

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary Cheyenne River Sioux Tribe

Lead Agency Authorized to Act on Behalf of the Beneficiary Dept. of Environment and Natural Resources
(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)

Action Title:	Cheyenne River Sioux Tribe School Bus Replacement Project
Beneficiary's Project ID:	2018-CRST-VW-0001
Funding Request No.	<i>(sequential)</i> 1
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input checked="" type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input checked="" type="checkbox"/> Appendix D-2 item (specify): Item 2 (School Bus Replacement)
Action Type	<input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal):
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See addendum	
Estimate of Anticipated NOx Reductions (5.2.3): See addendum	
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): See addendum	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See addendum	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See addendum	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See addendum	

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).
See addendum

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- | | | |
|-------------------------------------|---------------------|---|
| <input checked="" type="checkbox"/> | Attachment A | Funding Request and Direction. |
| <input checked="" type="checkbox"/> | Attachment B | Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4). |
| <input checked="" type="checkbox"/> | Attachment C | Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11). |
| <input checked="" type="checkbox"/> | 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.] |
| <input type="checkbox"/> | Attachment E | DERA Option (5.2.12). [Attach only if using DERA option.] |
| <input type="checkbox"/> | 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.] |

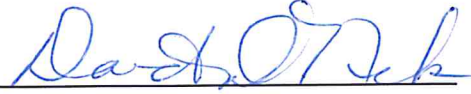
CERTIFICATIONS

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

- 1. This application is submitted on behalf of Beneficiary Cheyenne River Sioux Tribe, 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: 2/28/19



[NAME] David Nelson
[TITLE] Director

Text
Dept. of Environment and Natural Resources
[LEAD AGENCY]

for

Cheyenne River Sioux Tribe
[BENEFICIARY]

**CHEYENNE RIVER SIOUX TRIBE
ADDENDUM TO REVISED APPENDIX D-4**

February 28, 2019

Summary

5.2.2

During the first funding cycle of the Volkswagen Settlement Environmental Mitigation Trust for Indian Tribes, the Cheyenne River Sioux Tribe will replace two (2) government-owned eligible school buses (Item 2: Class 4-8 School Buses, Shuttle Buses, or Transit Buses) with two (2) low-emission new diesel school buses.

The eligible Class 4-8 school buses to be replaced will be two (2) of the following eligible school buses:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Description</u>	<u>VIN</u>
2000	BB	Conv.	Blue Bird School Bus	1BAGNBJA7YF098949
2004	Intl.	3000IC	B80 International School Bus	4DRBRAAP74B964634
2004	Intl.	3000IC	B81 International School Bus	4DRBRAAP94B964635
2005	BB	Conv.	Blue Bird Bus	1BAKDCKH95F225260
2005	Intl.	PB105	International School Bus	4DRBUAAPY5B982982
2009	Intl.	PB105	B71 International School Bus	4DRBUAAP89B673503

The eligible school buses will be scrapped and replaced with low-emission new diesel school buses. The Cheyenne River Sioux Tribe understands the term “scrapped” to mean to render inoperable and available for recycle and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines and, for vehicles to be replaced as a part of this project, to disable the chassis by cutting the vehicle’s frame rails completely in half.

The low-emission replacement school buses that the Cheyenne River Sioux Tribe will acquire are as follows:

<u>Year</u>	<u>Make</u>	<u>Model</u>	<u>Description</u>	<u>Pass.</u>	<u>Qty.</u>	<u>Total Cost</u>
2019	BB	Vision	Blue Bird Vision Diesel Bus (Wheelchair Ramp, Wheelchair Tie Downs, Seat Belts)	65+1WC	1	\$110,534
2019	BB	Vision	Blue Bird Vision Diesel Bus (Wheelchair Ramp, Wheelchair Tie Downs)	65+1WC	1	\$102,534

Both school buses will be equipped with wheelchair ramps and wheelchair tie downs. One of the school buses will be equipped with seat belts. The total cost of the replacement buses will be \$213,068. This price includes delivery to Eagle Butte, South Dakota, on the Cheyenne River Indian Reservation.

The community and air quality benefits from the project will include reduced pollution, including reduced emissions of NO_x, reduced emissions of noise, reduced fuel consumption, and reduced fuel costs.

