APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of Oklahoma

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

Action Title:	Oklahoma DERA FY23
Beneficiary's Project ID:	DS-02F48001
Funding Request No.	*(sequential)* 17
Request Type: (select one or more)	☐ Reimbursement ■ Advance ☐ Other (specify): _____
Payment to be made to: (select one or more)	■ Beneficiary ☐ Other (specify): _____
Funding Request & Direction (Attachment A)	☐ Attached to this Certification ■ To be Provided Separately

SUMMARY

Eligible Mitigation Action Action Type	☐ Appendix D-2 item (specify): _____ ■ Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): See Attachment E

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

Section II of the Oklahoma BMP discusses the use of VW Trust funds for DERA.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

For the FY23 DERA grant DEQ estimates removing six diesel school buses from various school districts across the state. Eligible buses must have an engine model year of 2009 and older. DEQ estimates replacing the six diesel buses with two newer cleaner diesel buses, one gasoline, one propane, one CNG, and one electric bus. These projects will reduce air pollution exposure among children across the state, which is important because children constitute a sensitive population. Expected lifetime emissions benefits, according to EPA's Diesel Emissions Quantifier, are 0.842 short tons of NOx, 0.003 short tons of PM2.5, 0.056 short tons of HC, and 45.9 short tons of CO2.

For the FY24 DERA grant DEQ estimates removing 29 diesel school buses from service with the same engine model year parameters as FY23. DEQ estimates replacing the 29 diesel buses with 15 newer cleaner diesel buses, 11 gasoline, one propane, one CNG, and one electric bus. Expected lifetime emissions benefits are 3.992 short tons of NOx, 0.016 short tons of PM2.5, 0.230 short tons of HC, and 45.9 short tons of CO2.

Estimate of Anticipated NOx Reductions (5.2.3):

Expected lifetime NOx reductions from the FY23 and FY24 projects are 0.842 short tons and 3.992 short tons, respectfully, or a combined 4.834 short tons, according to EPA's Diesel Emissions Quantifier.

Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):

Oklahoma Department of Environmental Quality

Describe how the Beneficiary will make documentation publicly available (5.2.7.2).

Section VI of the Oklahoma BMP describes how DEQ will make information pertinent to the VW Trust publicly available. In addition, Oklahoma DEQ maintains a website which includes webpages containing information in regard to Oklahoma VW programs. The Oklahoma VW website is at: https://www.deq.ok.gov/air-quality-division/volkswagen-settlement/. Oklahoma DEQ also operates a mailing list for the VW programs.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).

The DERA grant is a reimbursement program where the subgrantees buy the bus and are reimbursed afterwards for a certain percentage of the total cost of the bus. For the FY23 and FY24 DERA grant DEQ may fund up to 25% of the cost of a replacement vehicle powered by a 2021 model year or newer engine certified to EPA emission standards. DEQ may fund up to 35% of the cost of a replacement vehicle powered by a 2021 model year or newer engine certified to meet CARB's Optional Low-NOx Standards. DEQ may fund up to 45% of the cost of a 2021 model year or newer zero-emission (all-electric) replacement vehicle.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).

Oklahoma DEQ sent notice by USPS and email to the representatives from the U.S. Department of the Interior and the U.S. Department of Agriculture listed in subparagraph 4.2.8 of the State Trust Agreement on February 15, 2018.

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

Projects that are located in a disadvantaged community, defined by the EPA, will be given priority. DEQ will also prioritize MSA's as they are closest to non-attainment in the state. This includes Tulsa and Oklahoma City metropolitan areas and Comanche County.

ATTACHMENTS
(CHECK BOX IF ATTACHED)

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

CERTIFICATIONS

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

1. **This application is submitted on behalf of Beneficiary** State of Oklahoma **, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**

2. **Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**

3. **This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**

4. **Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**

5. **Beneficiary will maintain and make publicly available all documentation submitted in**

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

DATED: 9/26/2024

Kendal Stegmann, Division Director

[NAME]
[TITLE]

Oklahoma Department of Environmental Quality

[LEAD AGENCY]

for

State of Oklahoma

[BENEFICIARY]

ATTACHMENT B

PROJECT SCHEDULE AND MILESTONES

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES:

FY 2023		
Action	**Start Date/Date Submitted***	**End Date/Deadline***
Submit Notice of Intent Participate	July 20, 2023	July 21, 2023
Submit Work Plan, Budget Narrative, and Fleet Description to EPA Regional Contact for Review		August 8, 2023
Submit Grants.gov Application		August 22, 2023
Subgrant Program Development/Develop Grant Solicitation	August 22, 2023	October 16, 2023
Announce Funding and publish Grant Solicitation		October 18, 2023
Accept Applications	October 18, 2023	December 15, 2023
Review and Select Applications	December 16, 2023	January 31, 2024
Make Subawards / Complete MOAs	February 1, 2024	March 31, 2024
Project Implementation	April 1, 2024	September 1, 2025
Procurement of New School Buses	April 1, 2024	September 1, 2025
Monitoring and Oversight of Project	April 1, 2024	September 30, 2025
Quarterly Reporting	October 1, 2024	September 30, 2026
Project Completion Date		September 1, 2026
Final Report Deadline		December 30, 2026

FY 2024		
Action	**Start Date/Date Submitted***	**End Date/Deadline***
Deadline to confirm 2024 participation		April 1, 2024
FY24 Incremental Amendments completed		September 30, 2024
Subgrant Program Development/Develop Grant Solicitation	July 1, 2024	October 15, 2024
Announce Funding and publish Grant Solicitation		October 16, 2024
Accept Applications	October 16, 2024	December 13, 2024
Review and Select Applications	December 14, 2024	January 31, 2025
Make Subawards / Complete MOAs	February 1, 2025	March 31, 2025
Project Implementation	April 1, 2025	September 1, 2025
Procurement of New School Buses	April 1, 2025	September 1, 2025
Monitoring and Oversight of Project	April 1, 2025	September 30, 2025
Quarterly Reporting	October 1, 2025	September 30, 2026
Project Completion Date		September 1, 2026
Final Report Deadline		December 30, 2026

*Dates may be adjusted if needed.

