

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

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)

Action Title:	Oklahoma DERA FY19
Beneficiary's Project ID:	DS-01F65501 - 0
Funding Request No.	<i>(sequential)</i> 6
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 checked="" type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action	<input type="checkbox"/> Appendix D-2 item (specify): _____
Action Type	<input checked="" type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal). ^{See Attachment E}
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):	
Pages 2-3 of the Oklahoma BMP discusses the use of VW Trust funds for DERA.	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):	
This project plans to remove from service 29 diesel school buses from various school districts across the state. The engine model years on these project buses range from 1996 to 2009. They will be replaced with 29 new equivalent buses. These projects will reduce air pollution exposure among children across the state, which is important because children constitute a sensitive population. Expected lifetime emissions benefits, according to the Diesel Emissions Quantifier, are 7.03 short tons of NOx, 0.50 short tons of PM2.5, 0.70 short tons of HC, 1.66 short tons of CO, and 442 short tons of CO2.	
Estimate of Anticipated NOx Reductions (5.2.3):	
Expected lifetime NOx reductions from this project are 7.03 short tons, according to the Diesel Emissions Quantifier.	
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):	
Oklahoma Department of Environmental Quality	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).	
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 webpage is https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/ and the Oklahoma VW webpage is https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/ . Oklahoma DEQ also operates separate mailing lists for the DERA and VW programs.	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).	
Per page 4 of the Grant Solicitation issued by DEQ, each project partner will be required to pay at least 75% of the project cost.	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).	
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).

Impacted communities that have historically borne a disproportionate share of the adverse impacts of NOx emissions is one of the metrics by which all project applications for this program will be ranked and awarded. Projects which are located along major travel corridors and in large metropolitan areas where the NOx emissions would be the most concentrated are given priority.

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: 9-25-19

John Terrill, Division Director

[NAME]

[TITLE]



Oklahoma Department of Environmental Quality

[LEAD AGENCY]

for

State of Oklahoma

[BENEFICIARY]

ATTACHMENT B

PROJECT SCHEDULE AND MILESTONES

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

Action	Start Date	End Date
Subgrant Program Development	September 16, 2019	October 15, 2019
Solicitation of Project Partners (Grant Solicitations)	October 16, 2019	December 6, 2019
Announce Funding	October 16, 2019	October 16, 2019
Accept Applications	October 16, 2019	December 6, 2019
Make Subawards	January 8, 2020	January 31, 2020
Complete MOAs for Awardees	January 8, 2020	January 31, 2020
Project Implementation	February 1, 2020	September 1, 2020
Procurement and Installation of Equipment	February 1, 2020	September 1, 2020
Monitoring and Oversight of Project	February 1, 2020	September 1, 2020
Quarterly Reporting of recipient to DEQ	February 1, 2020	February 1, 2021
Semiannual Reporting of DEQ to Trust	February 1, 2020	September 30, 2020
Project Completion Date		September 30, 2020

BUDGET NARRATIVE

ODEQ will distribute work between eight staff members. These staff members will be responsible for outreach, customer assistance, preparing and distributing the RFPs, 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

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable):	Line Total
			<i>(VW Mitigation Trust Funds)</i>	
1. Personnel	\$29,335	\$0	\$19,557	\$48,892
2. Fringe Benefits	\$14,763	\$0	\$9,842	\$24,605
3. Travel	\$935	\$0	\$624	\$1,559
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$300	\$0	\$200	\$500
6. Contractual	\$0	\$0	\$0	\$0
7. Other / Bus Replacements	\$422,465	\$2,112,324	\$281,643	\$2,816,432
8. Total Direct Charges (sum 1-7)	\$467,798	\$2,112,324	\$311,866	\$2,891,988
9. Indirect Charges	\$12,379	\$0	\$8,252	\$20,631
10. Total (Indirect + Direct)	\$480,177	\$2,112,324	\$320,118	\$2,912,619
11. Program Income	\$0	\$0	\$0	\$0
12. Other Leveraged Funds*	\$0	\$0	\$0	\$0

*Do not include Other Leveraged Funds on SF-424 or SF-424A

Explanation of Budget Framework

Personnel and Fringe Benefits

**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
CLEAN DIESEL GRANT - FFY 2020
SALARY, FRINGE AND INDIRECT**

	Annual	Annual	Annual	MAN- YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist II	\$46,250	\$23,592	\$19,605	0.30	\$13,875	\$7,078	\$5,882	\$26,835
Env Programs Specialist I	\$40,870	\$22,293	\$17,730	0.15	\$6,131	\$3,344	\$2,660	\$12,135
Env Programs Specialist IV	\$59,094	\$26,694	\$24,081	0.05	\$2,955	\$1,335	\$1,204	\$5,494
Env Programs Specialist III	\$53,119	\$25,251	\$21,998	0.05	\$2,656	\$1,263	\$1,100	\$5,019
Env Programs Specialist I	\$40,870	\$22,293	\$17,730	0.35	\$14,305	\$7,803	\$6,206	\$28,314
Env Programs Manager	\$64,717	\$28,052	\$26,040	0.05	\$3,236	\$1,403	\$1,302	\$5,941
Attorney	\$71,043	\$29,580	\$28,245	0.05	\$3,552	\$1,479	\$1,412	\$6,443
Professional Engineer	\$72,719	\$29,984	\$28,829	0.03	\$2,182	\$900	\$865	\$3,947
TOTALS	\$448,682	\$207,739	\$184,258	1.03	\$48,892	\$24,605	\$20,631	\$94,128

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$29,335.0	\$19,557.0	n/a	\$48,892
Fringe	\$14,763.0	\$9,842.0	n/a	\$24,605
Indirect*	\$12,379.0	\$8,252.0	n/a	\$20,631
TOTAL	\$56,477	\$37,651		\$94,128

- **Travel - Specify the mileage, per diem, estimated number of trips in-State and out-of-State, number of travelers, and other costs for each type of travel.**

It is anticipated that two staff members will travel approximately 3,117 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. Award ceremonies will be conducted upon request of subgrant recipients. The mileage reimbursement rate is \$0.50 per mile. The total cost is approximately \$1,559.

- **Supplies - “Supplies” means all tangible personal property other than “equipment”.** Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$500.

- **Equipment - Identify each item to be purchased which has an estimated acquisition cost of \$5,000 or more per unit and a useful life of more than one year.**

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

- **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. DEQ will administer the funds to final recipients as subawards through a competitive selection process. As projects are carried out, any allocation changes will be updated and published in the forthcoming quarterly and summary reports

FY 2019				
Budget Category		EPA Allocation	Voluntary Match (if applicable)	Mandatory Cost-Share (if applicable)
8. Other				
29 school buses	\$97,118.34/bus	\$14,567.75/bus	\$9,711.83/bus	\$72,838.76/bus
Grand Total	\$2,816,432	\$422,465	\$281,643	\$2,112,324

Indirect Charges

ODEQ has negotiated an indirect rate of 0.2807 (FY19) 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 for administrative costs to be 11.8%.

PROJECTED TRUST ALLOCATIONS

1. Anticipated Project Funding Request to be paid through the Trust	\$320,118
2. Anticipated Cost Share	\$2,592,501
3. Anticipated Total Project Funding (line 1 plus line 2)	\$2,912,619
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation*	\$5,122,323.17
5. Cumulative Unused Trustee Payments Returned to Trust from Previous Funding Requests	\$4,429.78
6. Net Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation (line 4 minus Line 5)	\$5,117,893.39
7. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$320,118
8. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 6 plus line 7)	\$5,438,011.39
9. Initial Beneficiary Share of Trust Funds	\$20,922,485.12
10. Beneficiary Share of Estimated Funds Remaining in Trust (line 9 minus line 6)	\$15,804,591.73
11. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 10 minus line 7)	\$15,484,473.73

* This line item includes the sum of cost requests from the following submitted D-4 funding requests, regardless of whether or not funds have been received by DEQ: Funding Requests #1, #2, #3, #4, and #5

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

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.

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.

ATTACHMENT D

Detailed cost estimates from selected or potential vendors for each proposed expenditure.

The cost estimates for school bus projects ranged from \$74,000 to \$127,000 for Type C School buses.

Three example estimates are attached for review.

Gross Vehicle Weight Rating (GVWR) Class	Estimates
Class 7	\$74,000 - \$127,000

Example Quote 1: Diesel Bus



Customer Quotation

Prepared For:
Anadarko Public Schools

Prepared By : Midwest Bus Sales, Inc.
Justin Roles
C:405-403-2451

Quote Number:
346361

Quote Date:
9/24/2018

Customer Order No:
193239-248C2

Model Profile: Saf-T-Liner C2 340TS

Product Type: School Transportation
 Year: 2020
 Chassis Model: B2 106
 Chassis MFG: FLNER
 GVWR: GVWR
 Passenger Capacity: 71 With A/C
 Headroom: 78
 Wheelbase: 279
 Brake Type: HYDRAULIC
 Engine Type: CUMMINS B6.7 220 DIESEL, 6 Cyl, 220 HP, 2600 RPM
 Fuel Type: DIESEL
 Fuel Tank Capacity: 100
 Transmission Type: AUTOMATIC
 Axle, Front: 10000-lb Capacity
 Axle, Rear: 21000-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): \$88,678.00
 Estimated delivery Approximately 60-90 days from P.O.
 Payment due upon delivery of unit
 Quote valid for 30 days

CUSTOMER Signature: _____ Date: _____

New bus(es) Info:
 Name on bus: _____
 Bus Number (s): _____

*** I have reviewed the quote detail for accuracy and I agree to order the bus(es) as listed.
 New stock unit subject to prior sale and/or availability. Letter of intent to buy or purchase order is required to put bus on hold.

Dealer Signature: _____ Date: _____

The equipment proposed meets and/or exceeds all requirements set forth in the Federal Minimum Standards for School Buses and Federal Motor Vehicle Safety Standards established by the Federal Department of Transportation.

