

To:

Wilmington Trust
ATT: Michael Bochanski, Assistant Vice President, 5th Floor
1100 North Market Street/ Rodney Square North
Wilmington, DE 19890-0001

December 23, 2022

Dear Mr. Bochanski,

In order to fulfill the 'Funding Request' requirements outlined on page 25 of Section 5.2 in the Environmental Mitigation Trust Agreement for State Beneficiaries, the Oklahoma Department of Environmental Quality (ODEQ) is submitting an updated D4 for project ID# DS-02F00301-0. The purpose of this amendment is to reflect change that the FY21 and FY22 DERA grants will be run as two separate grants. This amendment aligns the D-4 with amendments to the DERA workplans. Oklahoma DEQ has been given permission by Wilmington Trust to submit one D-4 for both grants. Changes have been made to the Appendix D-4, Attachment B, and Attachment E. All changes are in red font. The overall amount of funding being requested from the Trust is not changing; changes exist within project details and budget line items.

Sincerely,



From:

Nykkia L. Harris, CPA, CGFM
Comptroller, Revenue Management
Oklahoma Department of Environmental Quality
707 N. Robinson, PO Box 1677
Oklahoma City, OK 73101-1677
405.702.0167 P | 405.702.7120 F
nykkia.harris@deq.ok.gov

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary _____

Lead Agency Authorized to Act on Behalf of the Beneficiary _____
(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:	
Beneficiary's Project ID:	
Funding Request No.	<i>(sequential)</i>
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action <input type="checkbox"/> Appendix D-2 item (specify): _____ Action Type <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):
Estimate of Anticipated NOx Reductions (5.2.3):
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):
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).

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).

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 _____, 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: _____

[NAME]

[TITLE]

[LEAD AGENCY]

for

[BENEFICIARY]

ATTACHMENT B
PROJECT SCHEDULE AND MILESTONES

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES:

FY 2021		
Action	Start Date	End Date
Submit Notice of Intent Participate to EPA	March 3, 2021	March 18, 2021
Submit Work Plan, Budget Narrative, and Fleet Description to EPA		April 26, 2021
Submit Grants.gov Application		May 26, 2021
Subgrant Program Development/Develop Grant Solicitation	October 1, 2021	October 15, 2021
Announce Funding and publish Grant Solicitation		October 18, 2021
Accept Applications	October 20, 2021	December 10, 2021
Review and Select Applications	December 10, 2021	March 18, 2022
Make Subawards / Complete MOAs	March 21, 2022	April 1, 2022
Project Implementation	April 1, 2022	September 1, 2023
<u>Second Round: Accept Applications</u>	<u>November 9, 2022</u>	<u>January 13, 2022</u>
<u>Second Round: Review and Select Applications</u>	<u>January 13, 2023</u>	<u>January 28, 2023</u>
<u>Second Round: Make Subawards / Complete MOAs</u>	<u>January 29, 2023</u>	<u>April 1, 2023</u>
Procurement of New School Bus	April 1, 2022	<u>September 1, 2024</u> September 1, 2023
Monitoring and Oversight of Project	March 1, 2021	<u>September 30, 2024</u> September 30, 2023
Quarterly Reporting to EPA	October 1, 2021	<u>September 30, 2024</u> September 30, 2023
Project Completion Date		<u>September 30, 2024</u> September 30, 2023
Final EPA Report Deadline		<u>December 30, 2024</u> December 30, 2023

FY 2022		
Action	Start Date	End Date
Submit Notice of Intent Participate	April 25, 2022	May 9, 2022
Submit Work Plan, Budget Narrative, and Fleet Description		June 2, 2022
Submit Grants.gov Application		June 17, 2022
Subgrant Program Development/Develop Grant Solicitation	October 1, 2022	October 16, 2022
Announce Funding and publish Grant Solicitation		October 17, 2022
Accept Applications	November 9, 2022 October 17, 2022	January 13, 2023 December 16, 2022
Review and Select Applications	January 14, 2023 December 17, 2022	January 28, 2023 January 20, 2023
Make Subawards / Complete MOAs	January 29, 2023 January 21, 2023	April 1, 2022
Project Implementation	April 1, 2023	September 1, 2023
Procurement of New School Bus	April 1, 2023	September 1, 2023
Monitoring and Oversight of Project	April 1, 2022	September 30, 2023
Quarterly Reporting	October 1, 2022	September 30, 2024 September 30, 2023
Project Completion Date		September 30, 2024 September 30, 2023
Final <u>EPA</u> Report Deadline		December 30, 2024 December 30, 2023

BUDGET NARRATIVE

Oklahoma DEQ will distribute work between six 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.

2021 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable):	Line Total
			(VW Mitigation Trust Funds)	
1. Personnel	\$20,805 \$41,610	\$0	\$13,870 \$27,740	\$34,675 \$69,350
2. Fringe Benefits	\$9,641 \$19,282	\$0	\$6,427 \$12,854	\$16,068 \$32,136
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	\$478,410	\$2,063,907	\$318,940	\$2,861,257
	\$440,605	\$1,874,418	\$293,737	\$2,608,760
8. Total Direct Charges (sum 1-7)	\$509,336	\$2,063,907	\$339,557	\$2,912,800
	\$501,977	\$1,874,418	\$334,651	\$2,711,046
9. Indirect Charges	\$7,359	\$0	\$4,906	\$12,265
	\$14,718		\$9,812	\$24,530
10. Total (Indirect + Direct)	\$516,695	\$2,063,907 \$1,874,418	\$344,463	\$2,925,065 \$2,735,576
11. Program Income	\$0	\$0	\$0	\$0

2022 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
			VW Mitigation Trust Funds	
1. Personnel	<u>\$20,805</u> \$0	\$0	<u>\$13,870</u> \$0	<u>\$34,675</u> \$0
2. Fringe Benefits	<u>\$9,641</u> \$0	\$0	<u>\$6,427</u> \$0	<u>\$16,068</u> \$0
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	<u>\$496,276</u> \$534,081	<u>\$2,481,381</u> \$2,670,405	<u>\$330,851</u> \$356,054	<u>\$3,308,508</u> \$3,560,540
8. Total Direct Charges (sum 1-7)	<u>\$527,202</u> <u>\$543,561</u>	<u>\$2,481,381</u> <u>\$2,670,405</u>	<u>\$351,468</u> <u>\$356,374</u>	<u>\$3,360,051</u> <u>\$3,561,340</u>
9. Indirect Charges	<u>\$7,359</u> \$0	\$0	<u>\$4,906</u> \$0	<u>\$12,265</u> \$0
10. Total (Indirect + Direct)	<u>\$534,561</u>	<u>\$2,481,381</u>	<u>\$356,374</u>	<u>\$3,372,316</u>
11. Program Income	\$0	\$0	\$0	\$0

**OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
CLEAN DIESEL GRANT - FFY 2021
SALARY, FRINGE AND INDIRECT**

FY21 DERA Grant Year 1

	Annual	Annual	Annual	MAN- YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist II	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
TOTALS	\$366,217	\$165,377	\$128,486	0.60	\$34,675	\$16,068	\$12,265	\$63,008

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$20,805.0	\$13,870.0	n/a	\$34,675
Fringe	\$9,640.8	\$6,427.2	n/a	\$16,068
Indirect	\$7,359.0	\$4,906.0	n/a	\$12,265
TOTAL	\$37,805	\$25,203		\$63,008

FY22 DERA Grant Year 2

	Annual	Annual	Annual	MAN-YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist II	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
TOTALS	\$366,217	\$165,377	\$128,486	0.60	\$34,675	\$16,068	\$12,265	\$63,008

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$20,805.0	\$13,870.0	n/a	\$34,675
Fringe	\$9,640.8	\$6,427.2	n/a	\$16,068
Indirect	\$7,359.0	\$4,906.0	n/a	\$12,265
TOTAL	\$37,805	\$25,203		\$63,008

- **Travel**

For FY21, it is anticipated that two staff members will do two to three spot inspections 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 \$0.57 per mile. The total cost is approximately \$500.

For FY22, it is anticipated that two staff members will do two to three spot inspections 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 \$0.585 per mile. The total cost is approximately \$500.

- **Supplies**

Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$300 each for both FY21 and FY22.

- **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 2021				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost-Share (per bus)
8. Other				
49 <u>20</u> Diesel Buses	\$100,000.00 \$92,730.00	\$15,000.00 \$13,909.50	\$10,000.00 \$9,273.00	\$75,000.00 \$69,547.50
1 Gasoline Bus	\$101,010.00 \$98,130.00	\$15,151.50 \$14,719.50	\$10,101.00 \$9,813.00	\$75,757.50 \$73,597.50
3 Propane Buses	\$95,000.00 \$91,000.00	\$14,250.00 \$13,650.00	\$9,500.00 \$9,100.00	\$71,250.00 \$68,250.00
1 CNG Bus	\$130,137.00 \$130,000.00	\$27,328.80 \$27,300.00	\$18,219.20 \$18,200.00	\$84,589.00 \$84,500.00
1 Electric Bus	\$345,110.00 \$345,760.00	\$93,179.70 \$93,355.00	\$62,119.80 \$62,237.00	\$189,810.50 \$190,168.00
Grand Total	\$2,861,257.00 \$2,608,760.00	\$478,410 \$440,605.00	\$318,940.00 \$293,737.00	\$2,063,907.00 \$1,874,418.00

FY 2022				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost-Share (per bus)
7. Other				
22 <u>20</u> Diesel Buses	\$110,285.00 \$111,266.88	\$16,542.75 \$16,690.03	\$11,128.50 \$11,126.69	\$82,713.75 \$83,450.16
10 Gasoline Buses	\$110,280.75 \$111,266.88	\$16,542.11 \$16,690.03	\$11,028.08 \$11,126.69	\$82,710.56 \$83,450.16
Grand Total	\$3,308,507.50 \$3,560,540.00	\$496,276.00 \$534,081.00	\$330,851.00 \$356,054.00	\$2,481,380.63 \$2,670,405.00

Indirect Charges

Oklahoma DEQ has negotiated an indirect rate of 0.2417 (FY21) with EPA. Indirect charges were calculated by multiplying this rate by the sum of personnel and fringe.

Administrative Costs Expense Cap

Oklahoma DEQ understands up to 15% of the award can be used for administrative costs. The DEQ has budgeted for administrative costs to be 7.4% for FY21 and 7.2% for FY22. ~~14.7% for FY21 and 0% for FY22, or 7.2% overall.~~

PROJECTED TRUST ALLOCATIONS

1. Anticipated Project Funding Request to be paid through the Trust	\$700,837.00
2. Anticipated Cost Share	\$5,596,079.00
3. Anticipated Total Project Funding (line 1 plus line 2)	\$6,296,916.00
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation*	\$13,296,168.18
5. Cumulative Unused Trustee Payments Returned to Trust from Previous Funding Requests	\$500,411.25
6. Net Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation (line 4 minus Line 5)	\$12,795,756.93
7. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$700,837.00
8. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 6 plus line 7)	\$13,496,593.93
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)	\$8,126,728.19
11. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 10 minus line 7)	\$7,425,891.19

** 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 - #11*

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 following vendor quotes are based on applicants' market research at the time of application. Actual costs will be determined by vendor cost proposals during the procurement process

Seven example estimates are attached for review.

Class 7 School Buses Estimates	Estimates
Diesel	\$83,750.00 - \$94,833.00
Gasoline	\$94,833- \$149,785
Propane (LPG) \$91,000.00	\$90,782.00 - \$93,344.00
Natural Gas (LNG/CNG) \$130,000	\$123,784.00 - \$140,176.00
All-Electric \$345,760.00	\$255,000.00 - \$350,000.00

Example Quote 1: Gasoline 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

Western Oklahoma Bus Sales
 Randy Hicks, Sales Representative

Customer: Mustang Public Schools
 ADDRESS: 220 W. Dowden Drive
 CITY/STATE/ZIP: Mustang, Oklahoma 73064

CONTACT: Mr. Donnie Ryan, Assist. Trans. Dir.
 TELEPHONE: 405-376-2630
 BID DUE DATE: Immediate

GENERAL DESCRIPTION: DERA Grant / SW110 State Bid

2022 Model Year, Blue Bird, BBCV3310 Conventional (Type C) School Bus

77 Passenger Capacity – Gasoline Powered

SPECIFICATIONS:

AIR-CONDITIONER:	126,000 Total BTU: FRT and Rear In Wall Evaporator w/ Skirt Mounted Condensers
ALTERNATOR:	280 amp rating, 12 volt
AXLES, SPRINGS & SHOCK ABSORBERS:	
Front axle:	12,000# rating, Synthetic lubed bearings
Front springs:	10,000# capacity, Parabolic tapered leaf
Rear axle:	21,000# capacity, 5.29:1 ratio, Synthetic lubed bearings
Rear suspension:	21,000 - Hendrickson <u>Air Ride Suspension</u>
Shocks absorbers:	Front and rear
BACKUP ALARM:	112DB Safety alarm - operates while in reverse gear
BATTERY:	Three, 12 volt, 2100 cca combined rating
BODY ELECTRIC PANEL:	Heavy duty battery compartment with slide-out tray
BRAKE SYSTEM:	Exterior under driver window, with key lock
	Dual full <u>Air Brake System</u> with anti-lock
	Front: 16.5" X 5" X 7/8" Rear: 16.5" X 7" X 7/8"
	Automatic slack adjusters
	Bendix, AD-9 air dryer
	Automatic moisture ejector with heater
	Dust shields front and rear
	Mounted in drivers area
	Colorado Rack & Kentucky Pole Test Certified
	Altoona Tested
CELL PHONE ADAPTER:	Doran, Sleeping Child Check System, Warning Light Activated w/ Instruction Label on FRT bulkhead
CERTIFICATION:	Mounted LH & RH at windshield
CHILD REMINDER:	<u>Air operated</u> , Outward opening w/ Three (3) Position Switch
COWL STEPS & HANDLES:	3 step step-well with rubber covered steps
DOORS:	Rear center mounted with upper/lower glass
Entrance:	Retainer to hold door open
Exit:	Entrance & Exit Doors, Padded Upholstery
Header Pad:	Entrance door equipped with key lock
Vandal Locks:	Exit door equipped with sliding bolt lock
EMERGENCY EXITS:	
Roof Hatches:	2 combination escape hatch/vents
Pushout windows:	2 per side - 4 per body
ENGINE:	Ford®, 7.3L V-8 Engine, <u>Propane Powered (2021MY)</u>
Configuration & Cylinders:	V Configuration, eight cylinder
Cylinder Block Material / Cylinder Head Material:	Cast Iron / Aluminum
Oil Capacity / Type:	8 quarts / 5W-30