BUDGET NARRATIVE

2023 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$50,661	$0	$0	$0	$50,661
2. Fringe Benefits	$22,878	$0	$0	$0	$22,878
3. Travel	$560	$0	$0	$0	$560
4. Equipment	$0	$0	$0	$0	$0
5. Supplies	$300	$0	$0	$0	$300
6. Contractual	$0	$0	$0	$0	$0
7. Other	$331,705	$610,315	$0	$0	$942,020
8. Total Direct Charges (sum 1-7)	$406,104	$610,315	$0	$0	$1,016,419
9. Indirect Charges	$21,672	$0	$0	$0	$21,672
10. Total (Indirect + Direct)	$427,776	$610,315	$0	$0	$1,038,091
11. Program Income	$0	$0	$0	$0	$0

2024 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$30,397	$0	$20,264	$0	$50,658
2. Fringe Benefits	$13,727	$0	$9,151	$0	$22,878
3. Travel	$336	$0	$224	$0	$560
4. Equipment	$0	$0	$0	$0	$0
5. Supplies	$180	$0	$120	$0	$300
6. Contractual	$0	$0	$0	$0	$0
7. Other	$584,021	$2,536,185	$389,348	$0	$3,509,554
8. Total Direct Charges (sum 1-7)	$628,661	$2,536,185	$419,107	$0	$3,583,953
9. Indirect Charges	$13,003	$0	$8,669	$0	$21,672
10. Total (Indirect + Direct)	$641,664	$2,536,185	$427,776	$0	$3,605,625
11. Program Income	$0	$0	$0	$0	$0

Explanation of Budget Framework

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

FY23 Grant Year

CLASSIFICATION	Annual Salary	Annual Fringe	Annual Indirect	MAN-YEAR ON GRANT	GRANT SALARY	GRANT FRINGES	INDIRECT COSTS	GRANT TOTAL
Env Programs Specialist III	$58,071	$26,847	$25,025	0.50	$29,036	$13,424	$12,513	$54,973
Env Programs Specialist II	$57,847	$26,793	$24,943	0.10	$5,785	$2,679	$2,494	$10,958
Env Programs Specialist IV	$67,944	$29,231	$28,637	0.03	$2,038	$877	$859	$3,774
Epidemiologist	$68,341	$29,327	$28,783	0.05	$3,417	$1,466	$1,439	$6,322
Env Programs Specialist IV	$64,394	$28,374	$27,339	0.05	$3,220	$1,419	$1,367	$6,006
Environmental Attorney I	$62,088	$27,817	$26,495	0.05	$3,104	$1,391	$1,325	$5,820
Env Programs Manager	$81,210	$32,435	$33,491	0.05	$4,061	$1,622	$1,675	$7,358
TOTALS	**$459,895**	**$200,824**	**$194,714**	**0.83**	**$50,661**	**$22,878**	**$21,672**	**$95,211**

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	$50,661	$0	n/a	$50,661
Fringe	$22,878	$0	n/a	$22,878
Indirect	$21,672	$0	n/a	$21,672
TOTAL	$95,211	$0		**$95,211**

FY24 DERA Grant

CLASSIFICATION	Annual Salary	Annual Fringe	Annual Indirect	MAN-YEAR ON GRANT	GRANT SALARY	GRANT FRINGES	INDIRECT COSTS	GRANT TOTAL
Env Programs Specialist III	$58,071	$26,847	$25,025	0.50	$29,036	$13,424	$12,513	$54,973
Env Programs Specialist II	$57,847	$26,793	$24,943	0.10	$5,785	$2,679	$2,494	$10,958
Env Programs Specialist IV	$67,944	$29,231	$28,637	0.03	$2,038	$877	$859	$3,774
Epidemiologist	$68,341	$29,327	$28,783	0.05	$3,417	$1,466	$1,439	$6,322
Env Programs Specialist IV	$64,394	$28,374	$27,339	0.05	$3,220	$1,419	$1,367	$6,006
Environmental Attorney I	$62,088	$27,817	$26,495	0.05	$3,104	$1,391	$1,325	$5,820
Env Programs Manager	$81,210	$32,435	$33,491	0.05	$4,061	$1,622	$1,675	$7,358
TOTALS	**$459,895**	**$200,824**	**$194,714**	**0.83**	**$50,661**	**$22,878**	**$21,672**	**$95,211**

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	$30,394	$20,264	n/a	$50,661
Fringe	$13,727	$9,151	n/a	$22,878
Indirect	$13,003	$8,669	n/a	$21,672
TOTAL	$57,127	$38,084		**$95,211**

- **Travel**
  For FY23 and FY24, it is anticipated that two staff members will do two to three spot inspections for each grant year 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 $0.655 per mile. The total cost is approximately $560 for FY23, and $560 for FY24.

- **Supplies**
  For FY23 and FY24 the supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately $300 for FY23, and $300 for FY24.

- **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 FY23 and FY24 grant year and 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 2023				
Budget Category	**Cost Per Bus**	**EPA Allocation (per bus)**	**Voluntary Match (per bus)**	**Mandatory Cost-Share (per bus)**
8. Other				
2 Diesel Buses	$112,500	$28,127.50	0	$84,382.50
1 Gasoline Bus	$111,300	$27,750.00	0	$83,250.00
1 Propane Buses	$121,800	$42,000.00	0	$78,000.00
1 CNG Bus	$140,000	$45,500.00	0	$84,500.00
1 Electric Bus	$373,500	$160,200.00	0	$195,800.00
Grand Total	$971,600	$331,705.00	0	$610,315.00

FY 2024				
Budget Category	**Cost Per Bus**	**EPA Allocation (per bus)**	**Voluntary Match (per bus)**	**Mandatory Cost-Share (per bus)**
8. Other				
15 Diesel Buses	$112,500	$16,837.50	$11,225.00	$84,187.50
11 Gasoline Bus	$111,300	$16,650.00	$11,100.00	$83,250.00
1 Propane Buses	$121,800	$25,200.00	$16,800.00	$78,000.00
1 CNG Bus	$140,000	$27,258.84	$18,172.60	$84,372.60
1 Electric Bus	$373,500	$95,850.00	$63,900.00	$195,250.00
Grand Total	$3,547,100	$584,021.34	$389,347.60	$2,536,185.10

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 14.4% for FY23-FY24.

Matching Funds and Cost-Share Funds

For the 2023 funding year, the Oklahoma Department of Environmental Quality will not provide the voluntary match of $427,776. The grant amount from EPA was higher than expected and DEQ did not have the funds to match the full amount.

For the 2024 funding year DEQ intends to provide the voluntary match of $427,776 to maximize available funding allocations from EPA. DEQ intends to use the DERA Option of the Volkswagen settlement for this match.

Applicants pursuing clean diesel projects will be required to provide the mandatory cost-share 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.

PROJECTED TRUST ALLOCATIONS

1. Anticipated Project Funding Request to be paid through the Trust	$427,776.00
2. Anticipated Cost Share	$4,215,940.00
3. Anticipated Total Project Funding (line 1 plus line 2)	$4,643,716.00
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation*	$ 14,896,463.78
5. Cumulative Unused Trustee Payments Returned to Trust from Previous Funding Requests	$ 807,048.91
6. Net Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation (line 4 minus Line 5)	$ 14,089,414.87
7. Current Beneficiary Project Funding to be paid through the Trust (line 1)	$427,776.00
8. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 6 plus line 7)	$ 14,517,190.87
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)	$ 6,833,070.25
11. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 10 minus line 7)	$ 6,405,294.25

** 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 - #16

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

Nine example estimates are attached for review.

Class 7 School Buses Estimates	**Estimates**
Diesel	$83,750.00 - $94,833.00
Gasoline	$97,780.00 - $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

Quote 1: Ross Transportation

From: ryan ross
To: Cecelia Kleman
Subject: [EXTERNAL] Re: School Bus Quotes
Date: Monday, August 19, 2024 4:39:04 PM

Good Monday Cecelia,

I hope that you are doing well today!