5.2.3

The Eligible Mitigation Action will result in a significant reduction in NO_x emissions, other pollutants, and fuel consumption. According to the U.S. Environmental Protection Agency's Diesel Emissions Qualified (DEQ), the Eligible Mitigation Action will result in a 89.2% annual reduction in NO_x emissions (based on average results for all eligible school buses), and annual reductions of PM_{2.5} of 97.7%; HC 91.5%; CO 90.3%; CO₂ 10%; and Fuel 10% (based on average results for all eligible school buses). The project will result in annual reduction of .125 NO_x, short tons (based on results for the 2005 International School Bus and 2009 B71 International School Bus).

Lifetime reduction of NO_x is 87.7%, and lifetime reductions of PM_{2.5} are 97.1%; HC 88.9%; CO 88.3%; CO₂ 10%; and Fuel 10% (based on average results for all eligible school buses). The project will result in a lifetime reduction of .777 NO_x, short tons (based on results for the 2005 International School Bus and 2009 B71 International School Bus).

Detailed data are attached to this Addendum.

5.2.7.1

The governmental entities responsible for reviewing and auditing expenditures of eligible Mitigation Action Funds to ensure compliance with applicable law are the Department of Environment and Natural Resources and the Office of the Tribal Treasurer of the Cheyenne River Sioux Tribe.

5.2.7.2

The Cheyenne River Sioux Tribe is committed to maintaining and making publicly available all documentation submitted in support of the 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.

The Cheyenne River Sioux Tribe shall publish public notices of availability for public review of the following documents and records through posted announcements in tribal government buildings, published announcements in one or more newspapers of general circulation on the Cheyenne River Indian Reservation, and radio public service announcements on the local radio station broadcasting on the Cheyenne River Indian Reservation:

1. Documents and records submitted by the Tribe in support of its Funding Requests;
2. Documents and records supporting all expenditures of Trust Funds by the Tribe; and
3. Documents and records supporting NO_x emission reductions attributable to the Action.

The public notices shall instruct members of the public to contact the Treasurer of the Cheyenne River Sioux Tribe to arrange to inspect such records during normal business hours, which are Monday through Friday, 8:30 A.M. to 4:30 P.M., at the Office of the Tribal Treasurer in Eagle Butte, South Dakota. Documents shall be retained and made available until the date the Indian Tribe Trust terminates pursuant to Section 6.8 of the Indian Tribe Trust Agreement.

Release of information will be subject to the laws of the Cheyenne River Sioux Tribe.

5.2.8

This project involves a limited cost share. The total cost of the project is \$223,690. It has been determined that the Cheyenne River Sioux Tribe is eligible for \$222,317 from the Environmental Mitigation Trust in the first funding cycle. The Cheyenne River Sioux Tribe will provide the remaining \$1,373.

5.2.9

The Cheyenne River Sioux Tribe has complied with Section 4.2.8 of the Indian Tribe Trust Agreement. Within thirty (30) days after being deemed a Beneficiary pursuant to subparagraph 4.0.2.1 of the Indian Tribe Trust Agreement, the Cheyenne River Sioux Tribe provided a copy of the Indian Tribe Trust Agreement with Attachments to the U.S. Department of the Interior, the U.S. Department of Agriculture, and any other Federal Agency that has custody, control, or management of land within or contiguous to the territorial boundaries of the Cheyenne River Sioux Tribe and has by then notified the Cheyenne River Sioux Tribe of its interest hereunder, explaining that the Cheyenne River Sioux Tribe may request Eligible Mitigation Action funds for use on lands within that Federal Agency's custody, control, or management (including, but not limited to, Clean Air Act Class I and II areas), and setting forth the procedures by which the Cheyenne River Sioux Tribe will review, consider, and make a written determination upon each such request.

5.2.10

The Cheyenne River Sioux Tribe has historically borne a disproportionate share of the adverse effects of NOx emissions. The Eligible Mitigation Action will mitigate the impacts of NOx emissions by reducing NOx emissions from school buses. The Eligible Mitigation Action will also reduce emissions of other pollutants, reduce emissions of noise, reduce fuel consumption, and reduce fuel costs.

Emissions Results for Cheyenne River Sioux Tribe Environmental Mitigation Action (All Eligible School Buses)

The combined results for all groups and upgrades in the project are from the U.S. Environmental Protection Agency Diesel Emissions Quantifier.¹

These results include all identified eligible Class 4-8 school buses. Two (2) of these school buses will be replaced in this Environmental Mitigation Action.