2022MY, Blue Bird BBCV3310 School Bus Bid – 77 passenger – Gasoline

	Horsepower rating:	350hp @ 5500rpm
	Torque rating:	468 lb-ft @ 3900rpm
ENGINE COOLING SYSTEM:		-34 Degrees Fahrenheit Coolant Mix
		Deaeration system with tank and sight glass
ENGINE EQUIPMENT:		Engine warning system, low oil pressure/high water temperature
		Cruise Control
	ROUSH@ Clean Tech Technology:	Advanced Fuel System Filtration
		Electronically Controlled Fuel Pump
		Firewall Insulation, Driver's Area
ENGINE NOISE REDUCTION:		First two (2) ceiling panels (driver & 1st section): acoustic headlining, Solid aft to Rear
EXHAUST:		Primary Ford: Piping Catalytic Converter, Muffler and mounting hardware
		Tailpipe exits through rear bumper
FLOOR COVERING:		Black rubber with aluminum trim, ribbed rubber step tread
		5/8 Marine Grade Plywood Sub-Floor
FUEL TANK:		100 gallon capacity, mounted between frame rails
		Right side fill opening with springs loaded locking door
		Floor mounted inspection plate
GAUGES:		Speedometer w/tripometer, tachometer, ammeter, dash mounted clock
		Voltmeter, ammeter, oil pressure, water temperature, fuel gauge
GLOVE BOX:		Below windshield, right side, with latch
HEADLIGHTS:		Daytime running lights
HEADROOM:		77 inches at center aisle
HEATERS:	Left front heater & defroster:	90,000/btu
	Rear under seat:	80,000/btu
	Stepwell:	50,000 btu
		Heater water booster pump
Auxiliary defroster fans:		TWO: One upper left and One upper center
HOOD & FENDERS:		Fiberglass tilting hood
HORNS:		Dual electric horns
INSULATION:		Full body insulated
LETTERING:		MUSTANG PUBLIC SCHOOLS , on both sides of body
LIGHTS:	Backup lights:	Clear lens, 4", LH/RH, LED
	Clearance lights:	2 amber front/2 red rear, grommet mount, LED
	Cluster lights:	3 amber front/3 red rear, grommet mount, LED
	Directional lights:	2 amber front/2 amber rear, 7"
	Directional lights, side:	1 amber light per side, LED
	Dome lights:	Double row, mounted above aisle
		Drivers dome light with separate switch
	Monitor:	Doran 16 light
	Stepwell light:	Operates with door control
	Stop & Tail lights:	2-4" and 2-7" red lens, LH/RH, LED
	Strobe light:	Mounted on roof, rear of bus
	Warning lights:	8 light system, LED with hoods
		Daytime running lights
MIRRORS:	Exterior rearview:	ROSCO, Open View Split Mirror System, Remote Controlled
	Exterior cross-view:	All steel mirror brackets are black powder coated
		ROSCO, Eye-Max-LP Asymmetric Shaped Mirrors
		Bell-Mount brackets for Cross-view Mirrors
		All exterior mirrors are electrically heated
		6x30 flat mirror, padded edge
		Black rubber, front and rear
		National School Bus Yellow with black trim
		White
MUD FLAPS:		AM/FM/USB/MP3/SD/MMC/BT/PA with eight interior speakers
PAINT:	Exterior:	Motorola two way radio to meet school specifications
	Exterior roof:	Reflective vinyl – Per State Requirements
RADIO:		"SCHOOL BUS" 8" on roof cap emboss, front & rear
REFLECTIVE TAPE:		Side & rear marker strips, marker strip surrounds each emergency exit
		Four (4) exterior body rub rails, painted black
RUB RAILS:		
SAFETY EQUIPMENT:	Fire Extinguisher:	5# dry type w/ hose & gauge
	First aid kit:	16 unit, per state specifications
	Reflectors:	3-triangle warning devices
	Cleanup kit:	Per state specifications
SEATS:	Passenger:	DOT approved, High backed school bus seats
	Upholstery:	Fire Block Upholstery, on passenger seats & barriers
	Driver:	Hi-back seat with air suspension pedestal , armrest
		Cloth inserts with vinyl trim, Orange Shoulder harness & lap belt restraint
STEERING:		Hydraulic power, tilt & telescopic steering wheel, 50 degree wheel cut
STEPWELL:		Black ribbed rubber step treads
STOPARM:		18" octagon sign w/flashing lights, Air operated / LED
SUNVISOR:		6.5X30, Green plexiglass
SWITCHES:		Rocker type switches w/circuit breakers
TIRES & WHEELS:	Front:	Cooper, 11R x 22.5, 16 ply, Tubeless Radial, Highway tread
	Rear:	Cooper, 11R x 22.5, 16 ply, Tubeless Radial, <u>Traction tread</u>
	Wheels:	22.5 x 8.25, 10-Stub, Hub Piloted, Disc Rims
	Spare Tire and Wheel:	Included – Loose Mounted
TOW HOOKS:		Dual hooks, front and rear, chassis frame mounted
TRANSMISSION:		Ford®, 6R140 - 6 Speed Automatic, Calibrated for "Power-shift" (Performance)
		High efficiency fluid filter and thermostatically controlled cooler circuit
		Premium Low viscosity transmission fluid
UNDERCOATING:		Underneath body fully undercoated
VIDEO SURVEILLANCE SYSTEM:		SEON Digital w/ four (4) lens
WINDOWS:	Side:	Tinted to allow 30% light transmittal

WINDSHIELD: Rear:
WINDSHIELD WIPERS:
WINDSHIELD WASHERS:
WARRANTY: Blue Bird Body & Chassis:
Ford® / ROUSH® Clean Tech: Powertrain / Fuel System:

Tinted to allow 30% light transmittal
Two (2) piece curved, tinted, shaded safety plate
Electric, single switch, intermittent speed
Electric w/1 gallon capacity
Five (5) year/100,000 mile Limited Warranty
Five (5) year/Unlimited mile Limited Warranty

TOTAL UNIT COST, FOB: School----- \$94,833.00, per bus

SW110 State Bid Contract:
Supplier ID: 0000377141

H.1.8 – Type C, 72 to 77 Passengers	\$79,597.00, per bus
H.8.1.1 - Chassis:	\$6,181.00, additional, per bus
H.8.1.2 - Body:	\$298.00, additional, per bus
H.8.1.3 - Dealer Installed Options:	\$5,257.00, additional, per bus
H.8.1.4 - Air-Conditioning:	\$7,000.00, additional, per bus
H.9.1.2 - Alternative Engines (Gasoline)	- \$3,500.00, deduct, per bus

DELIVERY TIME: ----- 90 – 150 Days Upon PO

Ryan Ross
ROSS TRANSPORTATION, Inc.

Dennie Ryan
BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

11/17/2020
Date of Bid

November 24, 2020
Date of Acceptance

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

Eastern Oklahoma Bus Sales
 Ryan Ross, Sales Representative

BID TO: Mannford Public Schools
ADDRESS: 136 Evans Ave.
CITY/STATE/ZIP: Mannford, Oklahoma 74044

CONTACT: Mr. Jeff Looney, Trans. Dir.
TELEPHONE: 918-865-4062
BID DUE DATE: immediate

GENERAL DESCRIPTION: DERA Grant Quote

2022 Model Year, Blue Bird VISION Conventional (Type C) School Bus, Model BBCV3303

71 Passenger Capacity

Chassis and Body built by Blue Bird Body Company

SPECIFICATIONS:

ALTERNATOR:		240 amp, Leece Neville, 12 volt
AXLES, SPRINGS & SHOCK ABSORBERS:		12,000# rating, oil lubed bearings
	Front axle:	10,000# capacity, "Softek" Parabolic tapered leaf
	Front springs:	21,000# capacity, 5.29:1 ratio, oil lubed bearings
	Rear axle:	21,000# capacity, 1-Stage
	Rear springs:	Direct acting, front and rear
	Shocks absorbers:	112DB Safety alarm - operates while in reverse gear
BACKUP ALARM:		Three (3), 12 volt, Group 31, 2100 cca rating, enclosed with sliding tray & locking latch
BATTERIES:		Exterior under driver window, with key lock
BODY ELECTRIC PANEL:		"Meritor Quadraulic," Hydraulic System w/ Anti-lock (ABS)
BRAKE SYSTEM:		Disc type front & rear, 70MM dual system (4) pistons per caliper
	Parking Brake:	Dust Shields, Brakes, front and rear
BUMPERS:		9" diameter x 3" wide, internal expanding, transmission mounted w/ interlock
CERTIFICATION:		Front-15" x 3/16", steel - Rear -12" x 3/16", steel
CHILD REMINDER:		Colorado Rack & Kentucky Pole Test Certified
CIRCUIT PROTECTION:		Altoona Tested
COWL STEPS & GRIP HANDLES:		Doran, Sleeping Child Check System, Warning Light Activated
DOORS:	Entrance:	Manual resetting circuit breakers on body circuits
		Mounted LH & RH at windshield
		Double Outward type with Manual Door Control
	Exit:	Entrance door laminated glass, tinted 70% light transmittal
		3-step step-well with black rubber ribbed step treads
	Header Pad: (Entrance & Rear Exit Door):	Rear center mounted with upper/lower glass, tinted 30% light transmittal
	Vandal Locks:	Retainer to hold door open
		Black self-skinning foam
EMERGENCY EQUIPMENT:	Per Oklahoma Requirements	Entrance door equipped with key lock
		Rear door equipped with sliding bolt interlock
EMERGENCY EXITS:		5lb Fire Extinguisher, First Aid Kit, Warning Devices, Body Fluid Cleanup Kit & Seatbelt Cutter
	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:	520 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 Compleat (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
		Electromagnetic fan drive, Pre-set high idle switch, Cruise Control

ENGINE NOISE REDUCTION:		Firewall Insulation, Driver's Area
EXHAUST SYSTEM (Primary):		First two (2) ceiling panels (driver & 1st section): acoustic headlining 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"
FLOOR COVERING:		Aluminized Tailpipe exits through rear bumper Heavy Duty Black Rubber with aluminum aisle trim 5/8" plywood subflooring over steel floor, affixed with screws
FUEL TANK:	Primary fuel filter / water separator:	100 gallon capacity, mounted between frame rails 90GPH, 10 Micron filter, heated Water in fuel sensor & primer pump Floor mounted inspection plate, locking fuel tank access door
GAUGES:		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: Right front heater & defroster: Rear under seat heater: Heater water booster pump: Dual defroster fans:	90,000/btu 50,000/btu 80,000/btu 12 volt, on/off switch 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
LIGHTS:	Backup lights: Clearance lights: Identification lights: Directional lights: Directional lights, side: Dome lights: Monitor: Pre-Trip: Step-well light: Stop & Tail lights: Strobe Light: Warning lights: Exterior rearview:	GVWR, Capacity & Height - Exterior Two (2) clear lens, 4" -rear, LED Two (2) amber lens, grommet mount -front / Two (2) red lens, grommet mount -rear, LED Three (3) amber lens, grommet mount -front / Three (3) red lens, grommet mount -rear, LED Two (2) amber lens -front, fender mounted / Two (2) amber lens, 7" -rear, LED One (1) amber lens, per side, LED 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 Exterior Light Test w/ Switch Interior, operates with door control, incandescent Two (2) red lens, 4" & Two (2) red lens, 7" -rear, LED Roof Mounted, 18" from Rear, Clear, LED wired to switch Eight (8) light system, non-sequential, LED with hoods ROSCO, Open View (ES) Split Mirror System, 7"x10" Flat Mirror & 7"x 10" Convex Mirror Rearview exterior mirrors have black powder coated steel brackets ROSCO, Eye-Max-LP Asymmetric Shaped Mirrors Bell-Mount brackets for Cross-view Mirrors All exterior mirrors are electrically heated, Rearview (exterior) are heated & remote controlled 6"x30" flat mirror, padded edge Black rubber mud flaps, front and rear Black rubber fenders at rear wheel-housing opening National School Bus Yellow with black trim White Two (2) year discoloration & Five (5) year adhesion Side, 16-gauge, 19/34" Skirts Roof sheets, constructed of 20-gauge galvanized steel (window header to window header) Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws) 12 volt, mounted in switch panel, for cell phone, etc. AM-FM-MP3 SD-MMC-USB-BT-PA Radio with eight (8) interior speakers 3M™ reflective vinyl, yellow "SCHOOL BUS" in 8" black letters on 3M™ yellow reflective background, Front and Rear Side & rear marker strips - marker strip surrounds each emergency exit Four (4) double-ribbed, 16-gauge steel exterior body rub rails, painted black DOT approved High Back School Bus Bench Seats Grey Fire Block Upholstery National Hi-back seat w/ mechanical pedestal & RH armrest Charcoal Cloth Upholstery, Orange shoulder harness & lap belt restraint Hydraulic power, tilt & telescoping wheel , 50 degree wheel cut 18" octagon sign w/flashing red lights, electric, LED 6.5"x30", Green plexi-glass, padded edge Rocker type switches w/ latching noise suppression switch Cooper Tire, 11R22.5, Tubeless Radial , LRH, Highway tread Cooper Tire, 11R22.5, Tubeless Radial , LRH, Traction tread 22.5 x 8.25, 10-Stud, Hub Piloted, Disc Rims Dual hooks, front and rear, chassis frame mounted
MIRRORS:	Exterior cross-view: Interior rearview:	
MUD FLAPS & FENDERS:		
PAINT:	Exterior: Exterior roof: Warranty (Paint):	
PANELS:	Exterior: Interior	
POWER SOCKET:		
RADIO:		
REFLECTIVE TAPE:		
RUB RAILS:		
SEATS:	Passenger: Upholstery: Driver:	
STEERING:		
STOPARM:		
SUNVISOR:		
SWITCHES:		
TIRES & RIMS:	Front: Rear: Rims:	
TOW HOOKS:		
TRANSMISSION:		Allison Electronic Automatic, Model 2500 PTS w/SEM – TCM Programmed for Performance 5 speeds forward with overdrive - TranSynd® synthetic transmission fluid External transmission oil filter, Transmission oil cooler Underneath body fully undercoated
UNDERCOATING:		
VIDEO SURVEILLANCE:		SEON Digital w/ three (3) lens
WINDOWS:	Side, split sash: Rear, fixed panel: Entrance Door-& Driver Window:	Tinted to allow 30% light transmittal Tinted to allow 30% light transmittal Tinted to allow 70% light transmittal
WINDSHIELD:		Two (2) piece curved, shaded safety plate
WINDSHIELD WIPERS:		Electric, intermittent speed, w/washers
WIRING:	Chassis: Body:	Multiplex chassis wiring w/ LED readout on module Colored and continuously number coded in molding on top of side windows
WHEELBASE/TURNING RADIUS:		273" wheelbase/36'6" turning radius (wall)
WARRANTY:	Blue Bird Body & Chassis: Allison Transmission: Cummins Diesel Engine:	Blue Bird 5 year/100,000 mile Limited Warranty Allison 7 year/unlimited miles Limited Warranty Cummins 5 year/100,000mile Limited Warranty