I apologize for the delay in getting the quotes to you.
The factory in doing yet another price increase (starting on 09/31/24) and I needed the increase to give an accurate estimate of the prices moving forward.

I have based the estimated numbers on what most of our customers are buying.

Diesel
71 Passenger w/ Hydraulic Brakes: ---------- $121,000.00, per bus
$9,500.00 additional, for Air-Conditioning : ----- $130,500.00, per bus

Gasoline
71 Passenger w/ Hydraulic Brakes: ---------- $119,500.00, per bus
$9,500.00 additional, for Air-Conditioning : ----- $129,000.00, per bus

Propane
71 Passenger w/ Hydraulic Brakes: ---------- $130,000.00, per bus
$9,500.00 additional, for Air-Conditioning : ----- $139,500.00, per bus

Electric
71 Passenger w/ Hydraulic Brakes: ---------- $371,500.00, per bus
$21,750.00 additional, for Air-Conditioning : ---- $393,250.00, per bus

Unfortunately, we do not offer a Blue Bird OEM CNG equipped engine anymore. I wish we still did.....
I am unable to provide a current price on that configuration.

Please look all of this over and let me know if you need anything at all.

Thank You As Always and have a great evening,

Ryan Ross
General Manager
Ross Transportation, Inc.
Office: (405) 681-6691
Toll Free: (800) 965-7677
Fax: (405) 681-6693

On Thursday, August 15, 2024, 11:48:33 AM CDT, Cecelia Kleman <cecelia.kleman@deq.ok.gov> wrote:

Good Morning

I hope you are doing well. Could I please get a quote on the following buses?

Class 7 School Buses
Diesel
Gasoline
Propane (LPG)
Natural Gas (LNG/CNG)
All-Electric

Quote 2: Gasoline Bus

ROSS TRANSPORTATION
OKLAHOMA CITY, OK

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**	**CONTACT:**	**Mr. Donnie Ryan, Assist. Trans. Dir.**
ADDRESS:	**220 W. Dowden Drive**	**TELEPHONE:**	**405-376-2630**
CITY/STATE/ZIP:	**Mustang, Oklahoma 73064**	**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 **Air Ride Suspension**
	Shocks absorbers:	Front and rear
BACKUP ALARM:		112DB Safety alarm - operates while in reverse gear
BATTERY:		Three, 12 volt, 2100 cca combined rating
		Heavy duty battery compartment with slide-out tray
BODY ELECTRIC PANEL:		Exterior under driver window, with key lock
BRAKE SYSTEM:		Dual full **Air Brake System** 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
CELL PHONE ADAPTER:		Mounted in drivers area
CERTIFICATION:		**Colorado Rack & Kentucky Pole Test Certified**
		Altoona Tested
CHILD REMINDER:		Doran, Sleeping Child Check System, Warning Light Activated w/ Instruction Label on FRT bulkhead
COWL STEPS & HANDLES:		Mounted LH & RH at windshield
DOORS:	Entrance:	**Air operated**, Outward opening w/ Three (3) Position Switch
		3 step step-well with rubber covered steps
	Exit:	Rear center mounted with upper/lower glass
		Retainer to hold door open
	Header Pad:	Entrance & Exit Doors, Padded Upholstery
Vandal Locks:		Entrance door equipped with key lock
		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, Propane Powered (2021MY)**
	Configuration & Cylinders:	**V Configuration, eight cylinder**
	Cylinder Block Material / Cylinder Head Material:	**Cast Iron / Aluminum**
	Oil Capacity / Type:	**8 quarts / 5W-30**

	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
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:		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
		All steel mirror brackets are black powder coated
	Exterior cross-view:	ROSCO, Eye-Max-LP Asymmetric Shaped Mirrors
		Bell-Mount brackets for Cross-view Mirrors
		All exterior mirrors are electrically heated
	Interior rearview:	6x30 flat mirror, padded edge
MUD FLAPS:		Black rubber, front and rear
PAINT:	Exterior:	National School Bus Yellow with black trim
	Exterior roof:	White
RADIO:		AM/FM/USB/MP3/SD/MMC/BT/PA with eight interior speakers
		Motorola two way radio to meet school specifications
REFLECTIVE TAPE:		Reflective vinyl – Per State Requirements
		"SCHOOL BUS" 8" on roof cap emboss, front & rear
		Side & rear marker strips, marker strip surrounds each emergency exit
RUB RAILS:		Four (4) exterior body rub rails, painted black
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, Traction tread
	Wheels:	22.5 x 8.25, 10-Stud, 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

	Rear:	Tinted to allow 30% light transmittal
WINDSHIELD:		Two (2) piece curved, tinted, shaded safety plate
WINDSHIELD WIPERS:		Electric, single switch, intermittent speed
WINDSHIELD WASHERS:		Electric w/1 gallon capacity
WARRANTY:	**Blue Bird Body & Chassis:**	**Five (5) year/100,000 mile Limited Warranty**
Ford® / ROUSH® Clean Tech: Powertrain / Fuel System:		**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.

