

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	Mitigation Action Description: Related to Maine's Beneficiary Mitigation Plan
20 90%	B	NOx Emission Reduction: NOx emission reductions estimate using EPA's Diesel Emission Quantifier
10	C	Health Benefits: Maximized health benefits include: reductions in particulate matter and/or greenhouse gases; net reduction of diesel fuel use; or idle reduction strategies.
10	D	Action Location: Within an area with a disproportionate quantity of air pollution from diesel fleets, such as ports, rail yards, terminals, <u>school</u> depots/yards, and freight distribution areas.
10	E	Class 1 Areas: Benefits a designated federal Class 1 Area, specifically Acadia National Park, Roosevelt Campobello International Park, or the Moosehorn Wilderness Area located within the Moosehorn National Wildlife Refuge Area.
10 $82,638 - 16,527 = 66,110$ REQ.	F	Verified Funding: Match or leveraged funding for cost sharing secured. Budget provided.
10	G	Action Schedule: Action implemented within two years of the award date. Schedule provided.
10	H	Benefit Period: Sustained emission benefits over the ten-year Trust Effective Period. Maintenance plan provided.
10	I	Relevant Experience and Compliance Certification: Existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.

Type	Target Fleet	Class/Equipment	Model Year	Retrofit Year	Technology Description	Fuel Type	Vehicle Miles Traveled/Year (VMT)
Onroad	School Bus	School Buses	2004	2019	Vehicle Replacement - Diesel	ULSD	9642

Annual Baseline of Vehicles (NOx, short tons)	Percent Reduced (NOx, %)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)
0.067923358	89.60%	271568.88

Gates, Judy

From: William Altvater <WILLIAM.ALTVATER@BIE.EDU>
Sent: Wednesday, September 19, 2018 3:53 PM
To: Gates, Judy
Subject: Re: Maine Indian Education/VW Mitigation Application

Judy;

Like Elvis says it: "Thank-you very muuuch"!

William "Eric" Altvater
Facilities Manager
Maine Indian Education
39A Union Street
Calais, ME 04619
O: 207-454-2126
C: 207-214-8393

From: Gates, Judy <Judy.Gates@maine.gov>
Sent: Wednesday, September 19, 2018 12:18
To: William Altvater
Subject: RE: Maine Indian Education/VW Mitigation Application

Eric,

I did receive this electronic version. I haven't made it through the pile of mailed applications yet, but I did find yours.

Judy

From: William Altvater [mailto:WILLIAM.ALTVATER@BIE.EDU]
Sent: Thursday, September 13, 2018 11:12 AM
To: Gates, Judy <Judy.Gates@maine.gov>
Subject: Maine Indian Education/VW Mitigation Application

Judy;

Please find attached the electronic copy of an application for the VW Environmental Action Mitigation on behalf of Maine Indian Education.

Please accept my apologies for not including a cover letter in the hard copy that will be arriving at your location soon.

Thank-you very much for the opportunity to submit this application. The Pleasant Point Passamaquoddy School Committee is excited about the possibility of procuring a new bus that is much needed.

Also, thank-you very much for your assistance in guiding me through the process, something that is rather unfamiliar in prior employment.

Best regards,
William "Eric" Altvater
Facilities Manager
Maine Indian Education
39A Union Street
Calais, ME 04619
O: 207-454-2126
C: 207-214-8393



(For MaineDOT Use Only)

Date Application

Received

9/13/2018

Beneficiary's Project ID
23901.10

Funding Request #

9

Maine Volkswagen Environmental Mitigation Action Round 1 Application for Appendix D-2 Eligible Actions

- All applications for Round 1 funding are **due by September 15, 2018**.
- A fillable **application template** is available at www.maine.gov/vw/application
- Use the **list of attachments** in Section 3 to ensure that your application is complete.
- **Funding** approvals for action(s) may be whole or partial.
- A **timeline** for Maine's Round 1 application process can be found at www.maine.gov/mdot/vw/application.
- For information on Maine's Diesel Emission Reduction Act (DERA) Program, go to <http://www.maine.gov/dep/air/mobile/cleandiesel.html>.
- For information on Zero Emission Vehicle Supply Equipment (ZEVSE), go to www.efficiencymaine.com.
- Submit any **questions** through the website at www.maine.gov/mdot/vw/application/faqs.
- Information on the **current base price** for Maine school buses can be found at <https://www.maine.gov/doe/transportation/programs/buspurchase.html>

