



City of Lawton

Lawton City Hall
212 SW 9th Street
Lawton, Oklahoma
73501-3944

Lawton Transit Trust Authority

Special Meeting Agenda

Tuesday, December 9, 2025

6:00 PM

Lawton City Hall
Wayne Gilley Auditorium

"Official action can be taken only on items which appear on the agenda. The Authority may adopt, approve, ratify, deny, defer, recommend, or continue any agenda item. The Authority may also propose and enact floor amendments to any matter presented before them. When more information is needed to act on an item, the Authority may refer the matter to the City Manager or the City Attorney. The Authority may also refer items to standing committees of the Council or a board, commission, or authority for additional study. Under certain circumstances, items are deferred to a specific later date or stricken from the agenda entirely."

Roll Call

Business Items

1. Consider authorizing the Chairperson of the City Transit Trust to sign the State Public Transit Revolving Fund Program Contract for FY26.
2. Consider approving LATS to operate on a Saturday schedule for Christmas Eve and New Year's Eve.
3. Consider approving a purchase of 7 hybrid electric buses using the FFY 2024 Low-No Grant Under Section 5339 of the Federal Transit Administration for Capital Funding of Buses and Bus Facilities.

Adjournment

The City of Lawton encourages participation from all of its citizens. If participation at any public meeting is not possible due to a disability, notification to the City Clerk at (580) 581-3305 at least 48 hours prior to the scheduled meeting is encouraged to make the necessary accommodations. The City may waive the 48 hour rule if interpreters for the deaf (signing) is not the necessary accommodation."

Item Title:

Consider authorizing the Chairperson of the City Transit Trust to sign the State Public Transit Revolving Fund Program Contract for FY26.

Initiator: Christine James, Director

Information Source: Christine James, Director

Background:

Section 4031 of Title 69 of the Oklahoma Statutes created a revolving fund for the department designated as the “Public Transit Revolving Fund” for the purpose of establishing, expanding, improving and maintaining rural and urban public transportation services.

The funding allocated from the Public Transit Revolving Fund by LATS is budgeted for the purpose of establishing, expanding, improving and maintaining rural and urban public mass transportation service; available funds may also be used for local share or matching funds for the purpose of federal capital or operating grants. In previous years, the state revolving fund has been utilized as program income match for major capital purchases or reserved for future use in that capacity.

Eligible entity receiving funds from the Public Transit Revolving Fund shall expend a minimum of fifty percent (50%) of their allocated funding for services for the Elderly and the Disabled. Available program funds shall not be subject to the Central Purchasing Act, Section 85.1 et seq. of Title 74 of the Oklahoma Statutes. However, any equipment purchased with available funds shall be subject to the Central Purchasing Act added by Laws 1990, c. 250, § 3, operative July 1, 1990, as amended.

This is a recurring program, and the City Transit Trust approved the application for funds at their meeting on August 26, 2025. The City attorney’s office has reviewed the contract and outlined suggested modifications; however, this is a state document, and they have declined to make any modifications to their contract.

Correlation to the True North Statement:

Exhibit:

State Public Transit Revolving Fund Program Contract
2026 Updated State Revolving Fund Calculations

Key Issues:

N/A

Funding Source:

State Public Transit Revolving Fund

Recommended Action:

Authorize the Chairman of the City Transit Trust to sign the State Public Transit Revolving Fund Program Contract for FY 26.

ATTACHMENTS:

1. State Public Transit Revolving Fund Program Contract
2. 2026 Updated State Revolving Fund Calculations

**STATE OF OKLAHOMA
DEPARTMENT OF TRANSPORTATION
STATE PUBLIC TRANSIT REVOLVING FUND PROGRAM
STATE FISCAL 2026
PROJECT NO: STPTRF-9025(595), JOB PIECE NO. 26109(21),
COMANCHE COUNTY
AGREEMENT NO. RF2026-14**

This Agreement made and entered into by and between the Oklahoma Department of Transportation, hereinafter called the “**DEPARTMENT**”, acting for and on behalf of the State of Oklahoma, the Governor’s designee for the administration of the State Public Transit Revolving Fund and the **LAWTON AREA TRANSIT SYSTEM**, hereinafter referred to as the “**AGENCY**”, for the purpose of providing financial assistance pursuant to the Public Transit Revolving Fund, Section 4031 of Title 69 of the Oklahoma Statutes, as amended, hereinafter referred to as the “**FUND**”, and subject to the following terms and conditions. The above stated parties to this contract will hereinafter be referred to collectively, as the **PARTICIPANT** or **PARTICIPANTS**.

WITNESSETH:

WHEREAS, Section 4031 of Title 69 of the Oklahoma Statutes created a revolving fund for the DEPARTMENT designated as the “Public Transit Revolving Fund” for the purpose of establishing, expanding, improving and maintaining rural and urban public transportation services; and,

WHEREAS, \$10,750,000.00 has been allocated to the FUND for establishing, expanding, improving and maintaining rural and urban public mass transportation services; and,

WHEREAS, Ninety-five percent or \$10,212,500.00 of the aforementioned FUND is available to existing public mass transportation programs; and,

WHEREAS, Eligible entities shall be defined as those entities receiving federal financial assistance through the Federal Transit Administration’s Block Grant for Urbanized Areas and Formula Grant Program for Areas Other Than Urbanized Areas, 49 U.S. C., Sections 1607a and 1614, respectively, and other public mass transportation programs provided by entities, municipalities, and community action programs which have submitted an audited financial statement showing total reported vehicle revenue mileage for the prior year to the **DEPARTMENT**; and,

WHEREAS, The DEPARTMENT has determined that the AGENCY is an eligible entity to participate in the aforementioned FUND; and,

WHEREAS, The **DEPARTMENT** desires to distribute said FUND to eligible existing public mass transportation providers. The PARTICIPANTS hereto agree as follows:

SECTION 1: PURPOSE OF AGREEMENT

The purpose of this Agreement is to state the terms, conditions and mutual understanding of the parties as to the manner in which the distribution of monies from the State Public Transit Revolving Fund is to be carried out.

SECTION 2: PROGRAM SCOPE

The funding allocated from the Public Transit Revolving Fund by the DEPARTMENT is budgeted for the purpose of establishing, expanding, improving and maintaining rural and urban public mass transportation service; available funds may also be used for local share or matching funds for the purpose of federal capital or operating grants. Prior to the allocation of funds from the Public Transit Revolving Fund, each eligible entity desiring monies from the Public Transit Revolving Fund shall provide to the Department, a proposed budget outlining the proposed use of the monies for the corresponding fiscal year. Any eligible entity not submitting a proposed budget shall be deemed to waive any claim to available funds from the Public Transit Revolving Fund for the corresponding fiscal year. All funds distributed among the eligible entities shall be audited to ensure compliance with applicable law and the latest available audited financial statement shall be provided to the DEPARTMENT.

Eligible entity receiving funds from the Public Transit Revolving Fund shall expend a minimum of fifty percent (50%) of their allocated funding for services for the Elderly and the Disabled. Available program funds shall not be subject to the Central Purchasing Act, Section 85.1 et seq. of Title 74 of the Oklahoma Statutes. However, any equipment purchased with available funds, shall be subject to the Central Purchasing Act added by Laws 1990, c. 250, § 3, operative July 1, 1990 as amended.

SECTION 3: TIME FOR PERFORMANCE

This Agreement shall be in effect for a period, which will commence on the date indicated that the DEPARTMENT has executed this Agreement and extend through June 30, 2026. It is understood and agreed upon between the parties hereto that the DEPARTMENT is subject to certain funding restrictions which prevent the DEPARTMENT from making a commitment that obligates the DEPARTMENT to pay any funds beyond the aforementioned Agreement period.

SECTION 4: COMPENSATION

The DEPARTMENT agrees to distribute said monies to the AGENCY on the basis of three billings. The first billing of \$70,777.00 shall be payable on or after November 1, 2025. The second billing shall be for \$70,777.00, payable on or after February 1, 2026. The final payment shall be for \$70,777.00 and shall be due on or after June 1, 2026. The maximum amount of funds available to the AGENCY under this Agreement shall not exceed TWO HUNDRED TWELVE THOUSAND THREE HUNDRED THIRTY-ONE DOLLARS (\$212,331.00). Unused funds at the end of the contract period will go back into the general Revolving fund to be redistributed the following fiscal year.

Compensation for services performed under this Agreement will be based on the number of vehicle revenue miles of service provided, using the AGENCY's actual audited vehicle revenue mileage records. A vehicle revenue mile shall be defined as a mile operated by vehicles available for public transportation services. Deadhead miles shall not be eligible for reimbursement and are defined as miles traveled while moving a revenue vehicle in other than revenue service. A revenue vehicle shall be defined as a vehicle used to provide public mass transportation services for which remuneration is normally required. The DEPARTMENT shall not be obligated to provide funding to the

AGENCY beyond the limits of funds available in the FUND for the corresponding fiscal year.

The DEPARTMENT will make three payments to the AGENCY based upon properly prepared invoices supplied by the DEPARTMENT and executed by the AGENCY.

The mileage upon which payment is to be made shall be that mileage reported by the AGENCY to the United States Secretary of Transportation, as required by U.S.C., Section 1611, as amended, or as reported on the DEPARTMENT's approved data intake form for the previous year. Other eligible public mass transit services provided by entities, municipalities, and community action programs shall submit an audited financial statement showing total reported mileage for the prior year to the DEPARTMENT as described in the Program Scope section of this agreement. The DEPARTMENT, based on evidence provided by the applicant, shall determine if any entity meets the criteria of being a public transit program and therefore to take part in the FUND. The vehicle revenue miles for all eligible entities shall be added together to form a total. This total vehicle revenue mileage shall be divided into the total dollars available in the FUND to arrive at a per mile rate to be used to calculate the maximum amount of funds available to each eligible entity for the fiscal year.

SECTION 5: CHANGE MODIFICATIONS

No changes or alterations, modification or amendment of any term or condition of this Agreement shall be effective unless reduced to writing and executed with same formalities that are observed in the execution of this Agreement.

SECTION 6: GOVERNING LAWS AND REGULATIONS

This Contract shall be governed and implemented in accordance with the laws of the State of Oklahoma and the applicable rules, regulations, policies, and procedures of the Oklahoma Transportation Commission. Venue for any action to construe or have enforced any provision of this Contract shall be in the District Court of Oklahoma County, State of Oklahoma.

SECTION 7: DISPUTE RESOLUTION

The parties hereto have entered into this Contract in the State of Oklahoma and the laws of the State of Oklahoma shall apply. The parties agree to bargain in good faith in direct negotiation to achieve resolutions of any dispute and, if such efforts are unsuccessful, to retain a neutral mediation service to mediate the dispute prior to filing court action. Mediation shall be conducted in the Oklahoma City area and the costs of such mediation shall be borne equally by the parties. If mediation is not successful, venue for any action brought to enforce the terms of this Contract shall be Oklahoma County, State of Oklahoma. Each party shall bear any costs and attorney fees incurred by that party in such litigation.

SECTION 8: ACCESS TO RECORDS AND AUDIT REQUIREMENT

The AGENCY and its subcontractors shall maintain all books, documents, papers, accounting records, instructions receipts, vouchers, memoranda and other evidence pertaining to funding associated with this agreement and to make such materials available at its respective offices at all reasonable times, during the agreement period and for three (3) years from the date of final payment under the agreement. The AGENCY shall permit inspections by representatives of the Department, and if requested, to the State Auditor and Inspector, or any other authorized representatives of the state governments.

The AGENCY hereby certifies that all records shall be maintained in accordance with generally accepted accounting principles and shall conform to the standards set forth in the U.S. Department of Transportation 49 CFR Part 18, "*Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Government*", as amended.

SECTION 9: THIRD PARTY AGREEMENTS

Unless otherwise authorized in writing by the DEPARTMENT, the AGENCY shall not assign any portion of this Agreement by executing any subcontract, amendment or change order thereto, or obligate itself in any manner with any third party with respect to its rights and responsibilities under this Agreement.

SECTION 10: TERMINATION

The DEPARTMENT may terminate the project and cancel this Agreement by giving thirty (30) days written notice if the continuation of the program, in the DEPARTMENT's opinion, would not produce beneficial results commensurate with the further expenditure of funds.

The DEPARTMENT may, by written notice to the AGENCY, terminate this Agreement for any of the following reasons:

1. The AGENCY discontinues providing transportation services as outlined within their proposal. The AGENCY takes any action pertaining to this Agreement without the approval of the DEPARTMENT and which, under the conditions established by this Agreement, would have required the approval of the DEPARTMENT.
2. The DEPARTMENT determines that the AGENCY is not utilizing available funds as outlined in Section 4031 of Title 69 of the Oklahoma Statutes.
3. The commencement, execution, or timely completion by the AGENCY is, for any reason, rendered improbably, impossible, or illegal.
4. The AGENCY shall be in default under any provision of this Agreement.
5. By mutual agreement and consent of the PARTICIPANTS hereto this Agreement may be terminated.

6. Termination of the FUND will result in immediate expiration of this Agreement.

SECTION 11: COVENANT AGAINST CONTINGENT FEES

The AGENCY warrants that it has not employed or retained any company or person specifically to solicit or secure this Agreement, and that it has not paid or agreed to pay any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the DEPARTMENT shall have the right to annul this Agreement without liability.

SECTION 12: EQUAL EMPLOYMENT OPPORTUNITY

In connection with the execution of this Agreement, the AGENCY shall not discriminate against any employee or applicant for employment because of race, religion, color, sex, age or national origin. The AGENCY shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, age or national origin. Such actions shall include, but not be limited to, the following: employment; upgrading, demotion or transfer; recruitment or advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The AGENCY further agrees to insert similar provisions in all subcontracts, except subcontracts for standard commercial supplies or raw materials.

SECTION 13: TITLE VI – CIVIL RIGHT ACT OF 1964

The AGENCY shall comply with all requirements imposed by Title VI of the Civil Rights Act of 1964 (P.L. 88-352), the Regulations of the Department of Transportation issued thereunder (CFR Title 49, Subtitle A, Part 21 as amended), and the assurances by the CONTRACTOR pursuant thereto.

SECTION 14: HOLD HARMLESS CLAUSE

The AGENCY shall hold harmless the DEPARTMENT from all claims and liability due to its negligent acts or omissions or the negligent acts or omissions of its subcontractors, agents or employee under this Agreement, including but not limited to negligent injury or damage to persons or property and the interference with the contract rights of others.

SECTION 15: PRIOR UNDERSTANDING

This Agreement incorporates and reduces to writing all prior understandings, promises, agreements, commitments, covenants, or conditions, and constitutes the full and complete understanding and contractual relationship of the PARTICIPANTS.

SECTION 16: SERVICES TO THE ELDERLY AND THE DISABLED

By executing this Agreement, the AGENCY does hereby certify that, at a minimum, fifty percent (50%) of the funding provided by this agreement shall be spend for services for the elderly and the Disabled.

SECTION 17: INSURANCE

The AGENCY shall obtain and maintain for the duration of the Agreement from a licensed carrier duly authorized to offer policies of liability insurance and to do business in the State of Oklahoma, an insurance policy in the face amount of not less than one million dollars (\$1,000,000). Said insurance policy is to protect the AGENCY against claims and suits in law or equity, alleging negligence on the part of said AGENCY, his agents or employees and demands for compensation for damages to either persons or property.

The AGENCY shall further obtain in amounts as specified by law, Worker's Compensation Insurance for all persons employed by the AGENCY, said policy to be obtained from a company authorized to provide such insurance in the State of Oklahoma.

