY**

- 1 [D102201000] REFLECTTAPE-RR END YEL 2" 3M
- 1 [D103000000] REFLECTTAPE-FRT END YEL
- 1 [D103900000] FIRE EXTINGUISHER-5 3A-40BC
- 1 [D107300002] HATCH-RF ESC MODEL 1100 ENG(2)
- 1 [D107700003] ELECTRICAL-ROOF ESCAPE HATCH POS 3
- 1 [D108700002] HANDLES-W/S SERVICE, BLACK
- 1 [D110024OKA] KIT,FIRST AID 24 UNIT OKLAHOMA
- 1 [D110101OLA] KIT,BODY FLUID CLEAN UP OKLAHOMA
- 1 [D110600000] LABEL-PASS ADVISOR INSTRUCTION
- 1 [D115900001] LOC-O/H STOR LS 10 UNIT B.F.C
- 1 [D116000002] LOCATION-OVERHEAD STORAGE RIGHT SIDE 5LB. FIRE EXTINGUISHER
- 1 [D122201000] CUTTER-SEAT BELT W/HAND GRIP
- 1 [D122400000] TRIANGLES-REFL. 3 W/BOX
- 1 [D500003000] OPEN VIEW - ES, HEATED, REMOTE
- 1 [D500301000] MIRROR-B EXTERIOR CROSSVIEW HEATED BLACK BRACKET
- 1 [D500602018] SIGN-STOP, ELEC FRT #T6100-E21 LED
- 1 [D602200000] MIRROR-INTERIOR 6"X30" WITH RUBBER EDGE
- 1 [D602300004] LABEL(S)-SPECIAL DATA, IL
- 1 [D602400000] LABEL-VEHICLE CERTIFICATION





**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

Base Chassis, Model INTEGRATED CE S BUS with 276.00 Wheelbase, N/A CA, and 139.00 Axle to Frame.

TOW HOOK, FRONT (2) Frame Mounted

FRAME RAILS High Strength Low Alloy Steel (50,000 PSI Yield); 10.125" x 3.062" x 0.312" (257.2mm x 77.8mm x 8.0mm); 480.1" (12195mm) Maximum OAL

Includes

: CHASSIS PAINT Chassis Painted Prior to Body Mounting

: FRAME RAILS All holes Laser Aligned and Machine Punched, Powder Coated Prior to Full Assembly, Assembled in Fixture using "Grade 8" Bolts

: FRAME REINFORCEMENT, SPECIAL 3.30" x 1.80" x 0.312" x 31.50" Inverted "L" in Front Shock Absorber Mounting Area

BUMPER, FRONT Full Width, Aerodynamic, Heavy Duty, Steel

Includes

: BUMPER, FRONT THICKNESS 1/4 Inch

CROSSING GATE, FRONT Omit Item

Includes

: CROSSING GATE, FRONT Matches Contour of Bumper

CROSSMEMBER, REAR, AF (2)

WHEELBASE RANGE 276" (700cm) Only

AXLE, FRONT NON-DRIVING {Navistar Select} I-Beam Type, 10,000-lb Capacity

SUSPENSION, FRONT, SPRING Parabolic, Taper Leaf; 10,000-lb Capacity; with Shock Absorbers

Includes

: SPRING PINS Bolt and Nut Type

: SPRING PINS Rubber Bushings, Maintenance-Free

Notes

: The following features should be considered when calculating Front GAWR: Front Axles; Front Suspension; Brake System; Brakes, Front Air Cam; Wheels; Tires.

BRAKE SYSTEM, HYDRAULIC {Wabco} Split System, with Automatic Adjustment and Four Channel ABS

BRAKE, PARKING {Bosch} DSSA Type, 12" x 3"; for Hydraulic Brake Chassis; Foot Operated in Cab; Differential Mounted

Includes

: BRAKE, PARKING Foot Activated Parking Brake

BRAKES, FRONT, HYDRAULIC DISC Quadraulic; Four 70mm Diameter Pistons

TRACTION CONTROL, HYDRAULIC Automatic; Hydraulic Brake System

BRAKES, REAR, HYDRAULIC DISC Quadraulic; Four 70mm Diameter Pistons

PARKING BRAKE INTERLOCK Parking Brake Cannot be Released until Ignition Switch is in the "ON" Position and the Service Brake Pedal is Applied, Use with Hydraulic Brake Chassis Only

GVWR LIMITATION FOR BUS with Hydraulic Brakes, Limited to 29,800-lbs Maximum to meet FMVSS 105 Requirements, for Conventional Bus

STEERING COLUMN Tilting

STEERING WHEEL 2-Spoke, 18" Dia., Black

STEERING GEAR {Sheppard M100} Power

EXHAUST SYSTEM Single, Horizontal Aftertreatment Device, Frame Mounted Under Right Rail, for Long Horizontal Tail Pipe

Includes

**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

: NOTE: The Horizontal Tailpipe Includes a Temperature Control Device

TAIL PIPE Long Horizontal, Exits Left Side Through Bumper

ELECTRICAL SYSTEM 12-Volt, Standard Equipment

Includes

: FUSES, ELECTRICAL SAE Blade-Type

: HAZARD SWITCH Push On/Push Off, Located on Top of Steering Column Cover

: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever

: MISCELLANEOUS FEATURES Modular, Loom Protected, Grommets in all Applicable Body Openings, Assembled in Computer Assisted Fixture which Verifies Continuity and Correct Assembly Prior to Installation

: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light

: STARTER SWITCH Electric, Key Operated

: TURN SIGNAL FLASHER

: TURN SIGNAL SWITCH Self-Cancelling with Lane Change Feature

: TURN SIGNALS, FRONT Includes Reflectors; Flush Mounted

: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever

: WIRING, CHASSIS Color Coded and Continuously Numbered

ALTERNATOR {Leece-Neville AV160P2003} Brush Type; 12 Volt 240 Amp. Capacity, Pad Mount

BATTERY SYSTEM {International} Maintenance-Free, (3) 12-Volt 1950CCA Total

BATTERY BOX Steel, with Sliding Tray, 25.25" Wide, for Standard Batteries, Mounted Left Side Behind Front Axle Perpendicular to Frame Rail

HORN, ELECTRIC (2) Trumpet Style, Mounted on Top of Mega-Bracket

HEADLIGHTS Halogen; Composite Aero Design for Two Light System; Includes Daytime Running Lights

STARTING MOTOR {Delco Remy 38MT Type 300} 12 Volt; less Thermal Over-Crank Protection

INDICATOR, LOW COOLANT LEVEL with Audible Alarm

HEADLIGHT WARNING BUZZER Sounds When Head Light Switch is on and Ignition Switch is in "Off" Position

CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses

LOGOS EXTERIOR, ENGINE Badges

HOOD TILT ASSIST {EASY TILT} Mechanical

FRONT END Tilting, Fiberglass, with Three Piece Construction

Includes

: AIR INTAKE SYSTEM Integrated Pre-Cleaning System to Enhance Air Filter Life

: GRILLE Removable; Fiberglass Painted Hood Color

: SPLASH SHIELD Integral with Front End Assembly

CHASSIS PAINT Full Chassis

PAINT SCHEMATIC, PT-1 Single Color, Design 100

Includes

: PAINT SCHEMATIC ID LETTERS "NB"

PAINT TYPE Urethane, One or Two Colors, Other than Imron or International.

