

**RURAL SCHOOL BUS PILOT PROJECT  
FLEET EXPANSION (ZERO-EMISSION BATTERY ELECTRIC OR FUEL CELL)  
GRANT AGREEMENT  
BETWEEN  
THE NORTH COAST UNIFIED AIR QUALITY MANAGEMENT DISTRICT  
AND  
Gold Oak Union School District**

**PROJECT NO. RSBPP 18-11**

This Agreement is made and entered into by and between the Gold Oak Union School District, hereinafter referred to as "Grantee," and the North Coast Unified Air Quality Management District, hereinafter referred to as the "Air District," and shall be effective as of the date of the last party signing below ("Effective Date").

**RECITALS**

**WHEREAS**, California Climate Investments are funded by the State proceeds from Cap-and-Trade auctions, which provide an opportunity for the State to invest in projects that help achieve the State's climate goals and provide benefits to disadvantaged communities; and

**WHEREAS**, the California Air Resources Board (CARB) created the Rural School Bus Pilot Project (RSBPP), and has allocated funding from the California Climate Investments; and

**WHEREAS**, on January 14, 2016, the Governing Board of the Air District adopted Resolution 2016-2, authorizing the Air Pollution Control Officer ("APCO") to enter into an agreement with the California Air Resources Board ("CARB") to implement said Grant Program on CARB's behalf; and

**WHEREAS**, on February 20, 2019, the Air District entered into Grant Agreement, Number G18-RBUS-01, with the CARB to administer the Rural School Bus Pilot Project ("RSBPP"); and

**WHEREAS**, Pursuant to Grantee *School District Resolution 18-10-01*, Grantee has submitted a RSBPP Grant Application dated 08/06/18, on file in the Air District office; and

**WHEREAS**, the APCO has evaluated Grantee's Grant Application, has determined that the Application complies with the CARB RSBPP Guidelines and criteria and shall meet all RSBPP requirements for the full term of this Agreement, and on that basis has approved Grantee's project for funding in accordance with the terms of this Agreement.

**NOW THEREFORE**, based on the representations made in the Grant Application, which are incorporated herein and made a material part hereof, the parties agree as follows:

**1. GRANT AWARD**

- 1.1 *Funding Award*. Grantee is hereby awarded RSBPP grant funds for the project described in Attachment A, Project Specific Information, attached hereto and incorporated herein, and hereafter referred to as the "Project". The maximum amount of grant funds for which Grantee is eligible is set forth in Section 5 of Attachment A. In consideration of said grant award, Grantee agrees to implement the Project based on all terms of this Agreement, including but not limited to the purchase and use of new equipment, the re-designation and subsequent use of existing equipment, and the performance

of specific duties on or before key dates identified as the Project Milestones in Section 6 of Attachment A. Grantee may not begin any work on this project until full execution of this Agreement.

- 1.2 *Reimbursement Request, Disbursement of Funds.* The Air District shall reimburse the school bus vendor and/or Grantee for eligible Project costs and expenses using RSBPP Grant Funds, or other funding mechanisms as determined appropriate by the APCO, consistent with the Project description and implementation schedule contained in Attachment A. No reimbursement may be made until the new bus has been delivered and a reimbursement request has been received. Grantee's reimbursement request must include: a completed copy of Attachment B, the Reimbursement Request Form, or District approved equivalent; a copy of the invoice from the bus vendor for the purchased bus; evidence of payment of the invoice and its delivery (if applicable); the make, model and vehicle identification number (VIN) of the new bus; photographs of the new bus depicting the manufacturer's ID tag, the engine serial number, the bus identification number, and the license plate if available; proof of California Highway Patrol (CHP) certification signifying that the new school bus is safe to operate with children aboard; the CARB Executive Order certification for the new bus engine, if applicable, a completed copy of Attachment D, the Old School Bus Designation form, or District approved equivalent, and Attachment C, the Dismantle Certification form, or District approved equivalent.
- 1.3 *Project Cost:* Project cost overruns are the sole responsibility of the Grantee unless expressly approved in writing by the Air District. The Air District's funding obligation is limited to the "RSBPP Funding" as identified in Attachment A, Section 5.
- 1.4 *Grant Reduction:* The APCO will reduce the Air District contribution to the Project in the event that the total Project cost is less than the amount listed in Attachment A.
- 1.5 *Use of Funds.* Grantee shall use all funds received under this Agreement in accordance with all applicable provisions of law and implementation regulations.