Includes the Following Equipment:

BODY

ACCESSORIES

- 1 LOC-1ST.SEAT DRVRSIDE REFL TRIANGLE
- 1 LOCKS-KEYED ALIKE #CH545
- 1 METHOD-FASTENER SCREWS

CERTIFICATION/SAFETY

- 1 REFLECTTAPE-RR END YEL 2' 3M
- 1 REFLECTTAPE-FRT END YEL
- 1 FIRE EXTINGUISHER-5 3A-40BC
- 1 REFLECTORS-AMBER (4) MID/FRONT 3"
- 1 REFLECTORS-RED (4) RR/RR SI 3"
- 1 HATCH-RF ESC MODEL 1100 ENG(2)
- 1 ELECTRICAL-ROOF ESCAPE HATCH POS 3
- 1 HANDLES-W/S SERVICE, BLACK
- 1 KIT,FIRST AID 24 UNIT OKLAHOMA
- 1 KIT,BODY FLUID CLEAN UP OKLAHOMA
- 1 SWITCH-ROCKER CROSSING ARM DEACTIVATION
- 1 LABEL-PASS ADVISOR INSTRUCTION
- 1 LOC-VEST.FLR.PLT.LEFT 5LB F.E. & BOX
- 1 CUTTER-SEAT BELT W/HAND GRIP
- 1 TRIANGLES-REFL. 3 W/BOX
- 1 MOTOR-XING ARM ELEC.,SPECIALTY
- 1 BRACKET-XING ARM STOWAGE 1/4" BUMP
- 1 OPEN VIEW - ES, HEATED, REMOTE
- 1 MIRROR-B EXTERIOR CROSSVIEW HEATED BLACK BRACKET
- 1 SIGN-STOP, ELEC FRT #T8100-E21 LED
- 1 MIRROR-INTERIOR 6"X30" WITH RUBBER EDGE
- 1 LABEL(S)-SPECIAL DATA, IL
- 1 LABEL-VEHICLE CERTIFICATION
- 1 FRONT BUMP MT CROSS ARM W/DEACTIVATION SWITCH-ELECTRIC

DOORS

- 1 STEP-RS ALUM.ENT.DR W/HTR 8.75"RISER
- 1 HANDLE-EXTERIOR REAR DOOR WITH RECESS
- 1 VANDALOCK-REAR DOOR W/BOLT
- 1 DOOR-ENT AG2 TINT TEMP LOCK
- 1 PWR SYST.-AG2 ELECTRIC ENTRANCE DOOR
- 1 ELEC-AG2 ELECTRICAL OPERATED ENTRANCE DOOR
- 1 VANDALOCK-ALUM.ENT.DR.CYLINDER W/KEY
- 1 PULL-ENTRANCE DOOR, EXTERNAL ALUMINUM
- 1 SWITCH-PAD, ENT.DOOR ELEC. (3 POS.)
- 1 KEY-VANDALOCK REAR DOOR NONE
- 1 TRIM-ENTRANCE DOOR INTERIOR
- 1 PAD-DR HEADER, RR EMER 36"W
- 1 TRIM-STEPWELL HORIZONTAL WITH RIBBED NOSE
- 1 RAIL-ASSIST FRT ENT DR 39"YEL
- 1 CVR-RISER RS ENT DR-W/ HTR LOW

ELECTRICAL - BODY

- 1 FAN-CIRC MID W/S HDR BLACK
- 1 ELEC-FAN MID W/S HDR
- 1 FAN-CIRC DRV'S WDO HDR BLACK
- 1 ELECTRICAL-FAN DRIVER'S WINDOW HEADER
- 1 RADIO-AM/FM DEAS10 W/PAGE
- 1 OPER-AUTOMATIC FAST IDLE
- 1 ELEC-ZONAR STANDARD MONITORING
- 1 KIT-ANTENNA GPS
- 1 ELEC-PWR CELL PHONE OUTLET LS
- 1 OPER-DOOR ELEC ENT.& ING.3 POS.
- 1 OPERATION-DOOR REAR EMERGENCY WITH BUZZER/PILOT LAMPS
- 1 MONITOR-LPS WARN NONE
- 1 LAMPS-DOME OVER DRIVER
- 1 SWITCH-RKR DOME LPS FRT/RR

- 1 MODULE-PWR.DIST.ELEC.SYS.
- 1 SWITCH-ROCKER PANEL LAMPS DIMMER
- 1 LPS-INT RED IN CEILING OVER RR EMG DR
- 1 ELEC-LPS-INT RED O/H RR EMG DR
- 1 LAMP-EXTERIOR AND AFT OF ENT DOOR
- 1 ELEC-LPS EXT AFT OF ENT DOOR
- 1 OPER-STPWLL LPSW/PARKLPS&ENT DR.
- 1 LAMPS-STEPWELL WITHOUT HOOD (1)
- 1 LPS-STP/TAIL/DIR AMBER/REV LED
- 1 ELEC-LPS STOP/TAIL/TURN/REV
- 1 ADVISORY-PASSENGER BUZZER ACTIVATION, WITH SWITCH
- 1 LPS-PILOT VANDALOCK STATUS RED
- 1 ELEC-PWR, GND, NETWORK, BUZZ
- 1 LAMPS-PILOT BRAKE LIGHTS RED
- 1 LAMPS-PILOT REAR EMERGENCY DOOR RED
- 1 LAMPS-PILOT POST TRIP INSPECTION RED
- 1 LPS-SI DIR AMBER FRT. LED PIN
- 1 ELEC-LPS SI FRT DIRECTIONAL ONLY
- 1 LPS-WARNING LED (8)
- 1 OPER-LPS WARNING (8) PKG 2
- 1 OPERATION-LAMPS REVERSE WITH REAR EMERGENCY DOOR OPEN
- 1 LPS-ID AMB/RED LED
- 1 LPS-MKR ROOF FRT/RR LED PIN
- 1 LPS-MKR ROOF MID LED PIN
- 1 STROBE-2.25"H OVR RR AXLE
- 1 LPS- STOP/TAIL 4" FLS.MT L.E.D.
- 1 SWITCH-ROCKER FAN DEFROST WINDSHIELD
- 1 SWITCH-ROCKER NOISE SUPPRESSION ON/OFF
- 1 SWITCH-ROCKER STROBE LAMPS
- 1 LAMPS-PILOT WARNING LIGHTS RED
- 1 LAMPS-PILOT WARNING LIGHTS AMBER
- 1 OPERATION-LAMP STROBE, IGNITION & SWITCH ACTIVATED
- 1 SWITCH-ROCKER A/C FAN SPEED
- 1 ELEC-CABLE PRIM PWR & GND-CUSTOMER ACCESS
- 1 OPERATION-LAMPS SIDE DIRECT ONLY
- 1 BLOCK-FUSE CUSTOMER ACCESS
- 1 OPER-PRE-TRIP INSPECTION
- 1 ELEC-SEAT BELT PILOT LAMP
- 1 OPER-SEAT BELT PILOT LAMP
- 1 LAYOUT-ROCKER SWITCH STANDARD
- 1 GPS-ZONAR V3
- 1 CAMERA-MOBILEYE BUSWISE
- 1 Oper-MobilEye CAS
- 1 Elec-Haptics CAS
- 1 ELEC-ELECTRIC STOP SIGN FRT
- 1 SPEAKERS-INT. 30 WAT.(6) 340T
- 1 ELEC- (6) INT SPEAKERS 340T
- 1 SWITCH-RKR HTR BOOST PUMP
- 1 ELEC-HTR ENT DOOR STEPWELL
- 1 BRACKET-ZONAR GPS
- 1 112DB BACKUP ALARM

EXTERIOR

- 1 FLAPS-MUD, REAR 22.5"W
- 1 FLAPS-MUD, FRONT 16"W X 12"H
- 1 STEPS-EXT W/S SERVICE
- 1 FENDER-QUARTER 24" BATTERY BOX DOOR
- 1 BODY ADJUSTMENT-FREIGHTLINER, BTR RS FUEL FILL LOCATION
- 1 REINFORCEMENT-FRAME 24" BATTERY DOOR AND A/C
- 1 CAP-ENTRANCE DOOR STANDARD
- 1 FLOOR-NON ADA
- 1 BUMPER-RR 2 BRACES LS EXH HOLE
- 1 SKT.FWD.STPWLL LO DEF
- 1 CAP-FRONT ROOF W/WARN.LPS.
- 1 CAP-REAR ROOF W/WARN.LPS.
- 1 GUSSET-21"H LWR SIDE SHEET

- 1 SHEET-LWR, L MID 20G,21"
- 1 SHEET-LWR,L RR 20G,21"
- 1 SHEET-LWR,R MID 20G,21"
- 1 SHEET-LWR,R RR 20G,21"
- 1 DOOR-U/B L BATTERY 24"
- 1 DOOR-FUEL FILL ACCESS BTR
- 1 FENDERETTE-STL 21" SKIRT
- 1 LATCH-BATT DOOR NON-LOCKING
- 1 LATCH-FUEL FILL ACCESS (THUMB)
- 1 VENT-STATIC NONE
- 1 PILASTER - 340T, 800
- 1 LATCH-NON-LOCKING DEF ACCESS DOOR
- 1 RAIL-SNOW RAIL PRESENT
- 1 HARDWARE-MOUNTING CLIPS STANDARD

HVAC

- 1 AC-126K BTU-FREE BLOW BULKHEAD
- 1 AIR CONDITIONING CONTROLS-STANDARD
- 1 CONDENSER- CM3 (2)
- 1 EVAP - IW10 RR, IW4 FRONT
- 1 EVAP TRIM-INT(2) IW10, IW4
- 1 PLUMB.-AC COMP DUAL ISB
- 1 AC CTL.BD.STD.TIE IN SGL.LOOP
- 1 PLUMBING-IW10, IW4
- 1 DOOR-ACC NONE
- 1 CABLE-EVAP 2 FRT BULKHEAD
- 1 HTR-U/S LS 84,000 BTU LOC 3
- 1 HTR-U/S LS 84,000 BTU LOC 10
- 1 HOSE-HTR SGL PLY W/ W/H POS 10
- 1 HEATER-ENTRANCE DOOR STEPWELL
- 1 CLAMPS-PLUMBING HEATER CONSTANT TORQUE
- 1 CLAMPS-UNDERSEAT HEATER CONSTANT TORQUE
- 1 CONN-HTR(1) CONSTANT TORQUE/SGL PLY
- 1 LOCATION-EVAP NO2 FRONT BULKHEAD
- 1 VALVE-SHUTOFF LS U/SEAT HTR WHOUSE
- 1 DUAL TM21 AC COMPRESSORS
- 1 HEATER, DEFROSTER,AND AIR COND
- 1 BODY BUILDER SUPPLIED PLUMBING WACCESS HOLES IN FRAME RAIL

INTERIOR

- 1 VISOR-WINDSHIELD SUN 6"X30" TINTED
- 1 DOOR-STORAGE BOX W/O GLASS
- 1 TRIM-LOWER REAR HEATER NO A/C
- 1 REINF-RR END A/C EVAP. IW10
- 1 REINF-FRONT A/C EVAP.
- 1 LATCH-DR INT STOR OVR W/S NONE
- 1 LATCH-DR INT STOR OVR DRVRSHDR
- 1 BTR FUEL FILL RECESS, WDOOR
- 1 BULKHEAD-RR END INT.W/A/C IW10
- 1 COVER-ACCESS RR END HARNESS NONE
- 1 COVER-TRIM DRVS HDR W/STORAGE
- 1 COVER-TRIM FRT END W/S HEADER A/C
- 1 H/L-RR SHORTSMOOTH GRAY LPS-RED
- 1 STRIPS - AISLE, ALUMINUM 340T
- 1 FLR-BLK VINYL W/13" CTR AISLE 340T
- 1 FLR-BLK WHEELHOUSE AND HEATER
- 1 FLR-PLYWOOD 5/8" 340T
- 1 LINING-SIDE INT.
- 1 INSULATION-FRT BULKHEAD WACRSY 2"POLY
- 1 H/L-1ST WDO SEC ACOUS GRY 340T
- 1 INSULATION - URETHANE
- 1 TUBE-FILL BTR & OVERFLOW HOSE
- 1 CAP-FUEL FILL BTR NON-LOCKING