OVER THE AIR PROGRAMMING {Navistar} for Cummins Engines

PROMOTIONAL PACKAGE LED EXT {Sound Off} LED Lights

PROMOTIONAL PACKAGE 7 Year Unlimited Miles/km Warranty, Limited Time Program for Allison 2000 Series Transmission on School and Commercial Buses (Supplied directly through Allison)

**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

CLUTCH Omit Item (Clutch & Control)

ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection

ENGINE, DIESEL {Cummins B6.7 220} EPA 2017, 220HP @ 2400 RPM, 520 lb-ft Torque @ 1600 RPM, 2600 RPM Governed Speed, 220 Peak HP (Max), School Bus Only

**Includes**

: FUEL FILTER Included with Cummins B6.7 Engines Engine Mounted

: FUEL/WATER SEPARATOR Fuel/Water Separator; Heated; with Water-in-Fuel Sensor. Engine Mounted

FAN DRIVE {Warner Electric FC-550} Electronically Activated and Controlled

THROTTLE, HAND CONTROL Electronic

**Notes**

: Cruise Control Switches Mounted on Steering Wheel are Non-Illuminated.

RADIATOR Aluminum; 2-Row, Cross Flow, Over Under System, 717 SqIn Louvered, with 313 SqIn Charge Air Cooler. with In-Tank Transmission Cooler

**Includes**

: DEAERATION SYSTEM with Surge Tank

: HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps

: RADIATOR HOSES Premium, Rubber

AIR CLEANER with Service Protection Element

**Includes**

: GAUGE, AIR CLEANER RESTRICTION Air Cleaner Mounted

FEDERAL EMISSIONS {Cummins B6.7} EPA, OBD and GHG Certified for Calendar Year 2018

CRUISE CONTROL Electronic

**Notes**

: Cruise Control Switches Mounted on Steering Wheel are Non-Illuminated.

GOVERNOR Electronic Road Speed Type; for Electronic Engines and Bus Models; with 55 MPH Default

BLOCK HEATER, ENGINE {Phillips} 120 Volt/750 Watt, for Cummins ISB/B6.7 Engines

EMISSION COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations

TRANSMISSION, AUTOMATIC {Allison 2500 PTS} 5th Generation Controls, Wide Ratio, 5-Speed with Overdrive, Less PTO Provision, Less Retarder, with 33,000-lb GVW and GCW Max, School Bus

**Includes**

: OIL FILTER, TRANSMISSION Mounted on Transmission

: TRANSMISSION OIL PAN Magnet in Oil Pan

TRANSMISSION OIL Synthetic; 20 thru 28 Pints

SHIFT CONTROL PARAMETERS Allison 1000 or 2000 Series Transmissions, 5th Generation Controls, Performance Programming

AXLE, REAR, SINGLE {Navistar Select} Single Reduction, 19,800-lb Capacity, 190 Wheel Ends . Gear Ratio: 5.57

SUSPENSION, RR, SPRING, SINGLE Vari-Rate 21,000-lb Capacity

SHOCK ABSORBERS, REAR (2)

FUEL TANK Top Draw, Steel, Rectangular, 100 US Gal (379L), Includes Protective Cage, with Fuel Filler Assembly and Vent Hosing, Mounted Between Frame Rails and Behind Rear Axle

**Notes**

: Requires 254" WB Minimum

**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

DEF TANK 12 U.S. Gal. 45.4L Capacity, Frame Mounted Outside Right Rail, Behind 0 Bow

COWL Flat Back

GAUGE CLUSTER English with English Electronic Speedometer

**Includes**

: GAUGE CLUSTER (5) Engine Oil Pressure (Electronic), Water Temperature (Electronic), Fuel (Electronic), Tachometer (Electronic), Voltmeter

: ODOMETER DISPLAY, Miles, Trip Miles, Engine Hours, Trip Hours, Fault Code Readout

: WARNING SYSTEM Low Fuel, Low Oil Pressure, High Engine Coolant Temp, and Low Battery Voltage (Visual and Audible)

GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission

IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster

GAUGE, DEF FLUID LEVEL

WHEELS, FRONT DISC; 22.5x8.25 Rims, Polished Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs

**Notes**

: Aluminum Wheels not Painted or Coated

: COMPATIBLE TIRE SIZES: 11R22.5, 12R22.5, 255/70R22.5, 255/80R22.5, 265/75R22.5, 275/70R22.5, 275/80R22.5, 295/75R22.5, 295/80R22.5

WHEELS, REAR DUAL DISC; 22.5x8.25 Rims, Polished Aluminum, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs

**Notes**

: Aluminum Wheels not Painted or Coated

: COMPATIBLE TIRE SIZES: 11R22.5, 12R22.5, 255/70R22.5, 255/80R22.5, 265/75R22.5, 275/70R22.5, 275/80R22.5, 295/75R22.5, 295/80R22.5

: Polished Surface Outside Dual Only

BODY, BUS Conventional; 78" Headroom, 32'8" Body Length, +9 Section Front, 72 Passenger, 276 WB

BODY CERTIFICATION TAG Mylar Label

BODY TAG, METAL Capacity to Include the Total Number of Passengers

HEADLINER, BODY Conventional; 25'11"-34'11" Body Length, Perforated Full Length with Sound Insulation Full Length

FASTENERS, HEADLINER Screws

BOWS, ROOF 14 ga., One Piece Construction

**Includes**

: BOWS, ROOF Positioned Floor Line to Floor Line, Threaded Through Roof Strainers and Drip Rail

LIGHT BARS Plastic

SKIRT, BODY Conventional, 20", 16ga., 31'2", 31'11", 32'8", 33'5", 34'2", 34'11", Body Length

**Includes**

: SKIRT, BODY Extra Smooth Steel Supported by Floor Gussets

TIE DOWNS, BODY Grade 8 Bolts, Every Body Section

**Includes**

: TIE DOWNS, BODY with Formed Tab that Fits into Floor Structure to Prevent Turning

RUB RAILS, BODY (4) Conventional; Steel, 31'2", 31'11", 32'8", 33'5", 34'2", 34'11", Body Length, Includes Snow Rail

**Includes**

: RUB RAILS Full Length, Primer Coated (Both Sides), Attached to Body without Cuts or Splices

BODY, REAR Includes Emergency Door

**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

Includes

: DOOR, REAR EMERGENCY with Concealed Hinges

: HEADER BUMPER Padded, Mounted Over Rear Door; Upholstered to Match Passenger Seat Color

