APPLICATION FOR FEDERAL ASSISTANCE

Version 7/03

		2. DATE SUBMITTED October 19, 2006	Applicant Identifier
1. TYPE OF SUBMISSION: Application ☐ Construction ☑ Non-Construction	Pre-application ☐ Construction ☑ Non-Construction	**3. DATE RECEIVED BY STATE**	State Application Identifier
		4. DATE RECEIVED BY FEDERAL AGENCY	Federal Identifier

5. APPLICANT INFORMATION

Legal Name: Fort Wayne Community Schools	**Organizational Unit:** Department: Transportation
Organizational DUNS: 07-430-7463	Division:
Address: Street: 6006 Ardmore Ave	**Name and telephone number of person to be contacted on matters involving this application (give area code)** Prefix: Mr. First Name: Donley
City: Fort Wayne	Middle Name Jay
County: Allen	Last Name Bell
State: IN Zip Code 46809	Suffix:
Country: USA	Email: Donley.Bell@fwcs.k12.in.us
6. EMPLOYER IDENTIFICATION NUMBER *(EIN):* 35-6006351	Phone Number (give area code) 260-467-1936 Fax Number (give area code) 260-467-1959
8. TYPE OF APPLICATION: ☑ New ☐ Continuation ☐ Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.) ☐ ☐ Other (specify)	**7. TYPE OF APPLICANT:** (See back of form for Application Types) H. Public School District Other (specify)
	9. NAME OF FEDERAL AGENCY: U. S. Environmental Protection Agency
10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER: 66-036 TITLE (Name of Program): Clean School Bus 2006	**11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:** Two Schools Become Good Neighbors With Their Communities -Fueling two fleets with B20 -Adding 30 Diesel Oxidation Catalysts
12. AREAS AFFECTED BY PROJECT *(Cities, Counties, States, etc.):* City of Ft. Wayne, in Allen County, Indiana	
13. PROPOSED PROJECT Start Date: November 1, 2006 Ending Date: October 31, 2008	**14. CONGRESSIONAL DISTRICTS OF:** a. Applicant 3rd district of Indiana b. Project 3rd district of Indiana
15. ESTIMATED FUNDING:	**16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?**
a. Federal $ 50,000.00	a. Yes. ☐ THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE:
b. Applicant $ 15,386.00	
c. State $ 25,000.00	
d. Local $ .00	b. No. ☑ PROGRAM IS NOT COVERED BY E. O. 12372
e. Other $ 889.00	☐ OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
f. Program Income $ .00	**17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?**
g. TOTAL $ 91,275.00	☐ Yes If "Yes" attach an explanation. ☑ No

18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.

a. Authorized Representative

Prefix Ms.	First Name Lynn	Middle Name Ellen
Last Name Hower		Suffix
b. Title Director of Transportation		c. Telephone Number (give area code) 260-467-1931
d. Signature of Authorized Representative Lynn E. Hower		e. Date Signed 10-19-2006

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BUDGET INFORMATION - Non-Construction Programs

OMB Approval No. 0348-0044

SECTION A - BUDGET SUMMARY

Grant Program Function or Activity (a)	Catalog of Federal Domestic Assistance Number (b)	Estimated Unobligated Funds		New or Revised Budget		
		Federal (c)	Non-Federal (d)	Federal (e)	Non-Federal (f)	Total (g)
1. CSB2006	66-036	$	$	$ 50,000.00	$ 41,275.00	$ 91,275.00
2.						0.00
3.						0.00
4.						0.00
5. Totals		$ 0.00	$ 0.00	$ 50,000.00	$ 41,275.00	$ 91,275.00

SECTION B - BUDGET CATEGORIES

6. Object Class Categories	GRANT PROGRAM, FUNCTION OR ACTIVITY				Total
	(1) Federal Cost	(2) Non-Federal Cost	(3)	(4)	(5)
a. Personnel	$	$	$	$	$ 0.00
b. Fringe Benefits					0.00
c. Travel					0.00
d. Equipment					0.00
e. Supplies	24,440.00	2,174.00			26,614.00
f. Contractual					0.00
g. Construction					0.00
h. Other	25,560.00	39,101.00			64,661.00
i. Total Direct Charges *(sum of 6a-6h)*	50,000.00	41,275.00	0.00	0.00	91,275.00
j. Indirect Charges					0.00
k. TOTALS *(sum of 6i and 6j)*	$ 50,000.00	$ 41,275.00	$ 0.00	$ 0.00	$ 91,275.00
7. Program Income	$	$	$	$	$

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SECTION C - NON-FEDERAL RESOURCES				
(a) Grant Program CSB2006	(b) Applicant	(c) State	(d) Other Sources	(e) TOTALS
8.	$ 15,386.00	$ 25,000.00	$ 889.00	$ 41,275.00
9.				0.00
10.				0.00
11.				
12. TOTAL *(sum of lines 8-11)*	$ 15,386	$ 25,000	$ 889.00	$ 41,275.00

SECTION D - FORECASTED CASH NEEDS					
	Total for 1st Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter
13. Federal	$ 50,000.00	$ 30,830.00	$ 6,390.00	$ 6,390.00	$ 6,390.00
14. Non-Federal	41,275.00	11,061.00	10,664.00	9,775.00	9,775.00
15. TOTAL *(sum of lines 13 and 14)*	$ 91,275.00	$ 41,891.00	$ 17,054.00	$ 16,165.00	$ 16,165.00

SECTION E - BUDGET ESTIMATES OF FEDERAL FUNDS NEEDED FOR BALANCE OF THE PROJECT				
(a) Grant Program	FUTURE FUNDING PERIODS (Years)			
	(b) First	(c) Second	(d) Third	(e) Fourth
16.	$	$	$	$
17.				
18.				
19.				
20. TOTAL *(sum of lines 16-19)*	$ 0.00	$ 0.00	$ 0.00	$ 0.00

SECTION F - OTHER BUDGET INFORMATION	
21. Direct Charges:	22. Indirect Charges:
23. Remarks: "Supplies" money (B20) not spent in year 1 will be used in year 2. Any left at end of grant will purchase additional catalysts, "Other".	

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SF424a Budget Attachment

In-kind explanation

Section C
Line 8
Column d, Other Sources

Total of $889:
In-kind contribution from University of Northwestern Ohio from Lima, Ohio.

The University offers two “Alternative Fuels” classes, that include (CNG) Compressed Natural Gas, (LNG) Liquefied Natural Gas, and (LPG) Liquefied Petroleum Gas-Propane, Ethanol (E-85), Methanol (M-85), Hydrogen, Hydrogen fuels cells, and Bio-diesel. The students learn the properties and characteristics of the fuels along with proper handling procedures.

The University of Northwestern Ohio accepted our invitation to provide students to test 10 buses for emission pollutants. They have the mobile equipment that the Ohio Highway Patrol will be issued when the patrol begins to test vehicles on the road. When the Alternative Fuels class tested our buses in September 2005, they discovered a noticeable difference between the new buses and those that had been in the fleet several years. FWCS will work with the university again this year to continue the study. The University donated everything associated with the days testing: instructors, students, testing equipment, and mileage for the 140 mile round trip.

CLEAN SCHOOL BUS USA, 2006

Cover Page

Project Title: Two School Districts Become Good Neighbors With Their Communities

Project Manager: Donley Bell
Fort Wayne Community Schools – Transportation
6006 Ardmore Avenue
Fort Wayne, IN 46809
1-260-467-1936
Donley.Bell@fwcs.k12.in.us

Total Project Cost

Requested from EPA	Contribution & In-kind Funds	Total Project Cost	Description
$50,000	$41,275	$91,275	Includes two school districts

Project Period: November 1, 2006 through October 31, 2008

Summary Statement:

Ft. Wayne Community Schools (FWCS) and Southwest Allen County Schools (SACS) are joining forces to drastically reduce bus emissions using two proven methods. FWCS will install 30 diesel oxidation catalysts while SACS will join FWCS by fueling with B20 for a combined total of 372 buses.

School Districts:

District Name	Address	Superintendent	Transportation
Fort Wayne Community Schools	1200 S. Clinton St. Ft Wayne, IN 46802-3504 Allen County	Dr. Wendy Robinson 260-467-2025	Ms. Lynn Hower 260-467-1931
Southwest Allen County Schools	4824 Homestead Rd. Ft. Wayne, IN 46184-5461 Allen County	Dr. Brian Smith 260-431-2010	Mr. Ike Doll 260-431-2070

Narrative Work Plan

RFP Eligibility Requirements:

1. The EPA's 2003-2008 Strategic Plan: Direction for the Future lists the first goal as "Clean Air and Global Climate Change". This proposal bands two school districts together to specifically reduce the air pollutants that school buses produce.

2 -3. Both districts have bus maintenance programs in place and funded. The grant proposal asks for biodiesel buy-down and 30 diesel oxidation catalysts. Without this grant, SACS wouldn't be moving to B20 and catalysts wouldn't be purchased, both of which are dedicated to improving air quality.

4 - 9. Our proposal is within the financial requirement, a Region 5 state (Indiana), directly benefiting two school districts, includes Fleet Information Tables, and provides for a 45% cost share. We will install catalysts that are on the EPA Verified Technology List.