MISC

- 1 PDI IDENTIFIER-DEALER PERFORMED
- 1 CONDENSER ALERT - PRESENT SHORT

- 1 MANUAL-DRVR'S/MAINT.ENGLISH
- 1 APPLICATION - SCHOOL
- 1 NO COOLANT HEATER - GAS/DIESEL
- 1 ALL UNIT(S) KEYED ALIKE WITH CUSTOMER SPECIFIED KEY #FT1001
- 1 70 MPH ROAD SPEED LIMIT
- 1 SAF-T-LINER C2

PAINT/LETTERING

- 1 DECAL-UNITED AUTO WORKERS
- 1 DECAL-RR DR STOP STATE LAW (MO)
- 1 LABEL-P/O WDO EMER EXIT 2" BLACK
- 1 LABEL-ENGLISH AG2.ELEC.ENT DR
- 4 REFLECTTAPE-P/O WDO YEL 3M
- 1 REFLECTTAPE-EMER DR RR YEL 3M
- 1 REFLECTTAPE-SI 2" ABV FLR YEL 3M
- 1 DECAL-BACKING ALARM
- 1 DECAL-LOW SULFUR FUEL
- 1 LABEL-RR DR EMERGENCY DOOR 2"HIGH
- 1 DECAL-ENTRANCE DOOR VANDALOCK ENGLISH
- 1 LABEL-RR EMERGENCY DOOR INSTRUCTION
- 1 LABEL-"DEF ONLY"
- 1 LABEL-REGENERATION WARNING 2010/2013 EPA ENGLISH
- 1 HANDLE-INT RR DR RED
- 1 PAINT-EXT HNDLE(S) BLACK
- 1 DECAL-REFL FRT CAP "SCHOOL BUS" 3M
- 1 DECAL-REFL RR CAP "SCHOOL BUS" 3M
- 1 DECAL-"DIESEL"
- 1 PAINT-EXTERIOR ROOF WHITE 340T
- 1 PAINT-EXT WINDOW AREA BLACK
- 1 PAINT-EXT GRD RAIL @ WINDOW BLACK
- 1 PAINT-EXT GRD RAIL @ SEAT BLACK
- 1 PAINT-EXT GRD RAIL @ FLOOR BLACK
- 1 PAINT-EXT GRD RAIL @ SKRT BLACK
- 1 PAINT-EXT BUMPER REAR BLACK
- 1 PAINT-BLACK TRIM-FRONT/REAR ROOF CAPS
- 1 PAINT-SOLID COLOR YELLOW
- 1 DECALS-WDO STRIPE 340T
- 1 HEADLINING-VESTIBULE ACOUSTIC, GRAY, DRIVER LAMP
- 1 PAINT:ONE SOLID COLOR,BASE/CLEARCOAT
- 1 CAB COLOR A:L5898EB SCHOOL BUS YELLOW ELITE BC
- 1 CAB COLOR B - NONE
- 1 CAB COLOR C: NONE
- 1 GRILLE: SILVER N3388H IMRON 5000

SEATS

- 1 OFF-SET LS BARRIER 4"
- 1 2014 SEATING ALERT
- 1 SEAT BELT - DRIVERS SEAT
- 1 39" BARR-VERT,WALL MT 45"H RS 2009
- 1 39"8DEG BARR-REV. WALL-MT 45"H 2009
- 2 PROFORM EDO BLUE UPHOLSTERY-45"HIGH RECESSED BARRIER
- 1 BACK-NATIONAL DRV'S SEAT
- 1 ARMREST NATIONAL DRVR'S ST. RS
- 1 UPH DR.ST.FABRIC BLK NATIONAL
- 1 PEDASTAL-DR ST MECH TYPE
- 1 COVER PEDASTAL NATIONAL NONE
- 1 RETAINER NATIONAL DR.ST.BELT NONE
- 1 POUCH-DR.ST.STORAGE NONE
- 1 KICKPLATE-MOD.PANEL RS 39" IW4
- 1 RISER-DRIVERS SEAT, NATIONAL
- 1 Haptics-Present
- 12 S3B 39"RS WALL MT RESTRAINING/NO BELT
- 1 S3B 26" LS WALL MT RESTRAINING/NO BELT
- 11 S3B 39"LS WALL MT RESTRAINING/NO BELT
- 24 FIREBLOCK BLUE UPHOLSTERY - S3B SEAT
- 24 S3B WALL MT HARDWARE-RESTRAINT

WINDOWS/GLASS

- 1 GLASS-WINDSHIELD ONE PIECE WITH TINTED BAND
- 1 GLASS-RS FRT STAT TNT TEMP
- 1 GLASS-LS FRT STAT TNT TEMP
- 1 GLASS-REAR STAT TINTED TEMP
- 1 FRAME-WDO SPLIT
- 16 FRAME-WDO SPLIT 30"W
- 2 FRAME-WDO SPLIT 40"W
- 2 FRAME-WDO P/O VERT TEMP TNT LS
- 2 WDO P/O VERT TEMP TNT RS
- 16 GLASS-WDO TINT TEMP 30"
- 2 GLASS-WDO TINT TEMP 40"
- 1 STOPS-WDO 12"
- 1 GLS-LWR RR DR TEMP TNT BONDED
- 1 GLS-UPR RR DR TEMP TNT BONDED
- 1 WDO-DRIVER'S TEMP TINT

OTHER

- 1 2019 PIP INCENTIVE TYPE C & D
- 1 LOGO-FRT RS & RR
- 1 LOGO-THOMAS DECALS YELLOW
- 1 ELEC-RF ESC HATCH POS 9
- 1 ARM ASSEMBLY-WINDSHIELD WIPER (2)
- 1 ELECTRICAL-ROOF HATCH OR P/O WINDOW (DASH)
- 1 OPER-FAN W/S HDR
- 1 OPER-FAN DRV'S WDO HDR
- 1 OPER-ALARM BACKING W/REV.
- 1 OPER-RF HATCH BUZZER
- 1 OPERATION-A/C CONTROL-STANDARD DIGITAL
- 1 LOCATION-VESTIBULE FLOOR PLATE CENTER 24 FAK
- 1 LOC-VEST.FLR.PLT.FWD. 10 BFC
- 1 AC DUCT-NOT PRESENT NO SIDE EVAP
- 1 EVAPORATOR QTY - NONE
- 1 OPER-XING ARM DEACTIVATION
- 1 ANTENNA - RADIO SWIVEL BASE
- 1 ELEC-ANTENNA RADIO COAXIAL
- 1 KIT-RADIO ANTENNA MOUNTING @ DRIVER'S HEADER
- 1 340T30_N
- 1 TRIM-A POST
- 1 WHEELHOUSES-REAR L&R
- 1 STRINGER-ROOF 340T
- 1 FRONT END FRAME
- 1 FRT END FRAME MTG KIT
- 1 REAR END FRAME-18.68" DEEP
- 1 FLOOR-GALVALUME STEEL MID BODY
- 1 LOC-40" RAF SP 11TH 340T
- 1 RS TANK ALERT - NONE
- 1 DOOR ALERT - LS ENT NONE
- 1 TRIM-REAR DOOR
- 1 HINGES-REAR DOOR PIN TYPE
- 1 LATCH-SINGLE-POINT, REAR EMERGENCY DOOR
- 1 STOP-DOOR REAR EMERGENCY, 1-POS
- 1 OPERATION-VANDLOCK ENTRANCE/EMGENCY DOOR(S) WITH PILOT LAMPS
- 1 ELEC-SIDE EMERGENCY DOOR(S)
- 1 DOOR-LS ENT RS EXIT -NONE REQD
- 1 INT COLOR -RR DOOR GRAY
- 1 VANDALOCK-NONE REQUIRED RS
- 1 VANDALOCK-NONE REQUIRED LS
- 1 DOOR ALERT - RS EXIT NONE
- 1 DOOR, REAR EMERGENCY
- 1 THRESHOLD REAR EMGERGENCY DOOR
- 1 ELEC-DRIVER'S DOME LPS
- 1 LPS-DOME PASS MIN (6) 340T
- 1 ELEC-PASS DOME LPS MIN (6)
- 1 OPERATION-SWITCH, PANEL LAMPS DIMMER

- 1 ELEC-PASSENGER ADVISORY 340T
- 1 OPER-PASS ADV IGN/WARN/BUZZER
- 1 SWITCH-RKR FAN DEFROST L.S.
- 1 BUZZER-SWITCH PANEL 1 TONE
- 1 OPERATION-NOISE SUPPRESSION
- 1 ELEC-LPS WARNING,8 LPS 340T
- 1 OPER-LPS, DOME STANDARD
- 1 OPER-LPS BODY TAIL W/PARK SW.
- 1 LAMPS-LICENSE PLATE ILLUMINATION
- 1 ELEC-LPS ID/MKR PARK/SW.340T
- 1 SWITCH-ROCKER DOME LAMPS DRIVER ON/OFF
- 1 ELEC-LPS STROBE 6" FROM RR W/PWRPK
- 1 OPER-DRVR'S DOME LPS ON/OFF
- 1 OPER-HTR BOOSTER PUMP OPER WITH SWITCH
- 1 OPERATION-LAMPS INTERIOR/EXTERIOR RIGHT FRONT ENTRANCE DOOR
- 1 OPERATION-LAMPS SERVICE BRAKE WITH PILOT LAMPS
- 1 OPERATION-SWITCH ID/MARKER LAMPS WITH PARK
- 1 OPER-LPS DOME (2)ON/OFF
- 1 OPER-LPS REVERSE
- 1 ELEC-(3) SWITCH BANKS
- 1 SWITCH-WARN.LPS ON/AMB ACT.
- 1 CABLE-EVAPORATOR 1 POWER SUPPLY STANDARD
- 1 SWITCH-ROCKER A/C ON
- 1 ELEC-HARNESS COMP ASM 340T
- 1 ELEC-ELECTRONIC COMP ASM
- 1 OPER-LPS DIR./HAZ.
- 1 SWITCH-RKR MIRROR HTR.
- 1 ELEC-MIR A HTD & RC
- 1 RAIL-EXTERIOR GUARD @ WINDOW,SEAT,FLOOR,SKIRT
- 1 RAIL-EXT GRD @ SEAT FRT END LS
- 1 RAIL-EXT GRD@ FLOOR, NONE
- 1 TRIM-FRT CAP RS/LS
- 1 PANELS-EXTERIOR REAR
- 1 SHEET-DRIVERS EXTERIOR 20 GA.
- 1 SHEET-UPPER SIDE EXTERIOR
- 1 OPER-MIRRORS EXT HTD.
- 1 UNDERCOATING-ASPHALT EMULSION
- 1 HEADERS-WINDOW INTERIOR 340T
- 1 PAINT-EXT ENT DOOR NONE
- 1 PANELS-EXTERIOR REAR SIDE SHORT
- 1 LS STORAGE BOX 1 - NONE
- 1 LS STORAGE BOX 2 - NONE
- 1 ROOF SHEETS-(2)HATCH-340T
- 1 RS STORAGE BOX 1 - NONE
- 1 RS STORAGE BOX 2 - NONE
- 1 RS STORAGE BOX ROH - NONE
- 1 LS STORAGE BOX ROH - NONE
- 1 PANELS-REAR END INTERIOR REAR GALVALUME
- 1 PANELS-REAR END INTERIOR SIDE SHORT
- 1 PANELS-ACCESS RR GRAY PASS ADVISORY
- 1 COVER-HARNESS ACCESS@HDR
- 1 COVER-ACCESS FRT END HARNESS
- 1 COVER-TRIM FRT ENT.ALUM.DR HDR.ELEC.OP.
- 1 COVER-FUEL SENDING INSPECTION
- 1 MOLDING-SHOE 340T
- 1 SWITCH-ROCKER HEATER STEPWELL
- 1 LUGGAGE RACK ALERT - NONE
- 1 SWITCH-ROCKER HEATER LEFT 1ST
- 1 SWITCH-ROCKER HEATER LEFT 2ND
- 1 ELEC-HTR U/ SEAT POS 3
- 1 ELECTRICAL-HEATER UNDERSEAT POSITION 10
- 1 RAIL-SEAT
- 1 LAYOUT-SEAT RAIL HOLES RS
- 1 LAYOUT-SEAT RAIL HOLES LS
- 1 CABINET-SW, FWD

