

MSAD 6 (BUXTON) BONNY EAGLE

10 DIESEL → PROPANE (2) 2004

(4) 2005

## Section 7: Application Scoring Matrix

(3) 2006

(1) 2007

9/27/18

drgk  
LC

(5 (2019) 5 (2020))

| Score Assigned   | Attachment | Attachment Description   |
|--|------------|--|
| 10   | A          | <b>Mitigation Action Description:</b> Related to Maine's Beneficiary Mitigation Plan   |
| 20<br>\$ 321,680 / TON TOTAL<br>AVG \$ 32,168 EACH<br>AVG 90%      | B          | <b>NOx Emission Reduction:</b> NOx emission reductions estimate using EPA's Diesel Emission Quantifier   |
| 10<br>89.1% ↓ NOx  | C          | <b>Health Benefits:</b> Maximized health benefits include: reductions in particulate matter and/or greenhouse gases; net reduction of diesel fuel use; or idle reduction strategies.   |
| 10<br>SCHOOL DEPOT   | D          | <b>Action Location:</b> Within 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.                                    |
| 0  | E          | <b>Class 1 Areas:</b> 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<br>\$ 950,000 TOTAL / \$ 190,000 COST SHARE<br>REQ = \$ 760,000 | F          | <b>Verified Funding:</b> Match or leveraged funding for cost sharing secured. Budget provided.   |
| 10<br>5 IN 2019; 5 IN 2020   | G          | <b>Action Schedule:</b> Action implemented within two years of the award date. Schedule provided.  |
| 10   | H          | <b>Benefit Period:</b> Sustained emission benefits over the ten-year Trust Effective Period. Maintenance plan provided.  |
| 10   | I          | <b>Relevant Experience and Compliance Certification:</b> Existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.   |

## Gates, Judy

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**From:** Dottie Muchmore (via Google Drive) <drive-shares-noreply@google.com>  
**Sent:** Monday, September 10, 2018 2:37 PM  
**To:** Gates, Judy  
**Subject:** VW Settlement Attachments A-I.pdf

dmuchmore@bonnyeagle.org has shared the following PDF:



VW Settlement Attachments A-I.pdf

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MSAD #6 - Bonny Eagle Schools  
Buxton - Hollis - Limington - Standish - Frye Island, Maine  
Helping all students to reach their full potential



|   |
|---|
| (For MaineDOT Use Only)                       |
| Date Application Received<br><u>9/10/2018</u> |
| Beneficiary's Project ID<br>23901.10          |
| Funding Request #<br><u>6</u>                 |

## 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](http://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](http://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.energymaine.com](http://www.energymaine.com).
- Submit any **questions** through the website at [www.maine.gov/mdot/vw/application/faqs](http://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: Replacement of 10 Diesel Engine School Buses with 10 Propane Powered School Buses    |                  |              |                              |
| Action Location: Town/Territory: Buxton  |                  | County: York |                              |
| Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/> |                  |              |                              |
| Action Proponent: MSAD 6 – Paul Penna, Superintendent  |                  |              |                              |
| Action Proponent Mailing Address: 94 Main Street   |                  |              |                              |
| City: Buxton   | State: ME        | Zip: 04093   | County: York                 |
| Daytime Phone: 929-3831  | Alternate Phone: |              | Email: ppenna@bonnyeagle.org |
| Authorized Agent (if different from Action Proponent):   |                  |              |                              |
| Authorized Agent Mailing Address:  |                  |              |                              |
| City:  | State:           | Zip:         | County:                      |
| Daytime Phone:   | Alternate Phone: |              | Email:                       |