Section 1: General Information

Action Title: SCHOOL BUS REPLACEMENT			
Action Location: Town/Territory: PERRY		County: WASHINGTON	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: PLEASANT POINT PASSAMAQUODDY SCHOOL COMMITTEE			
Action Proponent Mailing Address: 22 BAYVIEW DRIVE PLEASANT POINT			
City: PERRY		State: ME	Zip: 04667
County: WASHINGTON			
Daytime Phone: 207-853-6085		Alternate Phone: 207-853-0700	Email: m_wchadwick@yahoo.com
Authorized Agent (if different from Action Proponent): William "Eric" Altwater			
Authorized Agent Mailing Address: 39A UNION STREET			
City: CALAIS		State: ME	Zip: 04619
County: WASHINGTON			
Daytime Phone: 207-454-2126		Alternate Phone: 207-214-8393	Email: william.altwater@bie.edu

Section 2: Eligibility Criteria

The following categories are **eligible mitigation actions** pursuant to Appendix D-2 of the Environmental Mitigation Trust Agreement (https://www.maine.gov/mdot/vw/app/Maine_VW_Eligible_Mitigation_Actions_1-8.pdf) and reflect basic eligibility criteria for consideration under this program. See Maine's Beneficiary Mitigation Plan (www.maine.gov/mdot/vw/BMP_final_2-12-18.pdf) for details on eligibility. Check all that apply. Leave checkboxes blank for actions that don't apply. List individual vehicles or equipment using the table on the following page.

Check all that apply	Eligible Mitigation Actions
<input type="checkbox"/>	1992-2009 engine model year Class 8 Local Freight Trucks and Port Drayage Trucks repowered with any new diesel or alternate fueled engine or all-electric engine, or replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the eligible large trucks mitigation action occurs or one engine model year prior.
<input checked="" type="checkbox"/>	2009 engine model year or older Class 4-8 school buses, shuttle buses, or transit buses repowered with any new diesel or alternate fueled or all-electric engine, or replaced with any new diesel or all-electric vehicle, with the engine model year in which the eligible bus mitigation action occurs or one engine model year prior.
<input type="checkbox"/>	Pre-Tier 4 freight switcher locomotives that operate 1000 or more hours per year repowered with any new diesel or alternate fueled or all-electric freight switcher certified to meet the applicable EPA emissions standards or other more stringent equivalent state standard.
<input type="checkbox"/>	Unregulated, Tier 1 or Tier 2 marine engines on ferries or tugs repowered with Tier 3, Tier 4, alternate fueled, or all-electric engine, or upgraded with an EPA certified remanufacture system or an EPA verified engine upgrade.
<input type="checkbox"/>	Marine shore power systems or components of such systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth. Components eligible for reimbursement are limited to: cables, cable management systems, shore power coupler systems, distribution control systems, and power distribution. Subject marine shore power systems comply with international shore power design standards (ISO/IEC/IEEE 80005-1-2012 high voltage shore connection systems or the IEC/PAS 80005-3:2014 low voltage shore connection systems) and are supplied with power sourced from the local utility grid.
<input type="checkbox"/>	1992-2009 engine model year Class 4-7 local freight trucks repowered with a new diesel, alternate fueled, or all-electric engine, or replaced with any new diesel, alternate fueled, or all-electric vehicle, with the engine model year in which the eligible medium trucks mitigation action occurs or one engine model year prior.
<input type="checkbox"/>	Tier 0, Tier 1, or Tier 2 diesel powered airport ground support equipment; and uncertified or certified to 3 g/bhp-hr or higher emissions spark ignition engine powered airport ground support equipment repowered with an all-electric engine, or replaced with the same airport ground support equipment in an all-electric form.
<input type="checkbox"/>	Forklifts with greater than 8000 pounds of lift capacity and port cargo handling equipment repowered with an all-electric engine, or replaced with the same equipment in an all-electric form.