- 1 CABINET-SWITCH, LOWER WITHOUT POCKET
- 1 CABINET-SWITCH, UPPER
- 1 CABINET-TOP PLATE (3 BANK)
- 1 TREAD-STEP ALUMINUM ENTRANCE DOOR BLACK
- 1 OPER-HTR U/ SEAT LS FWD
- 1 OPER-HTR STEPWELL
- 1 INSULATION-VEST HEADLINING 2"
- 1 INSULATION-SIDELINING 2" POLY
- 1 INSULATION-RR BULKHEAD 2" POLY
- 1 OPER-HTR U/ SEAT LS AFT
- 1 HEADERS-WINDOW EXTERIOR 340T
- 1 LOCATION-EVAPORATOR NO1 REAR BULKHEAD
- 1 HARNESS COVER COLOR - GRAY
- 1 SPEAKER ALERT - PRESENT
- 1 DOME LPS - MINIMUM
- 1 HEADLINING COLOR - GREY
- 1 HDLINING TYPE-1ST WDO ACOUSTIC
- 1 MAT, FLOOR VESTIBULE
- 1 TRIM-INTERIOR DASH FORWARD
- 1 INSTALLATION-PARK BRAKE ASSEMBLY
- 1 INSULATION-INT SHORT REAR END
- 1 LUGGAGE RACK ALERT - NONE
- 1 PLATE-ACCELERATOR
- 1 OPER-WDO P/O
- 1 SLIDE STOP NATIONAL DR.ST. NONE
- 1 VANDALOCK,STARTER DISABLE W/ANY LOCKED EMER DR(S),LH PT LAMP
- 1 LOWER RADIATOR GUARD
- 1 REINFORCED NYLON FUEL LINES
- 1 SINGLE SUCTION AND RETURN FUEL LINES
- 1 FUEL TANK MOUNTED BETWEEN RAILS, AFT OF REAR AXLE, WITH CAGE
- 1 REMOTE-MOUNTED SURGE TANK
- 1 BASIC WIRING SCHEMATIC,UNMOUNTED,12-VOLT NEGATIVE GROUND SYS
- 1 PAINTED BATTERY PANEL COVER
- 1 BATTERY BOX FRAME MOUNTED
- 1 INTEGRAL ELECTRONIC TURN SIGNAL FLASHER
- 1 BATT ENABLED 3 AMBER INBOARD ID LAMPS,2 AMBER OUTBOARD MARKE
- 1 STROBE LAMP, IGNITION SWITCH OR LH DASH SWITCH ACTIVATED
- 1 LED WARNING SYSTEM LAMPS
- 1 STANDARD BODY VISUAL WARNING,LOWER RR,REV LAMPS ON DR/OPEN
- 1 STANDARD WIRING
- 1 DRIVER'S IGNITION OPERATED DOME LP WITH ON/OFF SW
- 1 PASSENGER COMPARTMENT DOME LAMPS, IGNITION ACTIVATED
- 1 PASSENGER COMPARTMENT DOME LPS, DUAL ON/OFF SWITCH
- 1 STEPWELL LAMP ON WITH DOOR OPEN AND MARKER LAMPS ON
- 1 EIGHT LAMP WARNING SYSTEM,LH DASH SWITCH(S), PACKAGE 2
- 1 SHIFT LEVER, CABLE LINKAGE, AUTOMATIC TRANSMISSION
- 1 DRIVELINE GUARD
- 1 NON-ASBESTOS FRONT BRAKE LININGS
- 1 FRONT SHOCK ABSORBERS
- 1 NON-ASBESTOS REAR BRAKE LININGS
- 1 NO POLISHED FRONT WHEELS
- 1 NO POLISHED REAR WHEELS
- 1 TWO QUART SEE THRU POWER STEERING RESERVOIR
- 1 POWER STEERING PUMP
- 1 ZINC-PLATED HEXHEAD CHASSIS FASTENERS
- 1 3675MM (145") REAR FRAME OVERHANG
- 1 SQUARE END OF FRAME
- 1 BUMPER MOUNTING FOR SINGLE LICENSE PLATE
- 1 COMBINATION S/T/T/R LAMPS, LED
- 1 RR EMER DR,IGN CTRL,BZ ON W/DR
- 1 MAINTENANCE-FREE RUBBER BUSHINGS - FRONT SUSPENSION
- 1 CAB MOUNTING FOR HOOD AND COWL CHASSIS
- 1 RH FRONT ENTRANCE DOOR, BATTERY CONTROLLED,ELECTRICALLY OPER
- 1 MANUAL ENT DOOR LOCK/BUZZER ON W/EMERGENCY DOORS UNLATCHED
- 1 ONE GALLON WINDSHIELD WASHER RESERVOIR

- 1 SINGLE ELECTRIC WINDSHIELD WIPER MOTOR W/DELAY
- 1 GRAY/CHARCOAL FLAT DASH
- 1 STANDARD TUNNEL/FIREWALL LINER
- 1 NO AIR CONDITIONER CONDENSER
- 1 STANDARD HVAC DUCTING
- 1 MAIN HVAC CONTROLS WITH RECIRCULATION SWITCH,& NOISE SUPPRES
- 1 WINDSHIELD FAN,(1) HEADER MOUNTED
- 1 DRIVER'S FAN,(1) MOUNTED ABOVE SIDE WINDOW
- 1 AUX BODY HEATER,UNDER SEAT,FWD
- 1 AUXILIARY BODY HEATER, UNDER SEAT, AFT
- 1 DIGITAL AUXILIARY BODY MOUNTED AC CONTROL
- 1 GRAY INSTRUMENT PANEL-DRIVER
- 1 BODY SUPPLIED HEATED MIRRORS
- 1 ROOF MOUNTED VENT/ESCAPE HATCH
- 1 PUSH OUT BODY SIDE WINDOWS, BUZZER WITH WINDOW UNLATCHED
- 1 SEPARATE PANEL LAMP DIMMER,LH DRIVER'S SWITCH PANEL
- 1 CHASSIS COWL AND HOOD ONLY
- 1 PILOT,LH DASH,STOP LAMP MONITOR
- 1 BUMPER: BLACK
- 1 NO SPARE WHEEL PAINT
- 1 CHASSIS: VENDOR BLACK
- 1 EXPECTED GROSS VEHICLE WEIGHT CAPACITY
- 1 EXPECTED FRONT AXLE(S) LOAD
- 1 EXPECTED REAR DRIVE AXLE(S) LOAD
- 1 SCHOOL BUS SERVICE
- 1 COWL CHASSIS CONFIGURATION COMPLIES WITH SBMTC
- 1 BUS BODY WITH WHEELWELL
- 1 PASSENGER COMMODITY
- 1 100% ON-HIGHWAY (CITY) TERRAIN
- 1 DOMICILED USA 50 STATES (CALIFORNIA)
- 1 DOMICILED OKLAHOMA
- 1 THOMAS BUILT SCHOOL BUS 340T

CHASSIS

AXLES AND SUSPENSIONS

- 1 ALIGNMENT-4-WHEEL SAF-T-LINER C2
- 1 SPL100 DANA SPICER MAIN DRIVELINE
- 1 DA-F-10-3 10,000# FF1 71.5 KPI/3.74 DROP SINGLE FRONT AXLE
- 1 CHICAGO RAWHIDE FRONT OIL SEALS
- 1 SYNTHETIC 75W-90 FRONT AXLE LUBE
- 1 CONMET IRON FRONT HUBS
- 1 SYNTHETIC 75W-90 REAR AXLE LUBE
- 1 DA-RS-21-4 21K R-SERIES SINGLE REAR AXLE
- 1 6.14 REAR AXLE RATIO
- 1 IRON REAR AXLE CARRIER HOUSING
- 1 REAR SHOCK ABSORBERS - ONE AXLE
- 1 CHICAGO RAWHIDE (SCOT) REAR OIL SEALS
- 1 GUNITE IRON REAR HUBS
- 1 10,000 LB. TAPERLEAF FRONT SUSPENSION
- 1 COMFORT TRAC 21K 52 INCH RR SPRING SUSPENSION
- 1 COMFORT-TEC SUSPENSION

BRAKES

- 1 BOSCH HYDRAULIC BRAKE PACKAGE
- 1 BOSCH HYDRAULIC PIN-SLIDE DISC FRONT
- 1 DISC BRAKE FRONT ROTORS FOR HYDRAULIC BRAKES
- 1 BOSCH HYDRAULIC PIN-SLIDE DISC REAR
- 1 REAR BRAKE DUST SHIELDS
- 1 FRONT BRAKE DUST SHIELDS
- 1 TRANSMISSION-MOUNTED PARK BRAKE
- 1 REAR DISC BRAKE ROTORS
- 1 WABCO HYDRAULIC ABS (4) CHANNEL WITHOUT TRACTION CONTROL
- 1 FT OPER PARK BRAKE w/SERVICE BRAKE INTERLOCK w/INDICATOR