SIDE SHEET, BODY, EXTERIOR Conventional, 16ga., Smooth, 31'2", 31'11", 32'8", 33'5", 34'2", 34'11", Body Length

FLOOR, BODY with Wheel Wells

SUPPORTS, REAR BUMPER Bolted to Frame

BUMPER, REAR Painted; 12" High, 3/16" Thick, with 7" Hole for Exhaust

TOW HOOK, LEFT REAR (01)

TOW HOOK, RIGHT REAR (01)

LINING, SIDE INTERIOR, LOWER Embossed Steel, Clear Coated

SEALER Extra; Sidewall to Floor, In Wheel Pocket Area, and Rear Wall to Floor

LETTERS, SCHOOL BUS FRONT/REAR Decal; "SCHOOL BUS"; with 8" Black Reflective Letters, 3M Fluorescent Diamond Grade, Yellow On Front and Rear Cap

STEP, FRONT ENTRANCE DOOR 27 1/4" Depth; 14ga Steel, Formed Treads, Proflex Finish

FASTENERS, REAR DOOR Lag Screws, Rear Door To Body

COVER, REAR DOOR INSIDE HANDLE Partial Coverage

HANDLE, ASSIST, ENTRANCE DOOR Outside Entrance

HOLD BACK, REAR DOOR Stationary, No Cables, with Plastic Cover

LATCH, REAR DOOR One Point Slide Bar, Cam Operated, with One Inch Stroke

LOCK, VANDAL, REAR DOOR with Ignition Starter Interlock

HANDLE, EXTERIOR, REAR Emergency Door; Yellow

DOOR, ENTRANCE, FRONT Electric, Outward Opening, with Split Pane Glass

Includes

: DOOR, ENTRANCE, FRONT Aluminum Frame with Pin Style Hinges, Ball Bearing Assisted, Interchangeable Top and Bottom Glass Vandal Lock

: LOCK, VANDAL, ENTRANCE DOOR With Key Switch

SWITCH, LOCATION Steering Wheel; Includes Master Flasher, Flasher On/Off, Red Override, and Door Control

Includes

: SWITCH, STEERING WHEEL, LIGHT Includes Illuminated Switches

LOCK, BATTERY COMPARTMENT Standard Location

HOLD DOWN, BATTERY For (2) Standard Size Batteries

COMPARTMENT, LUGGAGE, LT FWD 114" x 24" x 22"

Includes

: HINGES Rubber

: LATCH, T-HANDLE, LOCKING Stainless Steel

COMPARTMENT, LUGGAGE, RT FWD 114" x 24" x 22"

Includes

: HINGES Rubber

: LATCH, T-HANDLE, LOCKING Stainless Steel

Vehicle Specifications  
2019 INTEGRATED CE S BUS (PB105)

February 21, 2018

Description

MONITOR, POST TRIP INSPECTION {Leave No Student Behind} Accessory Controlled, with Push Button Alarm Disable at Rear of Bus Prompts Driver to Walk to Back of Bus and Push Button in Light Bar to Deactivate System

INSULATION, ROOF AND SIDES 1.50", All Models

UNDERCOAT, BODY Fire Resistant, Water Based, TT-C-730 Spec

Includes

: UNDERCOATING Performed Before and After Mounting on Chassis

LETTERS, DOOR, REAR Decals; "EMERGENCY DOOR", 2" Black Letters Inside and Outside

ARROW, RR DOOR, INSIDE Decal; Red, .75" Stroke, Indicating Handle Direction

ARROW, RR DOOR, OUTSIDE Decal; Black .75" Stroke, Indicating Handle Direction

STRIPING, BELTLINE Decal, 2" Reflexite V82, Yellow

STRIPING, E/E WINDOW, LEFT (02) Perimeter, Reflexite V82

LETTERS, E/E WINDOW, LEFT (2) Decal Sets, "EMERGENCY EXIT", Black Inside and Outside

STRIPING, PERIMETER, REAR Emergency Door; Reflective, Yellow

STRIPING, REAR END Reflexite 2"

STRIPING, SEATLINE 2" Reflexite V82, Yellow

WIRING DIAGRAM Schematic, Electrical

Includes

: ACCESS PANEL for Wiring Diagram Schematic Located on Body Exterior; Below Driver Window

STRIPING, E/E WINDOW, RIGHT (02) Perimeter, Reflexite V82

LETTERS, HEADER Decal; "WATCH YOUR STEP", 1" Black, Above Windshield

LETTERS, STEPWELL Decal, "WATCH YOUR STEP", 2.5" Black, Behind Door on Step Riser

PAINT COLOR, RUB RAILS 0001 Canyon Black

SEAL, RUB RAILS Top Edge, All Rails

LETTERS, E/E WINDOW, RIGHT (2) Decal Sets, "EMERGENCY EXIT", Black, Inside and Outside

PAINT COLOR, BODY EXTERIOR 4421 Yellow, SBNS

PAINT FLASHER BACKGRD 0001 Canyon Black

PAINT COLOR, BUMPER Rear; 0001 Canyon Black

PAINT COLOR, ROOF 9219 Winter White

PAINT, RUB RAIL Flange to Flange

PAINT COLOR, BODY INTERIOR 9384 Spring White

LETTERS, FUEL I.D. Decal; "DIESEL FUEL", 1" Black, on Fuel Filler Door

OPERATING INSTR, REAR Decal, Inside Rear Emergency Door

LOGO, ROOF LINE Decal; Wing and Shield, First Body Section, Above Driver Window and Entrance Door Over Driver Window and Entrance Door

PAINT HOOD AND FENDER To Match Body Exterior

STRIPING, ROOF HATCH, REAR Decal, Perimeter, 1", Yellow, 3M Fluorescent Diamond Grade

STRIPING, ROOF HATCH, FRONT {3M} Decal, Perimeter, 1", Yellow Fluorescent Diamond Grade

Vehicle Specifications  
2019 INTEGRATED CE S BUS (PB105)

February 21, 2018

Description

HANDLE, ASSIST Windshield Side Mounted, Left and Right, Body Color

LETTERS, DEF, I.D. Decal; "DEF ONLY", 1" Black, on DEF Filler Door

SUB FLOOR, PLYWOOD Conventional; B-C Exterior Grade, Less Sealed Edges, 5/8", 5 Ply, for 31'2",31'11",32'8",33'5", 34'2", 34'11", Body Length

SEAT BELT, DRIVER, COLOR with Blaze Orange Seat Belt Webbing

WINDOW, DRIVER Laminated, Clear

WINDOW, STOPS 12" Opening, Only with 78" Headroom

WINDOW, SASH (18) 27" Sections, 9"x 23" Opening

WINDOW, SASH +9 SECTIONS (2) 9" x 32 1/4" Opening

WINDOW, E/E, LEFT (2) Vertical Hinge

COLOR, WINDOW FRAME, PASS Passenger Window, Natural Aluminum Finish

WINDOW, E/E, RIGHT (2) Vertical Hinge

WINDOW, PASSENGER, TINT Conventional; 28% Light, Tempered Glass, 78" Headroom, with 34'11", 31'2", 31'11", 32'8", 33'5", 34'2" Body Lengths