The AGENCY shall provide the DEPARTMENT, for the inclusion in the agreement file, copies of certificates of insurance evidencing coverage as to both workers' compensation and liability, said copies to be furnished to the DEPARTMENT within five (5) working days of execution of this Agreement.

SECTION 18: GOVERNING LAW AND REGULATIONS

This Agreement shall be governed and construed in accordance with the laws of the State of Oklahoma and the applicable rules, regulation, policies and procedures of the Oklahoma Transportation Commission.

SECTION 19: HEADINGS

Article headings used in this Agreement are inserted for convenience of reference only and shall not be deemed a part of this Agreement for any purpose.

SECTION 20: BINDING EFFECT

This Agreement shall be binding upon and inure to the benefit of the DEPARTMENT and the AGENCY and shall be binding upon their successors and subject to the limitation of Oklahoma Law.

SECTION 21: SEVERABILITY

This agreement shall be construed in conformation with the Constitution and Laws of the State of Oklahoma. The provisions of this agreement shall be considered as several. In the event that any provision of the agreement is determined by a court of competent jurisdiction, to be contrary to the Constitution of Law of the State of Oklahoma, such finding shall not invalidate the remaining provisions of this agreement if the same shall permit completion of work set forth in this contract. Venue for any action to construe or have

enforced any provision of this agreement shall be in District Court of Oklahoma County, State of Oklahoma.

SECTION 22: NOTICE

All notices, demands requests or other communications which may be or are required to be given, served or sent by either party to the other pursuant to this Agreement shall be in writing and shall be deemed to have been properly given or sent:

If intended for the DEPARTMENT, by mailing by first class mail, by registered or certified mail, with postage prepaid, addressed to:

Office of Mobility & Public Transit
Department of Transportation
200 N.E. 21st Street Room, C – 1B
Oklahoma City, OK 73105-3204

If intended for the AGENCY, by mailing by first class mail, by registered or certified mail, with postage prepaid, addressed to:

City of Lawton Transit Trust
611 SW Bishop RD
Lawton, OK 73501

EXECUTION OF AGREEMENT

IN WITNESS HEREOF, the Deputy Director, pursuant to authority vested in them by the State Transportation Commission, has here into subscribed their name as Deputy Director of the Oklahoma Department of Transportation and City of Lawton Transit. has executed same pursuant to authority prescribed by law. The official execution date for the CONTRACTOR and the DEPARTMENT contract is the latest signature on this page.

FOR THE AGENCY

City of Lawton Transit

Stanley Booker
Mayor

Federal Tax I. D. Number

State of: OKLAHOMA) ss:
County of: COMANCHE)

Subscribed and sworn to before me this _____ day of _____, 2025

Notary Public

Commission Expiration Date

AFFIX SEAL

Commission Number

FOR THE DEPARTMENT

STATE OF OKLAHOMA DEPARTMENT OF TRANSPORTATION

REVIEWED AND RECOMMENDED
FOR APPROVAL

APPROVED AS TO FORM

Jared Schwennesen, Manager
Office of Mobility & Public Transit

Date

David Miley
Assistant General Counsel

Date

Dawn Sullivan
Deputy Director

Date

STATUTORY CERTIFICATION

The undersigned hereby certifies to the following statutory requirements:

A. Pursuant to Title 74 O.S. § 85.22, I certify:

1. I am the duly authorized agent of the contractor, for the purpose of certifying facts pertaining to the existence of collusion among and between bidders and suppliers and state officials or employees, as well as facts pertaining to the giving or offering of things of value to government personnel in return for special consideration in connection with the prospective acquisition;
2. I am fully aware of the facts and circumstances surrounding the acquisition or making of the bid to which this statement relates and have been personally and directly involved in events leading to the acquisition or submission of such bid; and
3. Neither the business entity that I represent in this certification nor anyone subject to the business entity's direction or control has been a party:
 - a. to any collusion among bidders or suppliers in restraint of freedom of competition by agreement to bid or contract at a fixed price or to refrain from bidding or contracting,
 - b. to any collusion with any state official or employee as to quantity, quality or price in the prospective contract, or as to any other terms of such prospective contract, nor
 - c. to any discussions between bidders or suppliers and any state official concerning exchange of money or other thing of value for special consideration in connection with the prospective contract.

B. I certify pursuant to 74 OS §85.22, if awarded the contract, whether competitively bid or not, neither the business entity I represent nor anyone subject to the business entity's direction or control has paid, given or donated or agreed to pay, give or donate to any officer or employee of this state any money or other thing of value, either directly or indirectly, in procuring the contract to which this statement relates.

C. I certify pursuant to Title 74 O.S. § 85.42, that no person who has been involved in any manner in the development of this Agreement while employed by the State of Oklahoma shall be employed to fulfill any of the services provided under this contract.

D. That, to the best of my knowledge and belief, the contractor has not previously entered into a contract with the Oklahoma Department of Transportation or any other agency of the State of Oklahoma which could result in a substantial duplication of the services required by this contract.

E. That the contractor has registered and fully participates in the Status Verification System, as required by Title 25 O.S. § 1313(B)(1), to verify the work eligibility status of all new employees of the contractor.

F. In full compliance with Title 74 O.S. § 582, the contractor certifies that the contractor is not currently engaged in a boycott of goods or services from Israel.

Certified by the contractor's authorized representative, DATED: _____

CERTIFIER _____

Item Title:

Consider approving LATS to operate on a Saturday schedule for Christmas Eve and New Year's Eve.

Initiator: Christine James, Director

Information Source: Christine James, Director

Background:

Lawton Area Transit System (LATS) is requesting approval to modify service hours for the upcoming holidays. Specifically, requesting to operate their Saturday schedule of 9:00 a.m. to 6:00 p.m. on Tuesday, December 24th (Christmas Eve) and Tuesday, December 31st (New Year's Eve), in place of the regular weekday schedule of 7:00 a.m. to 7:00 p.m. LATS is closed and does not operate on Christmas Day (December 25th) or New Year's Day (January 1st). This would be the same schedule that has occurred for the past several years.

Correlation to the True North Statement:

Exhibit:

N/A

Key Issues:

N/A

Funding Source:

N/A

Recommended Action:

Approve LATS to operate on a Saturday schedule for Christmas Eve and New Year's Eve.

ATTACHMENTS:

None

Item Title:

Consider approving a purchase of 7 hybrid electric buses using the FFY 2024 Low-No Grant Under Section 5339 of the Federal Transit Administration for Capital Funding of Buses and Bus Facilities.

Initiator: Christine James, Director

Information Source: Christine James, Director

Background:

LATS has been awarded a total of \$6,116,854 for the purchase of electric-hybrid vehicles for its fixed-route services from the Low-No Grant for 2024, specifically for the purchase of electric-hybrid vehicles for its fixed-route services. The funding will be used to replace several aging diesel buses with diesel-electric hybrid buses. This upgrade will help reduce maintenance costs, lower emissions, and enhance the reliability of public transit for the Lawton community, particularly for vulnerable populations who depend on transit for their daily needs.

The local share portion of the grant, amounting to \$1,482,487, will be funded through LATS program income, which is a combination of state funds, contributions from Lawton Public Schools (LPS), fare revenue, and advertising revenue. Additionally, the grant requires that at least 0.5% of the total vehicle purchase price be allocated to workforce development related to low-emission vehicles. This workforce development allocation is a one-time requirement, not tied to each individual purchase order.

This year's grant cycle also allows for partnerships with other entities involved in the project, such as vehicle manufacturers, equipment vendors, facility owners or operators, and consultants. When a partnership is involved in an awarded application, the competitive selection process satisfies the procurement requirements.

The total purchase order will cover 7 buses, with delivery expected in the summer of 2027. The total cost for the purchase order is \$7,412,435, which includes both federal and local funding.

Bus Purchase Breakdown	
Amount per bus	\$ 1,048,151
Delivery	\$ 5,500
Number of buses	7
Subtotal	\$ 7,375,557
Workforce Development *	\$ 36,878
Grant Total	\$ 7,412,435
Low-No Grant	\$ 6,116,854
Local Match	\$ 1,482,487

*Workforce Development is required for the grant at 0.5% of the total grant award.

Correlation to the True North Statement:

Exhibit:

FY24 FTA Bus and Low-No Grant Award designation
Resolution No. 2024-03
Gillig Quote as of November 24, 2025
Letter from Gillig about Partnership

Key Issues:

Funding Source:

FTA Low-No Grant: \$6,116,854 and a 20% local match: \$1,482,487 (LATS Program Income)

Recommended Action:

Approve a purchase of 7 hybrid electric buses using the FFY 2024 Low-No Grant Under Section 5339 of the Federal Transit Administration for Capital Funding of Buses and Bus Facilities.

ATTACHMENTS:

1. FY24_FTA_Bus-Low-No-Emission_Grant_Awards_LAWTON-OK_PDF_pg16
2. Resolution No. 2024-03 - Transit Trust
3. Gillig Partnership and Commitment letter
4. Quote Lawton OK LoNo 35 ft Hybrid Buses 11 24 2025

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IN THIS SECTION



Related Links

- [Grants for Buses and Bus Facilities Program](#)
- [Low or No Emission Vehicle Program - 5339\(c\)](#)
- [Take a visual tour of the grants](#)
- [Grantee social media toolkit](#)
- [Press release: Biden-Harris Administration Strengthens Transit Manufacturing In...](#)
- [FY24 FTA Competitive Bus Grants Fact Sheet](#)
- [Selections and Implementation Guidance for FY24 Bus and Low-No](#)

Contact Us

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Business Hours:

8:30 a.m.-5 p.m. ET, M-F

If you are deaf, hard of hearing, or have a speech disability, please dial 7-1-1 to access telecommunications relay services.

FY24 FTA Bus and Low- and No-Emission Grant Awards

State	Project Sponsor	Bus/Low-No	Description	Funding
AK	Alaska Department of Transportation, on behalf of City and Borough of Juneau, Capital Transit	BBF	Alaska Department of Transportation, on behalf of Capital Transit, will receive funding to buy new electric buses, install charging equipment, and initiate a workforce development program. The project will improve service, reliability and air quality throughout the city and borough of Juneau in Alaska's Southeast panhandle.	\$11,855,112

State	Project Sponsor	Bus/Low-No	Description	Funding
AL	City of Montgomery / The M Public Transit System	BBF	The city of Montgomery's The M transit system will receive funding to buy battery electric buses, charging equipment and to initiate a workforce training program. The project will ensure continued service reliability, maintain a state of good repair and, by improving air quality, advance environmental justice in the Montgomery community.	\$16,941,377
AR	Rock Region Metropolitan Transit Authority	Low-No	The Rock Region Metropolitan Transit Authority will receive funding to buy low-emission (compressed natural gas) buses to replace older diesel buses and a simulator to train staff in the new technology. The project will help improve service, reliability and air quality in Little Rock and North Little Rock.	\$3,149,667
AZ	City of Tucson, Sun Tran / Sun Van	BBF	The city of Tucson and Sun Tran will receive funding to replace aging equipment at its Northwest Bus Maintenance Facility and upgrade multiple bus stops. By installing dozens of shelters, adding trees for shade and improving signage through Braille, large print, wayfinding and audible information, the agency will make their system more accessible and equitable.	\$11,385,600
AZ	Salt River Pima-Maricopa Indian Community (SRPMIC)	BBF	The Salt River Pima-Maricopa Indian Community will receive funding to buy accessible vans to replace vehicles nearing the end of their useful life. The vans will provide on-demand service for residents to reach jobs, school, recreation and other essential services throughout Scottsdale, Mesa and Tempe.	\$425,001
CA	City of Davis	BBF	The city of Davis, California will receive funding to construct infrastructure and buy charging equipment to support its battery electric bus fleet. The equipment will allow the agency to continue to maintain safe and reliable public transit service to the University of California-Davis and throughout the community.	\$1,600,000
CA	California Department of Transportation, on behalf of Redwood Coast Transit Authority	BBF	The California Department of Transportation, on behalf of the Redwood Coast Transit Authority in Crescent City, will receive funding to buy new buses to help replace older buses that have reached the end of their useful life. The buses will create a more reliable fleet and help RCTA avoid service cuts.	\$474,478

State	Project Sponsor	Bus/Low-No	Description	Funding
CA	California Department of Transportation, on behalf of Humboldt Transit Authority	BBF	The California Department of Transportation, on behalf of the Humboldt Transit Authority in Eureka, CA, will receive funding to buy new buses to replace older buses that have exceeded their useful life. The new buses will ensure residents from southern Humboldt County will continue to have access to northern county services, such as healthcare and other social services.	\$639,000
CA	California Department of Transportation, on behalf of Morongo Basin Transit Authority	BBF	The California Department of Transportation, on behalf of the Morongo Basin Transit Authority, will receive funding to buy a battery-electric bus to replace an older vehicle. This project will improve air quality, safety, reliability and state of good repair in the San Bernadino County service area.	\$131,168
CA	Santa Barbara Metropolitan Transit District	BBF	The Santa Barbara Metropolitan Transportation District will receive funding to buy battery-electric buses and chargers to replace older diesel buses, which will improve service reliability and reduce air pollution.	\$2,894,131
CA	San Luis Obispo Regional Transit Authority	BBF	The San Luis Obispo Regional Transit Authority will receive funding to buy battery electric buses and chargers to replace older vehicles. This project will help meet ridership demand that had doubled between 2005 to 2019, and work toward the agency's goal to transition its fleet to all zero-emission vehicles.	\$2,572,888
CA	Twenty-Nine Palms Band of Mission Indians	BBF	The Twenty-Nine Palms Band of Mission Indians will receive funding to buy new passenger buses and build a maintenance facility to establish new transit services to connect tribal members and other residents to education, nutrition, recreation and other opportunities throughout California's Coachella Valley and high desert.	\$3,226,457
CA	California Department of Transportation, on behalf of Lassen Transit Service Agency	BBF	The California Department of Transportation, on behalf of Lassen Transit Service Agency, will receive funding to buy a new bus to replace an older, unreliable vehicle. The new bus will allow LTSA to maintain current service levels in rural northeastern Nevada and establish new service to Reno, connecting its growing senior population to essential medical facilities and other services.	\$154,367

State	Project Sponsor	Bus/Low-No	Description	Funding
CA	Omnitrans	Low-No	Omnitrans will receive funding to buy new battery electric buses and charging equipment and provide training, including apprenticeships, to help its workers maintain the electrified fleet. The new vehicles will transition Omnitrans's sbX Green Line to zero-emission buses, improving air quality in several disadvantaged communities along the route.	\$8,447,217
CA	Alameda-Contra Costa Transit District (AC Transit)	Low-No	Alameda-Contra Costa Transit District (AC Transit) will receive funding to buy new hydrogen fuel cell buses to replace older diesel buses and expand existing hydrogen fueling facilities. The funds will also initiate a workforce development program, which will help train staff on zero-emission bus technologies and improve service and reliability while also improving air quality.	\$15,000,000
CA	Kings County Area Public Transit Agency	Low-No	Kings County Area Public Transit Agency will receive funding to make critical upgrades to its renewable natural gas fueling station to ensure safe and reliable fueling for its fleet of low-emission compressed natural gas buses. This will maintain reliable low-emission transit service for Kings County's cities and disadvantaged communities and sets the stage for its transition to a zero-emission future.	\$1,610,875
CA	Western Contra Costa Transit Authority	Low-No	The Western Contra Costa Transit Authority will receive funding to buy hydrogen fuel cell buses to replace older diesel buses, and expand its hydrogen fueling station and maintenance facilities. This project will provide workforce training to support WCCTA's transition to an entirely zero-emission fleet and improve regional air quality.	\$20,646,189
CA	City of Commerce Transit	Low-No	City of Commerce Transit will receive funding to buy battery electric buses, charging equipment and supporting infrastructure to replace older compressed natural gas and diesel-powered buses. The new vehicles will improve fleet reliability and enhance access and mobility to underserved communities by increasing trip frequency on existing routes.	\$14,229,180
CA	Los Angeles County Metropolitan Transportation Authority (LA Metro)	Low-No	Los Angeles County Metropolitan Transportation Authority (LA Metro) will receive funding to buy dozens of battery electric buses and install new chargers at its West Hollywood bus yard. The buses will run on multiple lines and enhance access and mobility with direct access to all Metro rail lines. The project emphasizes environmental and air quality improvements while providing high-quality transit service to Los Angeles's residents and visitors.	\$77,536,675