## **2. AGREEMENT TERM AND PROJECT PHASES**

- 2.1 *Term, Term Components.* This Agreement will commence as of the Effective Date (the date the last party signs this Agreement) and remain in effect for three (3) years and one day after the date the new school bus is put into active service. This time period shall be referred to as the Agreement "Term". The Agreement shall remain in effect over the full length of the Term unless terminated earlier as specified in Section 6 below. The Term has two phases, "Equipment Acquisition Phase" and the "Equipment Utilization Phase" as follows:
  - (1) *Equipment Acquisition Phase:* This Phase will begin on the Effective Date of this Agreement, and last until such time as the Air District confirms, in writing, that the Equipment has become operational. Project milestones within this Phase include the execution of a purchase order for the new bus, the delivery of the new bus, the placing into active service of the new bus, and if applicable, the dismantling/destruction of the old bus unless the old bus is designated a back-up bus. The activities and deliverables listed as part of the Equipment Acquisition Phase must be completed and/or satisfied on or before the dates specified in Section 6 of Attachment A. The Grantee shall notify the Air District upon completion of the Project Milestones listed in Section 6 of Attachment A within the timeframe specified therein.

- (2) *Equipment Utilization Phase*: This Phase will begin on the date the new bus is placed into active service and conclude on the date three (3) years and one day thereafter. During this Phase, the Grantee is required to retain ownership of the new bus, to maintain the new bus as recommended by the manufacturer, to maintain CHP certification for the new bus, and to make reasonable efforts to utilize the bus in the same manner and for the same purpose as the old bus it replaced was used. The Grantee shall also collect information on the operation of the new bus and the old bus, and shall prepare and submit reports at twelve month intervals.
- 2.2 *Time is of the Essence, Equipment Delivery Date*. In the performance of the duties established in this Agreement, time is of the essence, as a delay in placing the new school bus into active service would result in the continued use of the higher-polluting older bus. Such use would result in the unnecessary exposure of school children to air toxics (diesel particulate matter) and in the additional discharge of greenhouse gases. Such emissions would have an adverse effect on air quality within the affected air district and may cause or contribute to a violation of an ambient air quality standard. Delivery of the new bus to the Grantee must occur on or before August 1, 2023 (“Final Delivery Date”). Delivery of the new school bus after the “Final Delivery Date” would be considered a Grantee Default of this Agreement and subject to the terms of Section 6.2 of this Agreement.
- 2.3 *Grantee Purchase Order Contracts With School Bus Vendors*. Grantee must include the Final Delivery Date deadline in the purchase order agreement between Grantee and the school bus distributor/vendor. Additionally, the Grantee must include language in the purchase order agreement notifying the distributor/vendor that disbursement of grant funds may not take place for up to 90 days after the delivery of the new bus. Language must also be included to notify the distributor/vendor that if the old bus will not be retained by the Grantee, the unit must be dismantled in accordance with Section 3 prior to payment being issued.

