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SHERRI YBARRA
 SUPERINTENDENT OF
 PUBLIC INSTRUCTION

650 W. STATE STREET
 P.O. BOX 83720
 BOISE, IDAHO 83720-0027

OFFICE: 208-332-6800
 FAX: 208-334-2228
 SPEECH/HEARING
 IMPAIRED: 1-800-377-3529

To: Superintendents, Business Managers, and Transportation Directors
 From: Derek Newland, Director Student Transportation
 Date: July 5, 2018
 Re: Basic Bus Bids and Maximum Depreciation

In accordance with Idaho Code 33-1006 and Standards for Idaho School Buses and Operations, the State Department of Education recently solicited bids for Conventional and Transit basic school buses.

SDE will solicit bids again in January 2019 to set maximum depreciation allowed for the following six months.

School districts will continue to independently bid buses in accordance with bidding requirements outlined in Idaho Code. Districts may bid for school buses using individual specifications or may bid using the state basic bus specifications. Idaho basic bus specifications are available online at <http://www.sde.idaho.gov/student-transportation/index.html>. New school bus depreciation reimbursements will be limited to the state basic bus low bid plus any pre-approved safety options. The following table lists maximum depreciation allowed on district bus bids accepted between **July 1, 2018 and December 31, 2018**. Districts will submit a copy of school board meeting minutes as documentation of the bid acceptance date.

Diesel	Actual Passenger Capacity (Lift buses based on rated capacity)					
	41-42	53-54	65-66	71-72	77-78	83-84
Conventional	83,240	86,123	87,542	89,191	90,125	111,399
Transit FE	113,744	101,921	103,946	105,210	106,341	107,240
Transit RE	130,289	112,415	113,496	114,540	115,335	116,992
Gasoline	Actual Passenger Capacity (Lift buses based on rated capacity)					
Conventional	87,961	90,140	92,340	93,291	94,255	109,572

Type A	Actual Passenger Capacity (Lift buses based on rated capacity)
	29-30
Diesel	83,598
Gasoline	57,760
Alternative Fuel LPG or CNG (specify)	93,850

In addition to the above listed maximum depreciation, the following safety options may be allowed as additional reimbursement. Districts that need safety options beyond the basic bus, two-way radio, and four camera passenger surveillance system must submit a pre-approval request in advance of bidding the bus. Bus safety option pre-approval requests should be submitted online via IBUS (Idaho Bus Utilization System). The following table reports the maximum reimbursement added to the basic bus for each safety option and the amount removed for non-reimbursable options.

Safety Options Reimbursable	
Additional Integrated Child Restraint Seats and include LATCH attachments cost per seat	672
Air Conditioning	8,900
Air conditioning vest	325
Alternative fuel compressed natural gas engine-CNG engine	32,000
Alternative fuel liquefied petroleum gas engine-propane-LPG engine	11,000
Automatic chains	2,450
Cost per wheel chair station	925
Driver's side window sun visor	85
Electromagnetic driveline retarder	12,500
Flat floor	2,500
Front bumper mounted student crossing arm	425
Full track seating 72 passengers	9,600
Heated entry steps	475
Passenger three point seat belts, cost per seat	500
Roof mounted air deflector	650
Second stop arm – left side rear	450
Track seating per station	475
Track seats to be installed, cost per seat	510
Wheel chair lift package # lbs. cap.1000, w/seat belt cutter having a full width handgrip to be included.	6,600

Stop Arm HD Camera System that will capture views of the event from both directions – In-lieu of one of the four interior cameras	925
Safety Options Non-Reimbursable	
Additional price per camera for passenger surveillance system with more than four cameras	85
Fire block seating per seat in-lieu of standard seat	13
White roof	120
Non-Reimbursable Extended <u>Engine</u> Warranties	
5 year 150,000 miles extended any major component	216
7 year 150,000 miles extended coverage	415
7 year 150,000 miles extended any major component	135
10 year 200,000 miles extended coverage	1,065
10 year 200,000 miles extended any major component	200
10 year Unlimited miles extended coverage	1,165

Please contact SDE with any questions on the new basic bus bids or maximum depreciation. Bus sizes or types that fall outside the basic bus specifications will be depreciated at a rate not to exceed the prior year's average low bid price.