State	Project Sponsor	Bus/Low-No	Description	Funding
CA	Sacramento Regional Transit District	Low-No	The Sacramento Regional Transportation District will receive funding to buy new hydrogen fuel cell buses to replace older buses, modernize a maintenance facility and initiate a workforce development program. The project will create jobs and improve service, reliability and air quality as SacRT works to convert its fleet to entirely zero emission by 2028.	\$76,847,678
CO	City of Greeley	Low-No	The city of Greeley will receive funding to buy compressed natural gas (CNG) buses for use on a new transit service between Greeley and Loveland, CO.	\$3,508,404
CO	Colorado Department of Transportation, on behalf of the Town of Telluride	BBF	The Colorado Department of Transportation, on behalf of the town of Telluride, will receive funding to modernize the Galloping Goose Transit Maintenance Facility. By helping staff more efficiently maintain the fleet, Galloping Goose will improve operations and better serve riders.	\$1,951,080
CO	Colorado Department of Transportation, on behalf of Archuleta County	BBF	Colorado Department of Transportation, on behalf of Archuleta County Mountain Express Transit, will receive funding to build a new park-and-ride facility in Aspen Springs, in part to support a new bus route from Aspen Springs to Pagosa Springs, Bayfield, and Durango. The facility, which will feature a lighted parking facility and , bus shelters will improve access and mobility.	\$418,359
CO	Colorado Department of Transportation, on behalf of Eagle Valley Transportation Authority	Low-No	The Colorado Department of Transportation, on behalf of Eagle Valley Transportation Authority, will receive funding to buy hybrid-electric buses. The buses will replace older diesel vehicles with new, more reliable vehicles that will provide better transit service and improve regional air quality.	\$4,573,000
CO	Colorado Department of Transportation, on behalf of Roaring Fork Transportation Authority	Low-No	The Colorado Department of Transportation, on behalf of the Roaring Fork Transportation Authority (RFTA), will receive funding to modernize its Glenwood Springs Operations and Maintenance Facility to support its planned zero-emission bus fleet. This project will help RFTA, which serves three counties and eight municipalities in rural central Colorado, achieve its goal of a fully zero-emission fleet by 2050.	\$32,837,664
CO	City of Loveland Transit	BBF	The city of Loveland will receive funding to complete construction of a transit center that will connect local bus routes and a regional bus line along the heavily traveled US 287 corridor. The facility will improve safety for riders, lessen congestion and attract new transit users.	\$3,967,007

State	Project Sponsor	Bus/Low-No	Description	Funding
CO	Colorado Department of Transportation, on behalf of the City of Durango	BBF	The Colorado Department of Transportation, on behalf of Durango Transit, will receive funding to replace aging buses and improve safety at several bus stops, many of which lack shelter or lighting. With Durango serving as a regional employment, medical, and shopping hub, Durango Transit services are critical and important for a high quality of life for the transit-dependent population.	\$659,089
CO	Colorado Department of Transportation, on behalf of Gunnison Valley Rural Transportation Authority	BBF	The Colorado Department of Transportation will receive funding to buy new buses to expand Gunnison Valley RTA's fleet. The new buses will improve access and mobility for riders by increasing service frequency and eliminating gaps in the route network.	\$1,516,108
CO	City of Fort Collins, Transfort	BBF	The city of Fort Collins will receive funding to improve transit infrastructure, including bus stops and its Downtown Transit Center, to make it safer and more accessible. These enhancements will promote access and advance equity and remove barriers to transit for people of all ages and riders with disabilities.	\$2,411,550
CT	Connecticut Department of Transportation (CTDOT)	Low-No	The Connecticut Department of Transportation will receive funding to buy battery-electric buses to replace diesel buses, including on the Central Connecticut CTFAstrak BRT, and supply their facilities with chargers. These buses reduce greenhouse emissions and improve air quality, while fulfilling CTDOT's goal of transitioning its entire CTFAstrak fleet to zero-emission by 2027.	\$38,888,800
DE	Delaware Transit Corporation	BBF	The Delaware Transit Corporation will receive funding to upgrade its Dover Transit Center into a more resilient and efficient facility. The upgrades include a solar-powered bus charging system, a solar-powered bus shelter, and safety improvements.	\$4,953,697
FL	Escambia County Board of County Commissioners	Low-No	Escambia County Area Transit (ECAT) will receive funding to buy battery electric buses and install a charging station, part of ECAT's plan to transition to a fully zero-emission fleet by 2035. The agency will prioritize deployment to areas with a higher percentage of underrepresented populations that rely heavily on transit and have been disproportionately impacted by pollution.	\$21,272,962

State	Project Sponsor	Bus/Low-No	Description	Funding
FL	Broward County	Low-No	Broward County Transit will receive funding to buy battery electric buses and on-route chargers to replace older diesel vehicles. The project also includes building a solar canopy that will provide renewable energy to the fleet and address the impacts of climate change.	\$25,000,000
FL	City of Gainesville, dba Gainesville Regional Transit System	Low-No	The city of Gainesville, FL will receive funding to buy new hybrid electric buses to replace older diesel buses and upgrade its maintenance facility. The project will reduce fuel and energy consumption and benefit the community by improving air quality and reducing urban heat island effects.	\$26,490,000
FL	Central Florida Regional Transportation Authority dba LYNX	Low-No	The Central Florida Regional Transportation Authority (LYNX) in Orlando will receive funding to buy compressed natural gas buses to replace older diesel buses on routes throughout Central Florida. This project will support LYNX's efforts to transition its entire fleet to a combination of low and zero-emission vehicles by 2028, as well as provide more efficient and reliable service to its riders.	\$27,609,656
FL	Pinellas Suncoast Transit Authority (PSTA)	Low-No	The Pinellas Suncoast Transit Authority will receive funding to buy new electric buses, hybrid buses, charging equipment, and initiate a workforce development program. The project will improve service, reliability, address air quality and noise pollution, and improve access to essential services for those living in Pinellas County and neighboring Hillsborough and Pasco Counties.	\$27,805,012
FL	Volusia Transit Management	Low-No	Volusia Transit Management (Votran) will receive funding to buy new low-emission propane-powered vehicles dedicated to on-demand paratransit service to replace diesel vehicles that have exceeded their useful life. This project will help connect people in the greater Daytona area to jobs and opportunities.	\$1,625,564
FL	City of Tallahassee	Low-No	The city of Tallahassee (StarMetro) will receive funding to buy new battery-electric buses to replace older vehicles and install charging equipment. The project will reduce emissions, improve service and reliability, and help the city achieve its goal for 100% battery electric bus transportation by 2035.	\$11,374,042
GA	Metropolitan Atlanta Rapid Transit Authority (MARTA)	BBF	The Metropolitan Atlanta Rapid Transit Authority (MARTA) will receive funding to build the South DeKalb Transit Hub, which will provide a central point for bus and rail connections in DeKalb County. The new facility will improve safety, comfort and accessibility for MARTA's riders, including those from disadvantaged communities.	\$25,347,982

State	Project Sponsor	Bus/Low-No	Description	Funding
GA	Chatham Area Transit Authority	BBF	Chatham Area Transit (CAT) will receive funding to replace older diesel buses with battery electric buses and chargers, along with workforce training activities. The project continues CAT's fleet transition to zero-emission vehicles, enhancing safety, modernizing the transit system, and improving access and mobility for riders.	\$7,889,840
GA	Augusta-Richmond County	BBF	Augusta Transit will receive funding to replace older buses with new, more reliable and efficient battery electric buses and buy a bus simulator to support workforce training. The new buses will provide quieter, safer, and more reliable transit service for riders.	\$12,080,384
HI	Hawaii Department of Transportation, on behalf of the County of Maui	BBF	The Hawaii Department of Transportation, on behalf of the County of Maui, will receive funding to buy hybrid electric buses to replace older diesel models. The hybrid buses will help the state reach its goal for a fully electric fleet by 2045 and help make service more efficient by replacing diesel buses that have exceeded their useful life.	\$5,000,000
IA	University of Iowa	Low-No	The University of Iowa's public transit system, CAMBUS, will receive funding to replace aging diesel buses with battery electric buses and expand and modernize its maintenance facility. The funding will allow the university to expand bus service and help meet sustainability goals to reduce greenhouse gas emissions on campus.	\$16,376,762
ID	Valley Regional Transit	BBF	Valley Regional Transit will receive funding to buy zero-emission battery electric buses and rehabilitate its transit station at Towne Square Mall. The revitalized station will feature a larger, covered passenger waiting area and additional bus bays, and will increase sustainability through solar panels and on-site electric bus charging.	\$16,723,347
ID	Shoshone-Bannock Tribes (SBT) Public Transit Program	BBF	Shoshone-Bannock Tribes will receive funding to replace transit buses and vans that are past their useful life, which will improve service and reliability for the Fort Hall Reservation community that relies on SBT Public Transit to reach jobs, schools, medical appointments, and other critical services.	\$722,400
ID	Idaho Department of Transportation, on behalf of Mountain Rides Transportation Authority	Low-No	Idaho Transportation Department, on behalf of Mountain Rides Transit Authority, will receive funding to buy battery electric buses and charging equipment, furthering MRTA's plan to transition to a 100% battery electric fleet.	\$4,228,500

State	Project Sponsor	Bus/Low-No	Description	Funding
IL	Rock Island County Metropolitan Mass Transit District	Low-No	The Rock Island County Metropolitan Mass Transit District, or MetroLINK, will receive funding to expand its operations and maintenance center to create capacity to continue its transition to battery-electric buses. The project includes building battery-electric storage areas with fire and hazard mitigation equipment and helps prepare MetroLINK to store electric buses and improve safety.	\$10,000,000
IL	Sangamon Mass Transit District	Low-No	Sangamon Mass Transit District will receive funding to replace its fleet of older buses with diesel-hybrid and compressed natural gas buses. The project will improve the fleet's state of good repair and support goals for reducing greenhouse gas emissions.	\$17,807,630
IL	Pace, the Suburban Bus Division of the Regional Transportation Authority	Low-No	Pace, the Suburban Bus Division of the Regional Transportation Authority, will receive funding to buy hybrid electric buses to replace vehicles that have exceeded their useful life and upgrade its maintenance facility to adapt to the new technology. Pace will also provide training to operators and mechanics as it works toward a goal of a fully zero-based emissions fleet by 2040.	\$30,911,000
IL	Greater Peoria Mass Transit District	Low-No	Greater Peoria Mass Transit District will receive funding to buy battery-electric buses to replace diesel-engine vehicles. The project will lower emissions, increase safety and provide more reliable transportation to underserved communities in Peoria and surrounding areas.	\$14,415,095
IN	Fort Wayne Public Transportation Corporation	Low-No	Citilink will receive funding to buy electric-hybrid buses to replace diesel-engine buses and continue transitioning its bus fleet to hybrid electric. This project will provide Fort Wayne residents with an efficient and more environmentally friendly transit system.	\$10,987,062
IN	Greater Lafayette Public Transportation Corporation	Low-No	The Greater Lafayette Public Transportation Corporation (GLPTC) will receive funding to buy zero- and low- emission buses, install a hydrogen refueling station and modify its bus maintenance facility to store their fleet indoors. Through this project, GLPTC can provide safer, more reliable transportation to the greater Lafayette area.	\$10,531,030
KS	Johnson County Transit	BBF	Johnson County Transit will receive funding to buy new energy-efficient propane and compressed natural gas buses to replace diesel-powered vehicles that have exceeded their useful life. Alongside improving efficiency, the project will reduce greenhouse gas emissions and improve air quality.	\$7,650,000

State	Project Sponsor	Bus/Low-No	Description	Funding
KY	Transit Authority of the Lexington-Fayette Urban County Government	Low-No	The Transit Authority of the Lexington-Fayette Urban County Government (Lextran) will receive funding to buy low-emission compressed natural gas buses. These new buses will replace diesel buses that have exceeded their useful life, providing immediate and long-term economic, environmental, and community benefits.	\$4,223,340
KY	Transit Authority of River City (TARC)	BBF	Transit Authority of River City (TARC) will receive funding to buy zero-emission battery-electric buses to replace buses that have exceeded their useful life. TARC will improve its fleet's state of good repair and provide more environmentally friendly transportation for riders to jobs, school, healthcare and more.	\$3,643,825
LA	Jefferson Parish Transit	Low-No	Jefferson Parish Transit will receive funding to replace aging diesel vehicles with low-emission hybrid buses. This project will improve transit access, equity, and accessibility for riders.	\$5,459,550
LA	SporTran	Low-No	SporTran Transit will receive funding to replace diesel-powered buses in its fleet with low-emission buses. The project will reduce maintenance costs and decrease greenhouse gas emissions while improving the reliability and timeliness vital for sustaining ridership growth.	\$11,169,846
MA	Massachusetts Bay Transportation Authority	Low-No	The Massachusetts Bay Transportation Authority will receive funding to buy new battery electric buses to replace older buses that have exceeded their useful life and additional funds to train workers on the new technology. The zero-emission buses will significantly reduce greenhouse gas emissions and harmful pollutants.	\$40,000,000
MA	Massachusetts Department of Transportation, on behalf of the Martha's Vineyard Transit Authority	Low-No	The Massachusetts Department of Transportation, on behalf of Martha's Vineyard Transit Authority (VTA), will receive funding to buy new battery electric buses and charging equipment and launch an apprenticeship program for high school students. The project will help VTA achieve its goal of fully electrifying its fleet and employing a year-round workforce.	\$3,882,375
MA	Cape Cod Regional Transit Authority	Low-No	Cape Cod Regional Transit Authority (CCRTA) will receive funding to buy low-emission buses to replace aging diesel buses and establish worker training to develop skills necessary to maintain them. The buses will allow CCRTA to reduce its carbon footprint, produce fewer greenhouse gas emissions and meet a goal to transition to a fully electric fleet.	\$14,613,149