Donnie Ryan
BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

11/17/2020
Date of Bid

November 24, 2020
Date of Acceptance

Quote 3: 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	**CONTACT:**	Mr. Jeff Looney, Trans. Dir.
ADDRESS:	136 Evans Ave.	**TELEPHONE:**	918-865-4062
CITY/STATE/ZIP:	Mannford, Oklahoma 74044	**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:		
	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, 1-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
	Parking Brake:	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:	**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
	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:	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
		Cummins Compleat (Blue) Antifreeze (150,000 miles, / 4000hr. service)
ENGINE EQUIPMENT:		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**
		First two (2) ceiling panels (driver & 1st section): acoustic headlining
EXHAUST SYSTEM (Primary):		Diesel Particulate Filter **(DPF),** Selective Catalytic Reductant **(SCR)** & Diesel Exhaust Fluid **(DEF)**
		Diesel Exhaust Fluid **(DEF) Tank w/ a capacity of 15 gal.,** locking access door & marked **"DEF"**
		Aluminized Tailpipe exits through rear bumper
FLOOR COVERING:		Heavy Duty Black Rubber with aluminum aisle trim
		5/8" plywood subflooring over steel floor, affixed with screws
FUEL TANK:		**100 gallon capacity, mounted between frame rails**
	Primary fuel filter / water separator:	90GPH, 10 Micron filter, heated
		Water in fuel sensor & primer pump
		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
		Single dome light for driver's area, separate switch
	Monitor:	Doran 16-light monitor mounted in driver area
	Pre-Trip:	**Exterior Light Test w/ Switch**
	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 Mounted, 18" from Rear, Clear, **LED** wired to switch
	Warning lights:	**Eight (8) light system, non-sequential, LED with hoods**
MIRRORS:	Exterior 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
	Exterior cross-view:	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
	Interior rearview:	6"x30" flat mirror, padded edge
MUD FLAPS & FENDERS:		Black rubber mud flaps, front and rear
		Black rubber fenders at rear wheel-housing opening
PAINT:	Exterior:	National School Bus Yellow with black trim
	Exterior roof:	**White**
	Warranty (Paint):	**Two (2) year discoloration & Five (5) year adhesion**
PANELS: Exterior:		Side, 16-gauge, 19/3/4" Skirts
		Roof sheets, constructed of 20-gauge galvanized steel (window header to window header)
Interior		Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws)
POWER SOCKET:		12 volt, mounted in switch panel, for cell phone, etc.
RADIO:		AM-FM-MP3 SD-MMC-USB-BT-PA Radio with eight (8) interior speakers
REFLECTIVE TAPE:		3M™ reflective vinyl, yellow
		"SCHOOL BUS" in 8" black letters on 3M™ yellow reflective background, Front and Rear
		Side & rear marker strips - marker strip surrounds each emergency exit
RUB RAILS:		Four (4) double-ribbed, 16-gauge steel exterior body rub rails, **painted black**
SEATS:	Passenger:	DOT approved High Back School Bus Bench Seats
	Upholstery:	Grey Fire Block Upholstery
	Driver:	National Hi-back seat w/ mechanical pedestal & RH armrest
		Charcoal Cloth Upholstery, **Orange shoulder harness** & lap belt restraint
STEERING:		**Hydraulic power, tilt & telescoping wheel,** 50 degree wheel cut
STOPARM:		18" octagon sign w/flashing red lights, electric, **LED**
SUNVISOR:		6.5"X30", Green plexi-glass, padded edge
SWITCHES:		Rocker type switches w/ latching noise suppression switch
TIRES & RIMS:	Front:	Cooper Tire, 11R22.5, **Tubeless Radial**, LRH, Highway tread
	Rear:	Cooper Tire,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:		**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
UNDERCOATING:		Underneath body fully undercoated
VIDEO SURVEILLANCE:		SEON Digital w/ three (3) lens
WINDOWS:	**Side, split sash:**	**Tinted to allow 30% light transmittal**
	Rear, fixed panel:	**Tinted to allow 30% light transmittal**
	Entrance Door-& Driver Window:	**Tinted to allow 70% light transmittal**
WINDSHIELD:		Two (2) piece curved, shaded safety plate
WINDSHIELD WIPERS:		Electric, intermittent speed, w/washers
WIRING:	Chassis:	Multiplex chassis wiring w/ LED readout on module
	Body:	Colored and continuously number coded in molding on top of side windows
WHEELBASE/TURNING RADIUS:		273" wheelbase/36'6" turning radius (wall)
WARRANTY:	Blue Bird Body & Chassis:	Blue Bird 5 year/100,000 mile Limited Warranty
	Allison Transmission:	**Allison 7 year/unlimited miles Limited Warranty**
	Cummins Diesel Engine:	Cummins 5 year/100,000mile 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___**

Ryan Ross_____
ROSS TRANSPORTATION, inc.

_____
BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

10/22/2019_____
Date of Bid

_____
Date of Acceptance

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:	**Bethany Public Schools**	**CONTACT:**	**Mr. Drew Eichelberger, Supt.**
ADDRESS:	**6721 NW 42nd Street**	**TELEPHONE:**	**405-789-3801**
CITY/STATE/ZIP:	**Bethany, Oklahoma 73008**	**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
	Parking Brake:	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:	**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
	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:	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 **Cruise Control**
	ROUSH® Clean Tech Technology:	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 Single dome light for driver's area, separate switch
	Monitor:	Doran 16-light monitor mounted in driver area
	Pre-Trip:	**Exterior Light Test w/ Switch**
	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 Rearview exterior mirrors have black powder coated steel brackets
	Exterior cross-view:	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**
	Interior rearview:	6"x30" flat mirror, padded edge
MUD FLAPS & FENDERS:		Black rubber mud flaps, front and rear Black rubber fenders at rear wheel-housing opening
PAINT:	Exterior:	National School Bus Yellow with black trim
	Exterior roof:	**White**
	Warranty (Paint):	**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)
	Interior	Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws)
POWER SOCKET:		12 volt, mounted in switch panel, for cell phone, etc.
RADIO:		AM-FM-MP3-USB-PA Radio with eight (8) interior speakers
REFLECTIVE TAPE:		3M™ reflective vinyl, yellow
		"SCHOOL BUS" in 8" black letters on 3M™ yellow reflective background, Front and Rear
		Side & rear marker strips - marker strip surrounds each emergency exit
RUB RAILS:		Four (4) double-ribbed, 16-gauge steel exterior body rub rails, **painted black**
SEATS:	Passenger:	DOT approved High Back School Bus Bench Seats
	Upholstery:	Grey Fire Block Upholstery
	Driver:	National Hi-back seat w/ mechanical pedestal & RH armrest
		Charcoal Cloth Upholstery, Orange shoulder harness & lap belt restraint
STEERING:		**Hydraulic power, tilt & telescoping wheel,** 50 degree wheel cut
STOPARM:		18" octagon sign w/flashing red lights, electric, **LED**
SUNVISOR:		6.5"X30", Green plexi-glass, padded edge
SWITCHES:		Rocker type switches w/ latching noise suppression switch
TIRES & RIMS:	Front:	**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,** 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.**

TOTAL UNIT COST, FOB: School---------- **__$93,344.00, per unit____**

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

Ryan Ross_____ _____

ROSS TRANSPORTATION, Inc. BID ACCEPTED BY SCHOOL DISTRICT OFFICIAL

12/29/2018_____ _____

Date of Bid Date of Acceptance

Quote 5: Propane Bus

ROSS TRANSPORTATION
OKLAHOMA CITY, OK

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**	**CONTACT:**	**Mr. Jerry McCormick, Supt.**
ADDRESS:	**1400 S. Mission Ave.**	**TELEPHONE:**	**405-247-6605**
CITY/STATE/ZIP:	**Anadarko, Oklahoma 73005**	**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:		
	Front axle:	12,000# rating, oil lubed bearings
	Front springs:	**8,500# capacity, "Softek" Parabolic tapered leaf**
	Rear axle:	21,000# capacity, 5.29:1 ratio, oil lubed bearings
	Rear springs:	**21,000# capacity, 2-Stage**
	Shocks absorbers:	Direct acting, front and rear
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
	Parking Brake:	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:	**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
	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:	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:	7.9L 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
	ROUSH® Clean Tech Technology:	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
		Single dome light for driver's area, separate switch
	Monitor:	Doran 16-light monitor mounted in driver area
	Pre-Trip:	**Exterior Light Test w/ Switch**
	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:	Rear Roof Top Condenser Mounted, wired to switch w/ Guard
	Warning lights:	**Eight (8) light system, non-sequential, LED with hoods**
MIRRORS:	Exterior 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
	Exterior cross-view:	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
	Interior rearview:	6"x30" flat mirror, padded edge
MUD FLAPS & FENDERS:		Black rubber mud flaps, front and rear
		Black rubber fenders at rear wheel-housing opening
PAINT:	Exterior:	National School Bus Yellow with black trim
	Exterior roof:	**White**
	Warranty (Paint):	**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)