II. Scope of Work/Activities

Fort Wayne Community Schools and Southwest Allen County Schools will fuel both fleets, totaling 372 buses, with biodiesel B20. FWCS will purchase 30 diesel oxidation catalysts to retrofit a portion of the newest buses manufactured without catalysts. This will ensure that the DOCs will stay in the fleet as long as possible, 7 years, because FWCS trades in the oldest 28-33 buses every year.

To reach beyond day to day operations, financial assistance is needed to purchase biodiesel and diesel oxidation catalysts. Our cargo is children, whose bodies are growing and developing, who breathe more air per unit of body weight than adults, and who are more sensitive to poor air quality.

Allen County, Indiana is a non-attainment county that is close to coming back into compliance, but has lost new business because of air quality. The county received an ozone grade of "F" from the American Lung Association for the past two years, having experienced 19 orange ozone days in 2005 and 21 orange ozone days in 2004.

The population in Allen County stands at 342,168. The groups at risk are: Pediatric Asthma: 8,079, Adult Asthma: 20,797, Chronic Bronchitis: 10,341, Emphysema: 4,054, Cardiovascular Disease: 81,516, and Diabetes: 17,211. The population under 18 is 95,381 while the population over 65 is 38,443.

In an urbanized setting, homes, schools, businesses, factories, and thoroughfares are in close proximity to each other. Any reduction in diesel emission will help all of the population, particularly those with asthma. FWCS's student body has an asthma rate slightly higher than the national average, 10.3% vs. 9.2%. An Associated Press study of EPA data revealed that 40 Fort Wayne neighborhoods have health risks that are in the top 5% in the nation, while 10 have risks in the top 1% of the nation.

FWCS's student body is 31,597 and SACS's is 6,375 which totals 37,972. Of those students, FWCS transports 24,871 (79%) while SACS buses 4,378 (69%) which totals 29,249 (77%) twice a day, or 58,498 students daily. This is the equivalent of taking the population of Allen County for a bus ride every 6 days.

Prior to fueling with B20, FWCS contacted several area colleges and invited them to test our buses for emission pollutants. Only one college, the University of Northwestern Ohio from Lima, Ohio, had mobile equipment and accepted our invitation to provide students to test 10 buses for opacity. Their equipment is what the Ohio Highway Patrol will be issued when the patrol begins to test vehicles on the road. The University's class of Alternative Fuels discovered a noticeable difference in results between

the new buses and those that had been in the fleet several years. FWCS will work with the university again this year to continue the study.

One of FWCS's two transportation centers, representing 46% of the fleet, has been fueling with B20 since March of 2006. The second center began fueling with B20 in October of 2006, when the additives already purchased for petroleum diesel had been consumed. Underground tanks need to be checked periodically for moisture, bacteria, and algae for both petroleum and biodiesel, but particularly for biodiesel, which holds moisture in suspension instead of letting it drop to the bottom. FWCS has had their five underground tanks inspected for the year, and all passed. SACS has inspected their two tanks and they also passed.

FWCS has had discussions with a fuel laboratory and a filter manufacturer about B20 and fuel filters. While the lab raised questions about paper filters, the manufacturer explained and dismissed any concerns. FWCS has not changed filter suppliers and has had no problems with any buses running B20. FWCS has been and will continue to provide B20 information to SACS, both to prepare them and to raise their confidence level.

During the last quarter of the grant period, the cost of the biodiesel buy-down will be checked against funds available from the grant. If there will be funds left over from the biodiesel buy-down, additional diesel oxidation catalysts will be purchased to maximize the grant's benefits and effectiveness.

Quality Assurances for catalyst installation:
FWCS employees 14 garage technicians supervised by two garage managers at two locations. All bus technicians are required to attend various in-service and vendor sponsored classes to be continually updated on bus maintenance techniques. The Indiana State Police compliments FWCS Transportation for their attention to detail and excellent record created during the annual bus inspections, in meeting all of the state regulations including lack of exhaust leaks. Replacing standard mufflers with diesel oxidation catalysts is well within the capability of the garage staff. Diesel oxidation catalysts are particularly suited for retrofit purposes because they are a simple muffler trade out and need no maintenance thereafter. They literally "hang in there" and to do their job for the duration of their lifespan. We are not requesting any grant dollars for training or travel because exhaust maintenance is a portion of the on-going work of the technicians and they are already well trained.

Programmatic Capability:
FWCS averages 26 Federal grants annually in addition to state and local grants. The monies range from Title I, $9,215,620.65 to a Homeless transportation grant of $10,000. FWCS is the largest employer in Allen County with 4,300 employees, nine of who account for grant monies.

Regional Data Services of Crown Point, IN is the author of the FWCS financial management accounting package. Grant tracking is a feature of the software, and depending upon the grant requirements, can be a cash or accrual based account. It is multi-year functional with project-to-date reporting capabilities.

Publicity:
FWCS has a full time Communications department, spearheaded by the Public Information Officer, Debbie Morgan, who holds a Master of Arts degree in Professional Communications. Debbie has 33 media sources that she sends releases to every day: local, state, and national. Debbie will be involved in all aspects of working with the EPA and media to get our message out about the EPA grant, air quality, and what we are doing to improve it.

Income:
The tasks and activities of this grant will not generate any royalties, fees, or income for FWCS, SACS, or the EPA.

Collaborations or Partnerships:
Indiana Office of Energy & Defense Development - B20 funding.
Central Indiana Clean Cities Alliance (CICCA)
A grant up to $25,000 to pay for 50% of the incremental cost of biodiesel for one year.
University of Northwestern Ohio - Emission testing.
The university has conducted air quality testing on our buses, and will do more in the future. The Alternative Fuels class tests 10 buses for smoke opacity.
Mayor of Fort Wayne - Encouragement and public relations.
FWCS and SACS success will contribute to potential economic growth in the city and county.
Allen County Department of Health - Encouragement and public relations.
FWCS and SACS success will provide for a healthier citizenship.

III. Environmental Results

The EPA's 2003-2008 Strategic Plan: Direction for the Future lists the first goal as "Clean Air and Global Climate Change". The two school districts this grant covers plan to specifically reduce the air pollutants that school buses produce using two proven methods.

Biodiesel – B20
A German inventor, Rudolph Diesel, showcased his diesel engine in Paris, France in 1898 using 100% peanut oil. His early work showed that biodiesel could be used at any ratio with petroleum diesel. In the 1920s, inexpensive petroleum diesel took over the market, and biodiesel fell from favor. However, biodiesel is making a strong comeback, for several reasons. It is a clean burning, renewable fuel that is simple to use, biodegradable, and nontoxic. Depending upon the ratio, it will reduce pollutants tremendously.

FWCS began fueling with B20 in March, 2006 at one of it's two transportation centers and specified "whole bean soy oil" because it is the most responsive to diesel fuel additives and has the best cold flow properties. Biodiesel will gel sooner than petroleum diesel, but both need additives to be used successfully during cold weather conditions. Controlled, consistent handling is critical to biodiesel's acceptance in the marketplace to prevent cold weather filter plugging, which still plagues the industry, even as recently as the 2005-2006 winter. While biodiesel has excellent lubricity characteristics, it is also a cleaner, so users need to be aware to check their filters sooner than has been typical. The cost of biodiesel is normally higher than petroleum, althought for a few months after hurrican Katrina, biodiesel was slightly lower, because petroleum costs had risen significantly.

A Tennessee transportation engineer said it best: "It's not often that something this simple and easy comes along that can have a potentially major impact on the environment and the community."

Diesel Oxidation Catalysts (DOC)
Diesel engines are widely used in transportation due to their superior energy efficiency and durability. However, diesel engines are a significant source of particulate matter (PM) which is the dark powdery deposit of unburned fuel residues and pollutants such as nitrogen oxides (NOx), unburned hydrocarbons (HC) and carbon monoxide (CO). These hazardous pollutants are of particular concern in urban areas where diesel engines are abundant.

The DOC is a passive device that converts, through catalytic reactions, the soluble organic fraction (SOF) in the particulate matter into non-pollutants. The SOF is a precursor of the ultrafine nanoparticles and a source of carcinogens and diesel odor. The nanoparticles in diesel exhaust account for up to 20% of the particle mass but more than 90% of the particle number. Scientists have suggested that nanoparticles are more harmful than larger particles. While removing approximately 25% of PM mass, a DOC has the potential to remove more than 90% of the total particles by number. A DOC system should particularly improve the pollution situation in urban areas. The use of DOC technologies is cost effective and long lasting.

FWCS will begin the bid process for the 30 DOCs as soon as the grant is approved. Once the vendor is selected, the DOCs will be ordered. All of the work will be performed by FWCS who own their own buses and maintenance facilities, and employ bus mechanics on staff. Installing the catalysts will be considered work performed during normal maintenance and the time involved will be absorbed into the district's Transportation work load as a typical cost of doing business.