CHASSIS EQUIPMENT

- 1 EXHAUST-LS, THRU REAR BUMPER
- 1 ANTI-FREEZE, OAT -34 DEGREE

- 1 WINTERFRONT-CHASSIS GRILLE YELLOW
- 1 SHIELD-EXHAUST PIPE
- 1 B2 106 CONVENTIONAL CHASSIS
- 1 SET-BACK AXLE - TRUCK
- 1 ELECTRIC GRID AIR INTAKE WARMER
- 1 DELCO 12V 29MT STARTER WITH INTEGRATED M
- 1 NO CLUTCH PEDAL WITH NON-ADJUSTABLE
- 1 ENGINE COMPARTMENT MOUNTED AIR RESTRICTION INDICATOR W/LIGHT
- 1 RIGHT HAND SIDE-FILL FUEL TANK CAP
- 1 100GALLON/378 LITER STEEL RECTANGULAR FUEL TANK,BETWEEN RAIL
- 1 HORIZONTAL TAILPIPE, LH SIDE, EXIT THROUGH BUMPER
- 1 11.5 GALLON DEF TANK
- 1 MAGNETIC ENGINE DRAIN, REAR AXLE DRAIN & FILL PLUG
- 1 NO TRACTION STABILIZER
- 1 TILT ONLY STEERING COLUMN
- 1 TRW THP-80 POWER STEERING
- 1 450MM(18") LK FOUR-SPOKE CHARCOAL STEERING WHEEL
- 1 7075MM (279") WHEELBASE
- 1 5/16" X 3.00" X 10 1/8" STEEL FRAME (7.94 X 76.5 X 257.2")
- 1 1-PIECE 14" PTD STL 1/4" HD BUMPER JACK PROVISION
- 1 FRONT FRAME-MOUNTED TOW HOOKS
- 1 REAR TOW HOOKS
- 1 FIBERGLASS HOOD
- 1 PAINTED PLASTIC GRILLE
- 1 YELLOW WINTERFRONT
- 1 BLACK HOOD MOUNTED AIR INTAKE GRILLE
- 1 (2) CUPHOLDERS, LEFT HAND AND RIGHT HAND DASH
- 1 HYDRAULIC CHASSIS TUBING

ELECTRICAL - CHASSIS

- 1 LN 12V 240 AMP AVI PAD MOUNT ALTERNATOR
- 1 PROG RPM CTRL W/A/C OR 12.75V LOW VOLT AUTO HI IDLE, DASH SW
- 1 CRUISE CONTROL-ELEC ENG,W/SWITCHES IN LH SWITCH PANEL
- 1 DIAGNOSTIC INTERFACE CONNECTOR,9-PIN, S
- 1 IGNITION SWITCH CONTROLLED ENGINE STOP
- 1 12VOLT POWER SUPPLY LH PANEL
- 1 SOLID STATE CIRCUIT PROTECTION, PDMS WIT
- 1 (3) ALLIANCE 1031,GROUP 31,12 VOLT,MF 2280 CCA BATTERIES
- 1 COLE HERSEE BATTERY CUT-OFF SWITCH, BATTERY BOX MOUNTED
- 1 SELF CANCEL TURN SIGNAL SWITCH W/DIM/WASH&HAZZARD IN HANDLE
- 1 STANDARD FRONT TURN SIGNAL LIGHTS
- 1 PARK LMP SW INTGRAL WHL SWITCH, ID/MARKER/CLEARANCE/PARK ON
- 1 NO FENDER MTD TURN/MARK COMBO LPS
- 1 AMBER LED MIDSHIP TURN SIGNALS
- 1 DAYTIME RUNNING LIGHTS SET @ 85%
- 1 INTEGRAL HEADLIGHT/MARKER ASSEMBLY
- 1 NO UTILITY/ADVERTISING LIGHT
- 1 STOP SIGN PRESENT
- 1 NO BAGGAGE COMPARTMENT LAMP
- 1 NO BODY MTD INT SPOT/WORK LAMP
- 1 IGNITION POWERED 3-POS INTERNAL DOOR CONTROL SWITCH
- 1 DUAL ELEC HORN, PASSENGER ADVISORY BUZZER ON W/IGN AND WARN
- 1 PRE-WIRE FOR CUSTOMER SUPPLIED MOBILEYE SYSTEM
- 1 NO CAMERA/VIDEO/IMAGING SYSTEM
- 1 C/F J1939 RADIO W/PA
- 1 FASTEN SEAT BELT INDICATOR FOR CUSTOMER SUPPLIED SEAT BELT
- 1 LOCATING SYSTEM WITH VEHICLE MONITORING
- 1 ELECTRONIC SPEEDOMETER WITH SECONDARY KPH SCALE, NO ODOMETER
- 1 ICU3S, 132x48 Display w/Diagnostics, 28 LED Warn Lamps
- 1 TBB ZONAR DASH MOUNTED
- 1 NO INFORMATION CENTER
- 1 PRE/POST TRIP SYSTEM TEST
- 1 ENGINE AND HOUR METERS INTEGRAL WITH DRIVER DISPLAY
- 1 DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY
- 1 ELECTRIC FUEL GAUGE
- 1 ELECTRIC ENGINE OIL PRESSURE GAUGE

- 1 ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE
- 1 TRANSMISSION OIL TEMPERATURE GAUGE

ENGINE AND EQUIPMENT

- 1 CUM B6.7 220 HP @ 2400 RPM, 2600 GOV, 600 LB/FT @ 1600 RPM
- 1 ANTI-FREEZE TO -34F, OAT (NITRITE AND SILICATE FREE)EXT LIFE
- 1 ENGINE-MOUNTED OIL CHECK AND FILL
- 1 CUMMINS SPIN ON FUEL FILTER
- 1 STANDARD ENGINE OIL
- 1 FULL FLOW OIL FILTER
- 1 DETROIT F/W SEP WWIF SENSOR & HAND PRIMER & 12V HEATER
- 1 CUMMINS INTEGRAL EXHAUST BRAKE WITH VARIABLE TURBO
- 1 ALUMINUM FLYWHEEL HOUSING
- 1 PHILLIPS 750 WATT/115 VOLT BLOCK HEATER
- 1 STANDARD OIL PAN
- 1 ENGINE HEATER RECEPTACLE MOUNTED FACE OF BUMPER, LEFT SIDE
- 1 ELECTRONIC ENGINE INTEGRAL WARNING AND DERATE PROTECTION
- 1 ADDL AUX LINES W/MANIFOLD PLUMBING AND COMBINED SHUTOFF
- 1 GATES BLUE STRIPE COOLANT HOSES
- 1 CONSTANT TORQUE BREEZE CLAMPS ON 1" IN DIA GREATER, SS C
- 1 CAST BOOSTER PUMP
- 1 30,600 BTU STEPWELL HEATER, RH FRONT ENTRANCE DOOR
- 1 DONALDSON ONE-STAGE AIR CLEANER
- 1 750 SQUARE INCH DOWN FLOW RADIATOR
- 1 VISCOUS FAN DRIVE
- 1 OMIT STANDARD EXHAUST DIFFUSER
- 1 NO IDLE SHUTDOWN CONFIGURATION
- 1 ELECTRONIC TACHOMETER 3000 RPM

TRANSMISSION AND EQUIPMENT

- 1 ALLISON 2500 PTS AUTOMATIC TRANSMISSION
- 1 ALLISON VOCATIONAL PACKAGE 354 - FIFTH GEN
- 1 TRANSMISSION OIL CHECK AND FILL
- 1 SYNTHETIC 50W TRANSMISSION LUBE (TES-295 COMPLIANT)
- 1 WATER TO OIL TRANSMISSION COOLER - IN RADIATOR END TANK
- 1 PRIMARY MODE GEARS, 6 FORWARD
- 1 FS-BASIC, DSS MED
- 1 NO MODE SWITCH

WHEELS AND TIRES

- 1 RADIAL FRONT TIRE, MICHELIN XZE2, 11R22.5 16 PLY
- 1 MICHELIN X MULTI D 11R22.5 16 PLY REAR TIRES
- 1 NO TIRE PRESSURE CONTROL/SENSOR
- 1 MAXION 90262 22.5 X 8.25 10 HOLE HUB PILOT 5-HAND
- 1 MAXION 90262 22.5 X 8.25 10 HOLE HUB PILOT 5-HAND
- 1 TIRE/WHEEL BALANCING-LEAD FREE WEIGHTS
- 1 ACCURIDE PK-BLACK21 POWDER BLACK WHEEL (N0001H)- FRONT
- 1 ACCURIDE PKBLK21 POWDER BLACK WHEEL (N0001H) - REAR

Meets all FMVSS requirements in effect at the time of manufacture.

Example Quote 2: Diesel Bus



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, General Manager

BID TO:
 ADDRESS: 1400 S. Mission Ave.
 CITY/STATE/ZIP: Anadarko, Oklahoma 73005

Western Oklahoma Sales

Randy Hicks, Sales Representative

Anadarko Public Schools CONTACT:
 TELEPHONE: 405-247-6605
 BID DUE DATE: Immediate

GENERAL DESCRIPTION:

2020 Model Year, Blue Bird VISION Conventional (Type C) School Bus, Model BBCV3303

71 Passenger Capacity ~~w/ Air Conditioning~~

Chassis and Body built by Blue Bird Body Company

SPECIFICATIONS:

~~AIR CONDITIONER: 137,500 Total BTU, FRT & Rear In-wall Evaporators (55K psi), Driver's Dash A/C (27.5K)~~ **Roof Mounted Condensers**
Note: Air-Conditioner is Blue Bird (OEM) installed and warrantied

ALTERNATOR:	280 amp, Leece Neville, 12 volt
AXLES, SPRINGS & SHOCK ABSORBERS:	
Front axle:	12,000# rating, oil lubed bearings
Front springs:	10,000# capacity, "Softak" 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
BACKUP ALARM:	112DB Safety alarm - operates while in reverse gear
BATTERIES:	Three (3), 12 volt, Group 31, 2100 cca rating, enclosed with sliding tray & locking latch
BODY ELECTRIC PANEL:	Exterior under driver window, with key lock
BRAKE SYSTEM:	"Meritor Quadraulic," Hydraulic System 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
BUMPERS:	Front-15" x 3/16", steel - Rear -12" x 3/16", steel
CERTIFICATION:	Colorado Rack & Kentucky Pole Test Certified
	Altoona Tested
CHILD REMINDER:	Doran, Sleeping Child Check System, Warning Light Activated
CIRCUIT PROTECTION:	Manual resetting circuit breakers on body circuits
COWL STEPS & GRIP HANDLES:	Mounted LH & RH at windshield
DOORS:	Double Outward type with Manual Door Control
	Entrance door laminated glass, tinted 70% light transmittal
	3-step step-well with black rubber ribbed step treads
	Rear center mounted with upper/lower glass, tinted 30% light transmittal
	Retainer to hold door open
	Black self-skinning foam
	Entrance door equipped with key lock
	Rear door equipped with sliding bolt interlock
	Per Oklahoma Requirements
EMERGENCY EQUIPMENT:	5lb Fire Extinguisher, First Aid Kit, Warning Devices, Body Fluid Cleanup Kit & Seatbelt Cutter