State	Project Sponsor	Bus/Low-No	Description	Funding
MD	Howard County, Maryland	BBF	The Maryland Department of Transportation, on behalf of Howard County, will receive funding to buy new buses to provide better connections to regional transit services, including MTA's Local Link service with easier access to Baltimore.	\$960,000
MD	Prince Georges County Government	Low-No	Prince George's County in Maryland will receive funding to buy battery-electric buses, bringing the county closer to transitioning its bus fleet to fully zero-emission by 2040. The buses will enhance service to people who rely upon public transportation to connect to jobs in the County and throughout the Washington, DC region.	\$25,475,520
ME	Maine Department of Transportation	BBF	The Maine Department of Transportation will receive funding to help four transit agencies rehabilitate their transit facilities and buses. This project will enable Maine's transit agencies to achieve economic and environmental resilience, as well as ensure worker safety and reliability for transit services by maintaining a state of good repair.	\$3,243,434
MI	Detroit Department of Transportation	Low-No	The Detroit Department of Transportation will receive funding to replace older buses with new hybrid electric buses and hydrogen fuel cell electric buses. The funding also supports a hydrogen fueling station and a worker training program on zero-emission technologies, resulting in better jobs, cleaner air and more reliable bus service.	\$30,794,240
MI	Harbor Transit Multi-Modal Transportation System (HTMMTS)	BBF	Harbor Transit Multi-Modal Transportation System will receive funding for the design and construction of a multi-modal system operations center to accommodate the transition to a zero-emission fleet, with fueling and charging equipment, vehicle maintenance infrastructure, as well as electric vans and charging stations. The new facility will also accommodate administration and workforce training facilities for regional transit providers.	\$16,252,400
MI	Nottawaseppi Huron Band of the Potawatomi	BBF	The Nottawaseppi Huron Band of the Potawatomi will receive funding to buy an ADA-compliant, clean-diesel bus to replace an outdated diesel-powered vehicle. The new vehicle will relieve reliance on a bus that has exceeded its useful life and help build the fleet to meet ridership demand and better connect underserved communities in rural southwest Michigan.	\$539,750

State	Project Sponsor	Bus/Low-No	Description	Funding
MI	Ann Arbor Area Transportation Authority	Low-No	The Ann Arbor Area Transportation Authority (AAATA) will receive funding to buy new hydrogen fuel cell and low-emission diesel-electric hybrid buses to replace older diesel buses and a mobile hydrogen station. This project will improve operations, reduce energy consumption, and enable AAATA to move toward a zero-emission fleet.	\$25,000,000
MN	SouthWest Transit	BBF	SouthWest Transit will receive funding to rehabilitate the Southwest Station Park and Ride and the bus garage. The project includes ADA and security improvements for riders, as well as upgrades to the maintenance facilities to improve safety for workers. The project will support secure, accessible, and efficient transit service.	\$520,436
MN	Minnesota Department of Transportation, on behalf of Cedar Valley Services	BBF	The Minnesota Department of Transportation, on behalf of Cedar Valley Services (SMART), will receive funding to build two new transit facilities. This project will help SMART improve efficiency and enhance reliability for rural communities in Southern Minnesota.	\$6,282,400
MN	Minnesota Department of Transportation, on behalf of two rural agencies	Low-No	The Minnesota Department of Transportation on behalf of United Community Action Partnership-Community Transit (UCAP) and Friendly Rider Transit, will receive funding to buy propane buses and build the necessary fueling infrastructure. The project will improve service, reliability and lower maintenance costs for southwest and south central Minnesota rural transit providers.	\$2,303,200
MO	Bi-State Development Agency of the Missouri-Illinois Metropolitan District, Inc.	Low-No	The Bi-State Development Agency of the Missouri-Illinois Metropolitan District will receive funding to buy new low-emission diesel-electric hybrid buses to replace older diesel buses that have exceeded their useful life. This project will lower emissions and provide riders a safer, more efficient means of transportation.	\$10,380,591
MS	City of Jackson	BBF	The city of Jackson (JTRAN) will receive funds to replace, expand and modernize its existing fleet with hybrid and propane-powered buses, enabling Jackson to lower emissions, restore confidence in public transit and decrease run times.	\$13,717,447
MT	City of Billings, MET Transit Division	BBF	The city of Billings' MET Transit will receive funding to buy new ADA-accessible vehicles to replace older vehicles, maintenance equipment to support its current fleet and future electric buses, and to provide training for their maintenance staff. These improvements will enhance fleet reliability, reduce maintenance downtime, minimize service interruptions, and increase safety.	\$910,300

State	Project Sponsor	Bus/Low-No	Description	Funding
NC	City of Winston-Salem / Winston-Salem Transit Authority	Low-No	The city of Winston-Salem (Winston-Salem Transit Authority) will receive funding to buy new hybrid electric buses. The buses will replace older diesel buses, which will combat climate change and help improve air quality for riders throughout the city of Winston-Salem.	\$4,444,757
NC	City of Fayetteville (FAST)	Low-No	The city of Fayetteville (Fayetteville Area System of Transit) will receive funding to buy new battery-electric buses to replace older diesel buses and charging equipment. The project will improve service, reliability and air quality for residents in Fayetteville and surrounding areas.	\$6,667,462
NC	City of Greensboro	Low-No	The city of Greensboro (Greensboro Transit Agency) will receive funding to buy new battery-electric buses and hybrid-diesel buses to replace older vehicles and install charging equipment. The project will improve service, reliability and air quality for residents in Greensboro and surrounding areas.	\$22,411,172
NE	Santee Sioux Nation	BBF	The Santee Sioux Nation will receive funding to buy new ADA accessible vehicles to replace older vehicles that have exceeded their useful life. The project will decrease maintenance costs and ensure safe, reliable public transit for all.	\$193,033
NH	University of New Hampshire	Low-No	The University of New Hampshire will receive funding to replace diesel-powered buses with compressed natural gas buses for its Wildcat Transit service, which will help ensure the fleet remains in a state of good repair. Wildcat Transit serves five communities, linking urbanized areas on the seacoast to the university and its educational and employment opportunities.	\$2,720,000
NH	Manchester Transit Authority	BBF	Manchester Transit Authority will receive funding to construct the first transit center in Manchester, NH. The new transit center will replace the city's outdated facility and enable MTA to expand its transit services: a key economic investment in response to the region's rapid growth.	\$19,922,891
NJ	New Jersey Transit Corporation	Low-No	New Jersey Transit will receive funding to construct an outdoor charging facility with a solar canopy at its Meadowlands Bus Garage. This project will allow New Jersey Transit to shelter, charge, and maintain its battery-electric bus fleet, while increasing service and advancing environmental justice throughout the state.	\$99,499,531

State	Project Sponsor	Bus/Low-No	Description	Funding
NM	New Mexico Department of Transportation, on behalf of two rural transit districts	BBF	The New Mexico Department of Transportation will receive funding on behalf of the North Central Regional Transit District (NCRTD) and the South Central Regional Transit District (SCRTD). NCRTD will renovate the Jim West Regional Transit Center and SCRTD will buy a new hybrid-electric bus and build a new transit facility in Las Cruces to support service expansion.	\$9,812,622
NV	Walker River Paiute Tribe	BBF	The Walker River Paiute Tribe will receive funding to purchase ADA-accessible buses and construct facilities necessary for transit operations. This project will provide the infrastructure to establish local and intercity routes, connecting the Walker River Paiute reservation to cities like Reno, Carson City, and San Francisco.	\$1,040,902
NV	Tahoe Transportation District	Low-No	The Tahoe Transportation District (TTD) will receive funding to buy new diesel-electric hybrid buses to replace older buses that have exceeded their useful life. This project will advance TTD's low- or no-emission fleet goals, resulting in improved reliability, safety and mobility for residents, commuters and visitors of the Lake Tahoe Basin.	\$7,901,826
NY	Tompkins County, New York on behalf of Tompkins Consolidated Area Transit (TCAT)	Low-No	Tompkins County, on behalf of Tompkins Consolidated Area Transit in New York state, will receive funding to buy new hybrid-electric buses to replace older diesel models and enhance the fleet with advanced technology. The buses will reduce emissions, improve efficiency, and contribute to a cleaner and healthier environment for the community.	\$1,215,776
NY	Rochester Genesee Regional Transportation Authority	BBF	The Rochester Genesee Regional Transportation Authority (RGRTA) will receive funding to buy new hydrogen fuel cell electric buses to replace older diesel buses and to upgrade an existing maintenance facility to properly maintain its battery electric buses. This initiative will enable RGRTA to transition to zero-emission bus fleets in the future, improving transit and air quality in Rochester.	\$18,113,192
NY	Central New York Regional Transportation Authority	Low-No	The Central New York Regional Transportation Authority will receive funding to buy new hydrogen fuel cell buses, fueling equipment, conduct facility modifications and provide worker training to operate and maintain its zero-emission buses. This project will improve service, reliability and improve air quality for residents in Onondaga County.	\$7,260,435

State	Project Sponsor	Bus/Low-No	Description	Funding
NY	Broome County Department of Public Transportation	Low-No	The Broome County Department of Public Transportation (BC Transit) will receive funding to buy battery electric buses to replace older buses, purchase support equipment, and initiate a workforce training program. This project will allow BC Transit to replace older buses that have exceeded their useful life with clean, reliable transportation while improving quality of life for people in and around Binghamton.	\$8,883,743
NY	County of Westchester	Low-No	Westchester County (The Bee-Line) will receive funding to buy new hybrid electric buses to replace older diesel buses. The project will improve safety, reliability, and mobility for transit riders throughout Westchester County.	\$12,431,250
OH	Western Reserve Transit Authority	BBF	The Western Reserve Transit Authority (WRTA) will receive funding to prepare for a transition to an all-electric bus fleet upgrading their bus barn facility to support electric bus chargers and equipping it with solar panels, and an improved fire suppression system. This project will improve safety and prepare WRTA to meet its zero emission bus goals by 2030.	\$1,312,000
OH	Central Ohio Transit Authority	Low-No	The Central Ohio Transit Authority (COTA) will receive funding to buy new battery electric and fuel cell electric buses along with installing hydrogen fueling infrastructure. The buses will replace aging natural gas buses, which will help COTA achieve a fully zero-emission fleet by 2035 and improve air quality for riders in Columbus, OH.	\$22,849,800
OH	Greater Cleveland Regional Transit Authority (GCRTA)	BBF	Greater Cleveland Regional Transit Authority (GCRTA) will receive funding to replace some of its existing fleet with electric vehicles and install charging stations. GCRTA will use the new electric buses, which are more reliable and accessible, to provide convenient transit in neighborhoods where more residents rely on public transit.	\$10,633,105
OH	Stark Area Regional Transit Authority	BBF	A collaboration among Stark Area Regional Transit Agency, Stark State College, and RG Drage will receive funding to purchase and install hydrogen refueling infrastructure, improve clean access points, upgrade the facility for solar energy, and establish a workforce training program focused on clean transit. The efforts will improve rider safety, accessibility, and usability, while supporting Ohio's long-term plan for a transition to clean energy.	\$17,254,229

State	Project Sponsor	Bus/Low-No	Description	Funding
OK	Cherokee Nation	BBF	Cherokee Nation Transit will receive funding to buy new, modern, and reliable ADA accessible buses. These new vehicles will improve safety, bring the fleet to a state of good repair, and improve transportation accessibility and reliability among Cherokee Nation communities.	\$458,250
OK	City of Lawton - City Transit Trust	Low-No	The City of Lawton will receive funding to replace several aging diesel buses with diesel-electric hybrid buses. The project will reduce maintenance costs, lower emissions and provide more reliable transportation to Lawton community members, especially vulnerable populations who depend on public transit to meet their daily needs.	\$6,116,854
OK	Metropolitan Tulsa Transit Authority	Low-No	The Metropolitan Tulsa Transit Authority will receive funding to buy new compressed natural gas buses to replace older diesel buses and to develop a workforce training program. The project will reduce vehicle emissions, improve transit service and reliability for residents living in the city of Tulsa.	\$1,314,090
OR	Tri-County Metropolitan Transportation District of Oregon (TriMet)	Low-No	TriMet will receive funding to buy new hydrogen fuel cell buses to replace older diesel buses that are past their useful life, a new portable fueling station and to initiate facility improvements to accommodate the new hydrogen vehicles. The project will improve service, reliability and provide essential connections to jobs in services in the Portland metro area.	\$39,000,000
PA	Washington County Transportation Authority	BBF	The Washington County Transportation Authority in Pennsylvania, operating as Freedom Transit, will receive \$15 million to construct a bus maintenance and storage facility that will include compressed natural gas and gasoline fueling stations. The structure will also contain office space for dispatch, operations and staff training and help the agency maintain its buses, strengthen service reliability, and meet safety standards.	\$15,000,000
RI	Rhode Island Public Transit Authority	BBF	The Rhode Island Public Transit Authority (RIPTA) will receive funding to rehabilitate a historically significant maintenance and office building to a state of good repair. This facility, once fully rehabilitated, will allow RIPTA to increase capacity and allow for operational growth, while also addressing safety concerns within the building.	\$7,407,963

State	Project Sponsor	Bus/Low-No	Description	Funding
SC	City of Clemson dba Clemson Area Transit	Low-No	The city of Clemson, SC, on behalf of Clemson Area Transit, will receive funding to buy new compressed natural gas buses to replace aging diesel buses as part of its Clemson Area Transit Driving Forward with Green Transit project. The buses will improve service efficiency and effectiveness, and lower operating and maintenance costs.	\$4,671,859
SD	South Dakota Department of Transportation, on behalf of three transit agencies	Low-No	The South Dakota Department of Transportation will receive funding to add propane-powered buses to three local transit agency fleets (River Cities Public Transit, Prairie Hills Transit and People's Transit). In addition to lowering emissions, the project will replace outdated buses that have exceeded their useful life and enable the agencies to meet increased ridership demand.	\$1,615,000
TN	Tennessee Department of Transportation, on behalf of the Southwest Human Resources Agency	BBF	The Tennessee Department of Transportation, on behalf of the Southwest Human Resource Agency (SWHRA), will receive funding to build a new facility to enhance bus service and operations in an eight-county region in southwest Tennessee. The new facility will replace a 1980s-era building that is past its useful life, allowing SWHRA to improve operations and access for people to reach jobs, healthcare, and other services throughout its 4,000-square-mile service area, as well as connections to medical centers in Memphis and Nashville.	\$7,790,400
TN	Regional Transportation Authority	BBF	The Regional Transportation Authority of Middle Tennessee (WeGo Transit) will receive funding to expand a park and ride lot to be a bus transit center at Donelson Station. The improvements will improve connections, enhance safety, provide rider amenities and set the stage for future transit-oriented development.	\$10,000,000
TX	Corpus Christi Regional Transportation Authority	Low-No	Corpus Christi Regional Transportation Authority (CCRTA) will receive funds to replace its aging diesel fleet with low-emission compressed natural gas buses that will operate in historically disadvantaged areas with high ridership. The project will also provide workforce development training, enabling CCRTA to build an enduring fleet of drivers that can serve generations of customers.	\$5,888,040
TX	Texas Department of Transportation (TxDOT), on behalf of 30 regional transportation districts	BBF	The Texas Department of Transportation will receive funding to replace transit vehicles and complete bus facility projects across Texas. This project will provide better transit access in rural areas and 30 regional transportation districts, while bringing rural transit fleets to a state of good repair.	\$26,880,000