One FWCS garage manager asked a vendor to deliver a sample EPA approved DOC, discussed installation, and determined that an easy trade-out from the existing muffler to the new catalyst/muffler can be made with no need for adapter pipes, based upon catalyst length, shape, placement of openings, and exhaust pipe diameter. Only the hanging brackets and the muffler need to be changed.

Diesel Oxidation Catalysts, used with Low Sulfur fuel, are effective in reducing particulate matter and carbon monoxide up to 40%, and hydrocarbons up to an amazing 70%.

IV. Specific Environmental Outputs:

1. 30 buses retrofitted with diesel oxidation catalysts (DOC).
2. 67 buses (1 district) added to the number fueling with biodiesel (B20).
3. Annual pounds pollution reduced with DOC and B20:

PM2.5:	862
VOC:	1,257
CO:	9,193

Note: Calculators may be found measuring emission reductions for:
-Diesel oxidation catalysts at www.environapps.com/hgac/onroad/main.asp.
-B20 at www.biodiesel.org/tools , click on the link: Emissions Calculator.

V. Desired Environmental Outcomes:

Short Term Outcome

1. Cleaner outdoor air: street level, bus stops, in the buses, and playgrounds.
2. Cleaner indoor air: school buildings, homes, hospitals, businesses, & factories.
3. Educate our students, parents, staff, and community on the direct harmful effects of poor air quality, that each of us can contribute to improving air quality, the positive attributes of biodiesel, and what FWCS and SACS Transportation departments are doing to be a good neighbor.
4. Less demand of petroleum products: biodiesel = gallon for gallon offset.
   a. Reduce petroleum diesel usage by 43,000 gallons (4 months).
   b. FWCS switched from # 2 diesel to premium B20 with no MPG loss.

Intermediate Outcome

1. Reduce school absenteeism for 3,828 identified asthmatic children:
   FWCS: 3,241 students
   SACS: 587 students

2. Both school districts will engage their IT departments and request absence totals of asthmatic students for the past three school years by month to use as a basis for comparison. Current school year absences will be tallied monthly and compared for 2 years.
3. Cleaner outdoor air: street level, bus stops, in the buses, and playgrounds.
4. Cleaner indoor air: school buildings, homes, hospitals, businesses, & factories.
5. Reduce petroleum diesel by 86,000 gallons (8 months).

Long Term Outcome:

1. Increased local and national economic benefits of biodiesel: A biodiesel plant is being planned for Kosciusko County, two counties west of Allen County. This is the same plant that Allen County lost because of non-attainment status. Indiana is a prime farmland state, ranking 4th in the nation for soybean production. Growing, refining, and purchasing Indiana fuel creates jobs and great economic growth for the state. Naturally, this also reduces the need for foreign oil, boosting money spent in the USA, and improving the economic sector for many citizens.
2. Decrease soot in the air. The American Lung Association's director of national policy said: "A study by Harvard School of Public Health and Brigham and Women's Hospital in Boston researchers found that for each single microgram decrease in soot per cubic meter of air, death rates from cardiovascular disease, respiratory illnesses and lung cancer decrease by 3%, which translates as giving 75,000 Americans an additional year of life."
3. Continue generating less outdoor pollutants at street level, bus stops, in the buses, and playgrounds.
4. Continue generating less indoor pollutants at school buildings, homes, hospitals, businesses, & factories.
5. Continue reduction of diesel petroleum by 129,324 gallons annually, or nearly 260,000 gallons over the 2 year life of the grant.
6. Note: FWCS will have traded in two more batches of the oldest buses, taking 56 buses off the road that were 10 years old and replacing them with newer technology buses, equipped with diesel oxidation catalysts and particulate filters, thereby contributing to additional gains in generating less air pollution.

Environmental Results Past Performance:
Neither FWCS or SACS has undertaken an EPA grant.

VI. Reporting Requirements
FWCS will prepare quarterly reports for the EPA Projects Officer within 30 days after the end of each reporting period. The reports will include an overview of the work status, work progress, preliminary data results, evaluations, and comparisons of accomplishments with the goals and objectives for the period. Also included will be bus counts regarding catalyst installations. Difficulties, corrective actions, and the timeline will be noted. If the timeline has fallen behind, it will be explained at length.

Key personnel changes or absences will be reported.

Expenditures will be reported, along with explanations if they are off of the anticipated track. Any change in the project schedule, size or scope will be promptly reported. The bidding process, winning vendor, and the verified technologies will be explained. FWCS will verify that they are complying with the Terms and Conditions of the grant.

FWCS is to produce a Final Report within 90 days of the grant's expiration date, which will include a discussion of activities, achievements, technical aspects (positive and negative), findings, conclusions, results, and quality assurance results. Also discussed will be use of grant funds, publications created (copies provided to the EPA), and copyright materials developed.

VII. Project budget

Ninety-nine percent of this grant goes directly to emission reduction products with only 1% being spent on paper supplies. Of the $50,000 requested of the EPA, 48% will be spent on purchasing diesel oxidation catalysts, 51% will go towards B20 buy-down, and 1% will be spent on paper supplies for informational and educational purposes.

All of the B20 buy-down is based upon an estimated $0.10 cost differential between B20 and traditional petroleum diesel. Since this is an estimate, the possibility exists for funds to run dry before the project period is over, or have funds remaining at the end of the project. As noted earlier, if funds are available at the end, FWCS will ask permission to purchase additional diesel oxidation catalysts.

Notes:

1. Several EPA budget classes don't have any funds allocated to them.
2. Regarding SF424a, sections D & E, Forecasted Cash Needs: not knowing biodiesel future costs, all B20 funds are earmarked for the first year's four quarters. If the biodiesel money is not depleted in the first year, money will be left over to apply to B20 costs in year two. As mentioned in section II Scope of Work, if money is left over in the B20 account at the end of two years, additional catalysts will be purchased to maximize the grant monies and effectiveness.

PROJECT BUDGET

ITEM	NON-FEDERAL	EPA COST	TOTAL COST
Personnel			$0.00
Fringe Benefits			$0.00
Travel			$0.00
Equipment			$0.00
Supplies			$26,614
Catalysts: $26,089	$2,149	$23,940	
Paper: $ 525	$25	$500	
Contractual			$0.00
Other: B20 Buy-Down	$39,101	$25,560	$64,661
Direct Charges			$0.00
Indirect Charges			$0.00
Grand Total	$41,275	$50,000	$91,275

Budget by Item is the next page.

BUDGET BY ITEM

1. SUPPLIES: Diesel Oxidation Catalysts - FWCS				NON-FEDERAL	EPA COST
Quantity:	30				
Cost:	$840				
Project Cost:	$25,200				
FWCS 5%	$1,260			$1,260	
Requested of EPA	$23,940				$23,940
In-kind: U. of NW, OH	$889			$889	
Total Project	$26,089				

2. OTHER: B20 - Southwest Allen County Schools					
Gallons:	93,897				
Incremental cost difference estimate per gallon: = $0.10	$0.10				
Total Project	$9,389				
SACS 5%	$469			$469	
Requested of EPA:	$8,920				$8,920

3. SUPPLIES: Paper Supplies					
1% of $50,000 grant	$500				$500
FWCS 5%	$25			$25	
Total Project:	$525				

4. OTHER: B20 - Fort Wayne Community Schools					
Gallons:	552,724				
Incremental cost difference estimate per gallon: = $0.10	$0.10				
Total Project	$55,272				
In-kind support: CICCA	-$25,000			$25,000	
Sub total:	$30,272				
Funds remaining from grant	$16,640				$16,640
FWCS 24.6%	$13,632			$13,632	
Total Non-Federal or EPA Cost				**$41,275**	**$50,000**
GRAND TOTAL PROJECT				**$91,275**	

Budget Recap

1. SUPPLIES: DOC - FWCS	Requested of EPA	$23,940	
2. OTHER: B20 - SACS	Requested of EPA	$8,920	
3. SUPPLIES: Paper Supplies	Requested of EPA	$500	
4. OTHER: B20 - FWCS	Requested of EPA	$16,640	
Total Requested of EPA			**$50,000**
FWCS & SACS Contribution (16.8%)		$15,386	
In-kind Contribution		$25,889	
Total Contributions			$41,275
Grand Total Project			$91,275

TIMELINE
Year 1

	Nov 1 06	Dec 06	Jan 07	Feb 07	Mar 07	Apr 07	May 07	June 07	July 07	Aug 07	Sep 07	Oct 07
B20: FWCS & SACS												
Purchase	X	X	X	X	X	X	X	X	X	X	X	X
Issue press release	X				X			X		X		
DOC: FWCS												
Bid and award process	X											
Order catalysts		X										
Install catalysts		X	X	X	X							
Issue press release	X				X			X				
REPORTING												
Quarterly				X			X			X		

Press Release Theme:

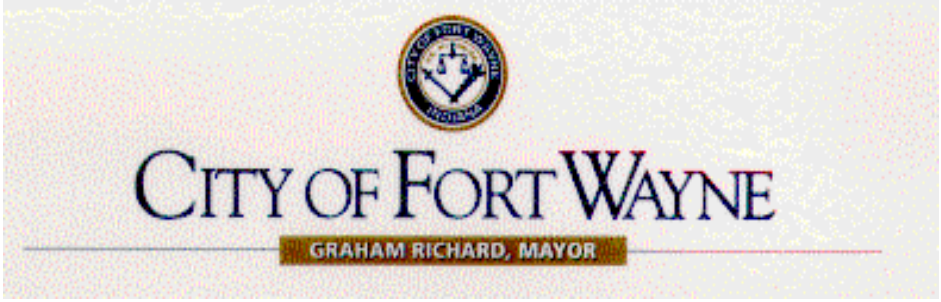
Nov 06 EPA Award.
Mar 07 Catalysts installed, B20 running fine in winter.
Jun 07 School year ended: Catalysts reduced pollution, B20 offset x gallons of petroleum diesel and reduced pollution.
Aug 07 Grant still in progress for school start-up; using B20 again this school year.