HEATER, DRIVER 90,000 BTU, with Defroster and without Rear Heat Duct

Includes

: AIR FILTER

: HEATER HOSES Premium

: HOSE CLAMPS, HEATER HOSE Mubea Constant Tension Clamps

WINDSHIELD 3 Flat Pieces, 73% Light, with Band

WHEEL POCKET COVER Plastic, ABS

AISLE POSITION Center, for balanced seating

FLOOR COVERING, COLOR Black

UPHOLSTERY, PASS SEATS, TYPE Prevaill, 42 oz.; for (23-24) Seats

FLOOR COVERING, TRIM Aluminum

FLOOR COVERING, TYPE {Koroseal} All Body Lengths

FAN, DEFOG LEFT CENTER 6.50" Diameter, Black, Mounted Left of Center Post, 2-Speed Switch in Panel

FAN, DEFOG RIGHT CENTER 6.50" Diameter, Black, Mounted Over Windshield, 15" Right of Centerline, 2-Speed Switch in Panel

HEATER, PASS, LT REAR 84,500 BTU

Includes

: AIR FILTER

HEATER, WATER PUMP {2 MPU 12} Self Priming, with Plastic Housing

HEATER CUT OFF, VALVE Ball, with Butterfly Handle

ROOF VENT, FRONT Static

ARM REST, DRIVER, RIGHT {National}

NUTS, BELT MOUNTING Standard Nuts For Seat Belt Mounting

UPHOLSTERY, DRIVER SEAT, STYLE Plain, with Cloth Insert

UPHOLSTERY, DRIVER SEAT, COLOR Drivers Seat, Gray

Vehicle Specifications  
2019 INTEGRATED CE S BUS (PB105)

February 21, 2018

Description

UPHOLSTERY, PASS SEATS, COLOR Gray, for Seats, Barriers and Head Bumpers

UPHOLSTERY, DRIVER SEAT, TYPE Vinyl, 42 oz.

UPHOLSTERY, BARRIER, TYPE (1-2) Prevaill, 42 oz.

BARRIER, CRASH, AFT ENTRY DOOR 39", 1 Leg

BARRIER, CRASH, AFT DRIVER 39", 1 Leg

PANEL, MODESTY, AFT OF DRIVER Mounted Under Barrier

PANEL, MODESTY, AFT ENTR DOOR Mounted Under Barrier

HAND RAIL, ENTRANCE DOOR, AFT Stainless Steel, 4", Above Step

CUSHION, SEAT 15" Depth

Includes

: WARRANTY Four Years

HAND RAIL, ENTRANCE DOOR, FWD Stainless Steel, 38.5" Long, for Conventional only

UPHOLSTERY, SEAT, STITCHING Single

Includes

: WARRANTY Two Years

SEAT,PASS,LT,26",2 LEG (01)

SEAT,PASS,LT,39",2 LEG (11)

Notes

: BTI Seating System Base Seat. Retrofittable, Contact IC Bus Application Engineering for more information.

SEAT,PASS,RT,39",2 LEG (12)

Notes

: BTI Seating System Base Seat. Retrofittable, Contact IC Bus Application Engineering for more information.

ROOF HATCH, FRONT {Transpec 1975-028-121-03} with Outside Release, with English Decals

ROOF HATCH, REAR {Transpec 1975-028-121-03} with Outside Release, with English Decals

SEAT BACK, PASSENGER High Back

SEAT, DRIVER {National 2000} Static, Mechanical Height Adjust, High Back, with Mechanical Lumbar, for Bus Only

STEP TREADS {Koroseal} Pebble White Nosing Only, with Non-Metal Backing, used with Formed Treaded Steps

BODY PLAN, APPROVED VARIATION Number 002

LIGHT, STROBE, STOP SIGN, FRT In Lieu Of Flashing Lights Furnished with Stop Sign, Speciality

SWITCH, DRIVER PANEL, TYPE Rocker

CIRCUIT, PROTECTION Breakers, Manual Reset in Lieu of Fuses

Includes

: ACCESS PANEL for Body and Chassis Fuses/Circuit Breakers Located on Body Exterior; Below Driver Window

ALARM, BACKING {Ecco #850} 112 db

SWITCH, REAR DOOR BUZZER for Emergency Door

SWITCH, MAGNETIC, DISCONNECT Master, Ignition Operated, All Body Circuits

SOURCE, POWER 12 VDC, Mounted On Dash



**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

LIGHT, DRIVER, CEILING Deluxe, with Separate Switch, Mounted in Light Bar

LIGHTS, DOME Rectangular Recessed Type; Stagger Mounted in Light Bars

**Includes**

: WIRING HARNESS Main Body Wiring Harness Accessed by Removing Dome Light

LIGHT, STEP Wired to Dome Lights, Operated by Entrance Door

LIGHT, INDIC, WARNING LIGHTS Red and Amber

**Includes**

: LIGHTS, WARNING Indicator Located in Instrument Cluster

SPEAKERS AND WIRING (6) Flush Mounted in Light Bar

FLASHER SYSTEM (8) Warning Lights, 8-Lamp System, Electronic Relay Flasher, Non-Sequential Operation, Red Lights Activate with Door Open

LIGHT, EXTERIOR, CHECK Automatically Activates Lights for Pre Trip Inspection

MIRROR, CROSS VIEW, EXTERIOR {Mirror Lite High Definition Busboy} for Left & Right Side; Black, Heated

RADIO, ENTERTAINMENT {Panasonic} AM/FM/CD Stereo, Includes Antenna and Cable, with Public Address System

LIGHTS, STOP (2) {Sound Off} and Tail; 7" Round LED, Red

LIGHTS, MARKER, FRONT, REAR {Sound Off} Rectangular LED, Armored, (8) Four Amber Front and Four Red Rear

LIGHTS, DIRECTIONAL, FRONT {Sound Off} with Park, 7" Round Amber LED, on Front Cowl

LIGHTS, DIRECTIONAL, REAR (2) {Sound Off} LED, 7" Round Amber LED

LIGHTS, BACK UP (2) {Sound Off} LED, 7" Round Clear

HOOD, WARNING LAMP (4) Black, 8-Lamp System, One Hood Above Two Lights

LIGHTS, MARKER, SIDE {Sound Off} Rectangular LED, Armored Type, Intermediate, Centered; Required for Units 30 Foot or Longer

MIRROR, INSIDE 6" x 30", Clear Safety Glass, Metal Back, Round Corners

STOP ARM, FRONT Electric, Metal Blade, 18" Octagon, Double Sided, 1/2" White Border, Hi Intensity Grade, Strobing LED Lights