### **3. NEW BUS OPERATION AND MAINTENANCE, OLD BUS REQUIREMENTS**

- 3.1 *Designation of Old Bus as “Back-up”*. Grantees of awards for zero-emission projects are not required to dismantle the old bus, and as a result, fleet expansion is possible. In such an event, Grantee shall designate the old bus as “back-up” for the Grantee’s school bus fleet. Grantee shall submit additional annual reporting for the old bus, pursuant to section 3.6 below, and agrees to operate the old bus only in a “back-up” capacity less than 1,000 miles per calendar year. Grantee shall provide records with annual reporting demonstrating the need to operate the “back-up” bus. The APCO may, in his discretion, waive the 1,000 mile limitation should the Grantee provide sufficient evidence and documentation of its required use.
- 3.2 *Maintenance Requirements*. Grantee shall operate and maintain the new bus according to the manufacturer’s warranty specifications.
- 3.3 *Operational Status*. Grantee shall maintain records and information describing the operational status of the new bus and of the status of the old bus if still in the fleet. The types of records and documents which can be used to satisfy this requirement may include, but not be limited to records of routine maintenance performed and the corresponding purchase orders, repair estimates or work orders, and communication with the vehicle manufacturer. Within ten (10) calendar days of a request from the Air District, the Grantee shall supply said records and information in the manner specified by the Air District.

3.4 *Disposal / Dismantle Requirements for Old Bus Unless Old Bus is Designated as a Back-up Bus.* If applicable, the old bus that is replaced and not retained as a back-up bus must be dismantled in accordance with the CARB RSBPP Grant Agreement no later than 60 days after receipt of the new replacement bus. For purposes of this Agreement, "Dismantle" means to punch, crush, stamp, hammer, shred, or otherwise render the old bus chassis permanently and irreversibly incapable of functioning as originally intended. In addition, it means the cutting or punching of a hole no less than five (5) inches diameter in the engine block. Grantee shall provide the Air District with notice of the date of dismantling, method and VIN of the dismantled bus.

3.5 *Required Proof of Disposal / Dismantle for Old Bus Unless Old Bus is Designated as a Back-up Bus.* If applicable, after disposing / dismantling the old bus in accordance with Section 3.4, the Grantee must prepare the documentation listed in this Section, and submit copies to the Air District on or before the Project milestones dates listed in Section 6 of Attachment A. Records shall be maintained at the physical location of the Grantee Contact listed in Section 10 of Attachment A. Upon request, records shall be made accessible within a reasonable amount of time. The records required to be maintained pursuant to this Agreement shall be retained by the Grantee throughout the duration of the Equipment Acquisition and Utilization Phases, and for a period of three (3) additional years beginning on the date the Equipment Utilization Phase ends.

- A copy of the Department of Motor Vehicles Dismantlers Notice of Acquisition/Report of Vehicle to be Dismantles (REG 42); or
- A DMV Junk Slip and Certificate of Destruction from the entity destroying the vehicle noting the vehicle has been junked and is non-revivable and
- A completed copy of Attachment C, the Dismantle Certification Form, and applicable photographic evidence. A District approved form equivalent to Attachment C may be used. Using the form, the Grantee must attest that the vehicle and engine were dismantled in accordance with the definition of "Dismantle" set forth in Section 3.4, above. In addition the following photographs must be submitted:
  - 1) The Vehicle Identification Number
  - 2) The engine serial number
  - 3) Photographic representation of the methods used to dismantle both the engine and non-engine portion of the bus

3.6 *Recordkeeping and Annual Reporting.* The Grantee shall collect data on the operation of the new bus, and on the operation of the old bus if it is retained as part of the fleet. The data points to be collected are: mileage, maintenance, CHP certification status, and any other pertinent information the Air District may request to verify the performance of the duties specified in this Agreement. Mileage information shall be recorded, at minimum, twice per year on the following dates: 1) The anniversary date the new bus was placed into active service; and 2) On December 31<sup>st</sup>. Maintenance and certification information shall be recorded and logged upon occurrence. The Grantee shall prepare and submit a report of the information collected throughout the reporting period for the duration of the Equipment Utilization Phase as defined in Section 2.1(2) and in accordance with the requirements and schedule in Section 6 of Attachment A.