TIMELINE
Year 2

	Nov 07	Dec 07	Jan 08	Feb 08	Mar 08	Apr 08	May 08	June 08	July 08	Aug 08	Sep 08	Oct 08	Reports
B20: FWCS & SACS													
Purchase	X	X	X	X	X	X	X	X	X	X	X	X	
Issue press release								X		X		X	
If funds are available:													
DOC: FWCS													
Bid, award, order												X	
Install catalysts												Nov	
Issue press release												X	
REPORTING													
Quarterly	X			X			X			X			Nov 08
Final													Jan 09
Financial Status													Jan 09

Press Release Theme:

June 08: School year ended: Catalysts reduced pollution, B20 offset x gallons of petroleum diesel and reduced pollution.
Aug 08 Grant still in progress for school start-up; using B20 again this school year.
Oct 08: Grant ending: Catalysts reduced pollution, B20 offset x gallons of petroleum diesel and reduced pollution, both districts are continuing to fuel with biodiesel, possibly additional catalysts to be installed.



September 15, 2006

Dear EPA staff:

The City of Ft. Wayne is excited to learn of Ft. Wayne Community School's (FWCS) desire to win an EPA Clean School Bus 2006 (CSB 2006) grant. The pro-active approach of FWCS to our air quality is an example of their Transportation department's goals to reduce school bus emissions. Our city fleet manager and the FWCS Purchasing and Transportation departments have been working closely together this past year, as fuel bid specifications were written, sent out for bid, and reviewed. The City of Ft. Wayne has been fueling with biodiesel B20 for the past year and it was good news to learn of FWCS's decision to move to biodiesel. Now, as I hear of their desire to retrofit buses with diesel oxidation catalysts, their standing as good neighbors has been enhanced. This is indicative of their commitment to the students, along with the city and county residents.

This spring, Allen County is petitioning to be moved from the EPA's 8 hour ozone non-attainment designation to the attainment standard list. It is important for Allen County to stay on the attainment list and move closer to the higher air quality standards. In an urban setting, we need to be particularly diligent so that residents have clean air to breathe and to open the possibility for new economic development. Allen County lost the opportunity for a $135 million biodiesel processing plant that would have employed 85 people due to a very close call based upon our air quality a few months ago, and we don't plan on letting that happen again. The City of Fort Wayne has 40 neighborhoods that have health risks in the top 5 percent in the nation. Cleaning up the air along our streets is an important step as we work towards the goal of cleaner air.

There are three county school districts surrounding FWCS and I am pleased to report that of the four districts, two are fueling their buses with B20. Southwest Allen County School (SACS) hopes to become the third district and is joining FWCS in applying for the CSB 2006 grant. The joint grant request would fund much of the B20 cost differential for both school and purchase 12 diesel oxidation catalysts for FWCS. These improvements have the potential to remove hundreds of pounds of pollution from our air and have a positive impact on the 37,972 students covered under the grant.

The four major public school Transportation departments in Allen County, joined by others, meet monthly to discuss issues, forward information to the state department of school transportation, and brainstorm. The FWCS Director of Transportation is a board member of the School Transportation of Indiana (STAI). I have complete confidence in FWCS's ability to manage a CSB 2006 grant, along with the Southwest Allen County Schools in fulfilling their obligations to you. I would urge your whole hearted enthusiasm in awarding FWCS and SACS your Clean School Bus 2006 grant.

Sincerely,

Graham Richard

Graham A. Richard
Mayor

1 E. Main Street • 5th Floor • Fort Wayne, IN 46802
Phone: (260) 449-7561 • Fax: (260) 427-1391 • www.fw-ac-deptofhealth.com

June 13, 2006

To Whom It May Concern:

As Health Commissioner of the Fort Wayne Allen County Department of Health, I strongly support our local school systems grant application for the "Clean Bus Program". Air quality is an important health issue for our residents, especially our children. Over 5,000 children in Allen County have been diagnosed with asthma, and likely many more that have yet to be diagnosed.

A program designed to reduce emissions from local schools buses will only serve to improve the respiratory health of both asthmatic and non-asthmatic children, as well as, adults who live in neighborhoods served by school buses. Children who are healthy and feel well are much more likely to perform well in school and thus develop a strong educational foundation, thus demonstrating the powerful link between strong environmental programs and the health of the community.

Again, I strongly urge you to consider funding this important program for Allen County, which includes the second largest city in Indiana - Fort Wayne.

Sincerely,

Deborah A. McMahan, MD

Deborah A. McMahan, MD
Health Commissioner

INDIANA OFFICE OF
ENERGY & DEFENSE
DEVELOPMENT

March 14, 2006

Donley Bell
Fort Wayne Community Schools
6006 Ardmore Avenue
Fort Wayne, IN 46809

Re: Grant 6-AFV-002

Dear Mr. Bell:

The Grant Agreement between the State of Indiana, Lieutenant Governor's Office of Energy and Defense Development (OED) and Fort Wayne Community Schools has been fully executed. Enclosed please find one (1) copy of the Grant Agreement.

Also enclosed is a Claim Voucher Form required for drawing funds on the above-mentioned grant. Please make one (1) copy, sign and date the bottom at Signature of Vendor. **Return the signed Claim Voucher with invoices or supporting documentation** to the OED for each and every draw against your contract. Please allow 10 business days to process a Claim Voucher.

If you have any questions about your contract, please do not hesitate to contact me at (317) 232-8831. Questions about the claim voucher and draw down process should be directed to the OED Accountant, Deborah Walker, at (317) 232-8914. Any questions about reporting requirements should be directed to the OED Grants Finance Manager, Julie Atkinson, at (317) 232-8978.

Sincerely,

S. Kyleen Nash
Contract Administrator
Grant Services

Enclosures: grant agreement, claim voucher

One North Capitol, Suite 600, Indianapolis, IN 46204 | P: 317-232-8939 | F: 317-232-8995
www.energy.in.gov

Transportation Department
Southwest Allen County Schools

4814 Homestead Road
Fort Wayne, Indiana 46814
Phone: (260) 431-2070
Fax: (260) 431-2062
E-Mail: idoll@sacs.k12.in.us

Our Goal is to Make a Difference

Ike Doll
Director Of Transportation

September 18, 2006

The Southwest Allen County School Corporation is working with Fort Wayne Community School Corporation to obtain a grant from the U.S. EPA, Region 5, for Clean School Bus Emissions.

Grants are a major opportunity for school systems to help in the control of bus emissions for the betterment of the environment and the people who live in it. Without the grant money from, the Federal Government it would take many years to accomplish this task.

The Southwest Allen County School Corporation is requesting grant funds for the following:

Cleaner Fuel: We want to switch to B20 fuel. This fuel will create cleaner bus emissions.

We are glad to partner with Fort Wayne Community School Corporation in this project. Thank you for offering this grant for school systems to improve the environment in a timely manner.

Yours truly,

Ike Doll, Director of Transportation

Fort Wayne Community Schools

Line Nbr.	Bus Nbr.	Chassis Model Year	Chassis Make	Bus Type	Gross Vehicle Weight Rating (lbs)	Engine Model Year	Engine Make	Engine Model	Miles 1 Year May 05 Apr 06	Fuel 1 Year May 05 Apr 06	South Buses B20 Now	North Buses Start B20	Retrofit
1	1	2006	Bluebird	D	36,200	2006	Caterpillar	C-7	17,271	2,216	Yes		
2	2	2006	Bluebird	D	36,200	2006	Caterpillar	C-7	16,048	2,612	Yes		
3	3	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	14,224	2,159	Yes		
4	4	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	13,502	2,207	Yes		
5	5	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	8,991	1,438	Yes		
6	6	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	13,961	2,215	Yes		
7	7	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	10,857	1,860	Yes		
8	8	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	15,159	2,304	Yes		
9	9	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	13,863	1,933	Yes		
10	10	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	9,971	1,571	Yes		DOC
11	11	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	13,299	1,984	Yes		
12	12	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	11,098	1,766	Yes		
13	13	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	14,846	2,494		Oct 06	
14	14	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	15,637	2,368		Oct 06	
15	15	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	18,714	2,458		Oct 06	
16	16	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	18,035	2,604		Oct 06	
17	17	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	12,362	1,688		Oct 06	DOC
18	18	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	19,264	2,910		Oct 06	DOC
19	19	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	12,614	1,813		Oct 06	
20	20	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	17,230	2,602		Oct 06	
21	21	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	22,485	2,781		Oct 06	DOC
22	22	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	14,872	2,236		Oct 06	
23	23	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	15,222	2,306		Oct 06	
24	24	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	13,469	1,921		Oct 06	