Interior		Ceiling Panels: 22-gauge steel, double-hemmed w/ rivet installation (No screws)
POWER SOCKET:		12 volt, mounted in switch panel, for cell phone, etc.
RADIO:		AM-FM-MP3-USB-PA Radio with eight (8) interior speakers
REFLECTIVE TAPE:		3M™ reflective vinyl, yellow
		"**SCHOOL BUS**" in 8" black letters on 3M™ yellow reflective background, Front and Rear
		Side & rear marker strips - marker strip surrounds each emergency exit
RUB RAILS:		Four (4) double-ribbed, 16-gauge steel exterior body rub rails, **painted black**
SEATS:	Passenger:	DOT approved High Back School Bus Bench Seats
	Upholstery:	Grey Fire Block Upholstery
	Driver:	National Hi-back seat w/ mechanical pedestal & RH armrest
		Charcoal Cloth Upholstery, Orange shoulder harness & lap belt restraint
STEERING:		**Hydraulic power, tilt & telescoping wheel,** 50 degree wheel cut
STOPARM:		18" octagon sign w/flashing red lights, electric, **LED**
SUNVISOR:		6.5"X30", Green plexi-glass, padded edge
SWITCHES:		Rocker type switches w/ latching noise suppression switch
TIRES & RIMS:	Front:	**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,** 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 ---------- $77,522.00, per bus

H.8.1.2 - Body: ---------- $710.00, additional, per bus
H.8.1.4 – Air Conditioning Systems ---------- $7,800.00, additional, per bus
H.9.1.2 - Alternative Engines (Propane) ---------- $4,750.00, additional, per bus

TOTAL UNIT COST, FOB: School---------- __$90,782.00, per unit____

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

Quote 6: 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

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**	**CONTACT:**	**Ms. Christina Hagens**
ADDRESS:	**707 N. Robinson Ave.**	**TELEPHONE:**	**405-702-0100**
CITY/STATE/ZIP:	**Oklahoma City, OK 73102**	**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 electronical 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 ¾" 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	**Model #: E450 Ford (Base Chassis)**
Appearance / Packages: Exterior Upgrade Deluxe & Shuttle Bus Prep	
Axles, Springs and Shock Absorbers:	14,500 lbs. GVWR Suspension
Battery Size:	88 kW.hr Lithium Ion **Recharge time of 6.5h @ 240 V** Micro Bird Battery – *Brand To Be Determined by Micro Bird*
Bumper:	FRT OEM (Ford)
Rear GAWR 9600 lbs.	**FRT GAWR 5000 lbs.**
Rear Axle Ratio:	4.56
Shock Absorbers:	FRT and Rear & Body Mount Cushions (Pucks)
Brake System:	**Regenerative Brake System**
Charging Port:	**J1772 Charging Port** – Located in front grill, behind Ford logo
Cruise Control:	***Note: Cruise Control is N/A on Electric Powertrain Vehicle***
Drive Line:	Guard FRT & Rear (EV Vehicle)
Drive Motor:	**160kW (216HP) / 280N.m (206 lb. ft.)*** Top Speed of 75MPH
Range:	**Approximately 100 mile range autonomy**
Horn:	OEM Ford
Steering:	**Tilt Steering, Driver's Air Bag w/ Power Steering**
Tire and Wheels:	FRT and Rear: LT225/75R-16E, ALS
Wheels:	16"x6 Steel Rims
Wheelbase:	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:

Quote 8: 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

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ADDRESS:	**707 N. Robinson Ave.**	**TELEPHONE:**	**405-702-0100**
CITY/STATE/ZIP:	**Oklahoma City, OK 73102**	**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:

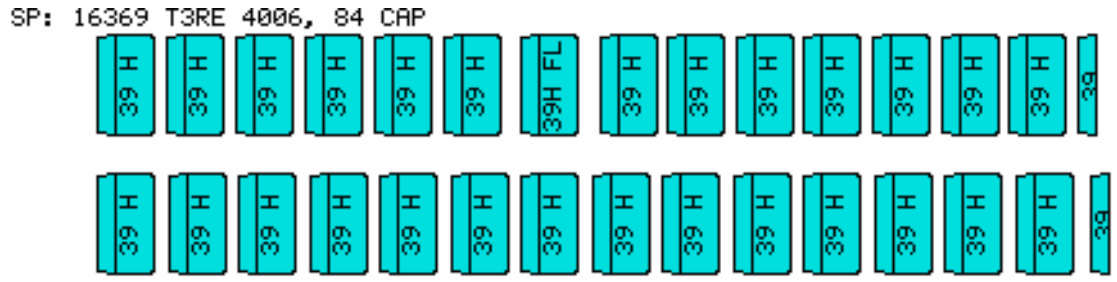
Fire Extinguisher–5lb., First aid kit, Body fluid cleanup kit, Triangle warning devices, seat belt cutter

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**

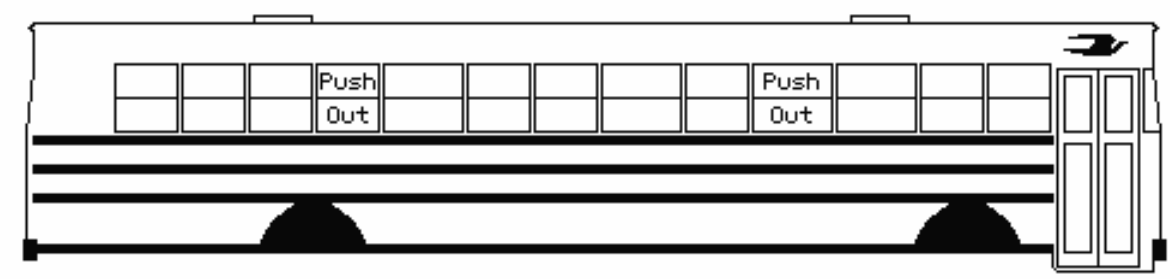


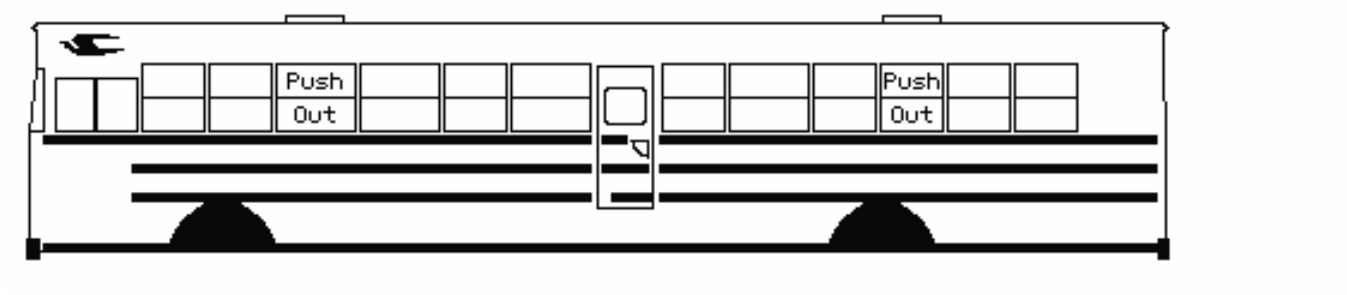
STOPARM: Electric Powered, **LED** Hi-Intensity Cluster

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





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

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

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 *2023-2024 Diesel Emissions Reduction Act (DERA) State Program, Work Plan and Budget Narrative* (Workplan), was submitted to EPA on March 5, 2024. 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.