2020 model BBCV3303 - 71 passenger Conventional School Bus – Route

	Roof Hatches:	Two (2) Safe Fleet combination escape hatch/vents
	Push-out windows:	Vertical Hinged, two (2) per side – four (4) per body
ENGINE:		Cummins Diesel, Model B6.7L, 2017 EPA Emissions
	Horsepower rating:	220 hp @ 2400 rpm
	Torque rating:	800 lb-ft @ 1600 rpm
ENGINE COOLING SYSTEM:		De-aeration system with tank & sight glass Charge air & down-flow radiator mounted in tandem
ENGINE EQUIPMENT:		Cummins Complete (Blue) Antifreeze (150,000 miles, / 4000hr. service) Engine warning system, low oil pressure/high water temperature Electric block heater, 750 watt, front bumper plug-in
ENGINE NOISE REDUCTION:		Electromagnetic fan drive, Pre-set high idle switch, Cruise Control Firewall Insulation, Driver's Area
EXHAUST SYSTEM (Primary):		First two (2) ceiling panels (driver & 1st section): acoustic fluid lining Diesel Particulate Filter (DPF), Selective Catalytic Reductant (SCR) & Diesel Exhaust Fluid (DEF) Diesel Exhaust Fluid (DEF) Tank w/ a capacity of 15 gal., locking access door & marked "DEF" Aluminized Tailpipe exits through rear bumper
FLOOR COVERING:		Heavy Duty Black Rubber with aluminum aisle trim 5/8" plywood subflooring over steel floor, affixed with screws
FUEL TANK:		100 gallon capacity, mounted between frame rails
	Primary fuel filter / water separator:	90GPH, 10 Micron filter, heated Water in fuel sensor & primer pump
GAUGES:		Floor mounted inspection plate, locking fuel tank access door Speedometer, trip-odometer, tachometer, seven-digit odometer, clock, voltmeter Oil pressure, coolant temperature, transmission temperature, fuel gauge
GLOVE BOX / CONSOLE:		Glove box - below windshield, right side w/ latch & Console mounted armrest
HEADROOM:		Extra height headroom, 77 inches (6'5") at center aisle
HEATERS:	Left front heater & defroster:	90,000/btu
	Right front heater & defroster:	50,000/btu
	Rear under seat heater:	80,000/btu
	Heater water booster pump:	12 volt, on/off switch
	Dual defroster fans:	Mounted upper center & upper left, 2-speed switch
HOOD & FENDERS:		Fiberglass tilting hood & fenders
HORNS:		Dual electric horns
INSULATION:		Fiberglass/mineral wool, full body insulated
LETTERING:		Name of school district on beltline GVWR, Capacity & Height - Exterior
LIGHTS:	Backup lights:	Two (2) clear lens, 4" -rear, LED
	Clearance lights:	Two (2) amber lens, grommet mount -front / Two (2) red lens, grommet mount -rear, LED
	Identification lights:	Three (3) amber lens, grommet mount -front / Three (3) red lens, grommet mount -rear, LED
	Directional lights:	Two (2) amber lens -front, fender mounted / Two (2) amber lens, 7" -rear, LED
	Directional lights, side:	One (1) amber lens, per side, LED
	Dome lights:	Two rows, mounted above passenger seats, 15-candle power Single dome light for driver's area, separate switch Doran 16-light monitor mounted in driver area
	Monitor:	Exterior Light Test w/ Switch
	Pre-Trip:	Interior, operates with door control, incandescent
	Step-well light:	Two (2) red lens, 4" & Two (2) red lens, 7" -rear, LED
	Stop & Tail lights:	Roof Top Condenser Mounted, LED with Guard
	Strobe Light:	Eight (8) light system, non-sequential, LED with hoods
	Warning lights:	ROSCO, Open View (ES) Split Mirror System, 7"x10" Flat Mirror & 7"x 10" Convex Mirror
MIRRORS:	Exterior rearview:	Rearview exterior mirrors have black powder coated steel brackets ROSCO, Eye-Max-LP Asymmetric Shaped Mirrors Bell-Mount brackets for Cross-view Mirrors
	Exterior cross-view:	All exterior mirrors are electrically heated, Rearview (exterior) are heated & remote controlled 6"x30" flat mirror, padded edge
	Interior rearview:	Black rubber mud flaps, front and rear
MUD FLAPS & FENDERS:		Black rubber fenders at rear wheel-housing opening National School Bus Yellow with black trim
PAINT:	Exterior:	White
	Exterior roof:	Two (2) year discoloration & Five (5) year
	Warranty (Paint):	
adhesion		
PANELS:	Exterior:	Side, 20-gauge Fluted, 19/34" Skirts
	header)	Roof sheets, constructed of 20-gauge galvanized steel (window header to window
	Interior	Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws) 12 volt, mounted in switch panel, for cell phone, etc.
POWER SOCKET:		AM-FM-MP3-USB-PA Radio with eight (8) interior speakers
RADIO:		3M™ reflective vinyl, yellow
REFLECTIVE TAPE:		"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

Example Quote 3: Gasoline Bus

Vehicle Specifications
2021 INTEGRATED CE S BUS (PB105)

September 11, 2019

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
BUMPER, FRONT Contoured, Steel, Severe Duty
CROSSING GATE, FRONT Omit Item
CROSSMEMBER, REAR, AF (1)
WHEELBASE RANGE 276" (700cm) Only
AXLE, FRONT NON-DRIVING {Dana Spicer E-1002} I-Beam Type, 10,000-lb Capacity
SUSPENSION, FRONT, SPRING Parabolic Taper Leaf, Shackle Type, 10,000-lb Capacity, with Shock Absorbers
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
BRAKES, FRONT, HYDRAULIC DISC Quadraulic; Four 70mm Diameter Pistons
TRACTION CONTROL, HYDRAULIC Automatic; Hydraulic Brake System, with Electronic Stability Control
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
DRIVELINE SYSTEM {Dana Spicer} SPL100, for 4x2/6x2
EXHAUST SYSTEM Horizontal Dual Catalytic Converters, Frame Mounted Muffler Right Side, Includes Long Horizontal Tail Pipe, for use with Propane or Gasoline Engines
TAIL PIPE (1) Horizontal, Long, Exits Left Side Through Bumper
ELECTRICAL SYSTEM 12-Volt, Standard Equipment
ALTERNATOR {Leece-Neville AVI180P2003} Brush Type; 12 Volt 240 Amp. Capacity, Pad Mount
BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 1980CCA Total, Top Threaded Stud
BATTERY BOX Steel, with Sliding Tray, 25.25" Wide, for Standard Batteries, 1-3 Battery Capacity, Mounted Left Side Behind Front Axle Perpendicular to Frame Rail
COLLISION MITIGATION SYSTEM Omit
HORN, ELECTRIC (2) Trumpet Style, Mounted Above Right Frame Rail
HEADLIGHTS Halogen, Composite Aero Design, with Daytime Running Lights
INDICATOR, LOW COOLANT LEVEL with Audible Alarm
HEADLIGHT WARNING BUZZER Sounds When Head Light Switch is on and Ignition Switch is in "Off" Position
BRAKE WARNING INDICATOR Light and Audible Alarm; Parking Brake/Motion Warning System for Engaged Parking Brake
CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses
BK WARN IND,PARK BK NOT SET , Visual and Audible Alarm; Active Upon Ignition Off and Parking Brake Not Set, Reminder to Set Parking Brake
STARTING MOTOR {Delco Remy PG260N2} 12 Volt, Less Thermal Over-Crank Protection
HOOD TILT ASSIST {EASY TILT} Mechanical
FRONT END Tilting, Fiberglass, with Three Piece Construction
CHASSIS PAINT Full Chassis
PAINT SCHEMATIC, PT-1 Single Color, Design 100
PAINT TYPE Urethane, One or Two Colors, Other than Imron or International.
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)
DO NOT LINESSET Sales Has Instructed CRC to Not Allow Orders to Lineset Until They Give Approval
CLUTCH Omit Item (Clutch & Control)
ENGINE, GASOLINE {Power Solutions International 8.8 Liter GAS} EPA 2018, 265 HP @ 2600 RPM, 548 lb-ft Torque @ 1800 RPM, 2700 RPM Governed Speed, 265 Peak HP (MAX)
FAN DRIVE {Borg-Warner SA-75} Viscous Type, Screw On
THROTTLE, HAND CONTROL Electronic
AIR CLEANER with Service Protection Element
FEDERAL EMISSIONS {Power Solutions International 8.8L GAS} EPA, OBD and GHG Certified for Calendar Year 2019
CRUISE CONTROL Electronic

Vehicle Specifications
2021 INTEGRATED CE S BUS (PB105)

September 11, 2019

Description

GOVERNOR Electronic Road Speed Type; for Electronic Engines and Bus Models; with 55 MPH Default
EMISSION COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations
RADIATOR Down Flow, 665 SqIn Aluminum Radiator Core with Internal Water to Oil Transmission Cooler
TRANSMISSION, AUTOMATIC (Allison 2500 PTS) 5th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, Less PTO Provision, Less Retarder, with 33,000-lb GVW and GCW Max, School Bus
TRANSMISSION OIL Synthetic; 20 thru 28 Pints
SHIFT CONTROL PARAMETERS Allison Performance Programming (Shift Schedule Defined as Limiting) in Primary, and Allison SA Programming in Secondary
AXLE, REAR, SINGLE (Dana Spicer S140) Single Reduction, 21,000-lb Capacity, 190 Wheel Ends . Gear Ratio: 6.14
SUSPENSION, REAR, SINGLE 21,000-lb Capacity, Vari-Rate Springs
SHOCK ABSORBERS, REAR (2)
FUEL TANK, GASOLINE Top Draw; Rectangular, Steel; 60 U.S. Gal., 227 L Capacity, Includes Protective Cage, for Low Profile Fuel Filler Assembly and Vent Hosing, Mounted Between Frame Rails and Behind Rear Axle
COWL Flat Back
GAUGE CLUSTER English with English Electronic Speedometer
IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster
WHEELS, FRONT (Accuride 51408) DISC; 22.5x8.25 Rims, Powder Coat Steel, 2-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
WHEELS, REAR (Accuride 51408) DUAL DISC; 22.5x8.25 Rims, Powder Coat Steel, 2-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with Steel Hubs
WHEEL SEALS, FRONT (International) Oil-Lubricated Wheel Bearings
BODY, BUS Conventional; 78" Headroom, 32'8" Body Length, +9 Section Front, 72 Passenger, 278 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
LIGHT BARS Plastic
SKIRT, BODY Conventional, 20", 16ga., 31'2", 31'11", 32'8", 33'5", 34'2", 34'11", Body Length
TIE DOWNS, BODY Grade 8 Bolts, Every Body Section
RUB RAILS, BODY (4) Conventional; Steel, 31'2", 31'11", 32'8", 33'5", 34'2", 34'11", Body Length, Includes Snow Rail
BODY, REAR Includes Emergency Door
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
BUMPER, REAR Painted, 12" High, 3/16" Thick
SUPPORTS, REAR BUMPER Bolted to Frame
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, Naviflex 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
SWITCH, LOCATION Steering Wheel; Includes Master Flasher, Flasher On/Off, Red Override, and Door Control
HOLD DOWN, BATTERY For (2) Standard Size Batteries
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
LETTERS, DOOR, REAR Decals; "EMERGENCY DOOR", 2" Black Letters Inside and Outside

Vehicle Specifications
2021 INTEGRATED CE S BUS (PB105)

September 11, 2019

Description

ARROW, RR DOOR, INSIDE Decal; Red, .75" Stroke, Indicating Handle Direction
ARROW, RR DOOR, OUTSIDE Decal; Black .75" Stroke, Indicating Handle Direction
STRIPING, E/E WINDOW, LEFT (02) Perimeter, Reflexite V82, 1" Yellow
LETTERS, E/E WINDOW, LEFT (2) Decal Sets, "EMERGENCY EXIT", Black Inside and Outside
STRIPING, PERIMETER, REAR Emergency Door, Reflexite 1" Yellow Reflective
STRIPING, REAR END Reflexite 2" Yellow
STRIPING, ROOF HATCH, FRONT Reflexite Decal, Perimeter, 1" Yellow
STRIPING, ROOF HATCH, REAR Reflexite Decal, Perimeter, 1" Yellow
STRIPING, SEATLINE Reflexite V82, 2" Yellow
WIRING DIAGRAM Schematic, Electrical
STRIPING, E/E WINDOW, RIGHT (02) Perimeter, Reflexite V82, 1" Yellow
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 School Bus Yellow
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
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
HANDLE, ASSIST Windshield Side Mounted, Left and Right, Body Color
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
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 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
HEATER, STEPWELL 50,000 BTU
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
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.