<i>Annual Results (short tons)²</i>	NO_x	PM2.5	HC	CO	CO₂	Fuel³
Baseline for Upgraded Vehicles	0.561	0.041	0.079	0.260	91.8	8,160
Amount Reduced After Upgrades	0.500	0.040	0.073	0.235	9.2	816
Percent Reduced After Upgrades	89.2%	97.7%	91.5%	90.3%	10.0%	10.0%

<i>Lifetime Results (short tons)²</i>						
Baseline for Upgraded Vehicles	2.301	0.154	0.282	1.008	428.4	38,080
Amount Reduced After Upgrades	2.019	0.150	0.250	0.890	42.8	3,808
Percent Reduced After Upgrades	87.7%	97.1%	88.9%	88.3%	10.0%	10.0%

¹ Emissions from the electrical grid are not included in the results.

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

<u>Remaining Life</u>	2000 Blue Bird School Bus: School Bus School Buses	1 years
	2004 B80 International School Bus: School Bus School Buses	4 years
	2004 B81 International School Bus: School Bus School Buses	4 years
	2005 Blue Bird Bus: School Bus School Buses	5 years
	2005 International School Bus: School Bus School Buses	5 years
	2009 B71 International School Bus: School Bus School Buses	9 years

Emissions Results for Cheyenne River Sioux Tribe Environmental Mitigation Action (Two Eligible School Buses)

The combined results for all groups and upgrades in the project are from the U.S. Environmental Protection Agency Diesel Emissions Quantifier.¹

These results include two of the identified eligible Class 4-8 school buses: 2005 International School Bus and 2009 B71 International School Bus.

<i>Annual Results (short tons)²</i>	NO_x	PM2.5	HC	CO	CO₂	Fuel³
Baseline for Upgraded Vehicles	0.145	0.008	0.016	0.057	30.6	2,720
Amount Reduced After Upgrades	0.125	0.008	0.013	0.049	3.1	272
Percent Reduced After Upgrades	86.1%	96.1%	85.6%	85.3%	10.0%	10.0%

<i>Lifetime Results (short tons)²</i>						
Baseline for Upgraded Vehicles	0.918	0.042	0.088	0.325	214.2	19,040
Amount Reduced After Upgrades	0.777	0.040	0.072	0.266	21.4	1,904
Percent Reduced After Upgrades	84.6%	94.7%	82.1%	81.8%	10.0%	10.0%

¹ Emissions from the electrical grid are not included in the results.

² 1 short ton = 2000 lbs.

³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

<i>Remaining Life</i>	2005 International School Bus: School Bus School Buses	5 years
	2009 B71 International School Bus: School Bus School Buses	9 years

Group Name: 2000 Blue Bird School Bus

Type Onroad	Engine Model Year 2000	Fuel Type ULSD
Target School Bus	Upgrade Year 2019	Annual Fuel Gallons 1,360
Class or Equipment School Buses	Remaining Life 1	Annual Miles Traveled 14,084
Quantity 1		Annual Idling Hours 107
Edit Group Copy This Group Delete		

Upgrades to 2000 Blue Bird School Bus

Action	Upgrade	New Model Year	Annual Gallons Reduced	Cost per Unit		Percent Reduction				
				Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - Diesel	2019	136	\$0	\$0	92	98.2	95.5	92.9	-

Group Name: 2004 B80 International School Bus

Type Onroad	Engine Model Year 2004	Fuel Type ULSD
Target School Bus	Upgrade Year 2019	Annual Fuel Gallons 1,360
Class or Equipment School Buses	Remaining Life 4	Annual Miles Traveled 14,084
Quantity 1		Annual Idling Hours 107
Edit Group Copy This Group Delete		

Upgrades to 2004 B80 International School Bus

Action	Upgrade	New Model Year	Annual Gallons Reduced	Cost per Unit		Percent Reduction				
				Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - Diesel	2019	136	\$0	\$0	89.6	98	91.4	91.2	-

Group Name: 2004 B81 International School Bus

Type Onroad	Engine Model Year 2004	Fuel Type ULSD
Target School Bus	Upgrade Year 2019	Annual Fuel Gallons 1,360
Class or Equipment School Buses	Remaining Life 4	Annual Miles Traveled 14,084
Quantity 1		Annual Idling Hours 107
Edit Group Copy This Group Delete		

Upgrades to 2004 B81 International School Bus

Action	Upgrade	New Model Year	Annual Gallons Reduced	Cost per Unit		Percent Reduction				
				Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - Diesel	2019	136	\$0	\$0	89.6	98	91.4	91.2	-