2023-2024 Diesel Emissions Reduction Act (DERA) State Program

Work Plan and Budget Narrative Template

INSTRUCTIONS: States and territories applying for 2023-2024 DERA State Program funds should use this template to prepare their Work Plan and Budget Narrative.

Please refer to the 2023-2024 DERA State Program Guide full program details, eligibility criteria and funding restrictions, and application instructions.

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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:

	2022*	2023	2024	Total for FY23-24 grant
EPA Base Allocation	$356,374	$427,776	$427,776	$855,552
Voluntary Match	$356,374	$0	$427,776	$427,776
Mandatory Cost Share	$2,481,381	$610,315	$2,536,185	$3,146,500
Total State Contribution (Voluntary Match + Mandatory Cost Share)	$2,837,755	$610,315	$2,963,961	$3,574,276
EPA Match Bonus *(If applicable)*	$178,187	$0	$213,888	$213,888
Total EPA Allocation *(base plus match bonus if applicable)*	$534,561	$427,776	$641,664	$1,069,440
TOTAL Project Cost *(EPA Allocation plus State contribution)*	**$3,372,316**	**$1,038,091**	**$3,605,625**	**$4,643,716**

Note: *If state participated in 2022

3 Year Project Period for 2023-2024 State DERA Grants[1]

FY2023 First Phase: October 1, 2023 – September 30, 2024
FY2024 Incremental Amendments: October 1, 2024 – September 30, 2025
2023-2024 Project Period Close Out: September 30, 2026

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:

- Diesel 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 2019 Air Toxics Screening Assessment is above the 80th percentile
- projects that are located at or near good movement facilities such as distribution centers, rail yards, ports, airports, and terminals.

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/.

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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. DEQ 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 statistical areas and Comanche County. Projects in these areas will have a priority value assigned to them in the selection criteria.

According to data from 2020 National Emissions Inventory, mobile source emissions account for approximately 32.3% of NOx emissions, 34.7% of CO, 2.8% of VOC emissions, 2.1% of $PM_{2.5}$ emissions, and 0.9% of PM_{10} emissions in Oklahoma. Of those mobile source emissions, light- and heavy-duty diesel engine emissions account for roughly 34,790 tons of NOx, 18,424 tons of CO, 2,037 tons of VOC, 1,007 tons of $PM_{2.5}$, and 1,628 tons of PM_{10}. This is overall approximately 14.5% of NOx emissions, 1.5% of CO emissions, 0.2% of VOC emissions, 0.7% of $PM_{2.5}$ emissions, and 0.3% of PM_{10} emissions in the state.

[1] FY2024 funds will be dispersed as an incremental amendment to existing 2023 DERA State Grants or, if a state does not have a 2023 grant, a new award.

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. EPA has defined a school bus as a "passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decided is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school."
With the estimated budget, DEQ anticipates replacing six buses with FY23 funding and 29 buses with FY24 funding. DEQ is proud to have successfully replaced over 238 school buses with its school bus replacement programs, resulting in a positive impact on air quality.

For FY23, Eligible Diesel Buses to be replaced must meet all the following:

- must be diesel fueled.
- must be fully operational, meaning it must be able to start, move, and have all necessary parts to be operational.
- must be used to carry a driver and more than ten students to and from school or related events on a regular basis.
- must be currently owned and operated by participating fleet owner and 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
- 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. If the replacement school bus is an all-electric vehicle there is no year restriction on the school bus being replaced.
- must be School Bus Type A, B, C, or D.

For FY23, Eligible Replacement Projects must include all the following:

- a school bus or buses fueled by diesel, gasoline, all-electric, propane (LPG), or natural gas (LNG or CNG).
- a new replacement school bus or buses with EMY 2021 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 school bus must not be of a larger class of Gross Vehicle Weight Rating (GVWR) or horsepower than the existing school bus.
- the new school bus or buses must meet EPA's heavy-duty highway engine emission standards.
- must resemble the replaced school bus and perform similar function and operation

Reimbursement amounts:

- Oklahoma may fund up to 25% of the cost of a replacement vehicle powered by a 2021 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 2021 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 2021 model year or newer zero-emission (all-electric) replacement vehicle.

DEQ offers a diesel-to-diesel option. Diesel is the most common fuel for school buses in Oklahoma and has been the most popular choice for schools who apply in this program. 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 Forum[1].

DEQ offers a diesel to gasoline option. A gasoline engine is less expensive to own and emits less NOx 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 engine[1]. It achieved an emission output of 0.08 g/bhp-hr NOx during certification. This output of nitrogen oxides is significantly less than the federal standard of 0.2 g/bhp-hr[2].

This program offers a diesel to CNG option. According to Natural Gas Vehicles for America, new natural gas buses equipped with low-NOx natural gas engines, provide a 50-90 percent reduction in NOx emissions relative to new diesel buses[3]. The natural gas engine has been certified by the EPA and CARB and is 50% cleaner than EPA's current heavy-duty exhaust standard.

DEQ offers a diesel to LPG option. Propane engines are 90% cleaner than the EPA standards[4].

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 charge[5].

Highway engine emission standards are available at: https://www.epa.gov/emission-standards-reference-guide/epa-emission-standards-heavy-duty-higggyhway-engines-and-vehicles. Funds will only be awarded for school buses that meet these standards or better.

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[1] https://dieselforum.org/public-transportation
[2] https://www.blue-bird.com/buses/vision/vision-gasoline-bus
[3] Schools - NGV America
[4] https://propane.com/propane-products/buses/?utm_campaign=epa-school-bus-rebate-program__aud-auto__str-aa&utm_medium=cpc&utm_source=google&gad=1&gclid=EAIaIQobChMI8ODrgu-8gAMVTy3UAR0Wag7CEAAYASAAEgJRrfD_BwE
[5] https://www.blue-bird.com/buses/electric-school-buses

In addition, schools receiving buses will be required to implement and/or maintain anti-idling policies. Anti-idling practices are important as 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 school bus 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. If the grant money is not used in the first round of applications, DEQ will hold a second round and accept applications until all the grant money is awarded or until a designated cutoff date, whichever comes first. During this second round, the first eligible applicants will be awarded as applications are received and reviewed, instead of using ranked scoring.