Vehicle Specifications
2021 INTEGRATED CE S BUS (PB105)

September 11, 2019

Description

BARRIER, CRASH, AFT ENTRY DOOR 39", 1 Leg
BARRIER, CRASH, AFT DRIVER 39", 1 Leg
FAN, DEFOG LEFT OF DRIVER 6.50" Diameter, Black, Mounted Left of Driver Above Windshield, 2 Speed Switch in Panel
PANEL, MODESTY, AFT OF DRIVER Mounted Under Barrier
HAND RAIL, ENTRANCE DOOR, FWD 1" OD, Painted Gloss Black
HAND RAIL, ENTRANCE DOOR, AFT 1" OD, Gloss Black, 4", Above Step
CUSHION, SEAT 15" Depth
UPHOLSTERY, SEAT, STITCHING Single
SEAT,PASS,LT,26",2 LEG (01)
SEAT,PASS,LT,39",2 LEG (11)
SEAT,PASS,RT,39",2 LEG (12)
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
STEP TREADS {Koroseal} Pebble White Nosing Only, with Non-Metal Backing, used with Formed Treaded Steps
BODY PLAN, APPROVED VARIATION Number 087
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
ALARM, BACKING {Ecco #950} 112 db
SWITCH, REAR DOOR BUZZER for Emergency Door
SWITCH, MAGNETIC, DISCONNECT Master, Ignition Operated, All Body Circuits
SOURCE, POWER 12 VDC, Mounted In Dash
LIGHT, DRIVER, CEILING Deluxe, with Separate Switch, Mounted in Light Bar
LIGHTS, DOME Rectangular Recessed Type, Stagger Mounted in Light Bars
LIGHT, STEP Wired to Ignition
LIGHT, INDIC, WARNING LIGHTS Red and Amber
SPEAKERS AND WIRING (8) 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
RADIO, ENTERTAINMENT {Panasonic} AM/FM-MPLX Stereo, Includes Antenna and Cable, with Public Address System
LIGHTS, STOP (2) {Sound Off} and Tail; 7" Round LED, Red
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
FUEL FILLER PIPE Low Profile Neck Cap and Vent Hosing, for Use with Right Side Fill for Between the Rail Fuel Tanks, for Above the Floor Fuel Fill, for 25 GPM Fill Rate Only
HOOD, WARNING LAMP (4) Black, 8-Lamp System, One Hood Above Two Lights
KIT, FIRST AID Plastic; 24 Unit, Spec State
MIRROR, INSIDE 6" x 30", Clear Safety Glass, Metal Back, Round Corners
MIRROR, CROSS VIEW, EXTERIOR Heated, Black, Rosco
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
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
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
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

Vehicle Specifications
2021 INTEGRATED CE S BUS (PB105)

September 11, 2019

Description

MUD FLAPS, FRONT WHEELS (2) Anti-Sail and Anti-Spray
MUD FLAPS, REAR WHEELS (2) Rubber
WINDSHIELD WASHER Kit; 6 Quart Capacity, Bottle
LIGHTS, CLUSTER {Sound Off} Oval, 4 Internal LEDs per Light; Amber Front and Red Rear
LIGHT, LICENSE PLATE {Sound Off} LED, with Mounting Gasket
LIGHTS, MARKER, FRONT, REAR {Sound Off} (4) Total, Slim-Line Armored LED, (2) Amber Front and (2) Red Rear
INSPECTION PLATE Fuel Sending Unit 11.4" x 8" Steel
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, MARKER, SIDE {Sound Off} Slim-Line Armored, LED, Intermediate, Centered; Required for Units 30 Foot or Longer
LIGHTS, STOP & TAIL ADDITIONAL (2) {Sound Off} 4" Round LED, Red, with Flange
(2) TIRE, FRONT 11R22.5 Load Range G AH37 (HANKOOK), 501 rev/mile, 75 MPH, All-Position
(4) TIRE, REAR 11R22.5 Load Range G AH37 (HANKOOK), 501 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

Lettering



Adam Markou <adam.markou@summittruckgroup.com>

Cecelia Kleman

Summit Bus - 71Passenger Buses

Click here to download pictures. To help protect your privacy, Outlook prevented automatic download of some pictures in this message.



Good evening. Attached are specs for a 71 passenger route bus (most common) with base specs for a diesel and gasoline engine.

Total cost for a diesel bus \$77,957.00 per unit. Total cost for a gasoline bus is \$76,597.00 per unit.

Again these are the most common models with base OK specs.

Please let me know if you have any questions.

Thank you,



Adam Markou

Bus Sales Representative

o: 405-236-2792 **m:** 918-261-3319 **f:** 405-236-0464

a: 1735 W Reno Ave | Oklahoma City, OK 73106

w: www.summittruckgroup.com **e:** adam.markou@summittruckgroup.com

ATTACHMENT E

Additional Information about the DERA Workplan

The following DERA workplan, titled *Fiscal Year 2019 Oklahoma Clean Diesel Grant Program Work Plan and Budget Narrative* (Workplan), was originally submitted to EPA in May 2019, and amended to its current, attached form on August 6, 2019. 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.

Because the Workplan is a forward-planning document. 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 may create 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. If 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 2019

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: States and territories applying for FY 2019 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative.

Please refer to the FY 2019 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

SUMMARY PAGE

Project Title: Oklahoma Clean Diesel Grant Program

Project Manager and Contact Information

Organization Name: Oklahoma Department of Environmental Quality (ODEQ)

Project Manager: Cecelia Kleman

Mailing Address: PO Box 1677, Oklahoma City, OK, 73101-1677

Phone: (405) 702-4100

Fax: (405) 702-4101

Email: Cecelia.Kleman@deq.ok.gov

Project Budget Overview:

	FY 2019
EPA Base Allocation	\$320,118
State or Territory Voluntary Matching Funds (if applicable)	\$320,118
EPA Match Incentive (Bonus) (if applicable)	\$160,059
Mandatory Cost-Share	\$2,112,324
TOTAL Project Cost	\$2,912,619
Other Leveraged Funds	\$0

Project Period

October 1, 2019 through September 30, 2021.

Summary Statement

The State of Oklahoma wishes to use the allocation to fund a clean diesel program for the purpose of replacing older school buses. Winning projects will be chosen through a priority system focusing on affected population and cost effectiveness.

Details on past Oklahoma Clean Diesel Grant Program projects can be found here:

<http://www.deq.state.ok.us/aqdnew/cleandiesel/index.html>

SCOPE OF WORK

PROJECT DESCRIPTION:

For FY 2019 the State of Oklahoma wishes to use the allocation to fund a clean diesel program for the purpose of replacing older school buses with newer diesel or gasoline vehicles meeting current emissions standards. Winning projects will be chosen through a priority system focusing on affected population and cost effectiveness. Significant reductions are expected to be achieved in diesel emissions in terms of tons of pollution produced and diesel emissions exposure.

STATE/TERRITORY GOALS AND PRIORITIES:

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 and SO₂. 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 Version 2 of the 2014 National Emissions Inventory, on-road emissions account for approximately 23.9% of NO_x emissions, 2.8% of VOC emissions, 2.1% of PM_{2.5} emissions, and 1.0% of PM₁₀ emissions in the state. Of those on-road emissions, light- and heavy-duty diesel engine emissions account for approximately 50% of NO_x emissions, 12% of VOC emissions, 70% of PM_{2.5} emissions, and 54% of PM₁₀ emissions.

ODEQ personnel will use the Diesel Emissions Quantifier 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, Diesel Emissions Quantifier 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 Diesel Emissions Quantifier 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 Diesel Emissions Quantifier defaults (both idling hours and vehicle miles driven). ODEQ determined that the more detailed estimates yielded emissions reductions comparable to those obtained from the Diesel Emissions Quantifier using default values.

VEHICLES AND TECHNOLOGIES:

Oklahoma proposes to focus on the replacement of school buses, as discussed above. Based on the estimated budget, ODEQ tentatively anticipates replacing 29 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.

For FY 2019, any application proposing emissions reductions through school bus replacements will be considered. Potential projects include:

- Diesel-to-Diesel and Diesel-to-Gasoline School Bus Replacements
 - For diesel school buses, Oklahoma may fund up to 25% of the cost of a replacement school bus powered by a 2018 model year or newer diesel or gasoline 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 school buses that meet these standards.

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 and/or equipment in good working order for a minimum of five years after the project period ends.

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 through a Request for Proposals (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 2019 State Clean Diesel Grant Program Information Guide.
- 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 or other appropriate recognition, as requested by subgrant recipients.

- 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 as needed 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 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. If enough time remains in the project period, 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.

Intergovernmental Review

See Appendix A for the intergovernmental review response from the Eastern Oklahoma Development District. No other responses were received.

TIMELINE AND MILESTONES:

FY 2019		
Action	Start Date*	End Date*
Submit Notice of Intent (NOI)		April 29, 2019
Submit Work Plan and Budget Narrative		May 28, 2019
Submit Grants.gov Application		June 18, 2019
Subgrant Program Development/Develop RFP	October 1, 2019	October 15, 2019
Announce Funding and publish RFP		October 16, 2019
Accept Applications	October 16, 2019	December 4, 2019
Review and Select Applications	December 18, 2019	January 8, 2020
Make Subawards / Complete MOAs	January 8, 2020	January 31, 2020
Project Implementation	February 1, 2020	September 1, 2020
Procurement and Installation of Equipment	February 1, 2020	September 1, 2020
Monitoring and Oversight of Project	February 1, 2020	September 30, 2021
Quarterly Reporting	February 1, 2020	September 30, 2021
Project Completion Date		September 30, 2021
Final Report Deadline		December 30, 2021

*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 NAAQS for Ozone and/or PM_{2.5}

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_{2.5}, and SO₂ 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 2019 Priority County List per the 2014 National Scale Air Toxics Assessment. This means that all or part of the county’s population was exposed to more than 2.0 µg/m³ 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. Further, since diesel-to-gasoline school bus replacements are eligible projects under Oklahoma's DERA program, we can expect the positive impact from the reduction of diesel exhaust to be greater.