VISOR, INTERIOR, LEFT FRONT 6" x 30", Transparent, For Left Windshield

KIT, FIRST AID Metal; 24 Unit, Spec State

SWITCH, NOISE SUPPRESSION Actuator Legend States, "NOISE SUPP ", for Separate Solenoid, with Red Switch in Panel

MIRROR, REAR VIEW, EXTERIOR {Rosco} Open View, Black, Heated, Motorized, Non-Detent

KIT, BODY FLUID Mississippi, New Mexico, Alabama, North Dakota, Oklahoma, Pennsylvania, Wisconsin, California, Colorado, Hawaii, Illinois, New York, Rhode Island, Wyoming, Vermont, Maine, Louisiana, Massachusetts, Michigan, New Jersey, Arkansas, Kansas

WINDSHIELD WIPERS (2) Cowl Mounted

**Includes**

: WINDSHIELD WIPERS CONTROL Single Motor, Overlapping Wipe Pattern

SAFETY TRIANGLES Warning Reflectors, Mounted on Front of Drivers Barrier 6" Below Top of Modesty Shield

FIRE EXTINGUISHER, DRIVER AREA 5 lb 2A-40BC Minimum with Flexible Hose and Metal Nozzle

REFLECTORS, REAR (2) 3", Red, Adhesive Back

REFLECTORS, SIDE, REAR (2) 3", Red, Adhesive Back

REFLECTORS, SIDE, FRONT (2) 3", Amber; Adhesive Back, 1 Aft Drivers Window Left, 1 Aft Entrance Door Right

**Vehicle Specifications**  
**2019 INTEGRATED CE S BUS (PB105)**

February 21, 2018

**Description**

REFLECTORS, SIDE, INTERMEDIATE (2) 3" Amber, 1 Each Side, Below The Third Rub Rail From the Top, Adhesive Back

FUEL FILLER DOOR with Non-Locking Latch

CUTTER, SEAT BELT {TIE TECH Safecut} for Cutting Seat Belts

FENDERS, RUBBER, REAR (2)

INSPECTION PLATE Fuel Sending Unit 8" x 8" Steel

MUD FLAPS, FRONT WHEELS (2) Anti-Spray and Anti-Sail; Behind front Wheels

MUD FLAPS, REAR WHEELS (2) Brackets Only

WINDSHIELD WASHER Kit; 6 Quart Capacity, Bottle

**Includes**

: WINDSHIELD WASHER ELECTRICAL CONNECTIONS Sealed and Locking Type

FUEL FILLER PIPE Neck Cap and Vent Hosing for Use with Right Side Fill 100 Gal. Between the Rails Fuel Tanks

DEF FILLER DOOR with Locking Latch

LIGHTS, CLUSTER {Sound Off} Oval, 1 Internal LED per Light; Amber Front and Red Rear

LIGHT, LICENSE PLATE {Sound Off} LED, with Mounting Gasket

LIGHTS, WARNING (8) {Sound Off} (4) 7" Round Red Strobing LED and (4) 7" Round Amber Strobing LED, 2 Front, 2 Rear Each Color

LIGHTS, DIRECTIONAL, SIDE {Sound Off} Rectangular LED Armor Type, Amber, 1 Each Side, Second Bow Section Aft of Entrance Door Between 2nd & 3rd Rub Rail

BODY PLAN, NON-SPECIAL NEEDS Conventional; 32' 8" Body Length, +9 Section Front, 71 Passenger, 276" WB, DX0015A000

STATE OF OPERATION Oklahoma

LIGHTS, STOP & TAIL ADDITIONAL (2) {Sound Off} 4" Round LED, Red, with Flange

(4) TIRE, REAR 11R22.5 Load Range G DH37 (HANKOOK), 498 rev/mile, 75 MPH, Drive

(2) TIRE, FRONT 11R22.5 Load Range H AH12 (HANKOOK), 503 rev/mile, 75 MPH, All-Position

**Services Section:**

WARRANTY Standard for CE, RE, BE School Bus Models, Effective with Vehicles Built March 1, 2017 or Later, CTS-3304H

WARRANTY 5-Year, Limited

Detail/Wash

Freight/Whrse/P&D

Lettering

Lot Fees

126,000 BTU Bus Air system

BSC - Chrome center covers/chrome lug nut covers to match polished wheels quote #660597-170808-02

# **ATTACHMENT E**

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**DERA Option**

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## ATTACHMENT E

### **Additional Information About the DERA Workplan**

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The following DERA workplan, titled *Fiscal Year 2017 Oklahoma Clean Diesel Grant Program Work Plan and Budget Narrative* (Workplan), was originally submitted to EPA in March 2017, and amended to its current, attached form in November 2017. The Workplan was submitted with the expectation that funds from the *Environmental Mitigation Trust Agreement for State Beneficiaries* would be used as Oklahoma's state matching funds, as depicted in the "Project Budget Overview" on page 2 of the Workplan. The *Oklahoma Beneficiary Mitigation Plan* was in the planning and draft phases during the writing of the Workplan.

Because the Workplan is a forward-planning document and the FY17 Oklahoma DERA Program is now nearing completion, some projections, such as timelines and budget expectations, do not accurately reflect the current state of the program. EPA understands the nature of the Workplan as best estimates at the time of submittal, and does not require that the Workplan be adjusted as the program progresses. This creates minor discrepancies between the Workplan, the D-4, and some of the D-4 attachments. However, the attached Workplan is the official and final version. Where discrepancies exist, in all cases, consider the information contained in Attachment E to be projections and information contained in the D-4 and other D-4 Attachments to be the most current and accurate.

All other documents in this D-4 submittal and accompanying attachments are up-to-date.

**FISCAL YEAR 2017  
OKLAHOMA CLEAN DIESEL GRANT PROGRAM  
WORK PLAN AND BUDGET NARRATIVE**

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**SUMMARY PAGE**

**Project Title: Oklahoma Clean Diesel Grant Program**  
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**Project Budget Overview:**

	<b>FY 2017</b>
EPA Base Allocation	\$236,569
State or Territory Matching Funds	\$236,569
EPA Match Incentive	\$118,284
Mandatory Cost-Share*	\$1,698,054
<b>TOTAL Project</b>	<b>\$2,289,476</b>
Additional Leveraged Resources	\$0

\*Will vary based on eligible projects performed and actual amount of funds awarded.

**Project Period**

This work plan includes all work funded with FY 2017 funds for work performed from November 15, 2017 through September 30, 2018.

**Summary Statement**

The state of Oklahoma wishes to use the allocation to fund a clean diesel program for the purpose of replacing older on-road vehicles, primarily school buses. Proposals to replace school buses will be given priority, although proposals to replace long-haul trucks and other highway diesel vehicles will qualify. Projects to be considered will include verified idle reduction technologies and vehicle replacements. Winning projects will be chosen through a priority system focusing on affected population and cost effectiveness.