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

UNIT COST, FOB: School: ----- \$83,750.00, per unit

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Ryan Ross _____
ROSS TRANSPORTATION, inc.

BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

10/22/2019 _____
Date of Bid

Date of Acceptance

Example Quote 3: Propane 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

Western Oklahoma Bus Sales

Randy Hicks, Sales Representative

BID TO: Bethany Public Schools
ADDRESS: 6721 NW 42nd Street
CITY/STATE/ZIP: Bethany, Oklahoma 73008

CONTACT: Mr. Drew Eichelberger, Supt.
TELEPHONE: 405-789-3801
BID DUE DATE: VW Settlement Quote

GENERAL DESCRIPTION: VW SETTLEMENT

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

71 Passenger Capacity – Propane Powered

SPECIFICATIONS:

AIR CONDITIONER: 137,500 Total BTU: FRT & Rear Bulkhead Mounted Evaporators (55K)
 Driver's in-dash AC (27.5K), Roof mounted Condensers

ALTERNATOR: 280 amp, Leece Neville, 12 volt

AXLES, SPRINGS & SHOCK ABSORBERS:

Front axle: 12,000# rating, oil lubed bearings
Front springs: 10,000# capacity, "Softek" Parabolic tapered leaf
 Rear axle: 21,000# capacity, 5.29:1 ratio, oil lubed bearings
 Rear springs: 21,000# capacity, 2-Stage
 Shocks absorbers: Direct acting, front and rear

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: Parking Brake: 9" diameter x 3" wide, internal expanding, transmission mounted w/ interlock

CERTIFICATION: Front-15" x 3/16", steel – Rear -12" x 3/16", steel
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: Entrance: 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
 Exit: 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

EMERGENCY EXITS:

Roof Hatches: Two (2) Safe Fleet combination escape hatch/vents
Push-out windows: Vertical Hinged, two (2) per side – four (4) per body

ENGINE: **Ford®, 6.8L V-10 Engine, Propane Powered (OBD,2018)**

Number of Valves/Cylinders: Three (3) Valve
Cylinder Block Material / Cylinder Head Material: Cast Iron / Aluminum
Oil Capacity / Type: 7.9 quarts / 5W-30
Horsepower rating: **320hp @ 3900rpm**
Torque rating: **460 lb-ft @ 3000rpm**
Governor, Road Speed: 75MPH

ENGINE COOLING SYSTEM: De-aeration system with tank & sight glass
-34 Degrees Fahrenheit

ENGINE EQUIPMENT: Engine warning system, low oil pressure/high water temperature

ROUSH® Clean Tech Technology: **Cruise Control**
Advanced Fuel System Filtration
Liquid Propane Injection (LPI)
Monoblock Fuel Rail System
Fuel system quick connects
Fuel Rail Pressure Control
Automated one touch starting system
Integrated Control System
Dual electronically controlled fuel pumps

ENGINE NOISE REDUCTION: **Firewall Insulation, Driver's Area**

First two (2) ceiling panels (driver & 1st section): acoustic headlining, Solid aft to Rear

EXHAUST: **Primary Ford: Piping Catalytic Converter, Muffler and mounting hardware**

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: **98 US-Gal Total Capacity, mounted between frame rails**

Usable Propane Fuel Capacity – 93 US-GAL

Floor mounted inspection plate, locking fuel tank access door

GAUGES: 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

Monitor: Single dome light for driver's area, separate switch

Pre-Trip: Doran 16-light monitor mounted in driver area

Step-well light: Interior, operates with door control, incandescent

Stop & Tail lights: Two (2) red lens, 4" & Two (2) red lens, 7" -rear, LED

Strobe Light: **Roof Top Condenser Mounted, wired to switch w/ Guard**

Warning lights: **Eight (8) light system, non-sequential, LED with hoods**

LUGGAGE: **Dual Door Luggage Boxes (LH & RH side), - 28.40cu.ft per box**

MIRRORS: Exterior rearview: ROSCO, Open View (ES) Split Mirror System, 7"x10" Flat Mirror & 7"x 10" Convex Mirror

Exterior cross-view: Rearview exterior mirrors have black powder coated steel brackets

Interior rearview: ROSCO, Eye-Max-LP Asymmetric Shaped Mirrors

MUD FLAPS & FENDERS: Bell-Mount brackets for Cross-view Mirrors

All exterior mirrors are electrically heated, Rearview (exterior) are heated & remote controlled

6"x30" flat mirror, padded edge

PAINT: Exterior: Black rubber mud flaps, front and rear

Exterior roof: Black rubber fenders at rear wheel-housing opening

Warranty (Paint): National School Bus Yellow with black trim

PANELS: Exterior: **White**

Two (2) year discoloration & Five (5) year adhesion

Side, 20-gauge Fluted, 19/3/4" Skirts

	Interior	Roof sheets, constructed of 20-gauge galvanized steel (window header to window header)
POWER SOCKET:		Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws)
RADIO:		12 volt, mounted in switch panel, for cell phone, etc.
REFLECTIVE TAPE:		AM-FM-MP3-USB-PA Radio with eight (8) interior speakers
		3M™ reflective vinyl, yellow
		"SCHOOL BUS" in 8" black letters on 3M™ yellow reflective background, Front and Rear
		Side & rear marker strips - marker strip surrounds each emergency exit
RUB RAILS:		Four (4) double-ribbed, 16-gauge steel exterior body rub rails, painted black
SEATS:	Passenger:	DOT approved High Back School Bus Bench Seats
	Upholstery:	Grey Fire Block Upholstery
	Driver:	National Hi-back seat w/ mechanical pedestal & RH armrest
		Charcoal Cloth Upholstery, Orange shoulder harness & lap belt restraint
STEERING:		Hydraulic power, tilt & telescoping wheel , 50 degree wheel cut
STOPARM:		18" octagon sign w/flashing red lights, electric, LED
SUNVISOR:		6.5"X30", Green plexi-glass, padded edge
SWITCHES:		Rocker type switches w/ latching noise suppression switch
TIRES & RIMS:	Front:	Cooper , 11R22.5, Tubeless Radial , LRH, Highway tread
	Rear:	Cooper , 11R22.5, Tubeless Radial , LRH, Traction tread
	Rims:	22.5 x 8.25, 10-Stud, Hub Piloted, Disc Rims
TOW HOOKS:		Dual hooks, front and rear, chassis frame mounted
TRANSMISSION:		Ford®, 6R140 - 6 Speed Automatic , <u>Calibrated for "Power-shift" (Performance)</u>
		High efficiency fluid filter and thermostatically controlled cooler circuit
		Premium Low viscosity transmission fluid
UNDERCOATING:		Underneath body fully undercoated
WINDOWS:	Side, split sash:	Tinted to allow 30% light transmittal
	Rear, fixed panel:	Tinted to allow 30% light transmittal
	Entrance Door-& Driver Window:	Tinted to allow 70% light transmittal
WINDSHIELD:		Two (2) piece curved, shaded safety plate
WINDSHIELD WIPERS:		Electric, intermittent speed, w/washers
WIRING:	Chassis:	Multiplex chassis wiring w/ LED readout on module
	Body:	Colored and continuously number coded in molding on top of side windows
WHEELBASE:		273" wheelbase
WARRANTY:	Blue Bird Body & Chassis:	Five (5) year/100,000 mile Limited Warranty
	Ford® / ROUSH® Clean Tech: Powertrain / Fuel System:	Five (5) year/Unlimited miles Warranty

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

TOTAL UNIT COST, FOB: School----- **___\$93,344.00, per unit___**

DELIVERY TIME: ----- **___180 – 210 Days Upon PO___**

Ryan Ross _____
ROSS TRANSPORTATION, Inc.
12/29/2018 _____
Date of Bid

BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

Date of Acceptance

Example Quote 4: Propane 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

Western Oklahoma Bus Sales

Randy Hicks, Sales Representative

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

CONTACT: Mr. Jerry McCormick, Supt.
TELEPHONE: 405-247-6605
BID DUE DATE: Immediate

GENERAL DESCRIPTION: State Bid Contract SW110

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

71 Passenger Capacity – Propane Powered

SPECIFICATIONS:

AIR CONDITIONER: 137,500 Total BTU, FRT & Rear In-wall Evaporators (55K per), 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:	12,000# rating, oil lubed bearings
Front axle:	8,500# capacity, "Softek" Parabolic tapered leaf
Front springs:	21,000# capacity, 5.29:1 ratio, oil lubed bearings
Rear axle:	21,000# capacity, 2-Stage
Rear springs:	Direct acting, front and rear
Shocks absorbers:	112DB Safety alarm - operates while in reverse gear
BACKUP ALARM:	Three (3), 12 volt, Group 31, 2100 cca rating, enclosed with sliding tray & locking latch
BATTERIES:	Exterior under driver window, with key lock
BODY ELECTRIC PANEL:	"Meritor Quadraulic," Hydraulic System w/ Anti-lock (ABS)
BRAKE SYSTEM:	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:	Entrance door laminated glass, tinted 70% light transmittal
	3-step step-well with black rubber, ribbed step treads
Exit:	Rear center mounted with upper/lower glass, tinted 30% light transmittal
	Retainer to hold door open
Header Pad: (Entrance & Rear Exit Door):	Black self-skinning foam
Vandal Locks:	Entrance door equipped with key lock
	Rear door equipped with sliding bolt interlock
EMERGENCY EQUIPMENT:	Per Oklahoma Requirements
	5lb Fire Extinguisher, First Aid Kit, Warning Devices, Body Fluid Cleanup Kit & Seatbelt Cutter

EMERGENCY EXITS:

Roof Hatches:
Push-out windows:

Two (2) Safe Fleet combination escape hatch/vents
Vertical Hinged, two (2) per side – four (4) per body