Group Name: 2005 Blue Bird Bus

Type Onroad	Engine Model Year 2005	Fuel Type ULSD
Target School Bus	Upgrade Year 2019	Annual Fuel Gallons 1,360
Class or Equipment School Buses	Remaining Life 5	Annual Miles Traveled 14,084
Quantity 1		Annual Idling Hours 107
Edit Group Copy This Group Delete		

Upgrades to 2005 Blue Bird Bus

Action	Upgrade	New Model Year	Annual Gallons Reduced	Cost per Unit		Percent Reduction				
				Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - Diesel	2019	136	\$0	\$0	89.6	98	91.4	91.2	-

Group Name: 2005 International School Bus

Type Onroad	Engine Model Year 2005	Fuel Type ULSD
Target School Bus	Upgrade Year 2019	Annual Fuel Gallons 1,360
Class or Equipment School Buses	Remaining Life 5	Annual Miles Traveled 14,084
Quantity 1		Annual Idling Hours 107
Edit Group Copy This Group Delete		

Upgrades to 2005 International School Bus

Action	Upgrade	New Model Year	Annual Gallons Reduced	Cost per Unit		Percent Reduction				
				Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - Diesel	2019	136	\$0	\$0	89.6	98	91.4	91.2	-

Group Name: 2009 B71 International School Bus

Type Onroad	Engine Model Year 2009	Fuel Type ULSD
Target School Bus	Upgrade Year 2019	Annual Fuel Gallons 1,360
Class or Equipment School Buses	Remaining Life 9	Annual Miles Traveled 14,084
Quantity 1		Annual Idling Hours 107
Edit Group Copy This Group Delete		

Upgrades to 2009 B71 International School Bus

Action	Upgrade	New Model Year	Annual Gallons Reduced	Cost per Unit		Percent Reduction				
				Upgrade	Labor	NO _x	PM2.5	HC	CO	CO ₂
Edit Delete	Vehicle Replacement - Diesel	2019	136	\$0	\$0	79.1	47.4	55.4	55.4	-

**CHEYENNE RIVER SIOUX TRIBE
ATTACHMENT B TO APPENDIX D-4**

Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline

5.2.4

Project Management Plan, Project Schedule and Milestones

<u>Milestone</u>	<u>Date</u>
Lead Agency Provides Project Certification and Funding Direction to Trustee	3/1/2019
Lead Agency Issues Request for Proposals to Vendors for Acquisition of Low-Emission New Diesel Class 8 Trucks and Low-Emission New Diesel School Buses	3/1/2019
Trustee Allocates Share of Funds for Approved Project	5/15/2019
Lead Agency Directs Funding and Enters into Contracts, Purchase Orders, etc., for Acquisition of Low-Emission New Diesel School Buses	6/1/2019
Low-Emission New Diesel School Buses Installed; Eligible Buses Decommissioned and Scrapped	9/1/2019
Lead Agency Provides Detailed Invoices for All Claimed Project Costs, Documentation for Emission Reduction Estimates, Required Certification Documents to Trustee for Final Accounting	10/1/2019
Lead Agency Reports Project Completion	10/1/2019

Project Budget

Period of Performance: First Funding Cycle (2019)

<u>Budget Category</u>	<u>Total</u>
Acquisition of 2 Low-Emission New Diesel School Buses (Includes Delivery x 2, Wheelchair Ramps x 2, Wheelchair Tie Downs x 2, and Seat Belts x1)	\$213,068
Cost to Disable and Dispose of 2 Eligible Vehicles (~\$1,000 per vehicle)	\$2,000
Licensing and Registration (~\$250 per vehicle)	\$500
Administrative Costs	\$8,122
Project Total	\$223,690

Acquisition and administrative costs are broken down as follows:

Acquisition Costs (2 Low-Emission Diesel School Buses, Including Delivery)						
Year	Make	Model	Description	Pass.	Qty.	Total Cost
2019	BB	Vision	Blue Bird Vision Diesel Bus (Wheelchair Ramp, Wheelchair Tie Downs, Seat Belts)	65+1WC	1	\$110,534
2019	BB	Vision	Blue Bird Vision Diesel Bus (Wheelchair Ramp, Wheelchair Tie Downs)	65+1WC	1	\$102,534

Administrative Costs (Rounded to Nearest Dollar)					
Personnel	Salary	Fringe	Total	Percentage	Total Cost
DENR Director	\$64,272.00	\$23,781.00	\$88,053.00	5%	\$4,403.00
DENR Admin. Assistant	\$45,952.00	\$15,892.00	\$61,844.00	5%	\$3,092.00
Mechanic	\$45,760.00	\$16,931.00	\$62,691.00	1%	\$627.00
				Total	\$8,122.00