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## **SCOPE OF WORK**

### **PROJECT DESCRIPTION:**

The Oklahoma Clean Diesel Grant Program for FY 2017 will aim to provide vehicle replacements as well as the implementation of verified idle reduction technologies for qualifying on-road vehicles. This includes school buses, municipal fleet vehicles, and eligible projects from private business applicants. Significant reductions are expected to be achieved in diesel emissions in terms of tons of pollution produced and diesel emissions exposure.

The focus of the program will be to accelerate the replacement of older on-road vehicles, primarily school buses, that otherwise would remain on the road for a number of additional years. These higher-polluting vehicles will be replaced with newer vehicles meeting current emissions standards. Other potential projects would reduce the idling of diesel engines through the installation of supplemental heat, air conditioning, and/or electricity equipment.

The Oklahoma Department of Environmental Quality (ODEQ) considers the municipal sector to include city-owned and operated diesel fleets, such as garbage, fire, and law enforcement vehicles, as well as transit buses. Fleets that are not owned by a city or township but are contracted by a city to fulfill government functions also fall into this category (e.g., sanitation fleets). Additionally, the private sector utilizes a wide variety of on-road diesel vehicles.

### **STATE/TERRITORY GOALS AND PRIORITIES:**

The state of Oklahoma is currently designated attainment for all of the National Ambient Air Quality Standards (NAAQS) established by the federal government. Some areas in Oklahoma face being designated non-attainment for ozone, PM<sub>2.5</sub>, and SO<sub>2</sub>. Specifically of concern are the Oklahoma City and Tulsa metropolitan areas. Projects in high population centers in near non-attainment areas will have a priority value assigned to them in the selection criteria.

According to data from the 2014 National Emissions Inventory, on-road emissions account for approximately 23.5% of NO<sub>x</sub> emissions, 2.4% of VOC emissions, 1.8% of PM<sub>2.5</sub> emissions, and 0.7% of PM<sub>10</sub> emissions in the state. Of those on-road emissions, light- and heavy-duty diesel engine emissions account for approximately 56% of NO<sub>x</sub> emissions, 12% of VOC emissions, 73% of PM<sub>2.5</sub> emissions, and 54% of PM<sub>10</sub> emissions.

ODEQ personnel will use the Diesel Emissions Quantifier (DEQ) to track the emissions reductions associated with each project. Where practicable, specific fleet information provided by subgrant recipients will be included to produce more accurate estimates. However, if specific information is not available, DEQ defaults will be used. For example, in previous years, some school districts have provided detailed idling estimates and those estimates have been used to develop more precise fuel savings. In other cases, school districts were not able to track idle times with much accuracy and the DEQ defaults were used to estimate fuel savings due to the adoption of a fleet-wide anti-idling policy.

While evaluating our previous grant projects, ODEQ performed an informal assessment of various methods of estimated emissions reductions due to program activities. Results obtained using engine emission factors and detailed mileage estimates were compared with results obtained from the DEQ defaults (both idling hours and vehicle miles driven). ODEQ determined that the more detailed estimates yielded emissions reductions comparable to those obtained from the DEQ using default values.

## **VEHICLES AND TECHNOLOGIES:**

Oklahoma will focus primarily on the replacement of school buses, so priority will be given to these proposals. Based on the estimated budget, ODEQ tentatively anticipates replacing 24 buses. The state has administered successful school bus replacement programs in previous years, resulting in a positive impact on air quality. However, due to current budget constraints in the education community, it is possible that many schools will not have the funds to apply for these grants. Should Oklahoma receive a reduced number of applicants for school bus replacements, it will consider other on-road projects that include the installation of verified idle reduction technologies (75% mandatory cost-share), the purchase of replacement vehicles powered by new engines that meet CARB's Optional Low-NOx Standards (65% mandatory cost-share), and the purchase of replacement vehicles powered by all-electric engines (55% mandatory cost-share). If necessary, ODEQ will submit an amended budget to reflect any allocation changes.

Any application proposing emissions reductions through verified idle reduction technology or vehicle replacements will be considered. Potential projects include:

- Verified Idle Reduction Technologies – A list of eligible, EPA verified idle reduction technologies is available at: <https://www.epa.gov/verified-diesel-tech/smartway-technology>. Funds will only be awarded for technologies on this list.
  - Oklahoma may fund up to 25% of the cost (labor and equipment) of eligible verified idle reduction technologies on long-haul trucks and school buses.
- Vehicle Replacements
  - For highway diesel vehicles and buses (other than drayage), Oklahoma may fund up to 25% of the cost of a replacement vehicle powered by a 2017 model year or newer engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>. Funds will only be awarded for vehicles that meet these standards.
  - For highway diesel vehicles and buses (other than drayage), Oklahoma may fund up to 35% of the cost of a replacement vehicle powered by a 2017 model year or newer engine certified to meet CARB's Optional Low-NOx Standards. A list of certified vehicles is available at: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>. Funds will only be awarded for vehicles that meet these standards.
  - For highway diesel vehicles and buses (other than drayage), Oklahoma may fund up to 45% of the cost of an all-electric replacement vehicle.



In addition, school buses will be required to implement and/or maintain anti-idling policies. Anti-idling practices are important because they save fleets money while reducing emissions. Idling should be limited to the engine manufacturer recommendations (generally no more than five minutes). There are different policies which may be applied to implement these practices, such as limiting idling time, vehicle monitoring, and allowing idling only when necessary.

Grant recipients will be required to keep any replacement vehicle in good working order for a minimum of five years after the project period ends and report annually of such. Notification will be required if any vehicle is replaced, sold, or transferred. Likewise, idle reduction equipment funded through this program is to be held to the same standards.

### **ROLES AND RESPONSIBILITIES:**

ODEQ will sub-grant funding to selected awardees based on their ability to meet the grant requirements and selection criteria to be developed by ODEQ. Activities will take place at various times during the project period as indicated in the timeline below.

ODEQ will be responsible for

- announcing subgrant solicitations (RFP), award recipients, and ongoing program information on ODEQ's Oklahoma Clean Diesel webpage: <http://www.deq.state.ok.us/AQDNEW/cleandiesel/index.html>.
- ranking proposals submitted by applicants for subgrants.
- reviewing all proposals and ensuring successful recipients meet EPA funding requirements as established in the FY 2017 State Clean Diesel Grant Program Information Guide (Section IX "Use of Funds Restrictions").
- contacting the highest-ranked applicants to begin the process. Lower ranking applicants will be informed that they have not been selected for an initial award, but will be encouraged to keep in touch with the ODEQ project manager in case a higher-ranking applicant is unable to participate.
- maintaining contact with the subgrant recipients, which is critical to the success of each project.
- engaging in outreach activities to maintain contact with various stakeholders.
- working with subgrant recipients to help arrange award ceremonies, as appropriate.
- communicating program successes with the local and regional news media.
- fulfilling EPA grant reporting requirements.
- ensuring that grant projects are completed within the designated timelines, or as closely as possible, and informing EPA of any discrepancies.
- performing inspections to ensure project work has been completed prior to reimbursement.