25	25	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	15,132	2,378		Oct 06	
26	26	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	14,245	2,117		Oct 06	
27	28	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	16,348	2,440		Oct 06	
28	29	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	12,683	1,898		Oct 06	
29	30	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	17,831	2,721		Oct 06	
30	31	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	21,999	2,855		Oct 06	DOC
31	32	2006	Bluebird	D	36,200	2006	Caterpillar.	C7	15,971	2,717		Oct 06	
32	33	1996	IH	D	33,220	1996	IH	DT 466	4,345	744	Yes		
33	34	2006	Bluebird	D	36,200	2006	Caterpillar.	C7	19,981	3,124		Oct 06	
34	35	2006	Bluebird	D	36,200	2006	Caterpillar	C7	11,745	2,082		Oct 06	
35	36	1996	IH	D	33,220	1996	IH	DT 466	5,698	918		Oct 06	
36	37	2005	Bluebird	D	31,000	2005	Caterpillar	C7	11,325	1,901		Oct 06	
37	38	2005	Bluebird	D	31,000	2005	Caterpillar	C7	13,133	2,173		Oct 06	
38	39	2005	Bluebird	D	31,000	2005	Caterpillar	C7	14,619	2,375		Oct 06	
39	40	2005	Bluebird	D	31,000	2005	Caterpillar	C7	21,253	3,589		Oct 06	
40	41	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	13,144	1,933		Oct 06	DOC
41	42	2006	Bluebird	D	31,000	2006	Caterpillar	C-7	16,373	2,524	Yes		
42	43	1999	Thomas	D	33,200	1999	Cummins	ISB	2,806	472	Yes		
43	44	1999	Thomas	D	33,200	1999	Cummins	ISB	1,730	310	Yes		
44	45	1999	Thomas	D	33,200	1999	Cummins	ISB	9	14	Yes		
45	46	1999	Thomas	D	33,200	1999	Cummins	ISB	1,670	236	Yes		
46	47	1999	Thomas	D	33,200	1999	Cummins	ISB	209	38		Oct 06	
47	48	1999	Thomas	D	33,200	1999	Cummins	ISB	1,974	340	Yes		
48	49	1999	Thomas	D	33,200	1999	Cummins	ISB	1,063	174	Yes		
49	50	1999	Thomas	D	33,200	1999	Cummins	ISB	1,274	232	Yes		
50	51	1999	Thomas	D	33,200	1999	Cummins	ISB	251	45	Yes		
51	53	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	17,092	2,480		Oct 06	DOC
52	55	1999	Thomas	D	33,200	1999	Cummins	ISB	1,634	273	Yes		
53	56	2005	Bluebird	D	31,000	2005	Caterpillar	C7	9,062	1,703		Oct 06	
54	57	2005	Bluebird	D	31,000	2005	Caterpillar	C7	16,525	2,829		Oct 06	
55	58	2005	Bluebird	D	31,000	2005	Caterpillar	C7	16,230	2,512		Oct 06	

56	59	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	23,461	2,935	Oct 06	
57	60	1999	Thomas	D	33,200	1999	Cummins	ISB	11,461	1,684	Oct 06	
58	61	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	19,229	3,117	Oct 06	DOC
59	62	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	18,750	2,865	Oct 06	
60	63	2006	Bluebird	D	36,200	2006	Caterpillar	C7	11,406	1,937	Oct 06	
61	64	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	18,276	2,505	Oct 06	
62	65	2006	Bluebird	D	36,200	2006	Caterpillar.	C7	15,082	2,362	Oct 06	
63	66	1996	IH	D	33,220	1996	IH	DT 466	1,714	255	Oct 06	
64	67	2006	Bluebird	D	36,200	2006	Caterpillar	C7	23,630	3,376	Oct 06	
65	68	1999	Thomas	D	33,200	1999	Cummins	ISB	2,240	282	Yes	
66	69	1999	Thomas	D	33,200	1999	Cummins	ISB	5,944	924	Oct 06	
67	70	1999	Thomas	D	33,200	1999	Cummins	ISB	8,282	1,330	Oct 06	
68	71	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	15,588	2,501	Oct 06	DOC
69	72	2006	Bluebird	D	36,200	2006	Caterpillar	C7	17,836	2,823	Oct 06	
70	73	2005	Bluebird	D	31,000	2005	Caterpillar	C7	13,880	2,084	Oct 06	
71	74	2005	Bluebird	D	31,000	2005	Caterpillar	C7	14,828	2,581	Oct 06	
72	75	2006	Bluebird	D	36,200	2006	Caterpillar	C7	21,753	3,237	Oct 06	
73	76	2005	Bluebird	D	31,000	2005	Caterpillar	C7	16,952	2,574	Oct 06	
74	77	2005	Bluebird	D	31,000	2005	Caterpillar	C7	21,093	3,405	Oct 06	
75	78	1999	IH	D	33,220	1999	IH	DT466E	10,632	1,826	Oct 06	
76	79	2005	Bluebird	D	31,000	2005	Caterpillar	C7	20,072	3,337	Oct 06	
77	80	2005	Bluebird	D	31,000	2005	Caterpillar	C7	16,325	2,565	Yes	
78	81	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	15,120	2,100	Oct 06	DOC
79	82	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	15,537	2,259	Oct 06	DOC
80	83	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	21,170	2,954	Oct 06	
81	84	1999	Thomas	D	33,200	1999	Cummins	ISB	819	134	Oct 06	
82	85	2005	Bluebird	D	31,000	2005	Caterpillar	C7	17,375	3,063	Yes	
83	86	2005	Bluebird	D	31,000	2005	Caterpillar	C7	13,387	2,677	Yes	
84	87	2005	Bluebird	D	31,000	2005	Caterpillar	C7	14,627	2,411	Yes	
85	88	2005	Bluebird	D	31,000	2005	Caterpillar	C7	14,745	2,620	Yes	
86	89	2005	Bluebird	D	31,000	2005	Caterpillar	C7	17,524	2,947	Yes	

87	90	1999	Thomas	D	33,200	1999	Cummins	ISB	13,512	2,276	Oct 06	
88	91	1999	Thomas	D	33,200	1999	Cummins	ISB	3,407	492	Oct 06	
89	92	1999	Thomas	D	33,200	1999	Cummins	ISB	11,475	1,664	Oct 06	
90	93	1999	Thomas	D	33,200	1999	Cummins	ISB	11,659	1,861	Oct 06	
91	94	1999	Thomas	D	33,200	1999	Cummins	ISB	11,736	1,941	Oct 06	
92	95	1999	Thomas	D	33,200	1999	Cummins	ISB	1,643	212	Oct 06	
93	96	1999	Thomas	D	33,200	1999	Cummins	ISB	1,635	233	Oct 06	
94	97	1999	Thomas	D	33,200	1999	CUNNINS	ISB	1,765	189	Oct 06	
95	98	1999	Thomas	D	33,200	1999	Cummins	ISB	16,289	2,374	Oct 06	
96	99	1999	Thomas	D	33,200	1999	CUNNINS	ISB	11,149	1,822	Oct 06	
97	100	1999	Thomas	D	33,200	1999	Cummins	ISB	1,815	262	Oct 06	
98	101	1999	Thomas	D	33,200	1999	Cummins	ISB	1,165	179	Oct 06	
99	102	1999	Thomas	D	33,200	1999	Cummins	ISB	1,797	203	Oct 06	
100	103	1999	IH	D	33,220	1999	IH	DT466E	10,180	1,739	Oct 06	
101	104	1999	IH	D	33,220	1999	IH	DT466E	12,867	2,254	Oct 06	
102	105	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	13,890	1,853	Oct 06	DOC
103	106	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	13,801	1,792	Oct 06	DOC
104	107	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	16,226	2,351	Oct 06	DOC
105	108	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	15,272	2,535	Oct 06	
106	109	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	18,030	2,407	Oct 06	
107	110	2003	Bluebird	D	31,000	2003	Cummins	ISB 5.9	14,189	2,074	Oct 06	
108	111	1999	IH	D	33,220	1999	IH	DT466E	13,983	2,302	Oct 06	
109	112	1999	IH	D	33,220	1999	IH	DT466E	11,692	2,203	Oct 06	
110	113	1999	IH	D	33,220	1999	IH	DT466E	11,447	2,070	Oct 06	
111	114	1999	IH	D	33,220	1999	IH	DT466E	16,469	2,736	Oct 06	
112	115	1999	IH	D	33,220	1999	IH	DT466E	11,887	2,027	Oct 06	
113	116	1999	IH	D	33,220	1999	IH	DT466E	11,983	1,976	Oct 06	
114	117	1999	IH	D	33,220	1999	IH	DT466E	13,749	2,377	Oct 06	
115	118	1999	IH	D	33,220	1999	IH	DT466E	12,428	1,919	Oct 06	
116	119	2006	Bluebird	D	36,200	2006	Caterpillar	C7	15,224	2,470	Oct 06	
117	120	1999	IH	D	33,220	1999	IH	DT466E	14,898	2,520	Oct 06	