ENGINE:		Ford®, 6.8L V-10 Engine, Propane Powered (OBD,2018)
Number of Valves/Cylinders:		Three (3) Valve
Cylinder Block Material / Cylinder Head Material:		Cast Iron / Aluminum
Oil Capacity / Type:		7.9L quarts / 5W-30
Horsepower rating:		320hp @ 3900rpm
Torque rating:		460 lb-ft @ 3000rpm
Governor, Road Speed:		75MPH
ENGINE COOLING SYSTEM:		De-aeration system with tank & sight glass -34 Degrees Fahrenheit
ENGINE EQUIPMENT:		Engine warning system, low oil pressure/high water temperature Cruise Control Advanced Fuel System Filtration Liquid Propane Injection (LPI) Monoblock Fuel Rail System Fuel system quick connects Fuel Rail Pressure Control Automated one touch starting system Integrated Control System Dual electronically controlled fuel pumps Firewall Insulation, Driver's Area
ENGINE NOISE REDUCTION:		First two (2) ceiling panels (driver & 1st section): acoustic headlining, Solid aft to Rear Primary Ford: Piping Catalytic Converter, Muffler and mounting hardware Tailpipe exits through rear bumper
EXHAUST:		Heavy Duty Black Rubber with aluminum aisle trim 5/8" plywood subflooring over steel floor, affixed with screws
FLOOR COVERING:		98 US-Gal Total Capacity, mounted between frame rails Usable Propane Fuel Capacity – 93 US-GAL
FUEL TANK:		Floor mounted inspection plate, locking fuel tank access door
GAUGES:		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: Right front heater & defroster: Rear under seat heater: Heater water booster pump: Dual defroster fans:	90,000/btu 50,000/btu 80,000/btu 12 volt, on/off switch Mounted upper center & upper left, 2-speed switch Fiberglass tilting hood & fenders Dual electric horns Fiberglass/mineral wool, full body insulated Name of school district on beltline GVWR, Capacity & Height - Exterior
HOOD & FENDERS:		Two (2) clear lens, 4" -rear, LED
HORNS:		Two (2) amber lens, grommet mount -rear, LED
INSULATION:		Three (3) amber lens, grommet mount -front / Three (3) red lens, grommet mount -rear, LED
LETTERING:		Two (2) amber lens -front, fender mounted / Two (2) amber lens, 7" -rear, LED One (1) amber lens, per side, LED
LIGHTS:	Backup lights: Clearance lights: Identification lights: Directional lights: Directional lights, side: Dome lights: Monitor: Pre-Trip: Step-well light: Stop & Tail lights: Strobe Light: Warning 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 Exterior Light Test w/ Switch Interior, operates with door control, incandescent Two (2) red lens, 4" & Two (2) red lens, 7" -rear, LED Rear Roof Top Condenser Mounted, wired to switch w/ Guard Eight (8) light system, non-sequential, LED with hoods
MIRRORS:	Exterior rearview: Exterior cross-view: Interior rearview:	ROSCO, Open View (ES) Split Mirror System, 7"x10" Flat Mirror & 7"x 10" Convex Mirror Rearview exterior mirrors have black powder coated steel brackets ROSCO, Eye-Max-LP Asymmetric Shaped Mirrors Bell-Mount brackets for Cross-view Mirrors All exterior mirrors are electrically heated, Rearview (exterior) are heated & remote controlled 6"x30" flat mirror, padded edge
MUD FLAPS & FENDERS:		Black rubber mud flaps, front and rear Black rubber fenders at rear wheel-housing opening National School Bus Yellow with black trim
PAINT:	Exterior: Exterior roof: Warranty (Paint):	White Two (2) year discoloration & Five (5) year adhesion
PANELS:	Exterior:	Side, 20-gauge Fluted, 19/3/4" Skirts Roof sheets, constructed of 20-gauge galvanized steel (window header to window header)

POWER SOCKET:	Interior	Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws)
RADIO:		12 volt, mounted in switch panel, for cell phone, etc.
REFLECTIVE TAPE:		AM-FM-MP3-USB-PA Radio with eight (8) interior speakers
		3M™ reflective vinyl, yellow
		"SCHOOL BUS" in 8" black letters on 3M™ yellow reflective background, Front and Rear
RUB RAILS:		Side & rear marker strips - marker strip surrounds each emergency exit
SEATS:	Passenger:	Four (4) double-ribbed, 16-gauge steel exterior body rub rails, painted black
	Upholstery:	DOT approved High Back School Bus Bench Seats
	Driver:	Grey Fire Block Upholstery
		National Hi-back seat w/ mechanical pedestal & RH armrest
STEERING:		Charcoal Cloth Upholstery, Orange shoulder harness & lap belt restraint
STOPARM:		Hydraulic power, tilt & telescoping wheel , 50 degree wheel cut
SUNVISOR:		18" octagon sign w/flashing red lights, electric, LED
SWITCHES:		6.5"X30", Green plexi-glass, padded edge
TIRES & RIMS:	Front:	Rocker type switches w/ latching noise suppression switch
	Rear:	Cooper, 11R22.5, Tubeless Radial , LRH, Highway tread
	Rims:	Cooper, 11R22.5, Tubeless Radial , LRH, Traction tread
TOW HOOKS:		22.5 x 8.25, 10-Stud, Hub Piloted, Disc Rims
TRANSMISSION:		Dual hooks, front and rear, chassis frame mounted
		Ford®, 6R140 - 6 Speed Automatic, Calibrated for "Power-shift" (Performance)
		High efficiency fluid filter and thermostatically controlled cooler circuit
		Premium Low viscosity transmission fluid
UNDERCOATING:		Underneath body fully undercoated
WINDOWS:	Side, split sash:	Tinted to allow 30% light transmittal
	Rear, fixed panel:	Tinted to allow 30% light transmittal
	Entrance Door-& Driver Window:	Tinted to allow 70% light transmittal
WINDSHIELD:		Two (2) piece curved, shaded safety plate
WINDSHIELD WIPERS:		Electric, intermittent speed, w/washers
WIRING:	Chassis:	Multiplex chassis wiring w/ LED readout on module
	Body:	Colored and continuously number coded in molding on top of side windows
WHEELBASE:		273" wheelbase
WARRANTY:	Blue Bird Body & Chassis:	Five (5) year/100,000 mile Limited Warranty
	Ford® / ROUSH® Clean Tech: Powertrain / Fuel System:	Five (5) year/Unlimited miles Warranty

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

SW110 State Bid Contract:

Supplier ID: 0000377141

H.1.7 – Type C, 66 to 71 Passengers -----	<u>\$77,522.00, per bus</u>
H.8.1.2 - Body: -----	<u>\$710.00, additional, per bus</u>
H.8.1.4 – Air Conditioning Systems -----	<u>\$7,800.00, additional, per bus</u>
H.9.1.2 - Alternative Engines (Propane) -----	<u>\$4,750.00, additional, per bus</u>
TOTAL UNIT COST, FOB: School -----	<u>\$90,782.00, per unit</u>

DELIVERY TIME: ----- 120 – 150 Days Upon PO

Ryan Ross _____
ROSS TRANSPORTATION, Inc.

BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

12/20/2018 _____
Date of Bid

Date of Acceptance

Example Quote 5: CNG Bus



MIDWEST
bus sales | Division of The Kincaid Group

TULSA PUBLIC SCHOOLS
RFP 18009 BUSES - ATTACHMENT A1

ITEM EXHIBIT	TYPE	QTY	Unit price Includes \$2,000 discount	TOTAL COST
I	CNG - Type C -71/77	13	\$123,784	\$1,609,192
II	CNG - Type C Special Needs - 40/47 passenger	4	\$139,833	\$559,332
III	CNG - Type D - 84 passenger	5	\$140,176	\$700,880
			Totals	\$2,869,404

Example Quote 6: All-Electric 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

Oklahoma Bus Sales

Todd Miller, Sales Representative

BID TO: Oklahoma Department of Environmental Quality
ADDRESS: 707 N. Robinson Ave.
CITY/STATE/ZIP: Oklahoma City, OK 73102

CONTACT: Ms. Christina Hagens
TELEPHONE: 405-702-0100
BID DUE DATE: Immediate

General Description:

2020 Model: Micro Bird by Girardin, Type-A School Bus

Capacity: 28 Passenger in STD School Bus Bench Seating

Ford Chassis / Micro Bird Electric Powered Conversion

Make: Micro Bird by Girardin
Model: G5 Series, 158" Wheelbase (Dual Wheel), (28) Passenger Capacity, (5) Rows, 14,500lb GVWR

----- Body Specifications: -----

Air Conditioning: Dash A/C ECOTUNED (10K-EV)
MCC EV HABITACLE, Rear Air-Conditioner

Back-Up Alarm: 112DBA, Safety Horn SAE-operates in reverse gear

Bumper: Pressed Channel (10" x 3/16") Flanged 2" Top/Bottom

Child Detection: Warning Light Activated, 60 second timed, Headlight and Horn Alarm

Entrance Door: Double-out Door, Electric Entrance Standard, Clear Glass (Non-Tinted), 32" Wide x 80" Tall
Head Pads above All Doors Grey
(2) Step Step-well with Black Covered Steps

Exit: Rear Door Center Mounted with Upper/Lower Glass (tint 26% light transmittance)
Retainer RR Emergency Door
RR Door Latch/Slide Bar/ 3PT w/ Ajar Buzzer
Vandalock: Interlock Rear Emergency Door

Emergency Exit: Roof Hatch Transpec Econovent
Push-out Windows: (1) Per side – (2) Per Body (Black Frame)

EV Electric Diagnostic: Kit required for Vehicle electrical parameters and to modify them as needed

Floor Covering: Black- Ribbed Isle w/ White Nosing and Smooth under Seats
Plywood Flooring: 1/2" Treated
Floor Galvanized Aluminum: 14ga

Gravel Shield: Injection plastic, installed on lower FRT sections of each body side, 12"H, flanged 3/4" under body

Head Room: 76" @ Center Isle

Heaters: Electric Heating System 48,000 BTU
- Dual Rear Heaters: 400VDC
- Expansion Tank
- Circulation Pump 12V
- EV Screen, 7.0" – Electric Heater Equipped
Defroster Fan: RH mounted above windshield (2-Speed)

Insulation: 1/1/2" thick fiberglass in the headlining, Side, FRT and Rear walls (Includes roof bows)

Lettering: School District on Both Sides in 5.5" Lettering

"SCHOOL BUS" Decal Reflective
"Seating Capacity" GVWR & Height – Exterior Lettering

Lights: Back-up Lights: (2) White recessed 4", LED
Clearance Lights/Marker: (2) red Rear & (2) amber FRT, recessed LED type, combination side marker/clearance lamps
Directional Lights: FRT supplied by Ford OEM / Rear turn signals: (2) recessed 7" amber LED lamps
Directional Lights (Side): LED Lights Armored Amber
Dome Lights: (4) in Roof Skin STD -LED
Identification Lights: (3) Recesses RED LED-Rear Cap / (3) Recessed LED Amber FRT Cap
Step-well Light: Interior- LED
Stop & tail: (2) recessed 7" red stop/tail LED lamps / (2) recessed 4" red stop/tail LED lamps
Exterior Light Entrance Door - LED
License Plate Light-LED

Warning System: **Non-Sequential Wiring System (8 Way) (2) Red and (2) Amber FRT and Rear of Vehicle (LED) w/ Hoods**
Wiring System: STD G5 w/ Solenoid and fuses

Mirrors: Exterior: **Rearview: Heated and Remote Controlled, ROSCO "Accustyle"**
Cross-view: Heated, ROSCO "Mini-Hawkeye"
Interior: 6x16 Flat Mirror, Padded edged

Mud Flaps: FRT & Rear Mud Flaps

Paint: Exterior: National School Bus Yellow High-Gloss Acrylic Urethane
Exterior trim: Black- Includes Black around Warning Lamps 3"
Exterior Roof: White
Interior: White w/ Grey Trim

Radio: **Bluetooth/AM/FM – Electric Vehicle Specific**

Reflective Tape: 2" Yellow Reflective tape: Rear Perimeter & Sides / Rear Emergency Door: Reflective Tape / 1" Yellow, Tape: P/O Windows

Rub Rails: Floor, Seat, Window, Skirt – Painted Black

Safety Equipment: 5lb fire extinguisher, First Aid Kit Oklahoma Spec, Body Fluid Clean-up Kit, (3) Triangle Warning Devices, Seat Belt Cutter

Seating: **Grey Fire Block, High-back STD School Bus Bench Seats (39"/30") – No Lap Belts Installed**
Total Capacity: 28 Seated Passengers – Three (3) per seat

Barriers: DOT Approved Barriers 39" LH&RH Grey, Fire block, High Back w/ RH Kick Panel and 1.25" LH & RH SS Grab Rails
Driver's Seat: Cloth Bucket, Supplied by Ford (OEM) w/ Orange Seat Belt Cover
(Please Review Floor Plan for Seat Size and Placement)

Static Roof Vent: Non-closing static roof vent

Stop Arm: **SMI, LED / Strobe**

Switches: Rocker – Type, w/ Pilot light integrated into each switch, back lighted (includes Noise Suppression Switch)

Undercoating: MIL-C-62218-92 rev A Certified Rust Proofing and Salt resistant, Full Body Undercoating

Windows: Side: tint 26% light transmittance, w/ 2 Push-out windows (1) per side, Black framed

Rear: tint 26% light transmittance

More-view™ 411in² of unobstructed glass area (between A-Pillar and Entrance Door)

Windshield: Ford (OEM)

Windshield Wipers: Ford (OEM), Interval

Windshield Washer: Ford (OEM)

MISC: **Five (5) sets of ignition keys**

Body Construction:

Main Structure: assembled with AVDEL fasteners & structural rivets. Only FRT and Rear structures may be welded.

Body Structure: One Piece roof bows, floor-to-floor, hat section type, 16-gauge galvanized steel w/ (2) 18-ga roll formed structural beams extended full length of bus

Side Impact Barriers: Reinforced side impact barriers, galvanized steel, riveted to sub-floor. 3/16th thick L-shaped reinforcement integrated into seat rail

Exterior Side Panels: 18-ga pre-primed aluminum **Exterior Rear Panels:** One-Piece Fiberglass reinforced composite panel w/ waterproof recessed lights

Roof Panels: One Piece 18-ga aluminum, drip rail incorporated immediately above side windows

FRT and Rear End Structure: steel square tubing, mechanically affixed to sub-floor and roof bows.

Exterior Rear Wheel Trim: Wheel trim on each side of bus over the rear wheels. 1/8" thick high-quality injection plastic

-Specifications subject to change without notice.

Chassis Specifications:

Make: Ford
Appearance / Packages: Exterior Upgrade Deluxe & Shuttle Bus Prep
Axles, Springs and Shock Absorbers:
Battery Size:

Bumper:
Rear GAWR 9600 lbs.
Rear Axle Ratio:
Shock Absorbers:
Brake System:
Charging Port:
Cruise Control:
Drive Line:
Drive Motor:

Range:
Horn:
Steering:
Tire and Wheels:
Wheels:
Wheelbase:

Model #: E450 Ford (Base Chassis)
14,500 lbs. GVWR Suspension
88 kW.hr
Lithium Ion
Recharge time of 6.5h @ 240 V
Micro Bird Battery – *Brand To Be Determined by Micro Bird*
FRT OEM (Ford)
FRT GAWR 5000 lbs.
4.56
FRT and Rear & Body Mount Cushions (Pucks)
Regenerative Brake System
J1772 Charging Port – Located in front grill, behind Ford logo
Note: Cruise Control is N/A on Electric Powertrain Vehicle
Guard FRT & Rear (EV Vehicle)
160kW (216HP) / 280N.m (206 lb. ft.)*
Top Speed of 75MPH
Approximately 100 mile range autonomy
OEM Ford
Tilt Steering, Driver's Air Bag w/ Power Steering
FRT and Rear: LT225/75R-16E, ALS
16"x6 Steel Rims
158"

ESTIMATED TOTAL UNIT PRICE (BODY & CHASSIS), FOB: School..... **\$255,000.00 per unit**

SPECIFY EARLIEST DELIVERY DATE: _____ **180 - 210 Days Upon PO**
Note: Bid Price Good for 45 Day Term

Ryan Ross _____
Ross Transportation, Inc.