Project partners will be responsible for

- submitting proposals by the deadline.
- signing Memoranda of Agreement (MOAs).

- completing eligible projects as specified within grant guidelines and timelines.
- maintaining contact with ODEQ.
- providing progress reports and financial statements to ODEQ.

While it may be valuable to investigate innovative financing programs, ODEQ has decided to focus on expanding the types of fleets and potential technologies described previously rather than explore innovative financing at this time. Because of this, the FY 2017 Oklahoma Clean Diesel Grant Program will not support grant rebates and/or loan projects.

#### ODEQ's Disbursement Methodology

1. Subgrantees are selected.
2. Subgrantees sign MOA describing terms of subgrant, including estimated project cost.
3. ODEQ issues a Purchase Order for the estimated project cost of the subgrant.
4. Subgrantees carry out details of the selected project, going out to bid for performed work and purchased items as necessary.
5. After project completion, subgrantees submit an invoice for the actual project cost to ODEQ, along with any supporting documentation (receipts, bids, etc.).
6. ODEQ confirms the project was completed to satisfaction and within grant terms.
7. Once paperwork is in order and all terms are satisfied, ODEQ issues a check to subgrantee as reimbursement for project work completed.
8. Any leftover funds resulting from projects that come in below estimated cost will be considered for additional projects.

ODEQ is not currently planning to utilize any additional leveraged resources beyond any voluntary matching funds or mandatory cost-share funds included in the project budget. However, it is possible that an opportunity to utilize Special Environmental Project (SEP) funds may arise. But since this scenario would be based on future compliance/enforcement actions, ODEQ cannot predict the existence of such funds at this time.

#### TIMELINE AND MILESTONES:

Action	Start Date*	End Date*
Subgrant Program Development	February 24, 2017	November 15, 2017
Solicitation of Project Partners (RFP)	November 15, 2017	November 29, 2017
Announce Funding	November 15, 2017	
Accept Applications	November 15, 2017	January 19, 2018
Make Subawards	January 19, 2018	February 9, 2018
Complete MOAs for Awardees	February 23, 2018	
Project Implementation	February 23, 2018	September 2018
Procurement and Installation of Equipment	February 23, 2018	September 2018
Monitoring and Oversight of Project	February 23, 2018	September 2018
Reporting	February 23, 2018	September 2018
Project Completion Date	September 2018	

\*These dates may be adjusted depending upon the date of the award.

## **DERA PROGRAMMATIC PRIORITIES:**

The Oklahoma Clean Diesel Grant Program will ensure that the programmatic priorities outlined in the Diesel Emissions Reduction Act of 2010 (42 USC 16131 *et seq.*) will be met as described below.

### *Areas in non-attainment or maintenance of National Ambient Air Quality Standards (NAAQS) for Ozone and/or PM<sub>2.5</sub>*

These grant projects will impact areas with high population density and/or poor air quality. Although the state is in attainment for all criteria pollutants, special consideration will be given to the near non-attainment MSAs of Oklahoma City and Tulsa. Although the state has maintained attainment status for all criteria pollutants since 1990, ODEQ is constantly concerned that a period of unusual weather may change Oklahoma's attainment status. The state would like to add the DERA program to the toolbox of resources available to promote a healthy environment for its citizens. In spite of ODEQ's current efforts, the state may face non-attainment status based on the new ozone, PM<sub>2.5</sub>, and SO<sub>2</sub> NAAQS.

### *Areas with toxic air pollutant concerns as identified from the National Air Toxics Assessment (NATA) data*

The counties of Bryan, Carter, Oklahoma, Rogers, and Tulsa are on the 2017 Priority County List per the 2011 National Scale Air Toxics Assessment. This means that all or part of the county's population was exposed to more than 2.0 µg/m<sup>3</sup> of diesel particulate matter emissions.

### *Areas designated as Federal Class I areas*

The Wichita Mountains National Wildlife Refuge near Lawton, Oklahoma is an 8,900-acre Mandatory Class I Federal Area.

### *Areas accepted to participate in EPA's Ozone Advance or PM Advance Programs*

The Oklahoma City and Tulsa MSAs are currently participating in the Ozone Advance program to encourage voluntary reductions to maintain their ozone attainment statuses.

### *Areas that receive a disproportionate quantity of air pollution from diesel fleets*

Grant project funding will impact areas that receive a disproportionate quantity of air pollution from diesel fleets. These areas include school properties, neighborhoods, major highways and thoroughfares, and large metropolitan areas. Two major interstates, I-40 and I-35, intersect in Oklahoma City, bringing heavy semi-truck traffic. Additionally, I-44 passes through both Oklahoma City and Tulsa.

Oklahoma's DERA program will maximize public health benefits to the citizens of the state by giving priority consideration to projects that will reduce diesel emissions in the areas described above. Diesel exhaust contains fine particles which can aggravate asthma and cause lung damage, as well as premature death. The Environmental Protection Agency has classified diesel particulate matter as a likely human carcinogen. These replacements will provide quantifiable reductions of these harmful emissions.

## **EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS:**

The Oklahoma Clean Diesel Grant Program will support EPA's 2014-2018 Strategic Plan Goal 1, Objective 1.2, 'Improve Air Quality,' which states, "achieve and maintain health- and welfare-based air pollution standards and reduce risk from toxic air pollutants and indoor air contaminants." Diesel vehicle replacements and the installation of anti-idling technologies will reduce local and regional air pollution, including particulate matter, carbon monoxide, hydrocarbons, and toxic air pollutants. These actions will help Oklahoma achieve and maintain health-based air pollution standards and reduce risk from toxic air pollutants, improving air for the public.

### **Outputs**

The outputs of the requested projects will include

- the number of full vehicle replacements. This will be tracked quarterly by ODEQ staff.
- the number of idle reduction technology installations. This will be tracked quarterly by ODEQ staff.
- the annual pounds of particulate matter, carbon monoxide, and hydrocarbon emissions reduced. This will be tracked quarterly by ODEQ staff using EPA's DEQ.
- cost effectiveness. This will be tracked quarterly by ODEQ staff using the DEQ.
- health benefits. According to a 2005 press release from Lisa Fasano on behalf of EPA, it has been demonstrated that health benefits from diesel emissions reductions outweigh the costs by a ratio of 13:1. ODEQ will annually track the value of health benefits from emissions reductions using this ratio and the funds spent on the projects.

### **Outcomes**

Expected outcomes from projects funded under this program may include, but are not limited to

- short-term outcomes. Short-term outcomes of the projects will include reduced emissions of pollutants associated with diesel engines.
- medium-term outcomes. Medium-term outcomes of the projects will include widespread adoption of the implemented technology and documented emissions reductions from these and other sources of diesel emissions in multiple states (using the DEQ).
- long-term outcomes. Long-term outcomes of the projects will include documented improved ambient air quality.