118	121	1999	IH	D	33,220	1999	IH	DT466E	7,709	1,418	Yes		
119	122	1999	IH	D	33,220	1999	IH	DT466E	12,793	2,396	Yes		
120	123	1999	IH	D	33,220	1999	IH	DT466E	11,269	2,125	Yes		
121	124	2000	IH	D	33,220	2000	IH	DT466E	9,120	1,815	Yes		
122	125	2000	IH	D	33,220	2000	IH	DT466E	11,267	1,917	Yes		
123	126	2000	IH	D	33,220	2000	IH	DT466E	10,447	1,647	Yes		
124	127	2000	IH	D	33,220	2000	IH	DT466E	12,699	2,060		Oct 06	
125	128	2000	IH	D	33,220	2000	IH	DT466E	11,205	2,089	Yes		
126	129	2000	IH	D	33,220	2000	IH	DT466E	9,139	1,737	Yes		
127	130	2000	IH	D	33,220	2000	IH	DT466E	9,558	1,824	Yes		
128	131	2000	IH	D	33,220	2000	IH	DT466E	9,135	1,808	Yes		
129	132	2000	IH	D	33,220	2000	IH	DT466E	7,528	2,007	Yes		
130	133	1996	IH	D	33,220	1996	IH	DT 466	3,036	535	Yes		
131	134	2001	Thomas	D	33,200	2001	Caterpillar	3126	1,156	169	Yes		
132	135	2001	Thomas	D	33,200	2001	Caterpillar	3126	3,581	568	Yes		
133	136	2001	Thomas	D	33,200	2001	Caterpillar	3126	1,776	268		Oct 06	
134	137	2001	Thomas	D	33,200	2001	Caterpillar	3126	922	128	Yes		
135	138	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	15,361	2,339		Oct 06	
136	139	2001	Bluebird	D	31,000	2001	Cummins	ISB 5.9	15,551	2,204		Oct 06	
137	140	2001	IH	D	33,220	2001	IH	DT466E	9,409	1,884	Yes		
138	146	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	12,810	1,910		Oct 06	DOC
139	147	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	15,436	2,229		Oct 06	DOC
140	148	2006	Bluebird	D	36,200	2006	Caterpillar	C7	18,180	3,021		Oct 06	
141	150	2006	Bluebird	D	36,200	2006	Caterpillar	C7	21,116	3,363		Oct 06	
142	151	2006	Bluebird	D	36,200	2006	Caterpillar	C7	18,774	2,973		Oct 06	
143	152	2006	Bluebird	D	36,200	2006	Caterpillar	C7	11,994	2,135		Oct 06	
144	153	2006	Bluebird	D	36,200	2006	Caterpillar	C7	18,268	2,660		Oct 06	
145	154	1996	IH	D	33,220	1996	IH	DT 466	3,207	509		Oct 06	
146	155	2006	Bluebird	D	36,200	2006	Caterpillar	C7	12,720	2,355		Oct 06	
147	156	2006	Bluebird	D	36,200	2006	Caterpillar	C7	12,353	2,394		Oct 06	
148	157	2006	Bluebird	D	36,200	2006	Caterpillar	C7	23,698	3,532		Oct 06	

149	158	2006	Bluebird	D	36,200	2006	Caterpillar	C7	15,845	2,582		Oct 06	
150	159	2006	Bluebird	D	36,200	2006	Caterpillar	C7	13,727	2,309		Oct 06	
151	160	2006	Bluebird	D	36,200	2006	Caterpillar	C7	24,619	3,573		Oct 06	
152	161	1996	IH	D	33,220	1996	IH	DT 466	4,894	870	Yes		
153	162	1996	IH	D	33,220	1996	IH	DT 466	4,918	904	Yes		
154	163	2006	Bluebird	D	36,200	2006	Caterpillar	C7	28,053	4,106	Yes		
155	164	1996	IH	D	33,220	1996	IH	DT 466	1,297	158	Yes		
156	165	1996	IH	D	33,220	1996	IH	DT 466	3,945	719	Yes		
157	166	1996	IH	D	33,220	1996	IH	DT 466	5,720	983	Yes		
158	167	1996	IH	D	33,220	1996	IH	DT 466	2,859	518	Yes		
159	168	2006	Bluebird	D	36,200	2006	Caterpillar	C7	10,230	1,877	Yes		
160	169	1996	IH	D	33,220	1996	IH	DT 466	4,095	794	Yes		
161	170	2006	Bluebird	D	36,200	2006	Caterpillar	C7	17,991	2,836	Yes		
162	171	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	17,015	2,361	Yes		DOC
163	173	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	15,024	2,076	Yes		DOC
164	172	2005	Bluebird	D	31,000	2005	Caterpillar	C7	16,281	2,671	Yes		
165	174	2006	Bluebird	D	31,000	2006	Caterpillar	C7	14,642	2,392	Yes		
166	175	1997	Bluebird	D	31,000	1997	Cummins	B series	6,062	906	Yes		
167	176	1997	Bluebird	D	31,000	1997	Cummins	B series	4,727	735	Yes		
168	177	1997	Bluebird	D	31,000	1997	Cummins	B series	7,218	1,257	Yes		
169	178	1997	Bluebird	D	31,000	1997	Cummins	B series	1,157	190	Yes		
170	179	1997	Bluebird	D	31,000	1997	Cummins	B series	8,703	1,217	Yes		
171	180	1997	Bluebird	D	31,000	1997	Cummins	B series	5,946	871	Yes		
172	181	1997	Bluebird	D	31,000	1997	Cummins	B series	8,600	1,287	Yes		
173	182	1997	Bluebird	D	31,000	1997	Cummins	B series	3,993	565	Yes		
174	183	1997	Bluebird	D	31,000	1997	Cummins	B series	3,238	526	Yes		
175	184	1997	Bluebird	D	31,000	1997	Cummins	B series	4,969	779	Yes		
176	185	1997	Bluebird	D	31,000	1997	Cummins	B series	5,824	893	Yes		
177	186	1997	Bluebird	D	31,000	1997	Cummins	B series	4,474	631		Oct 06	
178	187	1997	Bluebird	D	31,000	1997	Cummins	B series	8,028	1,052		Oct 06	
179	188	1997	Bluebird	D	31,000	1997	Cummins	B series	8,839	1,161		Oct 06	

180	189	1997	Bluebird	D	31,000	1997	Cummins	B series	9,117	1,093		Oct 06	
181	190	1997	Bluebird	D	31,000	1997	Cummins	B series	7,194	992		Oct 06	
182	191	1997	Bluebird	D	31,000	1997	Cummins	B series	7,756	1,051		Oct 06	
183	192	1997	Bluebird	D	31,000	1997	Cummins	B series	8,061	1,080		Oct 06	
184	193	1997	Bluebird	D	31,000	1997	Cummins	B series	6,204	865		Oct 06	
185	194	1997	Bluebird	D	31,000	1997	Cummins	B series	4,037	519		Oct 06	
186	195	1997	Bluebird	D	31,000	1997	Cummins	B series	3,464	437		Oct 06	
187	196	1997	Bluebird	D	31,000	1997	Cummins	B series	5,181	700		Oct 06	
188	197	1997	Bluebird	D	31,000	1997	Cummins	B series	4,406	676		Oct 06	
189	198	1997	Bluebird	D	31,000	1997	Cummins	B series	6,323	869		Oct 06	
190	199	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	13,264	1,855		Oct 06	DOC
191	201	2000	Thomas	F	30,000	2000	Caterpillar	3126	1,941	285	Yes		
192	202	1998	Thomas	F	30,000	1998	Cummins	B series	4,995	691	Yes		
193	203	2000	Thomas	F	30,000	2000	Caterpillar	3126	9,784	1,408	Yes		
194	204	2000	Thomas	F	30,000	2000	Caterpillar	3126	14,687	2,172	Yes		
195	205	2000	Thomas	F	30,000	2000	Caterpillar	3126	13,913	1,924	Yes		
196	206	2000	Thomas	F	30,000	2000	Caterpillar	3126	18,037	2,644	Yes		
197	207	1997	Bluebird	D	30,000	1997	Cummins	B series	13,338	1,509		Oct 06	
198	208	1997	Bluebird	D	30,000	1997	Cummins	B series	16,125	1,871		Oct 06	
199	209	1997	Bluebird	D	30,000	1997	Cummins	B series	1,837	247	Yes		
200	210	2000	Thomas	F	30,000	2000	Caterpillar	3126	17,041	2,493	Yes		
201	211	2000	Thomas	F	30,000	2000	Caterpillar	3126	4,209	488		Oct 06	
202	212	2000	Thomas	F	30,000	2000	Caterpillar	3126	18,874	2,588		Oct 06	
203	213	1997	Bluebird	D	30,000	1997	Cummins	B series	5,830	649	Yes		
204	214	2001	Bluebird	D	30,000	2001	Cummins	ISB 5.9	16,946	2,153	Yes		
205	215	2001	Bluebird	F	26,500	2001	Cummins	ISB 5.9	13,866	1,622	Yes		
206	216	2000	Thomas	F	30,000	2000	Caterpillar	3126	3,083	360		Oct 06	
207	217	2000	Thomas	F	30,000	2000	Caterpillar	3126	2,601	384		Oct 06	
208	218	2000	Thomas	F	30,000	2000	Caterpillar	3126	2,894	429		Oct 06	
209	219	2001	Thomas	D	30,000	2001	Caterpillar	3126	16,555	2,280	Yes		
210	220	2001	Thomas	D	30,000	2001	Caterpillar	3126	16,355	2,179	Yes		