## 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](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](https://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"/>            | <b>1992-2009 engine model year Class 8 Local Freight Trucks and Port Drayage Trucks</b> 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"/> | <b>2009 engine model year or older Class 4-8 school buses, shuttle buses, or transit buses</b> 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"/>            | <b>Pre-Tier 4 freight switcher locomotives that operate 1000 or more hours per year</b> 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"/>            | <b>Unregulated, Tier 1 or Tier 2 marine engines on ferries or tugs</b> 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"/>            | <b>Marine shore power systems or components of such systems</b> 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"/>            | <b>1992-2009 engine model year Class 4-7 local freight trucks</b> 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"/>            | <b>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</b> repowered with an all-electric engine, or replaced with the same airport ground support equipment in an all-electric form.  |
| <input type="checkbox"/>            | <b>Forklifts with greater than 8000 pounds of lift capacity and port cargo handling equipment</b> 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 |
|-----------------------|------------------------------|---------------|--------------------|---------|-------------------|--------------------|----------------------|
| 4-8                   |                              | Blue Bird     | 2004               | 188,007 | Diesel            | Propane            | 89.6%<br>229,354.25  |
| 4-8                   |                              | Blue Bird     | 2004               | 185,167 | Diesel            | Propane            | 89.6%<br>232,663.64  |
| 4-8                   |                              | Blue Bird     | 2005               | 178,642 | Diesel            | Propane            | 89.6%<br>179,556.98  |
| 4-8                   |                              | Blue Bird     | 2005               | 192,492 | Diesel            | Propane            | 89.6%<br>167,326.22  |
| 4-8                   |                              | Blue Bird     | 2005               | 214,691 | Diesel            | Propane            | 89.6%<br>150,869.99  |
| 4-8                   |                              | Blue Bird     | 2005               | 158,168 | Diesel            | Propane            | 89.6%<br>251,621.02  |
| 4-8                   |                              | Blue Bird     | 2006               | 184,261 | Diesel            | Propane            | 89.6%<br>161,665.89  |
| 4-8                   |                              | Blue Bird     | 2006               | 208,661 | Diesel            | Propane            | 89.6%<br>143,637.69  |
| 4-8                   |                              | Blue Bird     | 2006               | 193,571 | Diesel            | Propane            | 89.6%<br>154,283.97  |
| 4-8                   |                              | Blue Bird     | 2007               | 152,216 | Diesel            | Propane            | 79.1%<br>337,107.13  |

### 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          | <b>Mitigation Action Description:</b> 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          | <b>NOx Emission Reduction:</b> Estimate the NOx emission reductions from the action in terms of dollar per ton of NOx using EPA's Diesel Emission Quantifier found at <a href="https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq">https://www.epa.gov/cleandiesel/diesel-emissions-quantifier-deq</a> or for heavy-duty vehicles <a href="http://afleet-web.es.anl.gov/hdv-emissions-calculator/">http://afleet-web.es.anl.gov/hdv-emissions-calculator/</a> . 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          | <b>Health Benefits:</b> 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          | <b>Action Location:</b> 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          | <b>Class 1 Areas:</b> Using the Maine map found at <a href="http://www.maine.gov/mdot/vw/application/class1">www.maine.gov/mdot/vw/application/class1</a> , 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          | <b>Verified Funding:</b> 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          | <b>Action Schedule:</b> 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          | <b>Benefit Period:</b> 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".   |

| Check if attached                   | Scoring<br>(for<br>MaineDOT<br>use) | Attachment | Attachment Description   |
|-------------------------------------|-------------------------------------|------------|--|
| <input checked="" type="checkbox"/> |                                     | I          | <b>Relevant Experience and Compliance Certification:</b> 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](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  | \$950,000 |
| 2              | Minimum required cost share or leverage funding for this action<br><br>Percentage: 20%<br><br>Source: Local Funding  | \$190,000 |
| 3              | Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.)<br><br>Percentage: 20% | \$190,000 |
| 4              | Funds requested from Maine's VW Environmental Mitigation Settlement  | \$760,000 |

**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 H

The milestones included in this template are provided as guidance. Action Proponents may substitute other milestones that suit their purpose.