## **SUSTAINABILITY OF THE PROGRAM:**

From FY 2008 through FY 2012, ODEQ successfully administered the Oklahoma Clean Diesel Grant Program, which primarily focused on the replacement, repower, and retrofitting of school buses across the state. In addition, ODEQ successfully administered ARRA grant money to further the clean school bus program in FY 2008 and FY 2009.

ODEQ has shared funding information with state superintendents, trade associations, and municipalities. Additionally, staff will develop new ways to publicize the FY 2017 funding

opportunity. ODEQ will continue to promote the Oklahoma Clean Diesel Grant Program on its website: <http://www.deq.state.ok.us/AQDNEW/cleandiesel/index.html>. This webpage not only connects potential subgrant recipients to new funding opportunities, but allows them to see the history of Oklahoma Clean Diesel successes. The webpage also includes information on clean diesel issues including emissions, retrofits, health effects, and idle reduction.

ODEQ takes promotion of the Oklahoma Clean Diesel Grant Program a step further by honoring the good works of award recipients through press events. These events, starting with the FY 2008 program, will continue through the FY 2017 program. ODEQ publicly recognizes successful applicants for their commitment to improving Oklahoma's air quality through the reduction of diesel emissions.

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**BUDGET NARRATIVE**

ODEQ will distribute work between five staff members. These staff members will be responsible for outreach, customer assistance, preparing and distributing the Request for Proposals (RFP), establishing selection criteria, reviewing proposals for administrative and technical completeness, assisting in project selection, and ensuring project implementation, verification, tracking, and follow-up.

**Itemized Project Budget\***

<b>FY 2017</b>			
<b>Budget Category</b>	<b>EPA Allocation</b>	<b>Voluntary Match (if applicable)</b>	<b>Mandatory Cost-Share (if applicable)</b>
1. Personnel	\$7,615.80	\$5,077.20	\$0
2. Fringe Benefits	\$3,628.80	\$2,419.20	\$0
3. Travel	\$527.40	\$351.60	\$0
4. Supplies	\$90.00	\$60.00	\$0
5. Equipment	\$0	\$0	\$0
6. Contractual	\$0	\$0	\$0
7. Program Income	\$0	\$0	\$0
8. Other	\$339,610.60	\$226,407.40	\$1,698,054.00
<b>9. Total Direct Charges</b>	\$351,472.60	\$234,315.40	\$1,698,054.00
10. Indirect Charges	\$3,380.40	\$2,253.60	\$0
<b>Grand Total</b>	\$354,853.00	\$236,569.00	\$1,698,054.00

\*Will vary based on eligible projects performed. These numbers were calculated based on an EPA base allocation of \$236,569.

## Explanation of Budget Framework

### Personnel and Fringe Benefits

OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY FY 2018 CLEAN DIESEL GRANT SALARY, FRINGE AND INDIRECT										
CLASSIFICATION	Bi-Weekly Salary	Annual Salary	Total Annual Salary	Annual Fringe	Annual Indirect	MAN-YEAR ON GRANT	GRANT SALARY	GRANT FRINGES	INDIRECT COSTS	GRANT TOTAL
Env Program Specialist IV	\$ 2,234.37	\$ 58,094	\$ 58,094	\$ 26,452	\$ 25,423	0.03	\$ 1,743	\$ 794	\$ 763	\$ 3,300
Env Program Specialist IV	\$ 2,234.37	\$ 58,094	\$ 58,094	\$ 26,452	\$ 25,423	0.05	\$ 2,905	\$ 1,323	\$ 1,271	\$ 5,499
Env Program Specialist IV	\$ 2,234.37	\$ 58,094	\$ 58,094	\$ 26,452	\$ 25,423	0.05	\$ 2,905	\$ 1,323	\$ 1,271	\$ 5,499
Env Program Specialist II	\$ 1,721.14	\$ 44,750	\$ 44,750	\$ 23,230	\$ 20,442	0.10	\$ 4,475	\$ 2,323	\$ 2,044	\$ 8,842
Professional Engineer II	\$ 2,556.11	\$ 66,459	\$ 66,459	\$ 28,473	\$ 28,546	0.01	\$ 665	\$ 285	\$ 285	\$ 1,235
<b>TOTALS</b>		<b>\$ 285,491</b>	<b>\$ 285,491</b>	<b>\$ 131,059</b>		<b>0.24</b>	<b>\$ 12,693</b>	<b>\$ 6,048</b>	<b>\$ 5,634</b>	<b>\$ 24,375</b>

### Travel

It is anticipated that two staff members will travel approximately 1,870 miles within the state for site visits to confirm equipment has been disabled as required and, in some cases, conduct award ceremonies to recognize participation in the DERA program. The mileage reimbursement rate is \$0.47 per mile. The total cost is approximately \$879.

### Equipment

No equipment is expected to be purchased for the grant program.

### Supplies

Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$150.

### Contractual

No contractual services are anticipated for the grant program. However, the competitive bid provisions of the Oklahoma purchasing act (Title 74 O.S. §85.1 *et seq.*) of the Oklahoma State Statute and the State Purchasing Rules ensure fair competition for suppliers. Designated purchasing agents are required to obtain bids as authorized by The Central Purchasing Act for the purchase of goods, services, construction, or information services. The State Purchasing Director oversees solicitations for acquisitions by invitation to bid, request for proposal, or request for quotation, and ensures that an evaluation method is clearly identified in any solicitation. The evaluation method must be either “lowest and best” or “best value.”

**Other**

For the purposes of this application, Oklahoma assumes all successful applicants will be from school districts to replace buses. Should this change, a revised budget will be submitted as appropriate.

	<b>FY 2017</b>			
<b>Line Item</b>		<b>EPA Allocation</b>	<b>Voluntary Match (if applicable)</b>	<b>Mandatory Cost-Share (if applicable)</b>
8. Other				
24 school buses	\$94,336.33/bus	\$14,150.44/bus	\$9,433.64/bus	\$70,752.25/bus
<b>Grand Total</b>	<b>\$2,264,072.00</b>	<b>\$339,610.60</b>	<b>\$226,407.40</b>	<b>\$1,698,054.00</b>

**Indirect Charges**

ODEQ has negotiated an indirect rate of 0.3007 with EPA. Indirect charges were calculated by multiplying this rate by the sum of personnel and fringe.

**Administrative Costs Expense Cap**

ODEQ understands up to 15% of the award can be used for administrative costs. ODEQ has budgeted 7.3% for administrative costs.

**Matching Funds and Cost-Share Funds**

The Oklahoma Department of Environmental Quality will match the EPA allocation of \$236,569 to maximize available funding allocations from EPA. ODEQ intends to use the DERA Option of the Volkswagen settlement for this match. In the event these funds are unavailable to match this program, ODEQ may utilize Supplemental Environmental Project (SEP) funds, if available.

Applicants pursuing clean diesel projects will be required to provide matching funds. The actual match percentage is described in detail for each potential project under Vehicles and Technologies in the Scope of Work. ODEQ will follow EPA guidelines and requirements regarding all clean diesel projects.