State	Project Sponsor	Bus/Low-No	Description	Funding
TX	City of El Paso Mass Transit Department - Sun Metro	Low-No	Sun Metro will receive funding to buy new compressed natural gas buses to replace older buses that have exceeded their useful life and to construct new bus canopies. This project will allow Sun Metro to offer a more reliable service and reduce harmful emissions, while improving environmental justice for underserved communities in the city of El Paso.	\$30,597,000
UT	Utah Department of Transportation, on behalf of High Valley Transit District	Low-No	The Utah Department of Transportation, on behalf of the High Valley Transit District, will receive funding to replace and expand its aging diesel fleet with new battery electric buses to meet growing ridership demand. The project will enable HVTD to reduce emissions, maintenance costs and service disruptions.	\$16,275,560
UT	Utah Transit Authority	Low-No	Utah Transit Authority will receive funding to replace older diesel buses with new battery-electric buses, which will be housed at their Meadowbrook facility. This project will reduce harmful emissions, while serving disadvantaged communities within Salt Lake County.	\$18,112,632
VA	County of Fairfax, Virginia	Low-No	The County of Fairfax, Virginia, will receive funding to buy new low emission diesel-electric hybrid buses to replace older buses as part of its fleet replacement plan. The new buses will reduce greenhouse gas emissions and improve reliability and service while addressing the needs of disadvantaged communities.	\$50,591,220
VT	Vermont Agency of Transportation (VTrans)	Low-No	The Vermont Agency of Transportation will receive funding to help three transit agencies make the transition to electric buses, including upgrades to electrical and fire systems, worker training and a mobile charger. The project will improve safety, reliability and efficiency for Green Mountain Transit, Tri-Valley Transit and Southeast Vermont Transit as they transition to low- and no-emission buses.	\$2,300,542
WA	Pierce County Public Transportation Benefit Area Corporation (Pierce Transit)	BBF	Pierce Transit will receive funding to buy new battery electric buses and install new charging equipment. This project will improve efficiency and help facilitate expansion of Pierce Transit's zero-emission fleet.	\$14,784,753
WA	Washington State Department of Transportation, on behalf of Grays Harbor Transit Authority	BBF	Washington State Department of Transportation, on behalf of Grays Harbor Transit, will receive funding to renovate an aging maintenance and operations facility in Hoquiam, WA. Improvements will include upgrading parking areas, installing new surfacing, and enhancing the roof.	\$2,639,564

State	Project Sponsor	Bus/Low-No	Description	Funding
WA	Washington State Department of Transportation, on behalf of Clallam Transit System	BBF	Washington State Department of Transportation, on behalf of Clallam Transit System, will receive funding to buy buses to replace heavy-duty buses that have surpassed their useful life. The new vehicles, including several for the agency's paratransit fleet, will be more efficient and reliable.	\$3,655,000
WA	Washington State Department of Transportation, on behalf of Island Transit	BBF	Washington State Department of Transportation, on behalf of Island Transit, will buy hydrogen fuel cell buses, which will replace diesel buses on Whidbey Island. This project will advance Island Transit's plan to transition their entire fixed-route fleet to zero-emission vehicles on both Whidbey and Camano Islands.	\$14,959,971
WA	King County Metro Transit	BBF	King County Metro will receive funding to buy battery electric buses and continue its worker training to maintain the new fleet. This project furthers Metro's plan to transition to a fully zero-emission fleet by 2035.	\$6,680,083
WA	Chelan Douglas Public Transportation Benefit Area (dba Link Transit)	Low-No	Link Transit will receive funding to buy battery electric buses, replacing gas-powered buses that have exceeded their useful life. The new buses will be more reliable and easier to maintain, lower fueling costs, reduce air pollution, and improve service throughout North Central Washington.	\$4,462,500
WI	City of Appleton - Valley Transit	BBF	The city of Appleton will receive funding to modernize Valley Transit's bus maintenance facility, including bus wash, fueling, and storage. Updates to the facility will set up the transit agency to grow its fleet and transition to zero-emission buses to serve the Fox Cities region of northeast Wisconsin.	\$12,000,000
WI	City of Green Bay Transit System	Low-No	Green Bay Metro will receive funding to replace diesel-powered buses with battery electric buses and charging equipment, improving safety and decreasing greenhouse gas emissions. The agency expects to reduce maintenance costs as they bring Green Bay closer to reaching their goal of 100 percent clean energy by 2050.	\$3,112,663

Total Funding:
\$1,497,553,559

Last updated: Friday, July 26, 2024

Federal Transit Administration

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RESOLUTION NO. 2024-03

A RESOLUTION AUTHORIZING THE FILING OF A GRANT FOR FEDERAL ASSISTANCE UNDER SECTION 5339 (b), CAPITAL ASSISTANCE FOR BUS AND BUS FACILITIES INFRASTRUCTURE PROGRAM, FEDERAL TRANSIT ADMINISTRATION, APPROVING THE APPLICATION FOR PART OF FTA FEDERAL FISCAL YEAR 2024 APPROPRIATED FUNDING AND AUTHORIZING THE CHAIRMAN AND SECRETARY TO EXECUTE APPROVAL OF THE SAME.

WHEREAS, the City Transit Trust is the designated recipient of Urbanized Area Formula Program assistance authorized by 49 U.S.C. Section 5339 Federal Transit Administration (FTA) grants to provide financial assistance in the operation of a public transportation system in the Lawton-Fort Sill community, and

WHEREAS, the City Transit Trust desires to obtain financial assistance from the Federal Transit Administration in the amount not to exceed twenty-five millions dollars (\$25,000,000.00) for the purpose of expanding its service by constructing new bus facilities and purchasing vehicles for its public transit systems; and

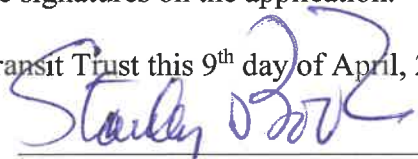
WHEREAS, the City Transit Trust has approved Master Agreement (FTA MA 30) for FTA Federal Fiscal Year 2024, which provides that any entity receiving federal financial assistance must abide by applicable Federal laws and regulations; and

WHEREAS, the City Transit Trust has been previously provided copies of the approved budget and cost allocation plan for this grant.

NOW, THEREFORE, BE IT RESOLVED by the City Transit Trust of Lawton, Oklahoma that:

SECTION 1. The grant application for part of FTA Federal Fiscal Year 2024 appropriated funding under Section 5339, Federal Transit Administration is approved and the Chairman and Secretary are authorized to execute the same electronically and this instrument shall serve as confirmation of the signatures on the application.

PASSED AND APPROVED by the City Transit Trust this 9th day of April, 2024 .



Stan Booker, CHAIRMAN

ATTEST:


Dona Lynn Blazek-Scherler, SECRETARY

APPROVED as to form this 10th day of April, 2024.



Timothy Wilson, TRUST ATTORNEY

GILLIG

March 26, 2024

Ryan Landers
General Manager
Lawton Area Transit
609 SW Bishop Road
Lawton OK 73502
rlanders@ridelats.com
580-248-5252

Subject: GILLIG, LLC Letter of Commitment for FTA's FY2024 Low-No Emission Vehicle Program

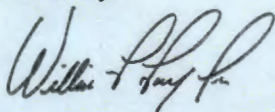
Dear Ryan:

In support of the FTA's Low-No Emission Vehicle Program, GILLIG LLC is pleased to join Lawton Area Transit as your OEM Partner to assist in the successful completion of this exciting project. GILLIG is committed to serving as the Hybrid Bus Manufacturer on this project to ensure efficient and effective deployment of buses as well as our commitment to reduce harmful emissions as part of your long-range fleet plan. GILLIG has extensive experience in the design, manufacture, deployment, and service of heavy-duty transit buses including low emission and no emission buses. As GILLIG continues its aggressive deployment of Low- and No Emission Bus technology to pursue its benefits, we realize that we are seeking to achieve similar goals to that of Lawton Area Transit, thus presenting a great partnering opportunity. This would also fulfill the requirement of the competitive procurement process as outlined by FTA in the FY2024 NOFO.

GILLIG has vast experience and knowledge of the requirements of Lawton Area Transit as we have been your bus supplier for many years. Our 35' and 40' Hybrid Bus's utilize the same Low Floor bus platform that has proven its reliability and durability throughout your service environment. In our role as the bus manufacturer for the project, GILLIG will provide our technical design expertise in advanced bus engineering, manufacturing, and design expertise with the latest technological advancements available at our state-of-the-art bus manufacturing facility in Livermore, CA and our industry leading aftermarket parts and service support. We can also assist with bus deployment strategies including training and Workforce Development Activities as applicable from the OEM side. Our Hybrid Bus technology can allow Lawton Area Transit and Gillig to collect and analyze operational data to ensure successful bus operation and the achievement of all project goals.

Thank you in advance for your consideration of this project. GILLIG looks forward to partnering with Lawton Area Transit on this project and deploying Hybrid Low Emissions Buses throughout your communities.

Sincerely,



William Fay Jr
Vice President Sales
GILLIG LLC

GILLIG LLC STATEMENT OF QUALIFICATIONS

GILLIG's Transit Experience / Overview

GILLIG is a privately owned American manufacturer of heavy-duty low floor transit buses located in Livermore, CA and is the leading supplier of heavy-duty transit buses to cities throughout the United States. GILLIG has been producing transportation vehicles in the United States for 134 years and is a Federal Transit Administration (FTA) qualified Transit Vehicle Manufacturer (TVM). GILLIG meets all FTA requirements imposed on grantees of Federal funding, including DBE Goals, current Buy America provisions and Bus Testing requirements. Gillig strongly believes in the current administrations goals of Tackling the Climate Crisis at Home and Abroad along with Advancing Racial Equity and Support for Underserved Communities.

We believe that a product's design and features as well as its reliability, durability, quality and price are all components of its value and GILLIG strives to be the industry leader in each of these categories. GILLIG feels that this is an important step forward in ensuring that communities have access to high-quality, low and zero-emission transportation options.

GILLIG's responsibility as an organization has been proven over the years by our consistency, longevity, and ability to timely perform. Our employee and management experience includes an extremely competent and stable workforce. GILLIG's top senior executives have centuries of combined vehicle experience with design, manufacturing, quality control and aftermarket support. This consistency not only ensures an unbeatable experience history, but also ensures stability, accountability, and responsibility at the very top of our organization.

GILLIG further supports America's recovery from COVID-19 and believes that all public transportation must have fair and equitable protections in place as required by the Federal public transportation law (49 U.S.C. 5333 (b)), which will help preserve the rights and benefits of all transit employees in the Country.

GILLIG boasts an unequaled record of organization stability and the most transit experienced people and management with unquestionable integrity and trust. The combination of this history, this experience, these skills, and performance, yields a product that has the best reliability, durability, economy and value, which results in the highest levels of customer satisfaction.

GILLIG recently completed the move of our manufacturing facility and headquarters to Livermore, California, from our previous facility 25 miles further east. This new state-of-the-art manufacturing facility demonstrates GILLIG's commitment to the US transit market and the FTA. This facility allows us to expand our production capacity of low and

GILLIG

zero emission buses and enhance our industry-leading quality and continue to enhance and develop our products to best meet the needs of our customers.

GILLIG has designed, built, and delivered over 36,000 transit buses to our customers around the USA over the past 23 years. Some of our buses are still in active service after 20 + years and 1 million miles of transit duty service.

GILLIG's Hybrid and Electric Bus Experience

Since GILLIG entered into an exclusive development agreement with Allison Transmission to introduce Diesel-Electric Hybrid technology to the transit market in 1997, GILLIG has been involved with the effort to electrify transit buses.

As GILLIG waited for the battery technology to advance sufficiently to further electrify the bus, we continued our development efforts by proving out the systems which would allow for a fully electric bus. Our Allison eGen Flex Hybrid and BAE Series Hybrid product lines are the next stage in our development where we implemented electric passenger heating and air conditioning units, electric power steering pumps, electric air compressors, enhanced electric cooling systems and the power electronics to manage each of these systems. We developed in-house expertise on packaging these systems with safe high-voltage systems and the software and controls related to managing them.

GILLIG has designed and built a complete range of transit buses including parallel hybrids, series hybrids, fuel cell, overhead wire trolleys, and overhead wire/battery hybrid trolleys. In 2016, GILLIG delivered our first fully electric battery buses designed primarily with the systems we had proven out through these prior projects. As a result of these prior projects, GILLIG has been able to develop a production-ready battery electric bus built on our proven low floor bus platform to meet our customers' requirements.

Fleet Commonality

Our hybrid and battery electric bus is built on the same proven Low Floor bus platform that GILLIG has perfected since 1996. Our Low Floor bus platform was designed to accommodate multiple propulsion systems and our design philosophy includes the integration of GILLIG and industry common components. We strive to ensure a high degree of parts commonality between these various propulsion systems and as such, many of the parts currently on hand at the Agency will be able to support these new Hybrid electric buses. The design leverages the existing vehicle systems (electrical, mechanical, operator controls, body, doors, etc.) which increases the level of familiarity from an operation and maintenance standpoint. This allows the Agency to significantly reduce the cost of Workforce Development training and will accelerate the deployment time. GILLIG is committed to offering our Standard Low Floor 35' & 40' Hybrid Electric vehicle models with standard currently available options as included in many State Procurements and Consortium Contracts to reduce or eliminate the need for customization which will greatly reduce the manufacturing and delivery time of any of

GILLIG

our buses. This approach will also reduce the overall bus pricing of each bus and will help streamline our supply chain to the greatest extent possible and provides for the best economies of scale in our bus pricing. GILLIG highly recommends this approach of using standard currently available options, such as ITS Systems, Video Systems, APC Systems which are required by many Agencies to operate with their current fleets and service areas.

Buy America

GILLIG meets or exceeds all FTA requirements imposed on the grantees of Federal funding, including DBE Goals, current Buy America provisions of more than 70% and bus testing requirements. 100% of GILLIG's manufacturing process is completed in the US by American workers. GILLIG is proud of its heritage and our workers who are US taxpaying citizens that recycle tax dollars back into the US economy.

AVAILABLE OPTIONAL - TRAINING PROGRAM

All training programs presented by GILLIG are individually tailored to be representative of the vehicle specifications and equipment supplied on the buses at the time of delivery. These programs may also be modified further to meet the needs and/or time constraints of the customer at the pre-production meeting. GILLIG's training program is designed to instruct your transportation and maintenance personnel in the proper methods of operating, maintaining, and servicing the buses. Your training program has been specifically addressed in the appropriate section of this proposal and we are certain it will exceed your expectations.

Our training programs have been well accepted by other transit agencies as described in the attached customer testimonials.

You will also note that our technical trainers have extensive Mechanical Maintenance experience and hold numerous training certifications.

To further aid in the training of your maintenance group, GILLIG will supply a set of bus training DVD's.

GILLIG FIELD SERVICE TRAINING PROGRAM

OBJECTIVE:

Our training programs are specifically designed to acquaint our customers with their new GILLIG transit bus and to ensure their understanding for proper operation, maintenance, diagnosis and repair of their coach, which employs the latest in “state of the art” bus technology.

These programs will help our customers maximize the potential of the GILLIG transit bus throughout its life.

All training programs presented by GILLIG instructors are individually tailored to be representative of the vehicle specifications and equipment supplied on the buses at the time of delivery. These programs may also be modified further to meet the needs and/or time constraints of the customer.