**Vehicles & equipment proposed for replacement or repower
under this Eligible Mitigation Action.**
(Leave fields blank that do not apply)

Current Vehicle Class	Current Tier (if applicable)	Current Model	Current Model Year	Mileage	Current Fuel Type	Proposed Fuel Type	Associated equipment
BUS		THOMAS	2004	135,000	DIESEL	DIESEL	NA 89.6% 271,568.88

Section 3: Action Overview and Instructions

The following information provides the reviewers with background on the proposed action and will be considered as part of final decisions on what actions are funded in any given year. If an attachment is not application to the proposed action, that action is not disqualified from funding; however, Action Proponents are encouraged to provide accurate and concise answers to as many questions as possible and note why an attachment is not relevant to their proposal.

Check if attached	Scoring (for MaineDOT use)	Attachment	Attachment Description
<input checked="" type="checkbox"/>		A	Mitigation Action Description: Attach a no more than two-page narrative describing the action and how it relates to Maine's Beneficiary Mitigation Plan and label as "Attachment A".
<input checked="" type="checkbox"/>		B	NOx Emission Reduction: Estimate the NOx emission reductions from the action in terms of dollar per ton of NOx using EPA's Diesel Emission Quantifier found at https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq or for heavy-duty vehicles http://afleet-web.es.anl.gov/hdv-emissions-calculator/ . Attach a <u>separate</u> summary calculation worksheet generated by the Quantifier for <u>each</u> vehicle or piece of equipment and label as "Attachment B".
<input checked="" type="checkbox"/>		C	Health Benefits: Describe any health benefits <u>maximized</u> by the action <u>beyond</u> calculated NOx emission reductions as "Attachment C". Examples of maximized health benefits include: reductions in particulate matter and/or greenhouse gases; net reduction of diesel fuel use; or idle reduction strategies.
<input checked="" type="checkbox"/>		D	Action Location: As "Attachment D", indicate whether the action will occur in an area with a disproportionate quantity of air pollution from diesel fleets, such as ports, rail yards, terminals, school depots/yards, and freight distribution areas.
<input checked="" type="checkbox"/>		E	Class 1 Areas: Using the Maine map found at www.maine.gov/mdot/vw/application/class1 , note the location of the proposed action to indicate whether it will benefit a designated federal Class 1 Area, specifically Acadia National Park, Roosevelt Campobello International Park, or the Moosehorn Wilderness Area located within the Moosehorn National Wildlife Refuge Area. Include the map as "Attachment E".
<input checked="" type="checkbox"/>		F	Verified Funding: As "Attachment F", verify that the action has secured funding for cost sharing or leveraging by providing a commitment letter or signed agreement from a financial institution or budget committee for cost share or leveraged funding. Also, using the template in Section 4 of this application, include a general project budget indicating the amount of match to be provided by the Action Proponent.
<input checked="" type="checkbox"/>		G	Action Schedule: The action must be implemented within two years of the award date. Using the template provided in Section 4 of this application, provide schedule and major milestones, labeled as "Attachment G".
<input checked="" type="checkbox"/>		H	Benefit Period: The action must result in sustained emission benefits over the ten-year Trust Effective Period. Provide a concise description of how benefits will persist through 2027 and a maintenance plan for eligible vehicles/equipment funded under this program as "Attachment H".
<input checked="" type="checkbox"/>		I	Relevant Experience and Compliance Certification: By signing provisions in "Attachment I", the Action Proponent and Authorized Agent (if applicable) verify that there is existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.

Section 4: Templates for use in Attachments F, G and I.

Under this program, there is a minimum **cost share or leverage funding** requirement for non-government and government Action Proponents. Cost shares may consist of municipal, state, federal, or non-VW Environmental Mitigation Settlement private funds. Cost shares for non-government Project Proponents were established by the U.S. District Court in the Environmental Mitigation Settlement and vary per the scope and category of the proposed action. A summary of cost share requirements for non-government Action Proponents can be found in Maine's Beneficiary Mitigation Plan and at https://www.maine.gov/mdot/vw/app/Maine_VW_Eligible_Mitigation_Actions_1-8.pdf. Government Action Proponents for Maine's VW Environmental Mitigation Settlement funds are required to provide a 20% cost share. However, Action Proponents may choose to contribute more than the minimum amount required as a demonstration of the local commitment to the proposed action. Bonus consideration may be given to applications that offer additional cost sharing or leverage funding beyond any required.