_____ Bid Accepted by School District Official:

09/12/2019 _____
Date of Bid:

_____ Date of Acceptance:

Example Quote 7: All-Electric 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

Oklahoma Bus Sales

Todd Miller, Sales Representative

BID TO: Oklahoma Department of Environmental Quality
ADDRESS: 707 N. Robinson Ave.
CITY/STATE/ZIP: Oklahoma City, OK 73102

CONTACT: Ms. Christina Hagens
TELEPHONE: 405-702-0100
BID DUE DATE: Immediate

GENERAL DESCRIPTION:

2021 Model Year, Blue Bird All American (T3RE), Type-D Transit Rear Engine, Route

84 Passenger Capacity - High Back School Bus Bench Seating

Chassis and Body manufactured by Blue Bird Body Company

SPECIFICATIONS:

AXLES:

Front: 13,200 lb. capacity, petroleum lubricant for the axle bearings
Rear: 23,000 lb. capacity, single speed with 5.29 to 1 ratio
Shock Absorbers: Direct Acting: 1.42 diameter bore double-action piston type w/ long life bonded bushings
Suspension: **Air Ride Front & Rear Suspension: Rear: 23,000lb (Hendrickson)**

BATTERY SYSTEM:

High Voltage, 155kW – energy storage module (ESM)
Consist of two (2) strings of seven (7) lithium-ion nickel-manganese-cobalt (NMC) batteries and a battery management system (BMS)
ESM – Total System Capacity of approximately 155kWh
Each set of seven (7) strings is wired in series and each string is wired in parallel to each other.
Each string can operate independently such that no single point failure can cause the vehicle to be inoperable

Battery Disconnect Switch Installed

BRAKING SYSTEM:

Emergency/Parking: 30 sq. in. spring brake system with treadle valve modulation. Instrument panel mounted valve for parking.
Service: Dual, full air with 4-channel Anti-Lock System (ABS)
Meritor "S" Cam type 16.5" x 6" front drum type with 20 square inch brake chambers
Meritor "S" Cam type 16.5" x 8.62" rear drum type with 30 square inch brake chambers
Non-asbestos Q Plus extended service linings
Air Tanks: One (1) dual compartment tank w/ a capacity of 800 cu. in. for the wet tank & a capacity of 1400 cu. in. for the primary tank. One (1) secondary tank w/ a capacity of 2200 cu. in.
Total: Two tank w/ a capacity of 4260 cu in.

Air Compressor: Electrically driven to provide air to air brake system and air controlled accessories.

Air Brake Equip:

Automatic Slack Adjusters, Meritor
Air dryer - Bendix AD-9, Heated
Automatic drain valves, DV-2, Air Brake Tank & Air Wet Tank
Nylon air lines are color coded and mounted between frame rails for protection.
Pressure protection valve

CHILD REMINDER:**Doran Sleeping Child Check**

Mounted Rear Bulkhead, Warning Light Activated, (1) Minute Timed Alarm Indicator, Headlights and Horn

CONTROLS:

Driver:

Air brake pedal, parking brake valve, Headlamp switch, self-canceling directional signal switch, hazard signal switch, and instrument panel w/ rheostat-controlled lighting, Steering Column Key type starter switch

DOORS:

Entrance:

Outward opening type, **air operated**, driver controlled. Two panels open outward and close to seal against outside edge of lower step. Ball bearing suspended for ease of operation and wear resistance. There is a 4" wide header pad over the door opening inside the bus and a stainless steel assist rail at the front and rear of the step-well. Three (3) step step-well, 24/3/4" depth G90 Galvanized steel. Steps are covered with **Black rubber** with white nosing.

Emergency:

28" left side hinged door mounted middle of the body.

Vandal Locks:

Entrance door equipped with key lock.
Emergency Window equipped with vandal-lock
Emergency door equipped with sliding bolt vandal lock.

EMERGENCY EXITS:

Roof Hatches – Two (2) combination escape hatch/roof vents
Push-out Windows – Two (2) per side of body, four (4) total

ELECTRICAL - Body

Heater/Defroster System:

90,000 BTU front heater/defroster with washable air filter; driver selects air flow up to 100% for defrosting windshield, driver's window and entrance door as conditions require.

50,000 BTU passenger heater, located between axles, underneath seat, left side

50,000 BTU passenger heater, located behind rear axle, underneath seat, left side

12-volt heater water booster pump, located in-line of supply heater hose.

Dual auxiliary defroster fans, 2-speed, located upper center and upper left above windshield.

Lights:

Backup – Two (2), **LED** 4" clear lens, one (1) RH & one (1) LH -rear on engine compartment door

Boarding Light: **LED**

Clearance – Two (2) **LED**, amber -front & two (2) **LED** red -rear, grommet mounted. Switch operates clearance, cluster & side marker lights

Cluster – Three (3) **LED** amber -front & three (3), **LED** red -rear, grommet mounted

Directional - Two (2), **LED**, 7" amber lens –rear on engine compartment door

Directional - side – Two (2), **LED** amber lens – located on each side of bus body

Dome – Two (2) rows -One (1) row per LH side and One (1) row RH side, Incandescent

Driver's Dome – single light with separate switch for driver's area, Incandescent

Hazard Lights: Two (2) amber 6" Oval **LED** lights, in Engine Compartment

Headlights – Two (2), 7" Round, Halogen w/ replaceable bulbs

Side Marker - Amber RH & LH, intermediate side marker lights, grommet mounted on roof, **LED**

Step-well - Wired to operate with clearance lights, has door operated switch

Stop / Tail – Two (2) **LED** 4" & Two (2) **LED** 7" stop & tail lights w/ red lens, installed on engine compartment door

Warning Lights, **LED**, Non-Sequential w/ Dual Hoods

Switch Panel:

Mounted left and right of driver with rocker switches for electrical equipment.

Switch panel controlled by headlight switch rheostat eliminates glare.

ELECTRICAL -

A high voltage module incorporates all of the high voltage power electronics for the vehicle including the main driver inverter, accessory inverters, DC-DC converters, a high voltage power distribution unit and chargers. This integrated package enables quick connections to all major high voltage components on the vehicle.

The electrically driven accessory module powers the vehicle accessories such as power steering and braking. An electrically driven air compressor is used to provide air for air brake systems and air controlled accessories. An electrically driven hydraulic pump is used to provide hydraulic pressure to support the steering system. Operation of these accessories is controlled by the Low-Voltage/Control Module to minimize power consumption while meeting vehicle performance requirements.

The Low-Voltage/Control Module includes the vehicle controller, proprietary software, low voltage power distribution unit, all relays and fuses and a telematics system. The vehicle controller communicates to all system components over two CAN buses. The software optimizes the operation of all system components to achieve maximum efficiency and desired performance. It also communicates with the driver controls and displays to respond to driver inputs and display system data such as miles to empty, temperatures, and vehicle speed to the dash display.

MOTOR:

This prime mover is the Prestolite/TM4 model LSM200C-HV3000 electric motor. It is a six phase, alternating current, permanent magnet induction motor. This motor has a continuous power rating of 187 HP/140kW with a peak rating of 315 HP /235kW. Torque output is 778 Lb-Ft /1065Nm continuous and 2,400 Lb-Ft /3255 Nm peak. 3,000 rpm is the maximum speed.

The motor will be direct coupled to the rear axle via a single drive shaft. A transmission or any type of clutch is not required to match the performance of an equivalently powered engine. Water cooling of the motor is accomplished via a radiator also similar to an engine.

Thermal Management System:

The Thermal Management Unit maintains the proper operating system temperatures for the electric powertrain.

Engine Compartment:

Top Hinged Aluminum Door w/ Gas Spring Assist Cylinders w/ latches

FLOOR:

Underneath seats: 1/8 inch smooth rubber
Aisle: 3/16" ribbed rubber
Wheel-housings: Front and rear molded
Color: All rubber floor covering is Black
Subfloor: 5/8" plywood subfloor over steel floor

FRAME:

Main Frame: Dual "C" Channel, 9.63" high w/ 3" flanges
Sub Frame: Dual "C" channels, 50,000 psi steel, the sub frame rails are turned w/ flanges outward & lowered 6" below main frame to best accommodate engine and related components.
All permanent fixtures on frame are attached with hi-tensile strength "Huck-Spin" fasteners w/ swaged lock nuts.

HEADROOM:

77 inch interior headroom (measured at center of bus)

HORNS:

Electrical: Dual Note, non-glare horn button emblem.

INSULATION:

Complete body is insulated with 1 1/2" thick fiberglass batts
Side-wall below windows insulated with mineral wool batts.
Front two (2) panels are acoustic, solid aft to rear

MIRRORS:

Exterior - **All exterior mirrors are electrically heated.** Driver operated switch is located on panel.
Cross-view - Eye-Max LP
Rearview - **ROSCO, Accustyle, 8"x17", NON- DETENT**
The rearview mirrors are REMOTE CONTROLLED and feature a spring breakaway pivot.
Interior: Rearview - 6" x 30" with 3/16" clear safety glass laminated

MUD FLAPS & FENDERS:

Flaps: Black Rubber front and Rear
Fenders: Black rubber fenders mount at all four wheel-housings

PAINT:

Exterior: National School Bus Yellow w/ Black trim
Interior: Astro White
Roof: White, 12.5" Design

PANELS:

Exterior: Side: 20-ga, 19/3/4" Skirting
Roof sheets: 20-ga steel
Interior: 22-ga steel, double hemmed for additional joint strength

RADIO:

AM-FM-MP3-USB w/ PA System with eight (8) interior speakers

REFLECTIVE TAPE:

Yellow, Reflective 3M vinyl as per State and Federal specifications.

SAFETY EQUIPMENT:

Fire Extinguisher-5lb., First aid kit, Body fluid cleanup kit, Triangle warning devices, seat belt cutter

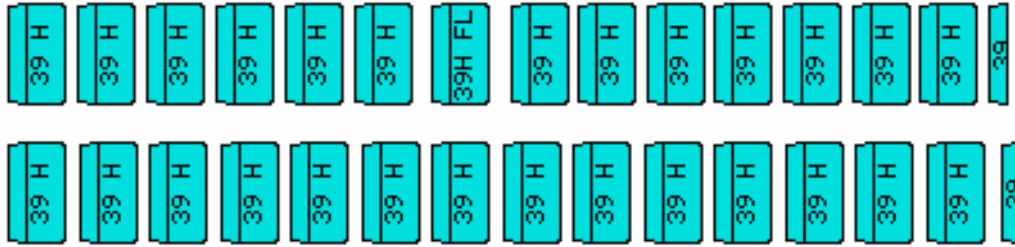
SEATS & BARRIERS:

Barriers: Located forward of the first row of seats
 Driver's Seat: **National Premium, High back w/ Air Suspension pedestal**
 Driver's seat is equipped with Orange seat belt / shoulder harness and RH armrest
Upholstery on Driver's Seat: Charcoal Gray Fabric Trim
 Console Mounted Arm Rest LH of Driver

Passenger Seats: High back School Bus Bench Seats, Three (3)-positions, 84 passenger total capacity
Note: NO Seatbelts are included & / or installed on passenger seats

Upholstery: **Gray Fire Block Vinyl Upholstery**

SP: 16369 T3RE 4006, 84 CAP

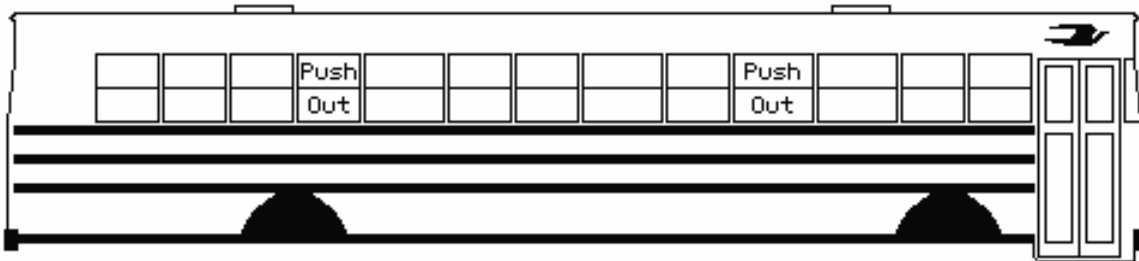


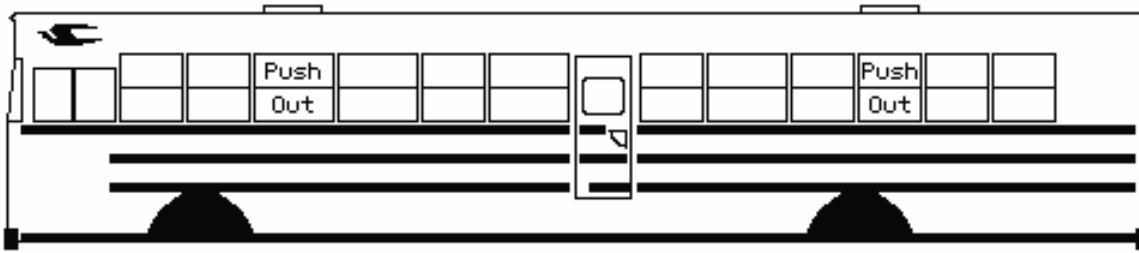
STOPARM: Electric Powered, LED Hi-Intensity Cluster

TIRES/WHEELS: **11R22.5, H-ply tubeless tires, Cooper (RHA) highway tread design**
 Black Hub Piloted Steel Wheels, 22.5 x 8.25

WINDOWS:
 Side: 12" split sash, **aluminum frames**, tempered
 Rear Emergency Exit: 22 1/2" x 55" push-out window with air springs that holds in open position
 Driver's: Double sliding aluminum sash with security fastener for locking both sashes
 Tinted Glass: All side glass is tinted to allow 30% light transmittal
 Driver's window and entrance door glass is tinted to allow 70% light transmittal
 Windshield: Two (2) piece curved, tinted, laminated safety glass bonded in the structure

WINDSHIELD WIPERS & WASHERS:
 Dual speed electric motors w/ Pantograph-type, bottom mounted, non-glare arms and blades. Electric windshield washer with hard plastic one-gallon capacity reservoir





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ESTIMATED Total Unit Cost, FOB School: ----- **\$350,000.00, per unit**

Estimated date of delivery: ----- **180 – 210 Days Upon PO**

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Bidder Information:

Ryan Ross _____
ROSS TRANSPORTATION, Inc.

BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

09/13/2019 _____
Date of Bid

Date of Acceptance

ATTACHMENT E

Additional Information about the DERA Workplan

The following DERA workplan, titled *Fiscal Year 2021 Oklahoma Clean Diesel Grant Program Work Plan and Budget Narrative* (Workplan), was submitted to EPA in April 2021. 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.

~~This is the workplan we submitted June 2022.~~

These are the workplans as submitted November 2022.

2021 Diesel Emissions Reduction Act (DERA) State Grants

Work Plan and Budget Narrative Template

INSTRUCTIONS: States and territories applying for 2021 DERA State Grants should use this template to prepare their Work Plan and Budget Narrative.

Please refer to the 2021 DERA State Grants Program Guide 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 (DEQ)

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:

	2021
EPA Base Allocation	\$344,463
EPA Match Bonus (if applicable)	\$172,232
Voluntary Matching Funds (if applicable)	\$344,463
Mandatory Cost-Share	\$2,063,907 \$1,874,418
TOTAL Project Cost	\$2,925,065 \$2,735,576

Project Period

October 1, 2021 – ~~September 30, 2023~~ September 30, 2024

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:

- emission reductions
- potential non-attainment counties
- cost effectiveness
- counties that contain at least one census tract where the modeled ambient diesel PM concentration from the 2014 National Air Toxics Assessment (<https://www.epa.gov/national-air-toxics-assessment>) is above the 80th percentile

- whether the vehicles/engines/equipment targeted for diesel emissions reductions are located at, or service, goods movement facilities such as:
 1. ports and airports (e.g. places alongside navigable water with facilities for the loading and unloading of passengers and/or cargo from ships, ferries, and other vessels; places from which aircraft operate that have paved runways and terminals which include cargo, baggage and/or passenger-movement operations; places where foreign goods are inspected by customs officers and allowed to pass into and out of a country)
 2. rail yards (e.g. places at which trains originate or terminate, or at which they are distributed or combined)
 3. terminals (e.g. freight and passenger stations at the end of carrier lines, or that serve as junctions at any point with other lines, that have facilities for the handling of freight and/or passengers)
 4. distribution centers (e.g. facilities that perform consolidation, warehousing, packaging, decomposition and other functions linked with handling freight, often in proximity to major transport routes or terminals, and which generate large amounts of truck traffic)

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

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. Oklahoma does have areas that are classified as near non-attainment or potential non-attainment for ozone. This includes the Tulsa and Oklahoma City metropolitan areas, Comanche county, and Lawton County. Projects in potential non-attainment areas will have a priority value assigned to them in the selection criteria.

According to data from 2017 National Emissions Inventory, on-road emissions account for approximately 56.8% of NO_x emissions, 25.6% of VOC emissions, 11.5% of PM_{2.5} emissions, and 5.0% of PM₁₀ emissions in Oklahoma. Of those on-road emissions, light- and heavy-duty diesel engine emissions account for approximately 29.7% of NO_x emissions, 2.7% of VOC emissions, 1.3% of PM_{2.5} emissions, and 1.8% of PM₁₀ emissions.

Oklahoma DEQ will use the Diesel Emissions Quantifier to track the emissions reductions associated with each project. Specific fleet information provided by subgrant recipients will be included to produce more accurate estimates. If specific information is not available, Diesel Emissions Quantifier defaults will be used.

VEHICLES AND TECHNOLOGIES:

Oklahoma proposes to focus on the replacement of school buses. With the estimated budget, DEQ anticipates replacing ~~25~~ 26 buses with FY21 funding. DEQ is proud to have successfully replaced over 200 school buses with its school bus replacement programs, resulting in a positive impact on air quality.

Eligible Diesel Buses to be replaced must meet all the following:

- must be fully operational.
- must be owned and operated by participating fleet owner two years prior to upgrade.
- must have at least three years of remaining life at the time of upgrade.
- must have accumulated at least 7,000 miles/year during the two years prior to upgrade, or during calendar year 2019.

Eligible Replacement Projects must include all of the following:

- a school bus or buses operating on one of the following fuel types: diesel, gasoline, all-electric, propane (LPG), or natural gas (LNG or CNG).
- a replacement school bus or buses with EMY 2019 or newer.
- a bus or buses with GVWR Class 4-8 of the same or similar type of GVWR than the Eligible Bus. The replacement vehicle must not be a larger weight class than the existing vehicle.
- a bus or buses which operates primarily within the State of Oklahoma..

Reimbursement amounts:

- Oklahoma may fund up to 25% of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>.
- Oklahoma may fund up to 35% of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to meet CARB's Optional Low-NOx Standards. A list of certified vehicles is available at: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>.
- Oklahoma may fund up to 45% of the cost of a 2019 model year or newer zero-emission (all-electric) replacement vehicle.

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 or better.

In addition, schools receiving buses will be required to implement and/or maintain anti-idling policies. Anti-idling practices are important because they save fleets money while reducing emissions. Idling should be limited to the engine manufacturer recommendations (generally no more than five minutes). There are different policies which may be applied to implement these

practices, such as limiting idling time, vehicle monitoring, and allowing idling only when necessary.

Grant recipients will be required to keep any replacement vehicle in good working order for a minimum of five years after the project period ends.

ROLES AND RESPONSIBILITIES:

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

DEQ will be responsible for:

- announcing the Grant Solicitation, award recipients, and ongoing program information on the DEQ's Oklahoma Clean Diesel webpage:
<http://www.deq.state.ok.us/AQDNEW/cleandiesel/index.html>.
- scoring and ranking proposals submitted by applicants for subgrants.
- reviewing all proposals and ensuring successful recipients meet EPA funding requirements as established in the 2021 DERA State Grants Program Guide.
- contacting subgrant awardees to inform them of their responsibilities during the project period. If any of the awardees chooses not to accept the award, then the next school on the ranked list will be notified and offered the subgrant award. Applicants not chosen for the subgrant will be notified by the project manager.
- maintaining contact with the subgrant recipients, which is critical to the success of each project.
- engaging in outreach activities such as webinars, meetings, and social media 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 and informing EPA of any discrepancies.
- performing inspections as needed to ensure project work has been completed.

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 DEQ.
- providing progress reports and financial statements to DEQ.

The Oklahoma Clean Diesel Grant Program will not support grant rebates and/or loan projects.

DEQ's Disbursement Methodology

1. Subgrantees are selected.
2. Subgrantees sign MOA describing terms of subgrant, including estimated project cost.
3. MOA is signed by the DEQ Director, Scott A. Thompson.
4. DEQ issues a Purchase Order for the estimated project cost of the subgrant.
5. A copy of the executed MOA and a Notice to Proceed is emailed to the subgrantee.
6. Subgrantees carry out details of the selected project, going out to bid for performed work and purchased items as necessary.
7. After project completion, subgrantees submit an invoice for the actual project cost to DEQ, along with any supporting documentation (receipts, bids, etc.).
8. DEQ confirms the project was completed to satisfaction and within grant terms.
9. Once paperwork is in order and all terms are satisfied, DEQ issues payment to subgrantee as reimbursement for project work completed.
10. 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.

DEQ will not utilize any additional leveraged resources beyond any voluntary matching funds or mandatory cost-share funds included in the project budget.

TIMELINE AND MILESTONES:

FY 2021		
Action	Start Date*	End Date*
Submit Notice of Intent Participate	March 3, 2021	March 18, 2021
Submit Work Plan, Budget Narrative, and Fleet Description		April 26, 2021
Submit Grants.gov Application		May 26, 2021
Subgrant Program Development/Develop Grant Solicitation	October 1, 2021	October 15, 2021
Announce Funding and publish Grant Solicitation		October 18, 2021
Accept Applications	October 18, 2021	December 10, 2021
Review and Select Applications	December 10, 2021	March 18, 2022
Make Subawards / Complete MOAs	March 21, 2022	April 1, 2022
Project Implementation	April 1, 2022	September 1, 2023
<u>Second Round: Accept Applications</u>	<u>November 9, 2022</u>	<u>January 13, 2022</u>
<u>Second Round: Review and Select Applications</u>	<u>January 13, 2023</u>	<u>January 28, 2023</u>
<u>Second Round: Make Subawards / Complete MOAs</u>	<u>January 29, 2023</u>	<u>April 1, 2023</u>
Procurement of New School Bus	April 1, 2022	<u>September 1, 2024</u> September 1, 2023
Monitoring and Oversight of Project	March 1, 2021	<u>September 30, 2024</u> September 30, 2023
Quarterly Reporting	October 1, 2021	<u>September 30, 2024</u> September 30, 2023
Project Completion Date		<u>September 30, 2024</u> September 30, 2023
Final Report Deadline		<u>December 30, 2024</u> December 30, 2023

*These dates may be adjusted ~~depending upon the date of the award~~ if needed.

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. Since Oklahoma has maintained attainment status for all criteria pollutants since 1990, special consideration will be given to the near non-attainment MSAs of Oklahoma City and Tulsa. Oklahoma DEQ is always aware that a period of unusual weather may change Oklahoma's attainment status.

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

Rogers County is on the 2020 DERA 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 current 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 large metropolitan areas. Oklahoma City and Tulsa have many distribution centers such as the Amazon Fulfillment Distribution Center in Oklahoma City. Two major interstates, I-40 and I-35, intersect in Oklahoma City and I-44 passes through both Oklahoma City and Tulsa, bringing heavy semi-truck traffic.

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. These replacements will provide quantifiable reductions of emissions.

The Oklahoma DEQ DERA program offers a diesel to gasoline option. A gasoline engine is less expensive to own and emits less NO_x than a diesel engine. The Blue Bird Vision gasoline school bus has received full EPA and CARB certification. This model is equipped with a Ford 6.8L V10 engine¹. It 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.

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

² https://www.ngvamerica.org/wp-content/uploads/2018/04/NGVA-One-Sheet_School-Bus-Type-C.pdf

This program offers a diesel to CNG option. When comparing the cost of NOx reduction natural gas school buses are 19% more cost effective than diesel.² The natural gas engine has been certified by the EPA and CARB and is 50% cleaner than EPA's current heavy-duty exhaust standard.

The Oklahoma DERA program offers a diesel to LPG option. The Blue Bird company offers a propane school bus certified by the EPA and CARB. The propane engines are 90% cleaner than the 2010 EPA standards³. This model is equipped with a Ford 6.8L engine and has achieved an emission output of 0.05 g/bhp-hr NOx during certification.

This program offers a diesel to all-electric option. Electric school buses have zero emissions. The electric motor is maintenance free and can get up to 120 miles in a single charge⁴.

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 achieve and maintain health-based air pollution standards and reduce risk from toxic air pollutants, improving air quality for the public.

Outputs

The outputs of the requested projects will include:

- the number of full vehicle replacements. This will be tracked quarterly by DEQ staff.
- adoption of an idle reduction policy for each subgrant recipient.
- the number of hours of idling reduced, which will be estimated by DEQ staff.
- the annual pounds of nitrogen oxides, particulate matter, carbon monoxide, carbon dioxide, and hydrocarbon emissions reduced. This will be calculated quarterly by DEQ staff using EPA's Diesel Emissions Quantifier.
- cost effectiveness. This will be estimated quarterly by DEQ staff using the Diesel Emissions Quantifier.

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

³ <https://www.schoolbusfleet.com/10041033/blue-bird-offering-engine-certified-to-low-nox-for-propane-school-buses>

⁴ <https://www.blue-bird.com/buses/electric-school-buses>

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 from FY 2017 through FY 2020, DEQ 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, DEQ successfully administered ARRA grant money to further the clean school bus program in FY 2008 and FY 2009.

DEQ will continue to share funding information with state superintendents, trade associations, and municipalities. Additionally, staff will investigate new ways to publicize the FY 2020 funding opportunity. DEQ 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 Program successes. The webpage also includes information on clean diesel issues, including idle reduction, and health and environmental impacts. DEQ will also publicize grant opportunities through social media.