211	221	2001	Thomas	D	30,000	2001	Caterpillar	3126	19,343	2,617	Yes		
212	222	2001	Thomas	D	30,000	2001	Caterpillar	3126	17,903	2,472	Yes		
213	223	2000	Thomas	F	30,000	2000	Caterpillar	3126	1,425	267		Oct 06	
214	224	2001	Thomas	D	30,000	2001	Caterpillar	3126	13,703	1,959		Oct 06	
215	225	2001	Thomas	D	30,000	2001	Caterpillar	3126	14,597	1,970		Oct 06	
216	226	2001	Thomas	D	30,000	2001	Caterpillar	3126	8,180	1,183	Yes		
217	227	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	23,313	2,515	Yes		
218	228	2003	Bluebird	F	26,500	2003	Cummins	ISB 5.9	19,367	2,027	Yes		
219	229	2003	Bluebird	F	26,500	2003	Cummins	ISB 5.9	23,808	2,663	Yes		
220	230	2001	IH	D	30,000	2001	IH	DT466E	16,697	2,089	Yes		
221	231	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	12,771	1,805	Yes		
222	232	2001	IH	D	30,000	2001	IH	DT466E	15,315	2,110		Oct 06	
223	233	2001	IH	D	30,000	2001	IH	DT466E	17,270	1,946		Oct 06	
224	234	2001	IH	D	30,000	2001	IH	DT466E	18,351	2,327		Oct 06	
225	235	2001	IH	D	30,000	2001	IH	DT466E	18,686	2,255		Oct 06	
226	236	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	14,839	1,723	Yes		
227	237	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	19,721	1,894	Yes		
228	238	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	17,206	1,934	Yes		
229	239	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	16,502	2,005	Yes		
230	240	2005	Bluebird	F	26,500	2005	Caterpillar	C7	18,867	2,682		Oct 06	
231	241	2004	Bluebird	F	26,500	2004	Cummins	ISB 5.9	14,923	1,908		Oct 06	DOC
232	242	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	19,787	2,162		Oct 06	
233	243	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	18,035	1,748		Oct 06	
234	244	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	17,649	1,902		Oct 06	
235	245	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	15,315	1,586		Oct 06	
236	246	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	18,514	2,054		Oct 06	
237	248	2003	Bluebird	F	26,500	2003	Cummins	ISB 5.9	18,534	1,788	Yes		
238	249	2001	Bluebird	F	26,500	2001	Cummins	ISB 5.9	17,497	1,968		Oct 06	
239	250	1997	Bluebird	D	30,000	1997	Cummins	B series	798	114		Oct 06	
240	251	2003	Bluebird	F	26,500	2003	Cummins	ISB 5.9	21,828	2,302		Oct 06	
241	252	2001	Bluebird	F	26,500	2001	Cummins	ISB 5.9	16,840	1,759		Oct 06	

242	253	2003	Bluebird	F	26,500	2003	Cummins	ISB 5.9	19,139	2,103		Oct 06	
243	254	2004	Bluebird	F	26,500	2004	Cummins	ISB 5.9	19,931	2,345	Yes		DOC
244	255	2004	Bluebird	F	26,500	2004	Cummins	ISB 5.9	21,058	2,297	Yes		DOC
245	256	2003	Bluebird	F	26,500	2003	Cummins	ISB 5.9	20,460	2,295		Oct 06	
246	257	1996	Bluebird	D	30,000	1996	Cummins	B series	5,751	690		Oct 06	
247	258	2004	Bluebird	F	26,500	2004	Cummins	ISB 5.9	19,861	2,216		Oct 06	DOC
248	259	1996	Bluebird	D	30,000	1996	Cummins	B series	3,903	480		Oct 06	
249	260	2005	Bluebird	F	26,500	2005	Caterpillar	C7	17,262	2,595		Oct 06	
250	261	2003	Bluebird	D	30,000	2003	Cummins	ISB 5.9	16,277	1,783		Oct 06	
251	263	2005	Bluebird	F	26,500	2005	Caterpillar	C7	21,486	2,854		Oct 06	
252	264	2005	Bluebird	F	26,500	2005	Caterpillar	C7	19,464	3,155		Oct 06	
253	265	1997	Bluebird	D	30,000	1997	Cummins	B series	32	0	Yes		
254	266	1997	Thomas	F	30,000	1997	Cummins	B series	500	40		Oct 06	
255	267	2005	Bluebird	F	26,500	2005	Caterpillar	C7	21,126	2,923	Yes		
256	268	1997	Bluebird	F	26,500	1997	Cummins	B series	3,591	484	Yes		
257	269	1997	Bluebird	F	26,500	1997	Cummins	B series	1,851	270		Oct 06	
258	270	2005	Bluebird	D	30,000	2005	Caterpillar	C7	19,155	2,965	Yes		
259	271	2001	IH	D	30,000	2001	IH	DT466E	12,280	1,660	Yes		
260	272	2001	IH	D	30,000	2001	IH	DT466E	16,215	1,992	Yes		
261	273	2001	IH	D	30,000	2001	IH	DT466E	17,040	2,339	Yes		
262	274	2002	Bluebird	F	26,500	2002	Cummins	ISB 5.9	11,813	1,622	Yes		
263	275	2002	Bluebird	F	26,500	2002	Cummins	ISB 5.9	16,044	1,817	Yes		
264	276	2002	Bluebird	F	26,500	2002	Cummins	ISB 5.9	19,986	2,106		Oct 06	
265	277	2002	Bluebird	F	26,500	2002	Cummins	ISB 5.9	20,357	2,303		Oct 06	
266	279	2005	Bluebird	F	26,500	2005	Caterpillar	C7	13,093	1,879	Yes		
267	280	2005	Bluebird	F	26,500	2005	Caterpillar	C7	15,120	2,609	Yes		
268	292	2005	Bluebird	D	30,000	2005	Caterpillar	C7	17,504	2,509		Oct 06	
269	293	2005	Bluebird	D	30,000	2005	Caterpillar	C7	19,083	2,422		Oct 06	
270	294	2005	Bluebird	D	30,000	2005	Caterpillar	C7	20,626	2,759	Yes		
271	295	2005	Bluebird	D	30,000	2005	Caterpillar	C7	14,923	2,247	Yes		
272	320	2001	IH	D	33,220	2001	IH	DT466E	11,070	1,935	Yes		

273	321	2001	IH	D	33,220	2001	IH	DT466E	13,814	2,265	Yes		
274	322	2001	IH	D	33,220	2001	IH	DT466E	10,515	1,851	Yes		
275	323	2001	IH	D	33,220	2001	IH	DT466E	10,719	1,734	Yes		
276	324	2001	IH	D	33,220	2001	IH	DT466E	12,266	2,135	Yes		
277	325	2001	IH	D	33,220	2001	IH	DT466E	11,982	2,122	Yes		
278	326	2001	IH	D	33,220	2001	IH	DT466E	10,374	1,769	Yes		
279	327	2001	IH	D	33,220	2001	IH	DT466E	9,784	1,699	Yes		
280	328	2001	IH	D	33,220	2001	IH	DT466E	9,656	1,702	Yes		
281	329	2001	IH	D	33,220	2001	IH	DT466E	12,067	2,238	Yes		
282	330	2001	IH	D	33,220	2001	IH	DT466E	10,499	1,954	Yes		
283	331	2001	IH	D	33,220	2001	IH	DT466E	13,409	2,129	Yes		
284	332	2001	IH	D	33,220	2001	IH	DT466E	12,916	2,033		Oct 06	
285	333	2001	IH	D	33,220	2001	IH	DT466E	14,291	2,351		Oct 06	
286	334	2001	IH	D	33,220	2001	IH	DT466E	12,794	1,975		Oct 06	
287	335	2001	IH	D	33,220	2001	IH	DT466E	12,559	2,135	Yes		
288	336	2001	IH	D	33,220	2001	IH	DT466E	9,475	1,586		Oct 06	
289	337	2001	IH	D	33,220	2001	IH	DT466E	15,221	2,681		Oct 06	
290	338	2001	IH	D	33,220	2001	IH	DT466E	10,568	1,895	Yes		
291	339	2001	IH	D	33,220	2001	IH	DT466E	9,742	1,567	Yes		
292	340	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	16,633	2,365		Oct 06	DOC
293	341	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	19,407	2,750		Oct 06	
294	342	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	19,760	2,388		Oct 06	
295	343	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	11,789	1,937		Oct 06	
296	344	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	12,917	2,100	Yes		DOC
297	345	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	12,822	1,853	Yes		DOC
298	346	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	10,117	1,547	Yes		DOC
299	347	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	20,846	2,891	Yes		DOC
300	348	2005	Bluebird	D	31,000	2005	Caterpillar	C7	15,520	2,225	Yes		
301	349	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	33,225	2,645	Yes		DOC
302	350	2004	Bluebird	D	31,000	2004	Cummins	ISB 5.9	15,537	2,059	Yes		DOC
303	351	2006	Bluebird	D	36,200	2006	Caterpillar	C7	17,900	2,693	Yes		