ATTACHMENT F

As part of Attachment F, include a letter of commitment for balance of base price of vehicle or equipment from a financial institution or authorized financial administrator. Also, complete the following table.

Budget Summary		
1	Total Estimated Cost of the Proposed Action	\$82,638.00
2	Minimum required cost share or leverage funding for this action Percentage: 20% Source: Beatrice Rafferty School Budget	\$16,527.60
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage: 20%	\$16,527.60
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$66,110.40

Note: The total of the funds requested from Maine's VW Environmental Mitigation Settlement funds plus the actual non-VW cost share or leveraged funding committed by the Action Proponent must equal the total estimated cost of the proposed project identified on line F-1.

Note: The standard fund distribution for selected actions will consist of the cost share or leveraged funding delivered prior to transfer of committed Maine VW Environmental Mitigation Settlement funds, which **will be paid upon proof of completion of the action or vehicle delivery.**

“ATTACHMENT A”

MITIGATION ACTION DESCRIPTION

The purpose of the request for bus replacement is to retire a carbon spewing, diesel guzzling, particulate sprinkling old yellow school bus and substitute it with a new, fuel efficient, clean burning and environmentally-friendly student mode of transportation.

The replacement of this bus meshes perfectly with the goal of reducing carbon and NOx emissions by utilizing latest technology in new engines.

These new engines are of a much higher efficiency with more miles per gallon and extract more BTU's from a gallon of fuel as compared to older mechanically fuel injected fuel systems. This fact, along with the use of DEF (Diesel Exhaust Fluid) that is injected into the exhaust combines to leave a much more environmentally friendly product of combustion. In a nutshell, the end result will be cleaner air to breathe.

“ATTACHMENT B”

Emission Results

Here are the combined results for all groups and upgrades entered for your project.¹

<u>Annual Results (short tons)²</u>	NO_x	PM2.5	HC	CO	CO₂	Fuel³
Baseline for Upgraded Vehicles	0.097	0.008	0.013	0.048	15.3	1,360
Amount Reduced After Upgrades	0.087	0.008	0.012	0.044	2.8	250
Percent Reduced After Upgrades	89.6%	98.0%	91.4%	91.2%	18.4%	18.4%

<u>Lifetime Results (short tons)²</u>						
Baseline for Upgraded Vehicles	0.097	0.008	0.013	0.048	15.3	1,360
Amount Reduced After Upgrades	0.087	0.008	0.012	0.044	2.8	250
Percent Reduced After Upgrades	89.6%	98.0%	91.4%	91.2%	18.4%	18.4%

<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>						
Capital Cost Effectiveness⁴ (unit & labor costs only)	\$923,321	\$10,293,159	\$6,727,696	\$1,828,477	\$28,444	
Total Cost Effectiveness⁴ (includes all project costs)	\$923,321	\$10,293,159	\$6,727,696	\$1,828,477	\$28,444	

ATTACHMENT "C"

The health benefits from removing an old mechanically fuel injected diesel engine from our public roads and replacement utilizing a new electronically-controlled and fuel-injected, turbo-charged and after-cooled diesel engine is definitely a plus.

The main benefit is to the health of children who are very susceptible to unhealthy air. A new diesel will immensely reduce the inhaled contaminants while the bus is idling for winter warm-up in the school yard and also when awaiting other students to board the bus.

Increased fuel efficiency of new diesel engine technology is the single biggest factor why truck fleets across the country are modernized. Demonstrating an ability to extract the greatest amount of work from a drop of fuel is the hallmark of new engine technology.

In a nutshell, it just makes financial and environmental sense with the end product being cleaner air for all to breathe.