#### 4. ON-SITE INSPECTIONS, RECORDS RETENTION, AND AUDITS

- 4.1 *New & Old Vehicle*. The Grantee shall allow the Air District, CARB employees, and their designated representatives to physically inspect both the new bus and the old bus, unless it was dismantled, for the purpose of verifying Grantee's performance of the duties under this Agreement. Access to conduct an inspection shall be granted, after reasonable notice, during normal business hours throughout the duration of the Equipment Acquisition and Utilization Phases, and for a period of three (3) years beginning on the date the Equipment Utilization Phases ends.
- 4.2 *Records Retention*. Grantee shall retain the following records: 1) Mileage logs for the new bus and old bus; 2) Purchase orders, invoices, and work orders required for reimbursement of equipment, infrastructure, and fuel costs pursuant to Section 4 of Attachment A; and 3) Annual reports required pursuant to Section 3.4. Records shall be maintained at the physical location of the Grantee Contact listed in Section 8 of Attachment A. Upon request, records shall be made accessible within a reasonable amount of time. The records required to be maintained pursuant to this Agreement shall be retained by the Grantee throughout the duration of the Equipment Acquisition and Utilization Phases, and for a period of three (3) years beginning on the date the Equipment Utilization Phase ends.
- 4.3 *Records Inspection, Audits*. Grantee shall allow the Air District, the CARB, the California Department of General Services, the California Department of Finance (DoF), the Bureau of State audits, or any of their designated representatives to inspect, audit, and make copies of any Project records or supporting documentation related to the performance of this Agreement. Grantee shall allow access to records during normal business hours with reasonable notice. Additionally, Grantee shall allow interviews of any employees who might reasonably have information related to such records.
- 4.4 *Survival of Termination*. The requirements in this Section 4 shall survive the termination of this Agreement.

#### 5. CHANGE IN OPERATIONAL STATUS

- 5.1 *Notification of Change in Operational Status*. Grantee shall provide written notification to the Air District in the event of a Change in Operational Status for the Project Equipment. Notice shall be made within thirty (30) calendar days of its occurrence. For purposes of this Section, a "Change in Operational Status" shall mean: 1) the wrecking, scrapping or rendering of the Project Equipment such that it is unfit for service; 2) the selling or transferring of ownership of the Project Equipment to another entity; or, 3) the removal of the Project Equipment from active service for a period or periods longer than 30 consecutive calendar days for reasons beyond the control of the Grantee including but not limited to mechanical defect, accident, or *Force Majeure* pursuant to Section 7.8 of this Agreement.
- 5.2 *Change in Operational Status*. In the event of a Change in Operational Status that the APCO determines is permanent, the Grantee shall repay a prorated amount of the total grant funds received under this Agreement. Payment in full of the prorated amount shall be received by the Air District within sixty (60) days of the date the Change in Operational Status event occurred. The amount of the repayment shall be determined using the following schedule which is prorated and set on a sliding scale based upon the timing of the change in status event relative to the Equipment Utilization Phase start date.

- If prior to the anniversary date of the first year of operation by Grantee: ninety percent (90%) proration of the Total Grant Award; and
- If after the first year of operation, but prior to the anniversary of the second year of operation by Grantee: sixty percent (60%) proration of the Total Grant Award; and
- If after the second year of operation, but prior to the anniversary date of the third year of operation by Grantee: thirty percent (30%) of the Total Grant Award.

In the event of the sale or transfer of ownership of the Project Equipment, the APCO may, in his discretion, waive the repayment requirements of this Section if the subsequent owner or operator of the new vehicle signs a successor contract with the Air District guaranteeing that the new vehicle will continue to be used within the Air District in compliance with the terms of this Agreement, and will provide equal or greater emission reductions than would have been achieved in this initial Agreement.