| Projected Action Schedule   |                |
|---|----------------|
| Milestone   | Estimated Date |
| MaineDOT Requests Round 1 Proposals for Actions to be funded by VW Environmental Mitigation Settlement  | 7/9/18         |
| Action Proponent or Agent Submits Proposal to MaineDOT  | 9/10/18        |
| MaineDOT Provides Written Approval of Action Proponent's Proposal   | 10/31/18       |
| Action Proponent Enters Contract with MaineDOT  | 11/30/18       |
| MaineDOT verifies funding approval by incorporating Action into Maine Beneficiary Mitigation Plan   | 12/15/18       |
| Trustee Acknowledges Receipt of Project Certification and Funding Direction   | 12/30/18       |
| Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT  | 12/30/18       |
| Action Installation(s)/Delivery   | 4/1/19         |
| Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service. | 4/1/19         |
| Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT   | 4/30/19        |
| MaineDOT Remits Committed Funding to Action Proponent   | 5/15/19        |
| Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)   | 11/15/19       |
| MaineDOT Reports Action Completion to Trustee   | 11/30/19       |

## 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: \_\_\_\_\_

9/7/18

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

Date: \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

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### 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): Paul Penna

Title: Superintendent

Phone#: 929-3831

Email: ppena@bonnyeagle.org

  
Signature(s)

9-7-18  
Date

## Attachment A

### Mitigation Action Description

**Action Title: Replacement of ten full size diesel engine school buses with ten full size propane powered school buses.**

MSAD #6 operates the largest public sector bus fleet in the state of Maine. Our school buses travel over 5,000 miles each day totaling more than 900,000 miles each year. We deliver students to six elementary schools, one middle and one high school daily; serving approximately 3,600 students from grades Pre-K through 12. MSAD #6 serves the towns of Standish, Buxton, Hollis, Limington and Frye Island; representing portions of both Cumberland and York County. Geographically this district covers approximately 182 square miles, including much of the Sebago Lake Watershed area. Sebago Lake serves as an important source of drinking water for the Greater Portland area which represents 15% of Maine's total population. The stakeholders of our district take seriously our responsibility for protecting our environment and this important resource. Improving and protecting the air quality is vital to this interest. To that effect, MSAD #6 was among the first in the State to operate propane powered school buses and recognizes the benefits and cost savings this technology affords. We currently operate ten of these buses and have developed the internal infrastructure to service these buses on site. Propane buses are fueled at our District owned propane fueling station daily.

The use of propane buses in our fleet has allowed MSAD 6 to reduce NOx emissions and particulate matter over the past eight years and it is our intention to continue to reduce our environmental impact by continuing to replace more of our older diesel engine school buses with cleaner propane powered school buses. The diesel buses that will be replaced traveled nearly 100,000 miles collectively last year and used more than 13,000 gallons of diesel fuel. Replacing these buses with propane buses will reduce NOx by approximately 89.1% and particulate matter by approximately 97.8%. These significant reductions will help to keep our community healthy and improve the environment.

If MSAD #6 were to receive this award, the District is in a position to purchase five propane buses in 2019 and five propane buses in 2020. We anticipate this action will have sustained emission benefits beyond the ten year Trust effective period.

Thank you for your consideration.

**Attachment B**

**NOx Emission Reduction**

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See attached worksheets.

Logged in as Dottie | [logout](#) | [help](#)*Note: Your session will time out after 30 minutes of inactivity.**For best results, do not use your browser's "back" arrow.*

## Emission Results and Health Benefits for Project: MSAD 6

### Emission Results ☐

Here are the combined results for all groups and upgrades entered for your project.<sup>1</sup>

#### Annual Results

| <u>(short tons)<sup>2</sup></u> | NO <sub>x</sub> | PM2.5 | HC    | CO    | CO <sub>2</sub> | Fuel <sup>3</sup> |
|---------------------------------|-----------------|-------|-------|-------|-----------------|-------------------|
| Baseline for Upgraded Vehicles  | 0.662           | 0.054 | 0.089 | 0.324 | 149.6           | 13,295            |
| Amount Reduced After Upgrades   | 0.590           | 0.053 | 0.080 | 0.294 | 149.6           | 13,295            |
| Percent Reduced After Upgrades  | 89.1%           | 97.8% | 90.7% | 90.5% | 100.0%          | 100.0%            |