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

BUDGET NARRATIVE

2021 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
			VW Mitigation Trust Funds	
1. Personnel	<u>\$20,805</u> \$41,610	\$0	<u>\$13,870</u> \$27,740	<u>\$34,675</u> \$69,350
2. Fringe Benefits	<u>\$9,641</u> \$19,282	\$0	<u>\$6,427</u> \$12,854	<u>\$16,068</u> \$32,136
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	<u>\$478,410</u> \$440,605	<u>\$2,063,907</u> \$1,874,418	<u>\$318,940</u> \$293,737	<u>\$2,861,257</u> \$2,608,760
8. Total Direct Charges (sum 1-7)	<u>\$509,336</u> \$501,977	<u>\$2,063,907</u> \$1,874,418	<u>\$339,557</u> \$334,651	<u>\$2,912,800</u> \$2,711,046
9. Indirect Charges	<u>\$7,359</u> \$14,718	\$0	<u>\$4,906</u> \$9,812	<u>\$12,265</u> \$24,530
10. Total (Indirect + Direct)	\$516,695	<u>\$2,063,907</u> \$1,874,418	\$344,463	<u>\$2,925,065</u> \$2,735,576
11. Program Income	\$0	\$0	\$0	\$0

Explanation of Budget Framework

- Personnel
 - OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
CLEAN DIESEL GRANT - FFY 2021
SALARY, FRINGE AND INDIRECT

Life of Grant Estimate Year 1

	Annual	Annual	Annual	MAN-YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist III	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
TOTALS	\$366,217	\$165,377	\$128,486	0.60	\$34,675	\$16,068	\$12,265	\$63,008

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$20,805.0	\$13,870.0	n/a	\$34,675
Fringe	\$9,640.8	\$6,427.2	n/a	\$16,068
Indirect	\$7,359.0	\$4,906.0	n/a	\$12,265
TOTAL	\$37,805	\$25,203		\$63,008

Year 2

-	Annual	Annual	Annual	MAN-YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist II	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
TOTALS	\$366,217	\$165,377	\$128,486	0.60	\$34,675	\$16,068	\$12,265	\$63,008

-	-	-	-	-	Voluntary	Mandatory	-	-
-	-	-	-	-	EPA Allocation	Match	Cost Share	Total
-	-	-	-	-	-	-	-	-
Salary					-\$20,805.0	-\$13,870.0	n/a	-\$34,675
Fringe					-\$9,640.8	-\$6,427.2	n/a	-\$16,068
Indirect					-\$7,359.0	-\$4,906.0	n/a	-\$12,265
-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-	-\$37,805	-\$25,203	-	-\$63,008

- **Travel**

It is anticipated that two staff members will do two to three spot inspections 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 \$0.57 per mile. The total cost is approximately \$500.

- **Supplies**

Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$300.

- **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 or 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 2021				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost-Share (per bus)
8. Other				
19 20 Diesel Buses	\$100,000.00 -\$92,730.00	\$15,000.00 \$13,909.50	\$10,000.00 \$9,273.00	\$75,000.00 \$69,547.50
1 Gasoline Bus	\$101,010.00 \$98,130.00	\$15,151.50 \$14,719.50	\$10,101.00 \$9,813.00	\$75,757.50 \$73,597.50
3 Propane Buses	\$95,000.00 \$91,000.00	\$14,250.00 \$13,650.00	\$9,500.00 \$9,100.00	\$71,250.00 \$68,250.00
1 CNG Bus	\$130,137.00 \$130,000.00	\$27,328.80 \$27,300.00	\$18,219.20 \$18,200.00	\$84,589.00 \$84,500.00
1 Electric Bus	\$345,110.00 \$345,760.00	\$93,179.70 \$93,355.00	\$62,119.80 \$62,237.00	\$189,810.50 \$190,168.00
Grand Total	\$2,861,257.00 \$2,608,760.00	\$478,410 \$440,605.00	\$318,940.00 \$293,737.00	\$2,063,907.00 \$1,874,418.00

Administrative Costs Expense Cap

Oklahoma DEQ understands up to 15% of the award can be used for administrative costs. The DEQ has budgeted for administrative costs to be ~~7.4%~~ 14.7%.

Matching Funds and Cost-Share Funds

For the 2021 funding year, the Oklahoma Department of Environmental Quality will match the EPA allocation of \$344,463 to maximize available funding allocations from EPA. DEQ intends to again 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. The DEQ will follow EPA guidelines and requirements regarding all clean diesel projects.

Funding Partnerships

The grant program will fund projects through subawards only.

2022 Diesel Emissions Reduction Act (DERA) State Grants

Work Plan and Budget Narrative Template

INSTRUCTIONS: States and territories applying for 2022 DERA State Grant funds should use this template to prepare their Work Plan and Budget Narrative.

Please refer to the 2021-2022 DERA State Grants Program Guide 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

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:

	2021	2022
EPA Base Allocation	\$344,463	\$356,374
EPA Match Bonus (if applicable)	\$172,232	\$178,187
Voluntary Matching Funds (if applicable)	\$344,463	\$356,374
Mandatory Cost-Share	\$1,874,418	\$2,481,381 \$2,670,405
TOTAL Project Cost	\$2,735,576	<u>\$3,372,316</u> <u>\$3,561,340</u>

Project Period for 2021-2022 DERA State Grants

~~October 1, 2022 – September 30, 2024~~

~~October 1, 2021 – September 30, 2023~~

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:

- emission reductions
- metropolitan statistical areas (MSAs) with higher ozone levels
- cost effectiveness

- counties that contain at least one census tract where the modeled ambient diesel PM concentration from the 2014 National Air Toxics Assessment (<https://www.epa.gov/national-air-toxics-assessment>) is above the 80th percentile
- projects that are located at or near:
 1. ports and airports (e.g. places alongside navigable water with facilities for the loading and unloading of passengers and/or cargo from ships, ferries, and other vessels; places from which aircraft operate that have paved runways and terminals which include cargo, baggage and/or passenger-movement operations; places where foreign goods are inspected by customs officers and allowed to pass into and out of a country)
 2. rail yards (e.g. places at which trains originate or terminate, or at which they are distributed or combined)
 3. terminals (e.g. freight and passenger stations at the end of carrier lines, or that serve as junctions at any point with other lines, that have facilities for the handling of freight and/or passengers)
 4. distribution centers (e.g. facilities that perform consolidation, warehousing, packaging, decomposition and other functions linked with handling freight, often in proximity to major transport routes or terminals, and which generate large amounts of truck traffic)

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

<https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients/>.

SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

Oklahoma is currently designated attainment for all the National Ambient Air Quality Standards (NAAQS) established by the federal government. We will prioritize MSAs with the highest ozone values as they are the closest to non-attainment in the state. This includes the Tulsa and Oklahoma City metropolitan areas and Comanche county. Projects in these areas will have a priority value assigned to them in the selection criteria.

According to data from 2017 National Emissions Inventory, on-road emissions account for approximately 56.8% of NO_x emissions, 25.6% of VOC emissions, 11.5% of PM_{2.5} emissions, and 5.0% of PM₁₀ emissions in Oklahoma. Of those on-road emissions, light- and heavy-duty diesel engine emissions account for roughly 32,624 tons of NO_x, 5,978 tons of VOC, 1,377 tons of PM_{2.5}, and 2,022 tons of PM₁₀. This is approximately 29.7% of NO_x emissions, 2.7% of VOC emissions, 1.3% of PM_{2.5} emissions, and 1.8% of PM₁₀ emissions in the state.

Oklahoma DEQ will use the Diesel Emissions Quantifier to track the emissions reductions associated with each project. Specific fleet information provided by subgrant recipients will be included to produce more accurate estimates. If specific information is not available, Diesel Emissions Quantifier defaults will be used.

VEHICLES AND TECHNOLOGIES:

Oklahoma proposes to focus on the replacement of school buses. With the estimated budget, DEQ anticipates replacing 30 ~~32~~ buses with FY22 funding; ~~this is in addition to the 25 buses that we expect to be funded with FY21 funding.~~ DEQ is proud to have successfully replaced over 220 school buses with its school bus replacement programs, resulting in a positive impact on air quality.

~~For FY21, Eligible Diesel Buses to be replaced must meet all the following:~~

- ~~• must be fully operational.~~
- ~~• must be owned and operated by participating fleet owner two years prior to upgrade.~~
- ~~• must have at least three years of remaining life at the time of upgrade.~~
- ~~• must have accumulated at least 7,000 miles/year during the two years prior to upgrade, or during calendar year 2019.~~

For FY22, Eligible Diesel Buses to be replaced must meet all the following:

- must be used to carry students to and from school or related events on a regular basis.
- must be identified with the words “School Bus” and be painted National School Bus Glossy Yellow.
- must be diesel fueled.
- must be fully operational.
- must be owned and operated by participating fleet owner for the two years prior to upgrade.
- must have at least three years of remaining life at the time of upgrade.
- must have accumulated at least 7,000 miles/year during the two years prior to upgrade, or during calendar year (Jan-Dec) 2019.
- must have an engine model year (EMY) 2009 or older, if being replaced with a bus that has an engine certified to meet EPA emissions standards.
- must be School Bus Type A, B, C, or D.

~~For FY21, Eligible Replacement Projects must include all of the following:~~

- ~~• a school bus or buses operating on one of the following fuel types: diesel, gasoline, all-electric, propane (LPG), or natural gas (LNG or CNG).~~
- ~~• a replacement school bus or buses with EMY 2019 or newer.~~

- ~~• a bus or buses with GVWR Class 4-8 of the same or similar type of GVWR than the Eligible Bus. The replacement vehicle must not be a larger weight class than the existing vehicle.~~
- ~~• a bus or buses which operates primarily within the State of Oklahoma.~~

For FY22, Eligible Replacement Projects must include all of the following:

- a new school bus or buses operating on diesel or gasoline fuel.
- a new replacement school bus or buses with EMY 2019 or newer.
- bus or buses with a Type A, B, C, or D that is the same Type as the Eligible Bus to be replaced.
- The new replacement vehicle must not be of a larger class of Gross Vehicle Weight Rating (GVWR) than the existing vehicle.
 - Class 5: 16,001 – 19,500 lbs GVWR
 - Class 6: 19,501 – 26,000 lbs GVWR
 - Class 7: 26,001 – 33,000 lbs GVWR
 - Class 8: 33,001 lbs GVWR and over
- the new bus or buses must meet EPA's heavy-duty highway engine emission standards.

~~For FY21, Reimbursement amounts are:~~

- ~~• Oklahoma may fund up to 25% of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>.~~
- ~~• Oklahoma may fund up to 35% of the cost of a replacement vehicle powered by a 2019 model year or newer engine certified to meet CARB's Optional Low NOx Standards. A list of certified vehicles is available at: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>.~~
- ~~• Oklahoma may fund up to 45% of the cost of a 2019 model year or newer zero-emission (all-electric) replacement vehicle.~~

For FY22, the Reimbursement amount is:

- Oklahoma may fund up to 25% of the cost of a new replacement vehicle powered by a 2019 model year or newer engine certified to EPA emission standards. Highway engine emission standards are available at: <https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-highway-engines-and-vehicles>.

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

Grant recipients will be required to keep any replacement vehicle in good working order for a minimum of five years after the project period ends.

ROLES AND RESPONSIBILITIES:

DEQ will sub-grant funding to selected awardees based on selection criteria and their ability to meet the grant requirements. The timeline below shows the various events that will take place during the project period.

DEQ will be responsible for:

- announcing the Grant Solicitation, award recipients, and ongoing program information on the DEQ's Oklahoma Clean Diesel webpage: <https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/>.
- reviewing all proposals and ensuring successful recipients meet EPA funding requirements as established in the 2022 DERA State Grants Program Guide.
- scoring and ranking proposals submitted by applicants for subgrants.
- contacting subgrant awardees to inform them of their responsibilities during the project period. If any of the awardees chooses not to accept the award, then the next school on the ranked list will be notified and offered the subgrant award. Applicants not chosen for the subgrant will be notified by email by the project manager.
- maintaining contact with the subgrant recipients, which is critical to the success of each project.
- engaging in outreach activities such as webinars, meetings, and social media to maintain contact with various stakeholders.
- 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 and informing EPA of any discrepancies.
- performing inspections as needed to ensure project work has been completed.

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 DEQ.
- providing quarterly reports and financial statements to DEQ.

The Oklahoma Clean Diesel Grant Program will not support grant rebates and/or loan projects.

DEQ's Disbursement Methodology

1. Subgrantees are selected.
2. Subgrantees sign MOA describing terms of subgrant, including estimated project cost.
3. MOA is signed by the DEQ Director, Scott A. Thompson.
4. DEQ issues a Purchase Order for the estimated project cost of the subgrant.
5. A copy of the executed MOA and a Notice to Proceed is emailed to the subgrantee.
6. Subgrantees carry out details of the selected project, going out to bid for performed work and purchased items, as necessary.
7. After project completion, subgrantees submit an invoice for the actual project cost to DEQ, along with any supporting documentation (receipts, bids, etc.).
8. DEQ confirms the project was completed to satisfaction and within grant terms.
9. Once paperwork is in order and all terms are satisfied, DEQ issues payment to subgrantee as reimbursement for project work completed.
10. 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.

DEQ will not utilize any additional leveraged resources beyond any voluntary matching funds or mandatory cost-share funds included in the project budget.