## 6. TERMINATION

- 6.1 Prior to Disbursement of Funds. Either party may terminate this Agreement at any time prior to transfer of grant funds by giving written notice of termination to the other party, in accordance with this Section. Notice of termination under this paragraph shall be given at least thirty (30) days before the effective date of such termination, and said notice shall specify the effective date thereof. Notwithstanding the above, failure by either Party to execute this Agreement within sixty (60) days of the signature by the other Party will result in cancellation of the Agreement without notice.
- 6.2 Reimbursement Request, Grantee Default. The Air District may cancel or withhold payment of any grant fund disbursement if the APCO determines that Grantee has failed to comply with, or meet any obligation of this Agreement. The APCO shall give 10-day notice of his/her intent to cancel or withhold such payment and the basis therefore. Grantee will be given a reasonable opportunity to cure the non-compliance prior to the Air District canceling or withholding such payment. If Grantee is found to be in default of operation and maintenance requirements as defined in Section 3 above, a prorated repayment of the grant award will be required as per Section 5.2.
- 6.3 Grantee Ineligibility. The Grantee shall be required to repay/return awarded grant funds should the project be deemed ineligible.

## 7. MISCELLANEOUS

- 7.1 Indemnification. Each party shall indemnify, defend and hold harmless the other party, its officers, employees, agents, and successors-in-interest against any and all claims, suits or actions resulting solely from the performance by the indemnifying party of its duties under this Agreement, excepting only such claims, suits or actions that are caused by the sole negligence or willful misconduct of the indemnifying party.
- 7.2 Notices and Contact. All notices required by this Agreement shall be given in writing and shall be effective when served by personal delivery, upon confirmation of receipt by the recipient when sent by e-mail or facsimile transmission, or four (4) calendar days after being deposited, postage prepaid, registered or certified, in the United States mail, to the relevant address(es) or facsimile number as set forth in Attachment A. Other communications as may be required from time to time shall be sent to the Contact person identified in Attachment A. Either party may change Notice and Contact





information at any time by written notice. All communication to the Air District shall reference the Project Number.

- 7.3 Entire Agreement. This Agreement represents the entire Agreement of the parties with respect to the subject matter described in this Agreement, and no representation, warranties, inducements or oral agreements have been made by any of the parties except as expressly set forth herein, or in other contemporaneous written agreements.
- 7.4 Amendment. This Agreement may not be changed or modified except in writing and signed by the parties hereto.
- 7.5 Independent Contractor. None of the Grantee's agents, subcontractors or employees shall be construed as agents or employees of the Air District.
- 7.6 Assignment. This Agreement may not be assigned, transferred, hypothecated, subcontracted or pledged by Grantee without the express prior written consent of the Air District. Assignment of this Agreement must be a condition of transfer of the vehicle identified in Attachment A to any successor organization to the Grantee.
- 7.7 Severability. Should any part of this Agreement be declared unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement which shall continue in full force and effect; provided that, the remainder of this Agreement can, absent the invalid portion(s), reasonably be interpreted to give effect to the intentions of the parties.
- 7.8 Force Majeure. Neither the Air District nor Grantee shall be liable or deemed to be in default for any delay or failure in performance under this Agreement or interruption of services, directly or indirectly, from the acts of God, civil or military authority, acts of public enemy, war, strikes, labor disputes, shortages of suitable parts, materials, labor or transportation, or any similar cause beyond the reasonable control of the Air District or Grantee (each, a "Force Majeure Event"). The party justly claiming the occurrence of a Force Majeure Event must notify the other party of the Force Majeure Event within ten (10) calendar days of discovery of the Force Majeure Event, and will have thirty (30) days following such Force Majeure Event to resume its performance under this Agreement; *provided*, however, that the other party's corresponding obligations (including the corresponding obligation, if any, to pay monies when otherwise due) will be similarly suspended during such time period, and *provided further*, that if the Grantee's Force Majeure Event continues for more than thirty (30) days, the Air District may terminate this Agreement immediately and without any liability to any party, other than for obligations incurred up to the date the Force Majeure Event commenced.
- 7.9 Right to Claim Emission Reductions. The CARB retains the exclusive right to claim any emission reduction credits under state or federal law that might result from emissions reduced by the Project implemented pursuant to this Agreement.
- 7.10 CEQA Review. The Grantee must fulfill all requirements of the California Environmental Quality Act (CEQA) with regard to the Project. This includes ensuring that all necessary permits and environmental documents are prepared and that clearances are obtained from the appropriate agencies prior to construction in compliance with the Act, state law, and local ordinance.
- 7.11 Grant Publicity. The Grantee must acknowledge the California Climate Investments program as a funding source from CARB's Low Carbon Transportation program whenever projects funded, in whole or in part by this Agreement, are publicized in any news media, websites, brochures, publications,