#### Lifetime Results (short tons)<sup>2</sup>

|                                |       |       |       |       |        |        |
|--------------------------------|-------|-------|-------|-------|--------|--------|
| Baseline for Upgraded Vehicles | 3.318 | 0.265 | 0.439 | 1.611 | 764.8  | 67,980 |
| Amount Reduced After Upgrades  | 2.953 | 0.259 | 0.398 | 1.455 | 764.8  | 67,980 |
| Percent Reduced After Upgrades | 89.0% | 97.8% | 90.6% | 90.4% | 100.0% | 100.0% |

#### Lifetime Cost Effectiveness (\$/short ton reduced)

|   |           |             |             |           |         |  |
|---|-----------|-------------|-------------|-----------|---------|--|
| Capital Cost Effectiveness <sup>4</sup><br>(unit & labor costs only)  | \$321,680 | \$3,670,585 | \$2,388,900 | \$652,739 | \$1,242 |  |
| Total Cost Effectiveness <sup>4</sup><br>(includes all project costs) | \$321,680 | \$3,670,585 | \$2,388,900 | \$652,739 | \$1,242 |  |

<sup>1</sup> Emissions from the electrical grid are not included in the results.

<sup>2</sup> 1 short ton = 2000 lbs.

<sup>3</sup> In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

<sup>4</sup> Cost effectiveness estimates include only the costs which you have entered.

|                              |  |                |
|------------------------------|--|----------------|
| <b><u>Remaining Life</u></b> | <b>Bus 17: School Bus   School Buses</b> | <b>5 years</b> |
|                              | <b>Bus 37: School Bus   School Buses</b> | <b>4 years</b> |
|                              | <b>Bus 19: School Bus   School Buses</b> | <b>4 years</b> |
|                              | <b>Bus 20: School Bus   School Buses</b> | <b>3 years</b> |
|                              | <b>Bus 29: School Bus   School Buses</b> | <b>6 years</b> |
|                              | <b>Bus 42: School Bus   School Buses</b> | <b>6 years</b> |
|                              | <b>Bus 23: School Bus   School Buses</b> | <b>6 years</b> |
|                              | <b>Bus 62: School Bus   School Buses</b> | <b>5 years</b> |
|                              | <b>Bus 38: School Bus   School Buses</b> | <b>5 years</b> |
|                              | <b>Bus 27: School Bus   School Buses</b> | <b>4 years</b> |

# Attachment B

## Group Name: Bus 17

|                       |                       |
|-----------------------|-----------------------|
| Onroad                | Type                  |
| School Bus            | Target                |
| School Buses          | Class or Equipment    |
| 1                     | Quantity              |
| 2006                  | Engine Model Year     |
| 2020                  | Upgrade Year          |
| 5                     | Remaining Life        |
| ULSD                  | Fuel Type             |
| 1,089                 | Annual Fuel Gallons   |
| 7,561                 | Annual Miles Traveled |
| 107                   | Annual Idling Hours   |
| <div>Edit Group</div> |                       |

[Delete](#)

### Upgrades to Bus 17

| Action                            | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|-----------------------------------|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|                                   |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <div>Edit</div> <div>Delete</div> | Vehicle Replacement - LPG/Propane | 2020           | 1,089                  | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 37

|                       |                       |
|-----------------------|-----------------------|
| Onroad                | Type                  |
| School Bus            | Target                |
| School Buses          | Class or Equipment    |
| 1                     | Quantity              |
| 2005                  | Engine Model Year     |
| 2020                  | Upgrade Year          |
| 4                     | Remaining Life        |
| ULSD                  | Fuel Type             |
| 633                   | Annual Fuel Gallons   |
| 4,159                 | Annual Miles Traveled |
| 107                   | Annual Idling Hours   |
| <div>Edit Group</div> |                       |