ATTACHMENT "D"

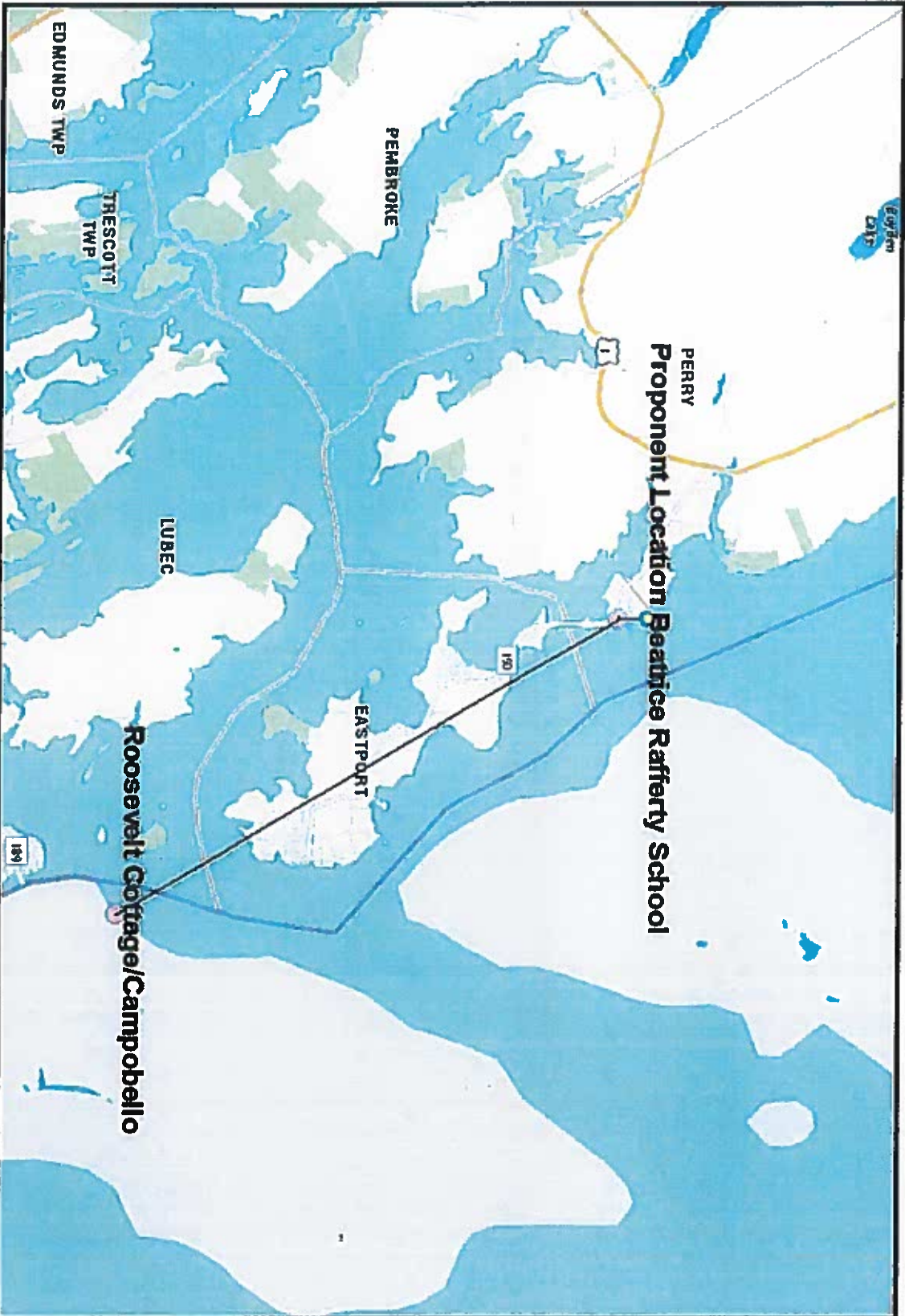
The action location will occur in an area with a disproportionate quantity of air pollution as it occurs in a school yard.

Child growth in terms of mental capacity, physical size and overall developmental well-being is critical in the formative early years. By reducing the amount of pollutants allowed to enter our air, we are doing our part to ensure that our children have the best chance of healthy growth now and later.

The efforts put forth in terms of making sure our air is clean, will pay dividends later.

ATTACHMENT E

PROXIMITY OF PROPONENT LOCATION TO ROOSEVELT COTTAGE-8.2 MILE



The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be inconsistent depending upon changing conditions. The Department assumes no liability for injuries or damages resulting from the use of this information. This map is not to be used for navigation or other purposes.