audiovisuals, or other types of promotional material. The acknowledgement must read as follows: 'This publication (or project) was supported by the "California Climate Investments" (CCI) program. Guidelines for the usage of the CCI logo can be found at [www.arb.ca.gov/ccifundingguidelines](http://www.arb.ca.gov/ccifundingguidelines).'

- 7.12 **Attorney Fees.** In the event the Air District is required to enforce any terms or conditions of this Agreement by court action, it shall be entitled to an award of attorney's fees and costs.
- 7.13 **Third Party Beneficiary Rights.** The CARB is an intended third party beneficiary of this Agreement and reserves the right to audit and enforce the terms of this Agreement at any time throughout the duration of the Equipment Acquisition and Utilization Phases, and for a period of three (3) years beginning on the date the Equipment Utilization Phases ends.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be duly executed on their behalf by their authorized representatives effective as of the date of the last party signing below.

<p>Gold Oak Union School District</p> <p>DocuSigned by:</p>  <p>10E8290F6EBE43C...</p>	<p>North Coast Unified Air Quality Management District</p> <p>DocuSigned by:</p>  <p>770A6710288442D...</p>
Meg Enns, Superintendent	Brian Wilson, Air Pollution Control Officer
Date: 8/11/2022   8:51 AM PDT	Date: 8/11/2022   1:17 PM PDT



## ATTACHMENT A - PROJECT SPECIFIC INFORMATION

Except as otherwise provided, all capitalized terms shall have the meanings set forth in the Agreement.

1. **Grantee:** Gold Oak Union School District
2. **Project Number:** RSBPP 18-11
3. **District Approval Date:** Date signed by APCO
4. **Scope of Work - Project Description:** The purchase of one (1) eligible school bus ("New Bus") to replace an existing in-use school bus ("Old Bus"). Project Equipment shall include the Old Bus, New Bus, and any supporting infrastructure necessary for the operation of the New Bus (e.g. charging station). During the *Equipment Acquisition Phase*, the Grantee shall purchase the New Bus, and shall also purchase and install any necessary charging equipment. The Grantee shall secure all required construction permits and shall complete all required CEQA analyses prior to erecting any building, or installing any equipment necessary for this project. During the *Equipment Utilization Phase*, and after securing the proper CHP certifications, the Grantee shall place the New Bus into active service and make all reasonable efforts to use it in the same manner as the Old Bus it replaced. The Old Bus may remain as part of the existing school bus fleet if it is designated as a "back-up" unit and operates less than 1,000 miles per calendar year. The Grantee shall collect and record information on the operation of the Project Equipment for annual reporting. The report shall be prepared using a form provided by the Air District, however, the Grantee may submit additional information or materials as deemed appropriate. Each reporting period shall be twelve (12) months in length and shall begin on December 31 of the year the New Bus is placed into active service. There are four reporting events, which will capture calendar year usage and usage based on 12, 24, and 36 months of operation.

### Project Equipment

In-Use Bus ("Old Bus")				
License Plate #	Vehicle Identification Number	Bus make and model	Model year	Designation
282234	1C9HL12A9KC102141	CROWN, CROWN	1989	Dismantle / Scrap

An eligible school bus ("New Bus") is defined as a new (current model year) zero-emission (battery electric vehicle or fuel cell powered) school bus. A charging unit or charging infrastructure is defined as equipment required to charge/power the New Bus. This includes all types of units (Level 1, Level 2, DC Fast Charging).