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 2023-2024 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 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.
- 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.
- holding a second round of applications if needed.
- 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 and submitting the Memoranda of Agreement (MOAs)
- Signing and submitting the Eligibility Statement/s.
- 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 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 2023		
Action	**Start Date/Date Submitted***	**End Date/Deadline***
Submit Notice of Intent Participate	July 20, 2023	July 21, 2023
Submit Work Plan, Budget Narrative, and Fleet Description to EPA Regional Contact for Review		August 8, 2023
Submit Grants.gov Application		August 22, 2023
Subgrant Program Development/Develop Grant Solicitation	August 22, 2023	October 16, 2023
Announce Funding and publish Grant Solicitation		October 18, 2023
Accept Applications	October 18, 2023	December 15, 2023
Review and Select Applications	December 16, 2023	January 31, 2024
Make Subawards / Complete MOAs	February 1, 2024	March 31, 2024
Project Implementation	April 1, 2024	September 1, 2025
Procurement of New School Buses	April 1, 2024	September 1, 2025
Monitoring and Oversight of Project	April 1, 2024	September 30, 2025
Quarterly Reporting	October 1, 2024	September 30, 2026
Project Completion Date		September 1, 2026
Final Report Deadline		December 30, 2026

*These dates may be adjusted if needed.

FY 2024		
Action	**Start Date/Date Submitted***	**End Date/Deadline***
Deadline to confirm 2024 participation		April 1, 2024
FY24 Incremental Amendments completed		September 30, 2024
Subgrant Program Development/Develop Grant Solicitation	July 1, 2024	October 15, 2024
Announce Funding and publish Grant Solicitation		October 16, 2024
Accept Applications	October 16, 2024	December 13, 2024
Review and Select Applications	December 14, 2024	January 31, 2025
Make Subawards / Complete MOAs	February 1, 2025	March 31, 2025
Project Implementation	April 1, 2025	September 1, 2025
Procurement of New School Buses	April 1, 2025	September 1, 2025
Monitoring and Oversight of Project	April 1, 2025	September 30, 2025
Quarterly Reporting	October 1, 2025	September 30, 2026
Project Completion Date		September 1, 2026
Final Report Deadline		December 30, 2026

*These dates may be adjusted 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*.) and the 2023-2024 DERA State Grants Program Guide will be met as described below.

Goods Movement Facilities

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, ports, terminals, 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 and Comanche County, bringing heavy semi-truck traffic.

While all projects will be located on school properties, additional points will be awarded during the first round of applications to those located near ports, airports, rail yards, terminals, or distribution centers.

Environmental Justice and Disadvantage Communities

All people should be protected from the impacts of environmental pollution regardless of race, national origin, or income. DEQ is committed to ensuring such protection through the development, implementation, and consistent enforcement of environmental laws and regulations.

Oklahoma currently has one county that is defined by the EPA as a disadvantaged community according to section VIII.D.b.1.(2) of the 2023-2024 DERA State Grants Program Guide. Oklahoma County is on the 2023-2024 DERA Priority County List per the 2019 Air Toxics Screening Assessment. This means that all or part of the county is above the 80^{th} percentile ($0.38\ \mu g/m^3$) for modeled ambient diesel particulate matter concentrations. During the first round of funding, projects in Oklahoma County will be given a priority value assigned to them in the selection criteria.

Oklahoma is currently designated attainment for all the National Ambient Air Quality Standards (NAAQS) established by the federal government since 1990. Oklahoma therefore does not have any disadvantage communities according to section VIII.D.b.1.(1) of the 2023-2024 DERA State Grants Program Guide. DEQ will instead 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. During the first round, projects in these areas will have a priority value assigned to them in the selection criteria.

Project Sustainability

DEQ will require all schools who receive awards to either have or create an idle reduction policy to implement practices that reduce idling and diesel emissions. Unnecessary idling of diesel vehicles pollutes the air, waste fuel, and cause excess engine wear.

DEQ also requires all schools receiving awards to maintain the new vehicles for at least five years after project completion.

Project Resilience to Climate Impacts

Because of high risk of severe weather events that can happen statewide in Oklahoma, there is no way to fairly prioritize school districts on whether they protect the buses from such events. Every location in Oklahoma is susceptible to tornadoes, which a bus barn cannot fully protect against.

In addition, giving priority to schools with more robust bus barns and/or higher quality real estate (outside of flood zones) would also favor more affluent neighborhoods that can afford to pay for the investments described in VIII.D.c of the 2023-2024 DERA State Grants Program Guide. We feel this would be counter to the goal of prioritizing disadvantaged communities, as required in VIII.D.b.1.

Any school will already be doing what is within their power to protect their buses from severe weather, because by necessity they must be good stewards of their limited funding and protect their investments.

It is for these reasons that climate resilience will not be used as a consideration for project selection.

Workforce Development

Priority will be given to projects that currently give training to drivers and/or mechanics to safely operate and maintain the new buses and to follow the idle reduction policies. If an applicant does not currently provide training at the time of application, they can pledge to implement training to still be given priority.

Community Engagement

DEQ encourages community engagement and will give priority value to any schools who holds or will hold public meetings, such as a school board meeting, which give residents the ability to discuss use of grant funds and air quality in the community.

In addition, DEQ provides members of the public an opportunity to reach out to DEQ directly to discuss concerns or provide feedback. To discuss the use of DERA funding, a member of the public may contact the DERA grant team at any time using contact information provided on the DEQ DERA website. DEQ accepts environmental complaints (including air quality complaints) through a 24-hour hotline, which is also advertised on the DEQ website.

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 for FY23-24 will include:

- the number of subawards.
- the number of vehicle replacements. This will be tracked quarterly by DEQ staff.
- adoption of an idle reduction policy for each subgrant recipient.
- adoption of a training program for each subgrant recipient.
- the number of hours of idling reduced, which will be estimated by DEQ staff.
- posting the awarded applicants and their projects on the DEQ website, https://www.deq.ok.gov/air-quality-division/air-grants-funding-programs/air-funding-program-recipients/.
- quarterly progress reports and a final report, submitted by DEQ to EPA.

Outcomes

Expected outcomes from projects funded under this program for FY23-24 may include, but are not limited to:

- Improved ambient air quality in the state of Oklahoma by reducing diesel emissions from school buses through vehicle replacements and anti-idling policies.
- An improvement in air quality in Oklahoma County that is defined by the EPA as a disadvantaged community as it is on the 2023-2024 DERA Priority County List per the 2019 Air Toxics Screening Assessment.
- A net reduction in gallons of diesel fuel as reported by subgrantees.
- Estimated short tons (T) of pollution reduced over the lifetime of the school buses estimated from the diesel emissions quantifier:

Pollutant	FY23	FY24
NOx	0.842	3.992
$PM_{2.5}$	0.003	0.016
CO	-0.699	-6.882
VOCs	0.056	0.230
CO_2	45.9	45.9

- Estimated short tons of pollution reduced annually estimated by the diesel emissions quantifier.

Pollutant	FY23	FY24
NOx	0.281	1.331
$PM_{2.5}$	0.001	0.005
CO	-0.233	-2.294
VOCs	0.019	0.077
CO_2	15.3	15.3

- Lifetime total project cost effectiveness ($/short ton reduced) for NOx and $PM_{2.5}$ estimated by the diesel emissions quantifier.

Pollutant	FY23	FY24
NOx	$507,790	$160,748
$PM_{2.5}$	$140,452,563	$40,887,993

- Lifetime capital cost effectiveness ($/short ton reduced) for NOx and $PM_{2.5}$ estimated by the diesel emissions quantifier.