[Delete](#)

### Upgrades to Bus 37

| Action                            | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|-----------------------------------|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|                                   |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <div>Edit</div> <div>Delete</div> | Vehicle Replacement - LPG/Propane | 2020           | 633                    | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |



# Attachment B

## Group Name: Bus 19

|                       |                       |
|-----------------------|-----------------------|
| Onroad                | Type                  |
| School Bus            | Target                |
| School Buses          | Class or Equipment    |
| 1                     | Quantity              |
| 2005                  | Engine Model Year     |
| 2020                  | Upgrade Year          |
| 4                     | Remaining Life        |
| ULSD                  | Fuel Type             |
| 827                   | Annual Fuel Gallons   |
| 5,959                 | Annual Miles Traveled |
| 107                   | Annual Idling Hours   |
| <div>Edit Group</div> |                       |

[Delete](#)

### Upgrades to Bus 19

| Action                            | Upgrade                                 | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|-----------------------------------|---|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|                                   |   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <div>Edit</div> <div>Delete</div> | Vehicle Replacement<br>-<br>LPG/Propane | 2020           | 827                    | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 20

|              |                       |
|--------------|-----------------------|
| Onroad       | Type                  |
| School Bus   | Target                |
| School Buses | Class or Equipment    |
| 1            | Quantity              |
| 2004         | Engine Model Year     |
| 2020         | Upgrade Year          |
| 3            | Remaining Life        |
| ULSD         | Fuel Type             |
| 477          | Annual Fuel Gallons   |
| 3,752        | Annual Miles Traveled |
| 107          | Annual Idling Hours   |

[Edit Group](#)

[Delete](#)

### Upgrades to Bus 20

| Action   | Upgrade                            | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|--|------------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|  |                                    |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <a href="#">Edit</a><br><a href="#">Delete</a> | Vehicle Replacement<br>LPG/Propane | 2020           | 477                    | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 29

|                       |                       |
|-----------------------|-----------------------|
| Onroad                | Type                  |
| School Bus            | Target                |
| School Buses          | Class or Equipment    |
| 1                     | Quantity              |
| 2007                  | Engine Model Year     |
| 2020                  | Upgrade Year          |
| 6                     | Remaining Life        |
| ULSD                  | Fuel Type             |
| 1,222                 | Annual Fuel Gallons   |
| 8,853                 | Annual Miles Traveled |
| 107                   | Annual Idling Hours   |
| <div>Edit Group</div> |                       |

[Delete](#)

### Upgrades to Bus 29

| Action                            | Upgrade                                 | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|-----------------------------------|---|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|                                   |   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <div>Edit</div> <div>Delete</div> | Vehicle Replacement<br>-<br>LPG/Propane | 2020           | 1,222                  | \$95,000      | \$0   | 79.1              | 47.4  | 55.4 | 55.4 | -               |

# Attachment B

## Group Name: Bus 42

|                       |                       |
|-----------------------|-----------------------|
| Onroad                | Type                  |
| School Bus            | Target                |
| School Buses          | Class or Equipment    |
| 1                     | Quantity              |
| 2006                  | Engine Model Year     |
| 2019                  | Upgrade Year          |
| 6                     | Remaining Life        |
| ULSD                  | Fuel Type             |
| 2,146                 | Annual Fuel Gallons   |
| 13,526                | Annual Miles Traveled |
| 107                   | Annual Idling Hours   |
| <div>Edit Group</div> |                       |

[Delete](#)

### Upgrades to Bus 42

| Action                            | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|-----------------------------------|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|                                   |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <div>Edit</div> <div>Delete</div> | Vehicle Replacement - LPG/Propane | 2019           | 2,146                  | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 23

|                            |                       |
|----------------------------|-----------------------|
| Onroad                     | Type                  |
| School Bus                 | Target                |
| School Buses               | Class or Equipment    |
| 1                          | Quantity              |
| 2006                       | Engine Model Year     |
| 2019                       | Upgrade Year          |
| 6                          | Remaining Life        |
| ULSD                       | Fuel Type             |
| 2,121                      | Annual Fuel Gallons   |
| 15,982                     | Annual Miles Traveled |
| 107                        | Annual Idling Hours   |
| <a href="#">Edit Group</a> |                       |