304	352	1997	Thomas	D	33,200	1997	Caterpillar	3126	87	20	Oct 06
305	353	1997	Thomas	D	33,200	1997	Caterpillar	3126	616	95	Oct 06
306									3,771,828	552,724	

Southwest Allen County Schools

Line Number	Bus Nbr.	Bus License	Corporation ID Number	Year / Make	Class DOE "TN"	Gross Vehicle Weight Rating	Engine Model Year	Engine Mfg.	Miles Traveled One Year	Fuel Used One Year
1	1	4126	1BABNCPA22F206568	02 / Bluebird	D	36,200	2002	Cummins	8,057	1,740
2	2	7990	1BABNCKA07F237526	06/ Bluebird	D	36,200	2006	Cummins	6,270	1,342
3	3	8388	NEW	07/ Bluebird	D	36,200	2007	Cummins	0	0
4	4	5081	NEW	07/ Bluebird	D	36,200	2007	Cummins	0	0
5	5	905	1BABNCKA27F237527	06/ Bluebird	D	36,200	2006	Cummins	12,105	1,274
6	6	10584	1BAANCSA6XF083917	98 / Bluebird	D	36,200	1998	Cummins	9,901	1,501
7	7	5082	NEW	07/ Bluebird	D	36,200	2007	Cummins	0	0
8	8	7022	NEW	07/ Bluebird	D	36,200	2007	Cummins	0	0
9	9	6587	1BABNCPA33F211778	03 / Bluebird	D	36,200	2003	Cummins	9,992	1,719
10	10	8380	1BABNCKA47F237528	06/ Bluebird	D	36,200	2006	Cummins	9,872	1,289
11	11	5083	NEW	07/ Bluebird	D	36,200	2007	Cummins	0	0
12	12	10583	1BAANCSA4XF083916	98 / Bluebird	D	36,200	1998	Cummins	9,710	1,440
13	14	8451	1BABNCKA67F237529	06/ Bluebird	D	36,200	2006	Cummins	4,815	984
14	15	12816	1BABNCPA53F211779	03 / Bluebird	D	36,200	2003	Cummins	12,092	1,890
15	16	6578	1BABNCPA13F211780	03 / Bluebird	D	36,200	2003	Cummins	8,082	1,536
16	17	9383	NEW	07/ Bluebird	D	33,220	2007	IH	0	0
17	18	5534	1BABNCKA95F227557	05/ Bluebird	D	36,200	2005	Cummins	17,179	3,663
18	19	8379	1BABNCKA05F227558	05/ Bluebird	D	36,200	2005	Cummins	13,696	2,723
19	20	6086	1HVBGAANXVA079970	97 / Genesis	D	36,200	1997	IH	7,660	1,250
20	21	12815	1BABNCXA54F219809	03 / Bluebird	D	36,200	2003	Cummins	11,309	2,761
21	22	9368	1HVBGAAN1VA079971	97 / Genesis	D	33,220	1997	IH	4,289	741
22	23	5389	1HVBGAAN3VA079972	97 / Genesis	D	33,220	1997	IH	9,427	1,461
23	24	10581	1BAANCSA8XF083918	98 / Bluebird	D	36,200	1998	Cummins	10,026	1,310
24	25	11420	1BAANCSA2XF083915	98 / Bluebird	D	36,200	1998	Cummins	11,031	1,920
25	26	11419	1HVBGAAROYA927868	00 / Amtran	D	36,220	2000	IH	11,719	2,177

26	27	4037	1HVBGAAROYA927670	00 / Amtran	D	36,220	2000	IH	12,888	2,223
27	28	10580	1HVBGAAR2YA927671	00 / Amtran	D	36,220	2000	IH	18,010	2,550
28	29	4125	1HVBGAAR4YA927672	00 / Amtran	D	36,220	2000	IH	14,284	2,298
29	30	17244	1BABNCPA0YF092904	00 / Bluebird	D	36,200	2000	Cummins	9,426	1,485
30	31	13271	1BABNCPA8YF093394	00 / Bluebird	D	36,200	2000	Cummins	9,629	1,716
31	32	13269	1BABNCPAXYF093395	00 / Bluebird	D	36,200	2000	Cummins	6,491	2,095
32	33	11418	1BABNCPA1YF093396	00 / Bluebird	D	36,200	2000	Cummins	10,164	1,826
33	34	11447	1BABNCPA3YF093397	00 / Bluebird	D	36,200	2000	Cummins	18,036	3,375
34	35	7959	1BABNCPA5YF093398	00 / Bluebird	D	36,200	2002	Cummins	6,799	1,090
35	36	11965	1BABNCPA42F206569	02 / Bluebird	D	36,200	2002	Cummins	10,676	1,807
36	37	11967	1BABNCPA02F206570	02 / Bluebird	D	36,200	2002	Cummins	8,621	1,693
37	38	11966	1BABNCPA22F206571	02 / Bluebird	D	36,200	2002	Cummins	10,809	2,074
38	39	11964	1BABNCPA42F206572	02 / Bluebird	D	36,200	2002	Cummins	11,429	1,528
39	40	7958	1BABNCXA24F219808	04 / Bluebird	D	36,200	2004	Cummins	12,119	2,177
40	41	6984	1BABNCXA04F219807	04 / Bluebird	D	36,200	2004	Cummins	12,823	2,115
41	42	13270	1BABNCXA94F219806	04 / Bluebird	D	36,200	2004	Cummins	17,989	2,071
42	43	8377	1BABNCKA25F227559	05/ Bluebird	D	36,200	2005	Cummins	9,175	2,278
43	44	6913	1BABNCKA95F227560	05/ Bluebird	D	36,200	2005	Cummins	7,869	1,688
44	45	8379	1BABNCKA05F227561	05/ Bluebird	D	36,200	2006	Cummins	7,935	1,595
45	46	12910	1BABNCKA27F237530	06/ Bluebird	D	36,200	2006	Cummins	9,560	1,749
46	47	12814	1BABNCKA25F227562	05/ Bluebird	D	36,200	2005	Cummins	11,752	1,693
47	60	6586	1BABNCPA33F211781	03 / Bluebird	D	36,200	2003	Cummins	10,738	2,019
48	61	8378	1BABNCXA54F219804	04 / Bluebird	D	36,200	2004	Cummins	2,043	537
49	62	21363	1BABNCKA27F237608	06/ Bluebird	D	36,200	2006	Cummins	3,054	1,014
50	63	21365	1BABNCKA47F237609	06/ Bluebird	D	36,200	2006	Cummins	3,089	514
51	90	69219	1FDXE45P445HB31966	06 / Bluebird	A	14,050	2006	Ford	6,589	326
52	91	57990	1FDSE35F01HB29962	01 / Bluebird	A	10,000	2001	Ford	12,389	684
53	92	57988	1FDSE35F91HB29961	01 / Bluebird	A	10,000	2001	Ford	18,815	603
54	93	57989	1FDSE35F31HB36775	01 / Bluebird	A	10,000	2001	Ford	10,026	501
55	94	57987	1FDSE35F21HB29963	01 / Bluebird	A	10,000	2003	Ford	8,559	590
56	95	54402	1FDWE45FX3HB65734	03 / Bluebird	A	14,050	1998	Ford	3,719	362
57	330	4000	ABAAECSAXXF083919	98 / Bluebird	D	30,000	2000	Cummins	989	92

58	331	17243	1BAAECPA2YF092852	00 / Bluebird	D	30,000	2000	Cummins	7,114	764
59	332	6577	1BAAECPA22F206548	02 / Bluebird	D	30,000	2002	Cummins	12,440	794
60	333	13272	1BAAECPA54F211794	03 / Bluebird	D	30,000	2003	Cummins	7,701	755
61	334	12817	1BAAECPA74F211795	03 / Bluebird	D	30,000	2003	Cummins	14,599	1,759
62	335	13273	1BABFCKA14F219805	04 / Bluebird	D	30,000	2004	Cummins	15,352	1,918
63	336	20659	1BABFCKA85F227563	05/ Bluebird	D	30,000	2005	Cummins	6,639	1,795
64	337	76303	1BABFCKAX5F227564	05/ Bluebird	D	30,000	2005	Cummins	12,725	1,685
65	338	78764	1BABFCKA57F237616	06/ Bluebird	D	30,000	2006	Cummins	7,164	762
66	339	13628	1BABFCKA77F237617	06/ Bluebird	D	30,000	2006	Cummins	1,431	923
67	343	10582	1BAAECSA1WF077280	97/ Bluebird	D	30,000	1997	Cummins	6,692	1,653
68									595,583	93,897