All personnel listed are employees or officers of the Cheyenne River Sioux Tribe, not consultants. The percentage listed for each employee represents the amount of time the employee will devote to this project, expressed as a percentage of the employee’s annual full time equivalent (FTE). The DENR Director and DENR Administrative Assistant will be responsible for the following activities to implement the Environmental Mitigation Action (EMA): issue requests for proposals (RFPs) for new vehicles; evaluate RFPs; enter into contracts, purchase orders, etc., to acquire new vehicles; install new vehicles; register, title, inventory, and account for new vehicles; implement all other aspects of the EMA, including providing detailed invoices for all claimed project costs, documentation for emission reduction estimates, required certification documents to Trustee for final accounting. The Mechanic will be responsible for disabling and disposing of all vehicles that will be replaced and assisting in the installation and operation of all new vehicles acquired under this EMA. Fringe benefits include costs of employee fringe benefits such as health insurance, FICA, retirement, life insurance, and payroll taxes.

This project involves a limited cost share. The total cost of the project is \$223,690. It has been determined that the Cheyenne River Sioux Tribe is eligible for \$222,317 from the Environmental Mitigation Trust in the first funding cycle. The Cheyenne River Sioux Tribe will provide the remaining \$1,373.

Projected Trust Allocation

First Funding Cycle: \$222,317

**CHEYENNE RIVER SIOUX TRIBE
ATTACHMENT C TO APPENDIX D-4**

Detailed Plan for Reporting on Eligible Mitigation Action Implementation

5.2.11

The Lead Agency will report to the Trustee in Eligible Mitigation Action implementation on a monthly basis by providing detailed written reports to the Trustee on or before the first day of the month, including all actions taken by the Lead Agency, all claimed project costs, documentation for emission reduction estimates, and required certification documents to the Trustee.

**CHEYENNE RIVER SIOUX TRIBE
ATTACHMENT D TO APPENDIX D-4**

Detailed Cost Estimates from Potential Vendors

5.2.6

Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 are attached to this Attachment D.



Bus Order Agreement

Date: 2/28/19
 Sales Rep: Paul Fiereck

NCBE Quote ID # or Stock #: _____ Quote _____

Bid Type: Quote
 (State, Formal, NJPA, etc.)

Customer Name: VW Fund Quotes for South Dakota Indian Nations

Address: _____

Contact Name: _____ Email Address: _____

Phone Number: _____ Fax Number: _____

Financing: YES NO Lender: _____

Be it known that (Buyer) VW Fund Quotes for South Dakota Indian Nations agrees to purchase from North Central Bus & Equipment, Inc. (Seller) the following described items as listed below and any attachments:

Qty	Description	Unit Price	Total Price
1	2019 Blue Bird Vision 65 Passenger + 1 Wheelchair Type C Bus (incl. Wheelchair Ramp, Wheelchair Tie Downs, Seat Belts, and Delivery)	\$110,534.00	\$110,534.00
1	2019 Blue Bird Vision 65 Passenger + 1 Wheelchair Type C Bus (incl. Wheelchair Ramp, Wheelchair Tie Downs, and Delivery)	\$102,534.00	\$102,534.00
	Less Trade-In Value (Total of All Trades, As Itemized Below)	\$0.00	\$0.00
			\$0.00
		*Total Bid Price:	\$213,068.00

Type of Plates: TE SB BY
 Tax Exempt?: YES NO

**Plus Applicable Tax, Title, Plate, Transfer, and Doc Fees*
A Final Invoice Will Be Generated and Mailed To You Prior To Delivery Of Your New Bus, Including All Applicable Fees.

Trade-In Information

Plate #	VIN Number	Year / Make / Model, Mileage, Engine, Capacity, Brakes, Transmission	Trade-In Value

Comments / Additional Information: _____

Accepted By: _____ Paul Fiereck _____
 (NCBE Representative) (Authorized Buyer Representative)
 Sales Rep _____
 (Title) (Title)
 2/28/19 _____
 (Date) (Date)

All Pricing Is Valid for 30 Days Or Availability Of Quoted Stock Unit(s) At The Time Of Purchase. Buyer Will Pay For Any Equipment Or Performance Changes, Modifications, or Additions Required By Any Changes In Such Laws or Regulations Subsequent To The Date Hereof At The Increased Cost To The Seller.