PROGRAM PLAN:

The basic programs shall be presented as follows:

- Operator Instruction
- Gillig Battery Electric Bus Operator Training
- Maintenance Department General Vehicle Orientation
- Gillig Battery Electric Bus Service Personnel Training
- Air Systems and Brake
- Basic Bus Electrical System
- Multiplex Electrical System
- CNG System
- Hydraulic System
- EFAN System
- Allison Hybrid Familiarization
- BAE hybrid Familiarization
- Gillig Emissions
- Entrance/Exit Door Systems
- Gillig Battery Electric Bus Technician Training

TRAINING PROGRAM

OPERATOR INSTRUCTIONS:

This class will take approximately four hours and class size should not exceed six drivers. This is a “hands-on” program to familiarize the driver in the proper operation of the GILLIG transit bus and requires that a coach be made available by the customer for this instruction. Topics included in this program are:

- A. Seat and Seat Belt Operation and Adjustments
- B. Steering Column Adjustments
- C. Switches and Controls
 - 1. Location
 - 2. Proper Operation
 - 3. Function
- D. Instrumentation and Warning Lights
- E. Entrance and Exit Door Operation
- F. Wheelchair Ramp Operations
 - 1. Safety Precautions
- G. Brake Interlock
 - 1. Safety Precautions
- H. Speed Switch Circuit
 - 1. Verbal Explanation
 - 2. Demonstration
 - 3. Safety Precautions
- I. Engine Protection System
 - 1. Controlling Functions
 - 2. Shut Down Sequence
 - 3. E.P.M. Override
 - a. Purpose
 - b. Proper Usage

TRAINING PROGRAM

Gillig BEB OPERATOR INSTRUCTIONS:

This class will take approximately four hours and class size should not exceed six drivers. This is a “hands-on” program to familiarize the driver in the proper operation of the GILLIG BEB transit bus and requires that a coach be made available by the customer for this instruction. Topics included in this program are:

INTERIOR

General discussion on BEB electric bus differences compared to a traditional Diesel, CNG or Hybrid bus.

- A. Safety Considerations For Driver And Passengers.
 - 1. Use The Drivers Safety Card To Discuss Emergency Shutdown Procedures.
 - 2. Discuss Emergency Responder Instructions.
 - 3. Point Out High Voltage Labels.

- B. BEB Dimensions And Weight.

- C. Seat and Seat Belt Operation and Adjustments

- D. Steering System Column Adjustments

- E. Switches and Controls
 - 4. Location
 - 5. Proper Operation
 - 6. Function
 - 7. Extra Emphasis On BEB Specific Controls Such As:
Throttle.
Brake Including Regenerative Braking And Override Switch.

- F. BEB Starting/HV Initialization Process.
 - 1. Master Switch On.
 - 2. Wait Till EV Wait To Start Light Goes Off.
 - 3. Press the Start Button.
 - 4. Look For EV Ready Indicator
 - 5. Process If System Will Not Initialize.
 - 6. HV Emergency Shutdown And Override
 - 7. Restart After Emergency Shutdown

- G. Indicator and Warning Lights

1. Discuss All Indicator Lights On the MFD.
2. Extra Emphasis On The Following BEB Specific Indicators.
 - Warning High Voltage Exposure
 - State Of Charge
 - Vehicle Range
 - ECP Low
 - ECP Coolant Temp
 - EV Batt Coolant Low
 - EV Batt Coolant Temp
 - EV Batt Fault
 - EV Propulsion Enabled
 - EV Ready
 - EV Stop
 - EV Wait To Start
 - HVIL
 - Regen Brake Disabled
 - State Of Charge Low
 - Vehicle Limited Performance Mode

H. Entrance and Exit Door Operation

1. Including Emergency
2. Emergency Hatch Operation

I. Wheelchair Ramp Operations

2. Safety Precautions
3. Wheel Chair Securement

J. Brake Interlock

2. Safety Precautions And Operation
3. Interlock Override Switch

K. Speed Switch Circuit

4. Verbal Explanation
5. Demonstration
6. Safety Precautions

EXTERIOR

General Exterior Walkaround

A. Front Of Bus

1. Lights
2. Wipers And Fill Reservoir
3. Bike Rack Operation

- B. Curb Side.
 - 1. Lights
 - 2. Chassis HV Battery Access Door And Proximity Switch
 - 3. Upper And Lower Engine Compartment Doors And Prox Switches
 - 4. Open Side Panel And Briefly Discuss Components Contained Within Including rear charge port

- C. Back Of Bus
 - 1. Open Engine Door And Point Out Prox Switches
 - 2. Other Components
 - HV Battery and Cables
 - High Voltage Junction Box And High Voltage Disconnect Switch
 - DC/AC Convertor
 - DC/DC Convertors
 - Air Compressor And Filter
 - Coolant Reservoirs and Fluid Checks
 - Rear Run Panel And Gauges

- D. HVAC Access Door
 - 1. HVAC
 - 2. Battery Thermo Management System And Filter
 - 3. Fire Suppression

- E. Street Side Rear Access Door
 - 1. Electronics Cooling Package And Reservoirs
 - 2. Lights
 - 3. Prox Sensors

- F. LV Battery Compartment Access Door
 - 1. Air Tank Dump Valves
 - 2. Power Steering Pump And Reservoir
 - 3. LV Batteries And Kissling Disconnect Switch Operation Recap
 - 4. Front Charge Port

TEST DRIVE

MAINTENANCE DEPARTMENT GENERAL VEHICLE ORIENTATION

OBJECTIVE:

This is an on-vehicle instruction program to acquaint the mechanic with the operational aspects of the GILLIG transit bus, as well as the components employed in its operation and their locations. It also provides brief explanations and demonstrations of how and when various systems interface with each other. These explanations and demonstrations are designed to provide the mechanic with a better understanding of the

system logic employed and ultimately result in more rapid and accurate diagnosis and repair. Other areas covered in this orientation program are maintenance items and can be tailored for in-depth instruction on the door system, hydraulic system, steering system, Hybrid Drives, CNG and suspension systems.

This class will take approximately eight hours to complete with a maximum class size of twelve mechanics. A coach must be made available for this instruction by the customer. Please be aware that any identified system can be expanded on and discussed more in-depth in subsequent classes. Topics included in this program are:

- A. Seat and Seat Belt Operation and Adjustments
- B. Steering Column
 - 1. Adjustments
 - 2. Maintenance
- C. Switches and Controls
 - 1. Location
 - 2. Proper Operation
 - 3. Function
 - 4. System Interfacing
 - 5. Diagnostic Tips on the More Complex Systems
- D. Instrumentation and Warning Lights
- E. Engine Protection System
 - 1. Controlling Functions
 - 2. Shut Down Sequence
 - 3. E.P.M. Override
 - a. Purpose
 - b. Proper Usage

F. Brake Interlock

1. Components
2. Operational Description
3. Explanation of Circuits that Apply Interlock
4. Interlock Air Pressure Adjustment
5. Override
6. Safety Precautions

G. Under 3 MPH Speed Switch Circuit

1. Operational Description
2. Diagnosis of Circuit
3. Safety Precautions

H. Wheelchair Ramp

1. Components and Component Location
2. Operation
3. Safety Device
4. Safety Precautions

I. Entrance Door

1. Components and Component Location
2. Operation
3. Door Panel Adjustment
4. Door Motor Adjustments
5. Proximity Switch Adjustments

J. Exit Door

1. Components and Component Location
2. Operation
3. Door Panel Adjustments
4. Door Motor Adjustments
5. Micro/Proximity Switch Adjustments

K. Compartment by Compartment Tour of Bus

1. Components and Component Location
2. Operational Descriptions of Systems Viewed
3. Maintenance Information
4. Diagnostic Tips and Test Procedures
5. Safety Precautions

L. Vanner Equalizers

1. Component Location
2. Operational Description
3. Test Procedures

M. Hydraulic System

1. Component and Component Location
2. Description of Components and Maintenance Required
3. Explanation of Fan Drive Circuit and Its Function
4. Explanation of Steering Circuit and Its Function
5. Presentation of Flow and Pressure Specifications for Fan Drive and Steering Circuits
6. Description and Explanation of Test Equipment Needed to Properly Diagnose Hydraulic System Problems
7. Safety Precautions

N. EFAN System (If equipped)

1. Individual Fan Location and Function
2. Location and Function of the EFAN Controller
3. Use of EFAN Controller LED's for Diagnostics
4. Location and Function of EFAN Fuses Panel
5. Reverse Fan Operation
6. Safety Precautions

O. Fire Alarm System

1. Components and Component Location
2. Operational Description
3. Test Procedures

P. Steering and Front Suspension

1. Explanation of Front Ride Height Adjustment and Specifications
2. Explanation of Adjustment Points for Front End Alignment
3. Explanation of Front Shock Absorber
4. Explanation of Steering and Suspension Maintenance Requirements

Q. Rear Suspension

1. Components and Component Location
2. Discuss Inspection of Welds
3. Discuss Inspection of Suspension Components
4. Discuss Bushing Wear and Bushing Replacement
5. Explanation of Rear Ride Height Adjustment and Specifications
6. Explanation of Adjustment Points for Rear End Alignment

R. Engine Cooling System

1. Components and Component Location
2. Explanation of Cooling System Maintenance Requirements
3. Safety Precautions

- S. Hybrid Drive System
 - 1. System Components and Component Location
 - 2. Drive System Theory of Operation
 - 3. Drive System Component Interface
 - 4. High Voltage Safety

- T. CNG System (Compressed Natural Gas). (If equipped)
 - 1. CNG Components and Location
 - 2. Roof Mounted Tanks, Lines and PRD's
 - 3. Fill Panel Components
 - 4. Fueling/Defueling Procedures
 - 5. CNG Safety

- U. Gillig Battery Electric Bus (If Equipped)
 - 1. System Components and Component Location
 - 2. Drive System Theory of Operation
 - 3. High Voltage Safety
 - 4. LOTO Discussion

MAINTENANCE DEPARTMENT BEB GENERAL VEHICLE ORIENTATION

OBJECTIVE:

This is an on-vehicle instruction program to acquaint the mechanic with the operational aspects of the GILLIG BEB bus, as well as the components employed in its operation and their locations. It also provides brief explanations and demonstrations of how and when various systems interface with each other. These explanations and demonstrations are designed to provide the mechanic with a better understanding of the system logic employed and ultimately result in more rapid and accurate diagnosis and repair.

This class will take approximately eight hours to complete with a maximum class size of twelve mechanics. A coach must be made available for this instruction by the customer. Please be aware that any identified system can be expanded on and discussed more in-depth in subsequent classes. Topics included in this program are:

INTERIOR

General discussion on BEB electric bus differences compared to a traditional Diesel, CNG or Hybrid bus.

- A. BEB Safety Considerations For Technicians.

1. Use The Drivers Safety Card To Discuss And Execute an Emergency Shutdown Procedure.
2. Discuss Emergency Responder Instructions.
3. Point Out High Voltage Labels And Their Meaning.

B. BEB Dimensions And Weight.

1. Point Out Anti Roll Valve And Operation.

C. Seat and Seat Belt Operation, Adjustments And Maintenance.

D. Steering Column

3. Adjustments
4. Maintenance
5. Electric Steering If Equipped
6. Adjustable Pedals Maintenance

E. Switches and Controls

8. Location
9. Proper Operation
10. Function
11. Extra Emphasis On BEB Specific Controls Such As:
BEB Throttle Differences And Operation.
Brake Including Regenerative Braking And Override Switch Operation
And Effect On A BEB.

F. BEB Starting/HV Initialization Process.

1. Master Switch On.
2. Wait Till EV Wait To Start Light Goes Off.
3. Press the Start Button.
4. Look For EV Ready Indicator
5. Process If System Will Not Initialize.
6. HV Emergency Shutdown And Override
7. Restart After Emergency Shutdown
8. Maintenance Department Actions If System Fails To Initialize

G. Indicator and Warning Lights

1. Discuss All Indicator Lights On the MFD.
2. Extra Emphasis On The Following BEB Specific Indicators.
Warning High Voltage Exposure
State Of Charge
Vehicle Range
ECP Low
ECP Coolant Temp
EV Batt Coolant Low
EV Batt Coolant Temp
EV Batt Fault

- EV Propulsion Enabled
- EV Ready
- EV Stop
- EV Wait To Start
- HVIL
- Regen Brake Disabled
- State Of Charge Low
- Vehicle Limited Performance Mode

- 3. Action plan If Indicators Reflect A System Malfunction

H. Front And Rear Electrical Panels

- 1. IO Modules (G5)
- 2. Laptop And Diagnostic Connection Points
- 3. Controllers

I. Brake Interlock

- 7. Components
- 8. Operational Description
- 9. Explanation of Circuits that Apply Interlock
- 10. Interlock Air Pressure Adjustment
- 11. Override
- 12. Safety Precautions

J. Under 3 MPH Speed Switch Circuit

- 4. Operational Description
- 5. Diagnosis of Circuit
- 6. Safety Precautions

K. Wheelchair Ramp

- 5. Components and Component Location
- 6. Operation And Maintenance
- 7. Safety Device
- 8. Safety Precautions

L. Entrance Door

- 6. Components and Component Location
- 7. Operation
- 8. Door Panel Adjustment
- 9. Door Motor Adjustments
- 10. Proximity Switch Adjustments

M. Exit Door

- 6. Components and Component Location
- 7. Operation
- 8. Door Panel Adjustments
- 9. Door Motor Adjustments

10. Micro/Proximity Switch Adjustments

N. HVAC

1. HV and LV Operation Basics
2. Set Point Adjustment

EXTERIOR

General Exterior Walkaround

A. Front Of Bus

1. Lights
2. Wipers And Fill Reservoir
3. Bike Rack Operation
4. Shop Air/Tow Connection

B. Curb Side.

1. Lights
2. Chassis HV Battery Access Door And Proximity Switch. Detail Switch Operation
3. Upper And Lower Engine Compartment Doors And Prox Switches
4. Open Rear Side Panel And Discuss Components Contained Within Including:
Rear Charge Port Function/Operation, Connection To Charger, LED Indicators and Troubleshooting.
5. Air Dryer Operation And Maintenance
6. Air Governor Operation And Adjustment

C. Engine Compartment

1. Open Engine Door And Point Out Prox Switches
2. Other Components
 - HV Battery and Cables
 - HV Cable Connections
 - LV Cable Connections
 - Coolant Line Connections
 - Manual Service Disconnect (MSD) Operation
 - HV Cable Construction And Inspection
 - Maintenance
 - High Voltage Junction Box And High Voltage Disconnect Switch
 - Re-discuss High Voltage Shutdown Procedure And Safety
 - Internal Components
 - HV Cable Connection Points
 - HV Meter Test Points (Discuss Check Procedure)
 - Maintenance
 - DC/AC Invertor

- Operation
- HV Cable Connections
- Coolant Line Connections
- Maintenance

9 Phase Traction Motor

- Operation Including Propulsion And Regenerative Braking
- HV Cable Connections
- Coolant Line Connection
- Tone Wheel And Sensor
- Maintenance

DC/DC Convertors

- Operation And Testing
- HV/LV Cable Connections
- Maintenance

HV Air Compressor Operation And Filter Maintenance

Coolant Reservoirs and Fluid Checks

Rear Run Panel And Gauges

- Discuss Switches And Indicators In Detail

Linear Fire Wire Effect On High Voltage

D. HVAC Access Door

1. HV/DC HVAC Operation And Maintenance
2. Battery Thermo Management System And Filter
 - Discuss BTMS Operation And Components
 - Chiller
 - Heater
 - Pump
 - Heat Exchanger
 - Reservoir Fluid Check And Service Intervals

E. Street Side Rear Access Door

1. Electronics Cooling Package Operation and Maintenance
 - Fluid Reservoir Level Checks And Service Intervals
 - Heat Exchanger
 - Pump

2. Lights

F. LV Battery Compartment Access Door

1. Air Tank Dump Valves
2. Power Steering Pump And Reservoir
 - Pump

- Level Checks
- Filter And Service Intervals
- Power Steering Box Bleeding Procedure
- 3. LV Batteries And Kissling Disconnect Switch Operation Recap
 - Kissling Troubleshooting
- 4. Front Charge Port (recap)
- 5. Vanner Equalizer
 - 4. Component Location
 - 5. Operational Description
 - 6. Test Procedures

- G. Steering and Front Suspension
 - 5. Explanation of Front Ride Height Adjustment and Specifications
 - 6. Explanation of Adjustment Points for Front End Alignment
 - 7. Explanation of Front Shock Absorber
 - 8. Explanation of Steering and Suspension Maintenance Requirements

- H. Rear Suspension
 - 7. Components and Component Location
 - 8. Discuss Inspection of Welds
 - 9. Discuss Inspection of Suspension Components
 - 10. Discuss Bushing Wear and Bushing Replacement
 - 11. Explanation of Rear Ride Height Adjustment and Specifications
 - 12. Explanation of Adjustment Points for Rear End Alignment

AIR SYSTEM AND BRAKES:

SCOPE:

This is a sixteen hour program of which approximately the first thirteen hours of instruction will take place in a classroom setting utilizing a color coded air system drawing projected from a laptop with a projector. Each student will have a copy of the drawing and a detailed power point handout to follow along through the air system circuits. The remaining time will be spent applying the classroom information to the vehicle in "hands-on" tests and adjustments.

