

## **Small Bus RFP:**

The State of Michigan is currently working on the RFP for a Small Bus Contract. The following chassis/fuel type will be bid on the upcoming RFP:

- Class 1: Chassis GVWR -11,500-lb. minimum, Fuel – Diesel and Gasoline, Wheelbase shall be 138", minimum
- Class 2: Chassis GVWR -14,050-lb. minimum, Fuel – Diesel, Gasoline, and Propane, Wheelbase shall be 158", minimum

## **Altoona Testing:**

The buses shall be fully and/or partially tested (a related full report shall be submitted with any partial test) at the Penn State/Thomas D. Larson Pennsylvania Transportation Institute – the Altoona Bus Research and Testing Center and the bidder must certify the following with a copy of the “Altoona Bus Test Report”:

- The bus model(s) offered is a minimum 5 years/150,000 mile bus service life category.
- Will meet the requirements of Federal Register Rules and Regulations 49 CFR Part 665, Bus Testing Program.
- Testing is required for a manufacturer of a new bus model or a bus produced with a major change in component or configuration.
- Bidders shall submit any and all reports related to the buses at time of bid.

Per the FTA, regarding fuel types: a different engine/fuel-type is considered a “major change” to the bus and it requires either:

- A partial test report to address the difference in fuel economy, performance, emissions, noise.
- A partial test determination letter from FTA that concludes no testing is required
- Or, a test report for a bus that uses the same chassis & fuel type that can provide the test results for the same engine/fuel type.

As clarification, there is not a ‘worst case fuel system’ Altoona test. A diesel fuel test does not cover a gasoline fuel test. We do allow manufacturers to share results across chassis/fuel types when appropriate. Each chassis/fuel type (Diesel, Gasoline, and Propane) requires a full test or a combination of a full test and a partial test covering both the chassis and the fuel type.