Pollutant	FY23	FY24
NOx	$393,750	$146,309
$PM_{2.5}$	$108,909,705	$37,215,386

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BUDGET NARRATIVE

2023 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$50,661	$0	$0	$0	$50,661
2. Fringe Benefits	$22,878	$0	$0	$0	$22,878
3. Travel	$560	$0	$0	$0	$560
4. Equipment	$0	$0	$0	$0	$0
5. Supplies	$300	$0	$0	$0	$300
6. Contractual	$0	$0	$0	$0	$0
7. Other	$331,705	$610,315	$0	$0	$942,020
8. Total Direct Charges (sum 1-7)	$406,104	$610,315	$0	$0	$1,016,419
9. Indirect Charges	$21,672	$0	$0	$0	$21,672
10. Total (Indirect + Direct)	$427,776	$610,315	$0	$0	$1,038,091
11. Program Income	$0	$0	$0	$0	$0

2024 Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$30,397	$0	$20,264	$0	$50,658
2. Fringe Benefits	$13,727	$0	$9,151	$0	$22,878
3. Travel	$336	$0	$224	$0	$560
4. Equipment	$0	$0	$0	$0	$0
5. Supplies	$180	$0	$120	$0	$300
6. Contractual	$0	$0	$0	$0	$0
7. Other	$584,021	$2,536,185	$389,348	$0	$3,509,554
8. Total Direct Charges (sum 1-7)	$628,661	$2,536,185	$419,107	$0	$3,583,953
9. Indirect Charges	$13,003	$0	$8,669	$0	$21,672
10. Total (Indirect + Direct)	$641,664	$2,536,185	$427,776	$0	$3,605,625
11. Program Income	$0	$0	$0	$0	$0

Explanation of Budget Framework

- **Personnel**
  - **OKLAHOMA DEPARTMENT OF ENVIRONMENTAL QUALITY**
    CLEAN DIESEL GRANT - FFY 2023/2024
    SALARY, FRINGE AND INDIRECT

FFY 2023

CLASSIFICATION	Annual Salary	Annual Fringe	Annual Indirect	MAN-YEAR ON GRANT	GRANT SALARY	GRANT FRINGES	INDIRECT COSTS	GRANT TOTAL
Env Programs Specialist III	$58,071	$26,847	$25,025	0.50	$29,036	$13,424	$12,513	$54,973
Env Programs Specialist II	$57,847	$26,793	$24,943	0.10	$5,785	$2,679	$2,494	$10,958
Env Programs Specialist IV	$67,944	$29,231	$28,637	0.03	$2,038	$877	$859	$3,774
Epidemiologist	$68,341	$29,327	$28,783	0.05	$3,417	$1,466	$1,439	$6,322
Env Programs Specialist IV	$64,394	$28,374	$27,339	0.05	$3,220	$1,419	$1,367	$6,006
Environmental Attorney I	$62,088	$27,817	$26,495	0.05	$3,104	$1,391	$1,325	$5,820
Env Programs Manager	$81,210	$32,435	$33,491	0.05	$4,061	$1,622	$1,675	$7,358
TOTALS	**$459,895**	**$200,824**	**$194,714**	**0.83**	**$50,661**	**$22,878**	**$21,672**	**$95,211**

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	$50,661	$0	n/a	$50,661
Fringe	$22,878	$0	n/a	$22,878
Indirect	$21,672	$0	n/a	$21,672
TOTAL	$95,211	$0		**$95,211**

FFY 2024

CLASSIFICATION	Annual Salary	Annual Fringe	Annual Indirect	MAN-YEAR ON GRANT	GRANT SALARY	GRANT FRINGES	INDIRECT COSTS	GRANT TOTAL
Env Programs Specialist III	$58,071	$26,847	$25,025	0.50	$29,036	$13,424	$12,513	$54,973
Env Programs Specialist II	$57,847	$26,793	$24,943	0.10	$5,785	$2,679	$2,494	$10,958
Env Programs Specialist IV	$67,944	$29,231	$28,637	0.03	$2,038	$877	$859	$3,774
Epidemiologist	$68,341	$29,327	$28,783	0.05	$3,417	$1,466	$1,439	$6,322
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TOTALS	**$459,895**	**$200,824**	**$194,714**	**0.83**	**$50,661**	**$22,878**	**$21,672**	**$95,211**

	EPA Allocation	Voluntary Match	Mandatory Cost Share	Total
Salary	$30,394	$20,264	n/a	$50,661
Fringe	$13,727	$9,151	n/a	$22,878
Indirect	$13,003	$8,669	n/a	$21,672
TOTAL	$57,127	$38,084		**$95,211**

- **Travel**
  For FY23 and FY24, it is anticipated that two staff members will do two to three spot inspections for each grant year 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 $0.655 per mile. The total cost is approximately $560 for FY23, and $560 for FY24.

- **Supplies**
  For FY23 and FY24 the supplies include items such as postage, paper, pens, certificates for participants, and other miscellaneous office supplies. The total cost is approximately $300 for FY23, and $300 for FY24.

- **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 FY23 and FY24 grant year and 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 2023				
Budget Category	**Cost Per Bus**	**EPA Allocation (per bus)**	**Voluntary Match (per bus)**	**Mandatory Cost-Share (per bus)**
8. Other				
2 Diesel Buses	$112,500	$28,127.50	0	$84,382.50
1 Gasoline Bus	$111,300	$27,750.00	0	$83,250.00
1 Propane Buses	$121,800	$42,000.00	0	$78,000.00
1 CNG Bus	$140,000	$45,500.00	0	$84,500.00
1 Electric Bus	$373,500	$160,200.00	0	$195,800.00
Grand Total	$971,600	$331,705.00	0	$610,315.00

FY 2024				
Budget Category	**Cost Per Bus**	**EPA Allocation (per bus)**	**Voluntary Match (per bus)**	**Mandatory Cost-Share (per bus)**
8. Other				
15 Diesel Buses	$112,500	$16,837.50	$11,225.00	$84,187.50
11 Gasoline Bus	$111,300	$16,650.00	$11,100.00	$83,250.00
1 Propane Buses	$121,800	$25,200.00	$16,800.00	$78,000.00
1 CNG Bus	$140,000	$27,258.84	$18,172.60	$84,372.60
1 Electric Bus	$373,500	$95,850.00	$63,900.00	$195,250.00
Grand Total	$3,547,100	$584,021.34	$389,347.60	$2,536,185.10

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 14.4% for FY23-FY24.

Matching Funds and Cost-Share Funds

For the 2023 funding year, the Oklahoma Department of Environmental Quality will not provide the voluntary match of $427,776. The grant amount from EPA was higher than expected and DEQ did not have the funds to match the full amount.

For the 2024 funding year DEQ intends to provide the voluntary match of $427,776 to maximize available funding allocations from EPA. DEQ intends to use the DERA Option of the Volkswagen settlement for this match.

Applicants pursuing clean diesel projects will be required to provide the mandatory cost-share 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.