The customer shall make available a suitable room for training that is appropriately equipped, keeping in mind the class size shall not exceed twelve mechanics, and a bus for the last segment of the training program.

OBJECTIVE:

This program will focus primarily on providing the mechanic with a better understanding of the air system, its components, and their operation under various operating conditions. The class participants accomplish this by viewing and following along with the colored air flow charts for normal brake operation, brake operation with loss of primary air, brake operation with loss of secondary air, brake interlock, and anti-compounding circuits to facilitate diagnosis of air leaks. Presentation of a comprehensive systematic air system test procedure will also be included in this program. The air flow charts, when used in conjunction with these air system tests, will aid the mechanic in determining if the components in the air and braking systems are operating properly and may also be used as a tool in the diagnosis and isolation of a problem or air leak in the system.

The secondary focus of this program is on the mechanical aspects of the braking system such as but not limited to the operational principles of the Haldex slack adjuster, initial set up and adjustments of the Haldex slack adjuster, maximum push rod travel, and push rod angles, air dryer operation and compressor troubleshooting. Additional topics will be covered upon request by the customer based on their particular need or desire. ABS and Traction control systems will also be discussed.

Brief overview of disc brake system including wheel end overview and differences to air system.

BASIC BUS ELECTRICAL SYSTEM:

SCOPE:

This is a twenty-four hour program for a maximum of twelve mechanics. The program will take place in both the classroom setting utilizing the supplied power point handout and on the coach for practical application of the classroom material. The customer shall make available a suitable room for training that is appropriately equipped. The customer will also make available for training the schematics for the bus that the class is training on.

OBJECTIVE:

This program is designed to help the mechanic utilize the GILLIG electrical diagrams and schematics to the fullest extent possible. This will promote a better understanding of the system logic, resulting in less time consuming and more accurate diagnosis. Topics included in this program are:

- A. Review of Basic Electrical Principles
 - 1. Use of Digital VOM

2. Open Circuits
3. Completed Circuits
4. Shorted Circuits
 - a. Dead Short
 - b. Cross Short
5. Series Battery Connections
 - a. Results
 - b. Benefits
6. Parallel Battery Connections
 - a. Results
 - b. Benefits
7. Series Circuits
 - a. Benefits
8. Parallel Circuits
 - a. Benefits
9. Voltage Drop

- a. Demonstration of How to Use Voltage Drop for Diagnostic Purposes

B. Relays Used in GILLIG busses

1. Description of Internal Operation
2. Symbols as Represented on Drawings
3. Functional Diagrams

C. Diodes

1. Explanation of Operational Principles
2. Uses
3. Symbols and How to Determine Directional Flow
4. Test Procedures

D. Transistors

1. PNP's
2. NPN's
3. Test Procedures

E. General Electrical Symbols

1. Fuses
2. Circuit Breakers
3. Resistors
 - a. Fixed Resistors
 - b. Variable Resistors
4. Coils
5. Normally Open Contacts
6. Normally Closed Contacts
7. Pressure Switches

F. Information Supplied on GILLIG Electrical Diagrams

1. Print Number
2. Revision
3. Part Numbers
4. Torque Specifications
5. Drawing Size
6. Component Location
7. Wiring Connector Locations
8. Wiring Numbering System
9. Wiring Color Coding

G. Typical Electrical Diagrams or Schematics Used to Determine System Logic

1. Battery Cables with Cut Off Switch
 - a. For Charging System Diagnosis
 - b. For Vanner Equalizer System Diagnostic

H. Typical Electrical Diagrams or Schematics Used to Determine System Logic (cont.)

2. Ignition, Start, Fast Idle
 - a. For Front Run Diagnosis
 - b. For Rear Run Diagnosis
 - c. For Fast Idle Diagnosis
3. Wheelchair Ramp
 - a. For Wheelchair Ramp Interface Diagnosis
4. Kneeling
 - a. For Kneeling Diagnosis
 - b. For Raise Diagnosis
5. Stop Request
6. Fire Alarm
 - a. For Engine Fan Circuit Diagnosis
 - b. For Fire Alarm Diagnosis
7. Rear Door
 - a. For rear Door Operation Diagnosis
 - b. For sensitive Edge Diagnosis
 - c. For Door Alarm Diagnosis
8. Interlock
 - a. For Under 3 MPH Circuit Diagnosis
 - b. For Interlock Diagnosis

Different or additional circuits will be covered upon the customer's request.

MULTIPLEX ELECTRICAL SYSTEM G3, G4 AND G5:

SCOPE:

This is a twenty-four hour program for a maximum of twelve technicians. The program will be split between a classroom setting and on the bus. The classroom portion will use the supplied handout and the specific vehicle schematics. Using a digital projector the instructor will cover the supplied handout. The customer shall make available a suitable room for training that is appropriately equipped.

OBJECTIVE:

This program is designed to help the technician utilize the GILLIG electrical schematics and ladder diagrams to the fullest extent possible. This will promote a better understanding of the system logic, resulting in less time consuming and more accurate diagnosis. Topics included in this program are:

- A. General Information Supplied in the Gillig Electrical Schematics
 1. Vehicle Identification Numbers and Bus (Fleet) Numbers

2. Safety Precautions
3. Print Numbers
4. Part Numbers
5. Torque Specifications
6. Welding Precautions
7. Component Locations
8. Wire Circuit Identification
9. Power Cables and Wire Color Coding
10. Different Types of Wire Connectors that Gillig uses
11. Wire Connector Location Guide

B. General Electrical Symbols Used in the Gillig Electrical Schematics

1. Ground Symbols and How to Identify and their Locations on the bus
2. Fuses and Locations of the Main Power Fuses
3. Circuit Breakers, Circuit Breaker Numbers, and Locations
4. Resistors
5. Different Types of Switches (Toggle, Push Button, Rotary, Proximity, Pressure Type)
6. Wire Connector Symbol and How to use the Information Provided Inside the Symbol
7. Normally Open Contacts
8. Normally Closes Contacts
9. L.E.D. (Light Emiting Diode) Benefits and where we use them
10. Diodes and Diode Pack – Test Procedures, Locations, Where Used

C. Review of Basic Electrical Principles

1. Open Circuits and How to Troubleshoot
2. Shorted Circuits (Direct Short and Cross Short) and how to Troubleshoot
3. Completed Circuits
4. Series Battery Connections
5. Results
6. Benefits
7. Parallel Battery Connections
8. Results
9. Benefits
10. Series Circuits and their Benefits
11. Parallel Circuits and their Benefits
12. Voltage Drop Demonstrations to use for Diagnostic Purposes.

D. Introduction to Multiplex

1. What is and Why Multiplex
2. Why Gillig uses Multiplexing Systems
3. How Multiplex Works in a bus
4. Benefits of having a Multiplex system

E. Coach Zone Concept

1. Zone Layout
2. Zone Function
3. View of Each Zone
4. Communication Process of each Zone
5. Communication Harness and Location
6. Diagnostic Fault Codes for Communication

F. I/O Controls Corporation “Dinex” Components

1. Power Management Module(PMS)
2. High Speed Cell Network Control Module (D2)
3. Main Bus Controller (MBC)
4. Digital Input/Output Module (A1,B2,B3,B4,C1,D3,D4)
5. 816 Modules
6. 16/16 Modules
7. Digital 32 Input Module (A2)

G. I/O Controls Corporation “Dinex” Components (cont.)

1. The “Smart” Indicator Light Bar (B1)
2. Digital 24 Output Module (B5) if Applicable
3. Multi-Function Display (MFD)
4. Explanation of the module I.D.’s
5. Explanation of each Different Colored L.E.D.’s on each Module
6. Component Function and Location
7. System Interface Using the Multiplex Inputs and Outputs Chart

H. Ladder Logic Diagrams

1. Why we use Ladder Logic Diagrams
2. How to read a Ladder Logic Diagram
3. How to use a Ladder Logic Diagram for Troubleshooting the System

I. Electrical System Interface

1. Multiplex System Power
2. Starting System
3. Charging System with Vanner Equalizer
4. Tail and Marker Lights
5. Turn Signals
6. Kneeling System
7. Wheelchair Ramp Power
8. Fast Idle
9. Brake and Throttle Interlock System
10. Senders and Switches and Engine Shutdown System

Different or Additional Circuits will be covered upon Customers Request.

J. J1939 Controller Area Network

- a. J1939 Theory
- b. Gateway Function
- c. Backbone Construction and Troubleshooting
- d. Stub and Extension Cable Troubleshooting
- e. Complete Network Troubleshooting

K. Diagnostics and Troubleshooting

1. Using the L.E.D.'s for Circuit Integrity
2. Using the Ladder Logic Diagrams
3. Using the Gillig Electrical Schematics
4. Using the "Dinex" Diagnostic Tools
 - a. G3-MK-TEST KIT
 - b. G3-MK-ID-WRITER
 - c. G3-MK-PROGRAM KIT
 - d. Real Time Logic (RTML)
 - e. G 4/5 Tablet
5. Create Defects in the bus Multiplex Electrical Systems for the Technicians to Locate and Repair.

CNG SYSTEM

SCOPE:

This is an 8 hour program for a maximum of twelve technicians. The program will be split between a classroom setting and on the bus. The classroom portion will use the supplied handout. Using a digital projector the instructor will cover the supplied handout. The customer shall make available a suitable room for training that is appropriately equipped and a CNG bus for the hands on portion of the class.

OBJECTIVE:

After completion of the Gillig Compressed Natural Gas (CNG) program, each mechanic will be able to identify the location and function of the CNG fuel storage and delivery system components. These components include the storage tanks, pressure relief devices (PRD's), high pressure filter, low pressure filter, and fuel shutoff valve and solenoids. Safety precautions, maintenance, and troubleshooting will also be discussed. We will also discuss the other changes to the bus when equipped with a CNG system.

A. CNG Safety

B. Compressed Natural Gas Properties

- C. Fueling And Defueling
- D. CNG Fuel System
 - 1. Fill Panel
 - a. High And Low Pressure Gauges
 - b. Shut Off Valve
 - c. Fast Fill And Slow Fill Receptacles
 - d. Defuel Receptacle and Valve
- E. CNG Storage Tanks
 - 1. Tank Types And Construction
 - 2. Lines and Fittings
 - 3. Pressure Relief Devices
 - 4. Certification And Inspection
 - 5. Tank Capacities
 - 6. Gas Sensors
- F. CNG Maintenance And Inspection
 - 1. High Pressure Filter
 - 2. Low Pressure Filter
 - 3. Tanks
- G. Gillig Bus Changes
 - 1. Axles
 - 2. Shocks
 - 3. Brakes
 - 4. Body Bracing

HYDRAULIC SYSTEM:

SCOPE:

This is an eight hour program of which approximately the first four hours of instruction will take place in a classroom setting utilizing a hydraulic system drawing projected from a laptop with a projector. Each student will have a copy of the drawing and a detailed power point handout to follow along through the hydraulic system. The remaining time will be spent applying the classroom information to the vehicle in “hands-on” tests and adjustments.

The customer shall make available a suitable room for training that is appropriately equipped, keeping in mind the class size shall not exceed twelve mechanics, and a bus for the last segment of the training program.

OBJECTIVE:

This program will focus primarily on providing the mechanic with a better understanding of the hydraulic system, its components, and their operation under various operating conditions. The class participants accomplish this by viewing and following along with the hydraulic system

drawing. The hydraulic flow charts will aid the mechanic in determining if the components in the hydraulic system are operating properly and may also be used as a tool in the diagnosis and isolation of a problem in the system. Safety precautions, maintenance, and troubleshooting will also be discussed.

- A. Hydraulic Safety
- B. Hydraulic Reservoir
 - 1. System/Reservoir Capacity
 - 2. Fluid type
 - 3. Filter/Fluid Change Intervals
- C. Hydraulic Pump
 - 1. Type
 - 2. Flow Rates
 - 3. Inspection
- D. Hydraulic Manifold
 - 1. Valve Identification/Ratings
 - 2. Flow through The Valves
 - 3. Inspection
- E. Steering Gear Box
 - 1. Flow Through The Box
 - 2. Inspection
 - 3. Flow Rates Needed
 - 4. Gear Box Bleeding Procedures
- F. Fan Drive Motor
 - 1. Motor Operation
 - 2. Motor Inspection
 - 3. Required Motor Speeds
- G. Fan Drive Controller
 - 1. Required Wiring
 - 2. J1939 Interface
 - 3. Controller Logic
 - 4. Verification Of Operation
- H. Hydraulic Cooler

1. Location
2. Maintenance
3. Cooler Pressure Relief

EFAN SYSTEM

SCOPE:

This is a four to six hour program of which approximately the first four hours of instruction will take place in a classroom setting utilizing a detailed system handout. The handout material will be projected from a laptop and projector while each student follows along. The remaining time will be spent applying the classroom information to the vehicle in “hands-on” tests and adjustments.

The customer shall make available a suitable room for training that is appropriately equipped, keeping in mind the class size shall not exceed twelve mechanics, and a bus for the last segment of the training program.

OBJECTIVE:

This program will focus primarily on providing the mechanic with a better understanding of the EFAN systems, their components, and operation under various operating conditions. While Gillig utilizes two different EFAN systems, the scope and objective for each system is the same. The class participants accomplish system understanding by viewing and following along with the system handouts. Presentation of a comprehensive EFAN system test procedure will also be included in this program. The handout, when used in conjunction with the system tests, will aid the mechanic in determining if the components in the EFAN system are operating properly and may also be used as a tool in the diagnosis and isolation of a problem in the system. Safety precautions, maintenance, and troubleshooting will also be discussed.

- A. EFAN Safety
 1. System Do's and Don'ts

- B. Cooling Module
 1. Engine Radiator
 - A. Radiator Construction and Airflow
 - B. Inspection and Maintenance
 2. Charge Air Cooler
 - A. Construction and Airflow
 - B. Inspection and Maintenance
 3. Hybrid Cooler (If Equipped)

- A. Construction and Airflow
- B. Inspection and Maintenance

- C. Physical Description Cooling Module
 - 1. Electric Motor Fan Banks
 - A. Fan Make and Model
 - B. Fan Wiring
 - C. Fan Operation and Speeds
 - D. Fan Inspection/Maintenance/Reverse
 - E. Fan Troubleshooting

- D. EFAN Controllers
 - 1. Controller Overview
 - 2. Controller Logic
 - 3. Controller Wiring
 - 4. Controller Protection Features

- E. Overall System Maintenance and Troubleshooting

- F. Diagnostic Software (If Applicable)

ALLISON HYBRID FAMILIARIZATION

SCOPE:

This is an eight hour program for a maximum of twelve technicians. The program will be split between a classroom setting and on the bus. The classroom portion will use customer supplied vehicle schematics. Using a digital projector the instructor will cover the applicable schematics for the Allison hybrid system. The on hands portion will cover component location, function and operation. The customer shall make available a suitable room for training that is appropriately equipped.