### 5. **Maximum Amount of Grant Funds Awarded: \$224,885.12**

According to program guidelines, the reimbursement of eligible project costs for the project described in Section 4 above shall not exceed \$405,000 in Rural School Bus Pilot Project grant awards. The maximum amount of grant funds awarded for this project is **\$224,885.12. The actual amount paid under this agreement is further limited to eligible project costs.** Eligible project costs include: The cost of the New Bus (vehicle price, taxes, and environmental disposal fees), and the vehicle charging station (parts and labor). Rural School Bus Pilot Project grant awards may not exceed the Maximum Funding Levels allowed under the

grant and the total project costs for each category. Rural School Bus Pilot Project grant awards combined with other funding sources may not exceed eligible project costs.

<b>RSBPP Funding (Bus)</b>	<b>RSBPP Funding (Infrastructure)</b>	<b>Additional Funding*</b>	<b>Total</b>
\$219,885.12	\$5,000.00		\$224,885.12

\*Rural School Bus Pilot Project funded vehicle(s) cannot be co-funded with the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) program.

- 6. Project Schedule (Milestones):** The following is a list of the deliverables (performance duties), under the Agreement which must be completed on or before the dates indicated below.

<b>Milestone</b>	<b>Due Date(s) / Timetable</b>
1) Issue Purchase Order (PO) for New Bus	<b>Complete within 30 days of contract execution</b>
2) Submit copy of PO to the Air District	Within 10 days of execution
3) Deliver New Bus to Grantee, AND place New Bus into active service	On or before <b>August 1, 2023</b>
4) Notify Air District of New Bus Delivery and Operation	Within 10 days of delivery
5) Dismantle / Scrap "Old Bus", OR Re-designate as "Back-up"	Within 60 days of delivery of the New Bus to the Grantee (Milestone #3).
<b>Final Date to Submit Reimbursement Request is November 1, 2023</b>	
6) First Annual Report	Record mileage on December 31 <sup>st</sup> of the year the New Bus is placed into active service. Reports will be due the following January 31 <sup>st</sup>
7) Second Annual Report	Record mileage on December 31 <sup>st</sup> and 12 months after the New Bus was first placed into service. Reports will be due the following January 31 <sup>st</sup>
8) Third Annual Report	Record mileage on December 31 <sup>st</sup> and 24 months after the new bus was first placed into service. Reports will be due the following January 31 <sup>st</sup>
9) Fourth Annual Report	Record mileage on December 31 <sup>st</sup> and 36 months after the New Bus was first placed into service. Reports will be due the following January 31 <sup>st</sup>

- 7. Reimbursement Schedule Limits:** The following represent the maximum allowable reimbursement possible for each of the milestones listed.

<b>Milestone</b>	<b>Maximum Payment</b>
#5 - New Bus in Service & Old Bus Dismantled or Re-designated	\$219,885.12
#5 - Charging Station / Infrastructure	\$5,000.00

8. **Notices:** Any required written notice shall be addressed to:

Grantee:

Meg Enns  
Superintendent  
Gold Oak Union School District  
4120 Pleasant Valley Road  
Placerville, CA 95667  
530-644-3750

District:

Brian Wilson  
Air Pollution Control Officer  
North Coast Unified AQMD  
707 L Street  
Eureka, CA 95501  
(707) 443-3093

9. **Contacts:** Contact persons for day-to-day activities of the Project are:

Grantee:

Shannon Daniel  
Director of Transportation (El Dorado)  
Gold Oak Union School District  
4120 Pleasant Valley Road  
Placerville, CA 95667  
530-626-3150  
sdaniel@gousd.org

District:

Stacy Calles  
Grant Administrator  
North Coast Unified AQMD  
707 L Street  
Eureka, CA 95501  
scalles@ncuaqmd.org

10. **Vehicle Garage & Location of Records:** The physical address where the new bus and old bus are housed (vehicle yard) and the location where operational records are kept.

Vehicle Garage:

4120 Pleasant Valley Road  
Placerville, CA 95667

Location of Records:

4120 Pleasant Valley Road  
Placerville, CA 95667