In early 2017, the Blue Bird Vision gasoline school bus received full EPA and CARB certification. This model, equipped with a Ford 6.8L V10 engine, achieved an emission output of 0.08 g/bhp-hr NO_x during certification. This output of nitrogen oxides is significantly less than the federal standard of 0.2 g/bhp-hr¹. Not only are gasoline engines less expensive to own, they emit less NO_x than most diesel engines.

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

The Oklahoma Clean Diesel Grant Program will support EPA's FY 2018-22 Strategic Plan Goal 1, Objective 1.1, 'Improve Air Quality,' which states, "work with states and tribes to accurately measure air quality and ensure that more Americans are living and working in areas that meet high air quality standards." Diesel vehicle replacements will reduce local and regional air pollution, including particulate matter, carbon monoxide, hydrocarbons, and toxic air pollutants. These actions will help Oklahoma ensure that more people within the state are exposed to improved air quality that meets health-based air quality standards.

Outputs

The outputs of the requested projects will include:

- the number of full vehicle replacements. This will be tracked quarterly by ODEQ staff.

¹ <https://www.schoolbusfleet.com/news/721711/blue-bird-vision-gasoline-school-bus-certified-by-epa-carb>

- the annual pounds of nitrogen oxides, particulate matter, carbon monoxide, carbon dioxide, and hydrocarbon emissions reduced. This will be tracked quarterly by ODEQ staff using EPA's Diesel Emissions Quantifier.
- cost effectiveness. This will be tracked quarterly by ODEQ staff using the Diesel Emissions Quantifier.
- 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 Diesel Emissions Quantifier).
- 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 and for FY 2017 through FY 2018, 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 and will continue to share funding information with state superintendents, trade associations, and municipalities. Additionally, staff will investigate new ways to publicize the FY 2019 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 idle reduction and health and environmental impacts. ODEQ will also publicize grant opportunities through social media.

ODEQ has promoted the Oklahoma Clean Diesel Grant Program by honoring the good works of subgrant recipients through award and press events. If subgrant recipients show interest in such recognition, ODEQ will continue to recognize successful applicants for their commitment to improving Oklahoma's air quality through the reduction of diesel emissions.

BUDGET NARRATIVE

ODEQ will distribute work between eight staff members. These staff members will be responsible for outreach, customer assistance, preparing and distributing the RFPs, 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

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable):	Line Total
			<i>(VW Mitigation Trust Funds)</i>	
1. Personnel	\$29,335	\$0	\$19,557	\$48,892
2. Fringe Benefits	\$14,763	\$0	\$9,842	\$24,605
3. Travel	\$935	\$0	\$624	\$1,559
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$300	\$0	\$200	\$500
6. Contractual	\$0	\$0	\$0	\$0
7. Other	\$422,465	\$2,112,324	\$281,643	\$2,816,432
8. Total Direct Charges (sum 1-7)	\$467,798	\$2,112,324	\$311,866	\$2,891,988
9. Indirect Charges	\$12,379	\$0	\$8,252	\$20,631
10. Total (Indirect + Direct)	\$480,177	\$2,112,324	\$320,118	\$2,912,619
11. Program Income	\$0	\$0	\$0	\$0
12. Other Leveraged Funds*	\$0	\$0	\$0	\$0

*Do not include Other Leveraged Funds on SF-424 or SF-424A

Explanation of Budget Framework

Personnel and Fringe Benefits

**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
CLEAN DIESEL GRANT - FFY 2020
SALARY, FRINGE AND INDIRECT**

	Annual	Annual	Annual	MAN- YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist II	\$46,250	\$23,592	\$19,605	0.30	\$13,875	\$7,078	\$5,882	\$26,835
Env Programs Specialist I	\$40,870	\$22,293	\$17,730	0.15	\$6,131	\$3,344	\$2,660	\$12,135
Env Programs Specialist IV	\$59,094	\$26,694	\$24,081	0.05	\$2,955	\$1,335	\$1,204	\$5,494
Env Programs Specialist III	\$53,119	\$25,251	\$21,998	0.05	\$2,656	\$1,263	\$1,100	\$5,019
Env Programs Specialist I	\$40,870	\$22,293	\$17,730	0.35	\$14,305	\$7,803	\$6,206	\$28,314
Env Programs Manager	\$64,717	\$28,052	\$26,040	0.05	\$3,236	\$1,403	\$1,302	\$5,941
Attorney	\$71,043	\$29,580	\$28,245	0.05	\$3,552	\$1,479	\$1,412	\$6,443
Professional Engineer	\$72,719	\$29,984	\$28,829	0.03	\$2,182	\$900	\$865	\$3,947
TOTALS	\$448,682	\$207,739	\$184,258	1.03	\$48,892	\$24,605	\$20,631	\$94,128

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$29,335.0	\$19,557.0	n/a	\$48,892
Fringe	\$14,763.0	\$9,842.0	n/a	\$24,605
Indirect*	\$12,379.0	\$8,252.0	n/a	\$20,631
TOTAL	\$56,477	\$37,651		\$94,128

*See Appendix B for the indirect cost rate agreement.

- **Travel - Specify the mileage, per diem, estimated number of trips in-State and out-of-State, number of travelers, and other costs for each type of travel.**

It is anticipated that two staff members will travel approximately 3,117 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. Award ceremonies will be conducted upon request of subgrant recipients. The mileage reimbursement rate is \$0.50 per mile. The total cost is approximately \$1,559.

- **Supplies - “Supplies” means all tangible personal property other than “equipment”.** Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$500.
- **Equipment - Identify each item to be purchased which has an estimated acquisition cost of \$5,000 or more per unit and a useful life of more than one year.**
No equipment is expected to be purchased for administration of the grant program.
- **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. DEQ will administer the funds to final recipients as subawards through a competitive selection process. As projects are carried out, any allocation changes will be updated and published in the forthcoming quarterly and summary reports

FY 2019				
Budget Category		EPA Allocation	Voluntary Match (if applicable)	Mandatory Cost-Share (if applicable)
8. Other				
29 school buses	\$97,118.34/bus	\$14,567.75/bus	\$9,711.83/bus	\$72,838.76/bus
Grand Total	\$2,816,432	\$422,465	\$281,643	\$2,112,324

Indirect Charges

ODEQ has negotiated an indirect rate of 0.2807 (FY19) 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 for administrative costs to be 11.8%.

Matching Funds and Cost-Share Funds

The Oklahoma Department of Environmental Quality will match the EPA allocation of \$320,118 to maximize available funding allocations from EPA. ODEQ intends to use the DERA Option of the Volkswagen settlement for this match.

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.

See Sections V.D and X of the Program Guide for more information on the voluntary matching incentive and mandatory cost-share funds.

Funding Partnerships

The grant program will fund projects through subawards only.

Appendix A:

Review response from the Eastern Oklahoma Development District



Ernie Moore <emoore@eoddok.org>

Tue 6/11, 12:51 PM

Taima Rolle

Reply all | v

Taima,

I have reviewed the FY2020 Clean Diesel Grant and approve and support your efforts. Thank you.

Ernie Moore

Executive Director

Eastern Oklahoma Development District

P. O. Box 1367

Muskogee, OK 74402

918-682-7891 ph

918-682-5444 fax

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From: Taima Rolle <Taima.Rolle@deq.ok.gov>

Sent: Tuesday, June 11, 2019 12:10:52 PM

To: Ernie Moore; Danny Baldwin; ctaylor@oarcok.org; Danny Baldwin; Debora Glasgow; Steve Mills; Justin Carnagey; Edward Crone; gis@coedd.net

Subject: FY 2020 Clean Diesel Grant

Hello,

The Oklahoma Department of Environmental Quality is applying to the Environmental Protection Agency for the referenced grant that requires intergovernmental review. EPA now requires at least 50% participation in the review process to reduce delays in funding. DEQ requests that you respond with comments or with a statement of no comment. The application is for the FY 2020 Clean Diesel Grant. The DEQ appreciates your time, effort, and cooperation in this matter.

Thank you,

Taima Rolle

Budget Analyst

Oklahoma Department of Environmental Quality

707 N. Robinson

Oklahoma City, Oklahoma 73101-1677

405.702.1059 (Telephone)

405.702.7120 (Fax)

Appendix B:
Indirect Cost Rate Agreement



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 WASHINGTON, D.C. 20460
 COGNIZANT AGENCY
NEGOTIATION AGREEMENT

Oklahoma Department of
 Environmental Quality
 Oklahoma City, Oklahoma

Date: December 7, 2018
 Filing Ref: November 17, 2017

The indirect cost rate contained herein is for use on grants and contracts with the Federal Government to which 2 CFR Part 200 applies, subject to the limitations contained in Section II, A below.

SECTION I: RATES

<u>Type</u>	<u>Effective Period</u>		<u>Rate</u>	<u>Base</u>
	<u>From</u>	<u>To</u>		
<u>Fixed:</u> Indirect	7/1/2019	6/30/2020	28.07%	(a)

Basis for Application

(a) Direct salaries and wages plus applicable fringe benefits.

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs.

SECTION II: GENERAL

- A. **LIMITATIONS:** The rates in this Agreement are subject to any statutory and administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the department/agency or allocated to the department/agency by an approved cost allocation plan were included in the indirect cost pool as finally accepted; such costs are legal obligations of the department/agency and are allowable under governing cost principles; (2) The same costs that have been treated as indirect costs have not been claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the department/agency which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.
- B. **CHANGES.** The fixed rate contained in this agreement is based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in the organizational structure or changes in the method of accounting

for costs, which affect the amount of reimbursement resulting from use of the rate in this agreement, require the prior approval of the authorized representative of the responsible negotiation agency. Failure to obtain such approval may result in subsequent audit disallowances.

C. THE FIXED RATE contained in this agreement is based on an estimate of the cost which will be incurred during the period for which the rate applies. When the actual costs for such a period have been determined, an adjustment will be made in the negotiation following such determination to compensate for the difference between the cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.


D. NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal agencies as a means of notifying them of the agreement contained herein.

E. SPECIAL REMARKS: Please confirm your acceptance of the terms of the indirect cost rate agreement by signing and returning this letter to me. Please retain a copy for your records.

ACCEPTANCE

The undersigned official warrants that he/she has the proper authority to execute this agreement on the behalf of the By the State Agency:

By the Federal Agency:


(Signature)

JACQUELINE
SMITH

Digitally signed by
JACQUELINE SMITH
Date: 2018.12.07 16:47:24
-05'00'

(Signature)

Scott A. Thompson

(Name)

Executive Director

(Title)

Jacqueline Smith, Rate Negotiator
Financial Analysis and
Oversight Branch
U.S. Environmental
Protection Agency

Oklahoma Dept of Environmental Quality

(Agency)

December 11, 2018

(Date)

Negotiated by: Jacqueline Smith
Telephone: (202) 564-5055