OBJECTIVE:

This program is designed to help the technician utilize the GILLIG electrical schematics as they apply to the Allison Hybrid System. This will promote a better understanding of the hybrid system components and their operation resulting in less time consuming and more accurate diagnosis. High voltage safety will also be discussed.

- A. General Description and Location of the Following Components
 - 1. TCM/VCM
 - 2. DPIM
 - 3. ESS
 - 4. Drive Unit (Motor A and Motor B)

5. HBA (If Equipped)
 6. High Voltage Cables That Connect the Components Together
- B. Ignition and Ground Wiring To the Following Components:
1. TCM/VCM
 2. DPIM
 3. ESS
 4. HBA (If Equipped)
- C. J1939 CAN Network Discussion
1. J1939 Routing and Connections to All Components
- D. Discuss HVIL Circuit to All Components
- E. Motor Speed Sensors
- F. Engine Cranking
- G. Detail High Voltage Safety Tools/Procedures and Testing For All Components
- H. Proceed to the Bus and Demonstrate Emergency Shutdown Procedures and Lock Outs
- I. Point Out All Discussed Components In, Around, and On Top of the Bus

BAE HYBRID FAMILIALIZATION

SCOPE:

This is an eight hour program for a maximum of twelve technicians. The program will be split between a classroom setting and on the bus. The classroom portion will use customer supplied vehicle schematics. Using a digital projector the instructor will cover the applicable schematics for the Allison hybrid system. The on hands portion will cover component location, function and operation. The customer shall make available a suitable room for training that is appropriately equipped.

OBJECTIVE:

This program is designed to help the technician utilize the GILLIG electrical schematics as they apply to the BAE Hybrid System. This will promote a better understanding of the hybrid system components and their operation resulting in less time consuming and more accurate diagnosis. High voltage safety will also be discussed.

- A. General Description and Location of the Following Components



1. Modular Traction System (MTS)
2. Planetary Speed Reducer (gearbox) (PSR)
3. Alternating Current Traction Motor (ACTM)
4. Integrated Starter Generator (ISG)
5. System Control Unit (SCU)
6. Propulsion Control System (PCS)
7. Accessory Power System (APS)
8. Energy Storage System (ESS)
9. Intuitive Diagnostic System (IDS)
10. PCS - ISG HV Cable
11. PCS - ACTM HV Cable
12. PCS - ESS HV Cables (Pos/Neg)
13. APS - ESS HV Cables (Pos/Neg)
14. HCP - HybriDrive® Cooling Package (OEM optional)
15. Data Logger (optional)
16. All High Voltage Cabling

- B. Ignition and Ground Wiring To the Following Components:
1. SCU
 2. PCS
 3. ESS
 4. APS (If Equipped)
- C. J1939 CAN Network Discussion
1. J1939 Routing and Connections to All Components
- D. Discuss HVIL Circuit to All Components
- E. Motor Speed Sensors
- F. Engine Cranking
- G. Detail High Voltage Safety Tools/Procedures and Testing For All Components
- H. Proceed to the Bus and Demonstrate Emergency Shutdown Procedures and Lock Outs
- I. Point Out All Discussed Components In, Around, and On Top of the Bus
- J. Explanation of Start/Stop/Depot Mode Operation

GILLIG EMISSIONS

SCOPE:

This is a six to eight hour program of which approximately the first four hours of instruction will take place in a classroom utilizing an emissions system handout. The handout will be projected from a laptop with a projector. Each student will have a copy of the power point handout to follow along through the emission system. The remaining time will be spent applying the classroom information to the vehicle in “hands-on” inspection of the components.

The customer shall make available a suitable room for training that is appropriately equipped, keeping in mind the class size shall not exceed twelve mechanics, and a bus for the last segment of the training program.

OBJECTIVE:

This program will focus primarily on providing the mechanic with a better understanding of the emission system, its components, and their operation under various operating conditions. The class participants accomplish this by viewing and following along with the supplied handout and time spend on the bus. By applying this information the mechanic will be able to determining if the components in the emission system are operating properly and may also be used as a tool in the diagnosis and isolation of a problem in the system. Safety precautions, maintenance, and troubleshooting will also be discussed.

- A. EPA Requirements and Target Emission Numbers
- B. System Overview
- C. DPF Operation, Components and Maintenance
 - 1. Inlet Section
 - 2. DOC Section
 - 3. DPF Section
 - 4. Outlet Section
- D. DPF Sensors
 - 1. Temperature Sensors
 - 2. Pressure Sensors
- E. Regeneration Strategies
 - 1. Passive
 - 2. Active
 - 3. Manual or Stationary

- F. Procedure for Forcing Regenerations
 - 1. Bus Regen Toggle Switch
 - 2. Cummins Insite
- G. Bus Indicator Lights for DPF/SCR Function and Malfunctions
- H. Decomposition Chamber and Dosing Valve
- I. SCR Operation and Sensors
- J. Support Components for Correct SCR Operation
 - 1. Heat Shield and Piping
 - 2. Urea/DEF Explained
 - 3. DEF Tank Components and Sensors/J1939 Sensors
 - 4. DEF Tank Heating Components
 - 5. Heated Lines
 - 6. Dosing Valve
 - 7. Supply Module and All Incorporated Components
 - 8. Inspection/Maintenance Of all Listed Components
- K. ODB HD 3 Compliance (Starting in 2013)
 - 1. 2350 Cummins ECM
 - 2. Ambient/fuel level sensors
 - 3. MIL and Wait To Start Light
 - 4. Additional Laptop Connector in Drivers Area
- L. Bus Changes to Accommodate Emissions Equipment

ENTRANCE/EXIT DOOR SYSTEM:

SCOPE:

This is a four to eight hour program for a maximum of twelve technicians. The program will be conducted entirely on the bus. The customer shall make available a suitable bus for training that is appropriately equipped.

OBJECTIVE:

This program is designed to help the technician be familiar with and understand the mechanical, pneumatic, and electrical componentry of the entrance and exit door systems. This will promote a better understanding of the system, resulting in less time consuming and more accurate diagnosis. Topics included in this program are:

A. Entrance Door Motor Operation Of Both Pneumatic And Electric Doors.

1. Differential/Electric Door Motor Discussion
2. Opening, Closing and Cushioning Speed Adjustments (Pneumatic Motor)
3. Opening, Closing and Cushioning Speed Adjustments (Electric Motor)
4. Emergency Dump/Unlock Valve

B. Entrance Door Mechanical Adjustments

1. Door Rods
2. Door Centering
3. Roller Brackets
4. Checking Door Opening For Square
5. Door Lubrication

C. Entrance Door Electrical Adjustments

1. Door Open Solenoid
2. Door Air Switch Location and Function
3. Proximity Switches
4. Electric Door Motor Adjustments and Speed Programing

A. Exit Door Pneumatics

1. Door Motor
2. Opening, Closing and Cushioning Speed Adjustments

B. Exit Door Mechanical Adjustments

1. Door Stops
2. Door Motor Shaft
3. Door Rods
4. Door Unlock Solenoid
5. Emergency Release System Maintenance
6. Door Closing Spring
7. Door Lubrication

C. Exit Door Electrical Adjustments

1. Micro/Proximity Switch Adjustments
2. Electric Motor Speed Adjustments and Software
3. Door Open Solenoid

GILLIG BATTERY ELECTRIC BUS SAFETY AND FAMILIALIZATION

SCOPE:

This is a twelve hour program for a maximum of twelve technicians. The program will be split between a classroom setting and on the bus. The classroom portion will include using a digital projector to cover a PowerPoint handout that will be supplied to the technicians. The projector will also be used to cover all applicable schematics for the Battery Electric Bus system. The on hands portion will cover component location, function and operation. The customer shall make available a suitable room for training that is appropriately equipped.

OBJECTIVE:

After completion of the GILLIG Battery Electric Bus Safety and Familiarization program, each mechanic will be familiar with BEB system component identification, location and operation. We will also cover electrical accessory systems and their operation. Safety precautions and troubleshooting will also be discussed with focus on High Voltage Safety. This will promote a better understanding of the BEB system components and their operation resulting in less time consuming and more accurate diagnosis.

- A. History of High Voltage Vehicles Used in Transportation
- B. System Operating Voltages and Safety
- C. Importance of Arc Flash, Lock Out Tag Out, and Fall Protection Training
- D. First Responders Card and Emergency Shutdown Procedures
- E. Gillig/Cummins Parts
- F. Discuss PPE in Detail
- G. Go To Bus And Perform Emergency Shutdown Procedure And Point Out Safety Placards

The Following Components Will Be Covered in Detail Using Schematic Where Applicable

- A. ESS
 - 1. Battery Composition
 - 2. MSD's
 - 3. Battery CAN
 - 4. Battery ID's
 - 5. LV Battery, Ignition Power and Ground
 - 6. Battery Isolation
 - 7. HV Battery Connections
 - 8. Battery Coolant line Connections And Considerations
- B. High Voltage Junction Box
 - 1. Function

2. High Voltage Disconnect Switch
 3. High Voltage Contactors
 4. Fuses
 5. HV Cabling Including Identification, Inspection and Repair
 6. Low Voltage Wiring Including HVIL Discussion And Wiring
 7. Detail High Voltage Shutdown Verification Points
 8. Re-Discuss PPE and Correct Meter, Leads and Usage.
 9. Have Techs Do High Voltage Shutdown Verification To Unsure System Is Safe To Work On
- C. DC/AC Propulsion Invertor
1. Operation
 2. HV Cable Connections
 3. LV Harness Connections
 4. Coolant Line Connections
 5. Maintenance
- D. 9 Phase Traction Motor
1. AC Operation Including Propulsion And Regenerative Braking
 2. HV Cable Connections
 3. Coolant Line Connection
 4. Tone Wheel And Sensor
 5. Maintenance
- F. DC To DC Convertors (2) and Wiring
1. Operation And Testing
 2. HV/LV Cable Connections
 3. Initialization
 4. Maintenance
- G. HV DC Air Compressor/Governor Operation, Wiring And Filter Maintenance
- H. Coolant Reservoirs and Fluid Checks
- I. Rear Run Panel And Gauges
Discuss Switches And Indicators In Detail
Linear Fire Wire Effect On High Voltage
Engine Compartment Proximity Switch Location And Effect On BEB
- J. DC to AC Convertors and Wiring
- K. System Controllers and Wiring
1. SCM (System Control Module) Wiring And Operation
 2. Charger Control Unit

- 3. BMS (Battery Management Controller)

- L. Charging receptacles and charging procedures
Detail Connection Requirements and LED Function

- M. HVAC Access Door
 - 1. HV/DC HVAC Operation And Maintenance

- N. LV Battery Compartment Access Door
 - 1. LV Power Steering Pump And Reservoir
 - 2. Pump
 - 3. Level Checks
 - 4. Filter And Service Intervals
 - 5. Power Steering Box Bleeding Procedure
 - 6. LV Batteries And Kissling Disconnect Switch Operation Recap
 - 7. Kissling Troubleshooting And Wiring. Discuss Importance In HV System Operation And Charging
 - 8. Front Charge Port (recap)
 - 9. Vanner Equalizer
- 1. Component Location
 - 2. Operational Description
 - 3. Test Procedures

- O. Battery Thermo Management System And Filter
 - Discuss BTMS Operation And HV/LV Components
 - Battery Temperature Requirements
 - Chiller
 - Heater
 - Pump
 - Heat Exchanger
 - Reservoir Fluid Check And Service Intervals

- P. Electronics Cooling Package Operation and Maintenance
 - Fluid Reservoir Level Checks And Service Intervals
 - Heat Exchanger
 - Pump

- Q. Electronics Cooling Package (ECP)
 - 1. Operation and Components
 - Pump
 - Heat Exchanger
 - Fan Control And Target Temps
 - 2. Maintenance

- R. BEB Starting/HV Initialization Process.
 - 1. Master Switch On.
 - 2. Wait Till EV Wait To Start Light Goes Off.
 - 3. Press the Start Button.
 - 4. Look For EV Ready Indicator
 - 5. Process If System Will Not Initialize.
 - 6. HV Emergency Shutdown And Override
 - 7. Restart After Emergency Shutdown
 - 8. Maintenance Department Actions If System Fails To Initialize

- S. Indicator and Warning Lights
 - 1. Discuss All Indicator Lights On the MFD.
 - 2. Extra Emphasis On The Following BEB Specific Indicators.
 - Warning High Voltage Exposure
 - State Of Charge
 - Vehicle Range
 - ECP Low
 - ECP Coolant Temp
 - EV Batt Coolant Low
 - EV Batt Coolant Temp
 - EV Batt Fault
 - EV Propulsion Enabled
 - EV Ready
 - EV Stop
 - EV Wait To Start
 - HVIL
 - Regen Brake Disabled
 - State Of Charge Low
 - Vehicle Limited Performance Mode
 - 3. Action plan If Indicators Reflect A System Malfunction

- T. Front And Rear Electrical Panels
 - 1. IO Modules (G5)
 - 2. Laptop And Diagnostic Connection Points
 - 3. Controllers



QUOTE LETTER

November 24, 2025.

Donald Morrison
General Manager
Lawton Area Transit
609 SW Bishop Road
Lawton OK 73502
rlanders@ridelats.com
580-248-5252

Dear Ryan:

Thank you for your interest in purchasing seven (7) 35 ft L/F Diesel Hybrid Allison e/EGenFlex Buses in partnership with GILLIG under the LoNo Grant Award with the FTA.

Attached you will find the price variance/price summary that would pertain to your order. Utilizing the State of WA DES Contract No. 06719-01. This price includes the escalation formula as per the recent Amendment #6 that went into effect 4/1/25.

Gillig is pleased to quote the following:

Seven (7) 35 ft. Hybrid Buses @\$1,048,151 each

This price is valid for 45 days and is FOB Lawton OK. Prices exclude any taxes and license fees. The production start date of this order will begin within 18 – 20 months from receipt of purchase order. The current Administration has recently placed substantial tariffs on goods imported into the United States, and there have been indications that additional or different tariffs may be imposed. Although we are actively working with our suppliers to determine the financial impact these tariffs may ultimately have on our material and production costs, we believe in some cases (bus configuration) it will add a significant cost to the bus price which GILLIG is unable to absorb. As a valued partner, you have our commitment and assurance that we will do everything possible to minimize the impact as we navigate this developing situation. However, contract modifications and price adjustments will likely be necessary to offset any cost increases due to these tariffs.

We thank you for this opportunity and appreciate your interest in GILLIG and our products. We at GILLIG look forward to building another order for Lawton OK and in so doing, continuing to build our lasting partnership. Working together, GILLIG is confident we can manage the tariff situation and continue to build and deliver the best transit buses in the industry along with the highest level of customer satisfaction.

Should you have any questions, please do not hesitate to contact me at (510) 303-0202.

Sincerely,

Joe Saldana
Regional Sales Manager