2.5 Miles
1 inch = 2 miles

Date: 9/5/2018
Time: 2:06:04 PM



BEATRICE RAFFERTY SCHOOL

22 BAYVIEW DRIVE
PLEASANT POINT, ME 04667
(207) 853-6085 PHONE / (207) 853-2483 FAX

September 12, 2018

Subject: Maine VW Environmental Mitigation Action
Applicant: Pleasant Point Passamaquoddy School Committee/Beatrice Rafferty School
Reference: Verified Funding—Designated Applicant

Please allow this document to serve as "Attachment F", as part of the grant application for the replacement of a school bus for Beatrice Rafferty School.

At a meeting held on this date, September 12, 2018, the Pleasant Point School Committee by unanimous vote, approved actions as follows:

- A.) Designate William Altwater, Jr., Facilities Manager for Maine Indian Education to submit a grant application to the Maine Department of Transportation for school bus replacement.
- B.) Approve from funds the amount necessary to meet the 20% grant matching funds, with the anticipation that 80% of the cost to purchase a new replacement bus will come from grant proceeds

Carol Taylor-Sprague, Chairperson
Pleasant Point Passamaquoddy School Committee

Linda McLeod, Superintendent

Michael Chadwick, Principal

ATTACHMENT “G”—Action Schedule

Subject: Maine Volkswagen Environmental Mitigation Action
Applicant: Pleasant Point Passamaquoddy School Committee
Reference: Action Schedule

Please allow this document to address Attachment “G” the action schedule for the first round of funding due on September 15, 2018.

In the event the Pleasant Point Passamaquoddy School Committee is awarded funding to supplement and assist in the replacement of an old bus, we will provide an action schedule that will provide dates for certain milestones.

These milestones as listed in the grant application include Action Proponent dates to enter into a contract with the Maine DOT, submitting proof of vehicle delivery, obtaining cost share and other milestones.

ATTACHMENT "H"---BENEFIT PERIOD

Please accept this document to serve as Attachment "H" for the purposes of applying for the Maine Volkswagen Environmental Mitigation Action Grant.

The Action Proponent, Beatrice Rafferty School and the Pleasant Point Passamaquoddy School Committee are committed to taking action that will provide a healthy environment.

As historically demonstrated, our regularly scheduled maintenance and timely repairs to our school buses is exemplary of our diligence ensuring students are transported safely and dependably.

The longevity of our buses exceeds 10 years and in some cases 15-20 years.

Our maintenance plan allows us to provide assurance that the ten-year Trust Effective Period can be very easily met and in all likelihood exceed the 2027 goal.

Our buses are regularly serviced by a reputable off-site facility with things such as lubricating oil and filter changes, air filter replacement, chassis greasing, tire wear/alignment, diesel exhaust fluid checks, combustion intake and exhaust inspections and a plethora of other items too numerous to mention.

The new technology of modern diesel engines will also allow us to more closely monitor any faults or other possible trouble points. This is truly an advantage when the goal is to maintain clean-as-possible exhaust emissions. All of this goes hand in hand with dependability and safety.

ATTACHMENT I

Authorized Agent Certification

The Authorized Agent certifies that they have been authorized by the Project Proponent to submit this application, that the Project Proponent agrees to all the program requirements, and that the information provided is an accurate representation of the project.

Action Proponent's Signature: _____

Date: 9/12/18

Authorized Agent's Signature: _____
(if different from Action Proponent)

Date: 9/12/18

Action Proponent Signature

The Action Proponent certifies that the action(s) is/are accurately described in this application. Signature indicates that the action(s) comply with all requirements of the Volkswagen Environmental Mitigation Settlement, provides the designated level of cost share funds, and a willingness to enter an agreement with the Maine Department of Transportation requiring the Action Proponent to administer the project abiding to federal, State, and local requirements. The Action Proponent also accepts responsibility for submitting progress reports during the term of the project and providing future maintenance of the completed action through 2027.

Action Proponent(s) Carol Taylor-Sprague

Title: Chairperson

Phone#: 207-557-7150

Email: ctaylorsprague@gmail.com

Signature(s) _____

Date 9/12/18