TIMELINE AND MILESTONES:

FY 2021		
Action	Start Date*	End Date*
Submit Notice of Intent Participate	March 3, 2021	March 18, 2021
Submit Work Plan, Budget Narrative, and Fleet Description		April 26, 2021
Submit Grants.gov Application		May 26, 2021
Subgrant Program Development/Develop Grant Solicitation	October 1, 2021	October 15, 2021
Announce Funding and publish Grant Solicitation		October 18, 2021
Accept Applications	October 18, 2021	December 10, 2021
Review and Select Applications	December 10, 2021	March 18, 2022
Make Subawards / Complete MOAs	March 21, 2022	April 1, 2022
Project Implementation	April 1, 2022	September 1, 2023
Procurement of New School Bus	April 1, 2022	September 1, 2023
Monitoring and Oversight of Project	March 1, 2021	September 30, 2023
Quarterly Reporting	October 1, 2021	September 30, 2023
Project Completion Date		September 30, 2023
Final Report Deadline		December 30, 2023

FY 2022		
Action	Start Date*	End Date*
Submit Notice of Intent Participate	April 25, 2022	May 9, 2022
Submit Work Plan, Budget Narrative, and Fleet Description		June 2, 2022
Submit Grants.gov Application		June 17, 2022
Subgrant Program Development/Develop Grant Solicitation	October 1, 2022	October 16, 2022
Announce Funding and publish Grant Solicitation		October 17, 2022
Accept Applications	November 9, 2022 October 17, 2022	January 13, 2023 December 16, 2022
Review and Select Applications	January 14, 2023 December 17, 2022	January 28, 2023 January 20, 2023
Make Subawards / Complete MOAs	January 29, 2023 January 21, 2023	April 1, 2023
Project Implementation	April 1, 2023	September 1, 2023
Procurement of New School Bus	April 1, 2023	September 1, 2023
Monitoring and Oversight of Project	April 1, 2022	September 30, 2023
Quarterly Reporting	October 1, 2022	September 30, 2024 September 30, 2023
Project Completion Date		September 30, 2024 September 30, 2023
Final Report Deadline		December 30, 2024 December 30, 2023

*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. Since Oklahoma has maintained attainment status for all criteria pollutants since 1990, special consideration will be given to the MSAs of Oklahoma City and Tulsa, which have the highest levels of ozone in the state. Oklahoma DEQ is always aware that a period of unusual weather may change Oklahoma's attainment status.

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

Cleveland and Oklahoma Counties are on the 2021 DERA 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, <https://www.epa.gov/sites/default/files/2021-02/documents/fy21-priority-county-list.pdf>.

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 current 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, distribution centers, rail yards, airports, major highways, and large metropolitan areas. Oklahoma City and Tulsa have many distribution centers, such as the Amazon Fulfillment Distribution Center in Oklahoma City. Two major interstates, I-40 and I-35, intersect in Oklahoma City and I-44 passes through both Oklahoma City and Tulsa, bringing heavy semi-truck traffic.

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. These replacements will provide quantifiable reductions of emissions.

The Oklahoma DEQ DERA program offers a diesel-to-diesel option. A newer diesel engine has more stringent standards and runs cleaner than older diesel engines. This could be more than 98% lower emissions than older diesel vehicles according to the Diesel Technology Forum¹.

The Oklahoma DEQ DERA program offers a diesel-to-gasoline option. A gasoline engine is less expensive to own and emits less NO_x than a diesel engine. The Blue Bird Vision gasoline school bus has received full EPA and CARB certification. This model is equipped with a Ford 6.8L V10 engine². It 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.

¹ <https://www.dieselforum.org/policyinsider/even-nearer-to-zero-taking-a-look-at-the-big-picture-of-the-epa-s-proposed-future-emissions-standards-for-heavy-duty-trucks>

² <https://www.schoolbusfleet.com/news/721711/blue-bird-vision-gasoline-school-bus-certified-by-epa-carb>

⁴ <https://www.blue-bird.com/buses/electric-school-buses>

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

The Oklahoma Clean Diesel Grant Program will support EPA’s FY 2022-2026 Strategic Plan Goal 4: Ensure Clean and Healthy Air for All Communities which states, “All people regardless of race, color, national origin, or income deserve to breathe clean air outdoors and indoors, and it is especially important that the health of vulnerable and sensitive populations, such as children and persons adversely affected by persistent poverty or inequality, be protected.” The program will also support Objective 4.1: Improve Air Quality and Reduce Localized Pollution and Health Impacts of the Strategic Plan in which it states “Reduce air pollution on local, regional, and national scales to achieve healthy air quality for people and the environment.” 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 achieve and maintain health-based air pollution standards and reduce risk from toxic air pollutants, improving air quality for the public.

Outputs

The outputs of the requested projects will include:

- the number of full vehicle replacements. This will be tracked quarterly by DEQ staff.
- adoption of an idle reduction policy for each subgrant recipient.
- the number of hours of idling reduced, which will be estimated by DEQ staff.
- the annual pounds of nitrogen oxides, particulate matter, carbon monoxide, carbon dioxide, and hydrocarbon emissions reduced. This will be calculated quarterly by DEQ staff using EPA’s Diesel Emissions Quantifier.
- cost effectiveness. This will be estimated quarterly by DEQ staff using the Diesel Emissions Quantifier.

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 from FY 2017 through FY 2021, DEQ successfully administered the Oklahoma Clean Diesel Grant Program, which primarily focused on the replacement of school buses across the state. In addition, DEQ successfully administered ARRA grant money to further the clean school bus program in FY 2008 and FY 2009.

DEQ will continue to share funding information with state superintendents, trade associations, and municipalities. Additionally, staff will investigate new ways to publicize the FY 2022 funding opportunity. DEQ will continue to promote the Oklahoma Clean Diesel Grant Program on its website: <https://www.deq.ok.gov/air-quality-division/clean-diesel-dera/>. This webpage not only connects potential subgrant recipients to new funding opportunities but allows them to see the history of Oklahoma Clean Diesel Program successes. The webpage also includes information on clean diesel issues, including idle reduction, and health and environmental impacts. DEQ will also publicize grant opportunities through social media.

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

BUDGET NARRATIVE

2021 Itemized Project Budget

Budget-Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
			VW Mitigation Trust Funds	
1. Personnel	\$41,610	\$0	\$27,740	\$69,350
2. Fringe Benefits	\$19,282	\$0	\$12,854	\$32,136
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	\$440,605	\$1,874,418	\$293,737	\$2,608,760
8. Total Direct Charges (sum 1-7)	\$501,977	\$1,874,418	\$334,651	\$2,711,046
9. Indirect Charges	\$14,718	\$0	\$9,812	\$24,530

10. Total (Indirect + Direct)	\$516,695	\$1,874,418	\$344,463	\$2,735,576
11. Program Income	\$0	\$0	\$0	\$0

2022 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)	Line Total
			VW Mitigation Trust Funds	
1. Personnel	<u>\$20,805</u> \$0	\$0	<u>\$13,870</u> \$0	<u>\$34,675</u> \$0
2. Fringe Benefits	<u>\$9,641</u> \$0	\$0	<u>\$6,427</u> \$0	<u>\$16,068</u> \$0
3. Travel	\$300	\$0	\$200	\$500
4. Equipment	\$0	\$0	\$0	\$0
5. Supplies	\$180	\$0	\$120	\$300
6. Contractual	\$0	\$0	\$0	\$0
7. Other	<u>\$496,276</u> <u>\$534,081</u>	<u>\$2,481,381</u> <u>\$2,670,405</u>	<u>\$330,851</u> <u>\$356,054</u>	<u>\$3,308,508</u> <u>\$3,560,540</u>
8. Total Direct Charges (sum 1-7)	<u>\$527,202</u> <u>\$543,561</u>	<u>\$2,481,381</u> <u>\$2,670,405</u>	<u>\$351,468</u> <u>\$356,374</u>	<u>\$3,360,051</u> <u>\$3,561,340</u>
9. Indirect Charges	<u>\$7,359</u> \$0	\$0	<u>\$4,906</u> \$0	<u>\$12,265</u> \$0
10. Total (Indirect + Direct)	<u>\$534,561</u>	<u>\$2,481,381</u>	<u>\$356,374</u>	<u>\$3,372,316</u>
11. Program Income	\$0	\$0	\$0	\$0

Explanation of Budget Framework

• **Personnel**

- **OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY
CLEAN DIESEL GRANT - FFY ~~2021~~ 2022
SALARY, FRINGE AND INDIRECT**

Year 1

-	Annual	Annual	Annual	MAN- YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	-\$54,545	-\$25,995	-\$19,467	0.35	-\$19,091	-\$9,098	-\$ 6,813	-\$35,002
Env Programs Specialist II	-\$47,749	-\$24,354	-\$17,427	0.05	-\$2,387	-\$1,218	-\$ 871	-\$4,476
Env Programs Specialist IV	-\$64,094	-\$28,301	-\$22,332	0.05	-\$3,205	-\$1,415	-\$1,117	-\$5,737
Env Programs Specialist IV	-\$60,519	-\$27,438	-\$21,259	0.05	-\$3,026	-\$1,372	-\$1,063	-\$5,461
Environmental Attorney III	-\$72,493	-\$30,330	-\$24,852	0.05	-\$3,625	-\$1,517	-\$1,243	-\$6,385
Env Programs Manager	-\$66,817	-\$28,959	-\$23,149	0.05	-\$3,341	-\$1,448	-\$1,158	-\$5,947
TOTALS	\$366,217	\$165,377	-\$128,486	0.60	-\$34,675	-\$16,068	-\$12,265	-\$63,008

-	-	-	-	-	Voluntary	Mandatory	-	-
-	-	-	-	EPA Allocation	Match	Cost Share	Total	-
-	-	-	-	-	-	-	-	-
Salary	-	-	-	-\$20,805.0	-\$13,870.0	n/a	-\$34,675	-
Fringe	-	-	-	-\$9,640.8	-\$6,427.2	n/a	-\$16,068	-
Indirect	-	-	-	-\$7,359.0	-\$4,906.0	n/a	-\$12,265	-
-	-	-	-	-	-	-	-	-
TOTAL	-	-	-	-\$37,805	-\$25,203	-	-\$63,008	-

Life of Grant Estimate Year 2

	Annual	Annual	Annual	MAN-YEAR	GRANT	GRANT	INDIRECT	GRANT
CLASSIFICATION	Salary	Fringe	Indirect	ON GRANT	SALARY	FRINGES	COSTS	TOTAL
Env Programs Specialist III	\$54,545	\$25,995	\$19,467	0.35	\$19,091	\$9,098	\$ 6,813	\$35,002
Env Programs Specialist II	\$47,749	\$24,354	\$17,427	0.05	\$2,387	\$1,218	\$ 871	\$4,476
Env Programs Specialist IV	\$64,094	\$28,301	\$22,332	0.05	\$3,205	\$1,415	\$1,117	\$5,737
Env Programs Specialist IV	\$60,519	\$27,438	\$21,259	0.05	\$3,026	\$1,372	\$1,063	\$5,461
Environmental Attorney III	\$72,493	\$30,330	\$24,852	0.05	\$3,625	\$1,517	\$1,243	\$6,385
Env Programs Manager	\$66,817	\$28,959	\$23,149	0.05	\$3,341	\$1,448	\$1,158	\$5,947
TOTALS	\$366,217	\$165,377	\$128,486	0.60	\$34,675	\$16,068	\$12,265	\$63,008

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	\$20,805.0	\$13,870.0	n/a	\$34,675
Fringe	\$9,640.8	\$6,427.2	n/a	\$16,068
Indirect	\$7,359.0	\$4,906.0	n/a	\$12,265
TOTAL	\$37,805	\$25,203		\$63,008

- Travel**

~~For FY21, it is anticipated that two staff members will do two to three spot inspections 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 \$0.57 per mile. The total cost is approximately \$500.~~

For FY22, it is anticipated that two staff members will do two to three spot inspections 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 \$0.585 per mile. The total cost is approximately \$500.

- Supplies**

Supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately \$300. ~~each for both FY21 and FY22.~~

- **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 or 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 2021				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost Share (per bus)
8- Other				
19 Diesel Buses	\$92,730.00	\$13,909.50	\$9,273.00	\$69,547.50
1 Gasoline Bus	\$98,130.00	\$14,719.50	\$9,813.00	\$73,597.50
3 Propane Buses	\$91,000.00	\$13,650.00	\$9,100.00	\$68,250.00
1 CNG Bus	\$130,000.00	\$27,300.00	\$18,200.00	\$84,500.00
1 Electric Bus	\$345,760.00	\$93,355.00	\$62,237.00	\$190,168.00
Grand Total	\$2,608,760.00	\$440,605.00	\$293,737.00	\$1,874,418.00

FY 2022				
Budget Category	Cost Per Bus	EPA Allocation (per bus)	Voluntary Match (per bus)	Mandatory Cost-Share (per bus)
7. Other				
22 <u>20</u> Diesel Buses	<u>\$110,285.00</u> \$111,266.88	<u>\$16,542.75</u> \$16,690.03	<u>\$11,128.50</u> \$11,126.69	<u>\$82,713.75</u> \$83,450.16
10 Gasoline Buses	<u>\$110,280.75</u> \$111,266.88	<u>\$16,542.11</u> \$16,690.03	<u>\$11,028.08</u> \$11,126.69	<u>\$82,710.56</u> \$83,450.16
Grand Total	<u>\$3,308,507.50</u> \$3,560,540.00	<u>\$496,276.00</u> \$534,081.00	<u>\$330,851.00</u> \$356,054.00	<u>\$2,481,380.63</u> \$2,670,405.00

Administrative Costs Expense Cap

Oklahoma DEQ understands up to 15% of the award can be used for administrative costs. The DEQ has budgeted for administrative costs to be 7.2% for FY22. ~~14.7% for FY21 and 0% for FY22, or 7.2% overall.~~

Matching Funds and Cost-Share Funds

~~For the 2021 funding year, the Oklahoma Department of Environmental Quality matched the EPA allocation of \$344,463. DEQ used the DERA Option of the Volkswagen settlement for this match.~~

For the 2022 funding year, the Oklahoma Department of Environmental Quality will match the EPA allocation of \$356,374 to maximize available funding allocations from EPA. DEQ intends to again 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. The DEQ will follow EPA guidelines and requirements regarding all clean diesel projects.

Funding Partnerships

The grant program will fund projects through subawards only.