[Delete](#)

### Upgrades to Bus 23

| Action   | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|--|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|  |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <a href="#">Edit</a><br><a href="#">Delete</a> | Vehicle Replacement - LPG/Propane | 2019           | 2,121                  | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 62

|              |                       |
|--------------|-----------------------|
| Onroad       | Type                  |
| School Bus   | Target                |
| School Buses | Class or Equipment    |
| 1            | Quantity              |
| 2005         | Engine Model Year     |
| 2019         | Upgrade Year          |
| 5            | Remaining Life        |
| ULSD         | Fuel Type             |
| 2,181        | Annual Fuel Gallons   |
| 18,074       | Annual Miles Traveled |
| 107          | Annual Idling Hours   |

Edit Group

Delete

### Upgrades to Bus 62

| Action   | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|--|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|  |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <a href="#">Edit</a><br><a href="#">Delete</a> | Vehicle Replacement - LPG/Propane | 2019           | 2,181                  | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 38

|              |                       |
|--------------|-----------------------|
| Onroad       | Type                  |
| School Bus   | Target                |
| School Buses | Class or Equipment    |
| 1            | Quantity              |
| 2005         | Engine Model Year     |
| 2019         | Upgrade Year          |
| 5            | Remaining Life        |
| ULSD         | Fuel Type             |
| 1,029        | Annual Fuel Gallons   |
| 7,703        | Annual Miles Traveled |
| 107          | Annual Idling Hours   |

Edit Group

Delete

### Upgrades to Bus 38

| Action   | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|--|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|  |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <a href="#">Edit</a><br><a href="#">Delete</a> | Vehicle Replacement - LPG/Propane | 2019           | 1,029                  | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |

# Attachment B

## Group Name: Bus 27

Onroad

School Bus

School Buses

1

2004

2019

4

ULSD

1,570

13,066

107

Edit Group

Delete

### Upgrades to Bus 27

| Action   | Upgrade                           | New Model Year | Annual Gallons Reduced | Cost per Unit |       | Percent Reduction |       |      |      |                 |
|--|-----------------------------------|----------------|------------------------|---------------|-------|-------------------|-------|------|------|-----------------|
|  |                                   |                |                        | Upgrade       | Labor | NO <sub>x</sub>   | PM2.5 | HC   | CO   | CO <sub>2</sub> |
| <a href="#">Edit</a><br><a href="#">Delete</a> | Vehicle Replacement - LPG/Propane | 2019           | 1,570                  | \$95,000      | \$0   | 89.6              | 98    | 91.4 | 91.2 | -               |



| Bus #        | VIN               | Model Year | End Mileage | Start Mileage | Total Mileage | Gallons          | Upgrade Year |
|--------------|-------------------|------------|-------------|---------------|---------------|------------------|--------------|
| 27           | 1BAKGC0A74F215824 | 2004       | 185,167     | 172,101       | 13,066        | 1,570.40         | 2019         |
| 38           | 1BAKGCKA75F226109 | 2005       | 214,691     | 206,988       | 7,703         | 1,029.30         | 2019         |
| 62           | 1BAKGCKA25F226244 | 2005       | 158,168     | 140,094       | 18,074        | 2,181.20         | 2019         |
| 23           | 1BAKGCKA16F234787 | 2006       | 208,661     | 192,679       | 15,982        | 2,121.20         | 2019         |
| 42           | 1BAKGCKA56F234789 | 2006       | 193,571     | 180,045       | 13,526        | 2,146.00         | 2019         |
| 20           | 1BAKGC0A24F215827 | 2004       | 188,007     | 184,255       | 3,752         | 476.90           | 2020         |
| 19           | 1BAKGCKA55F226108 | 2005       | 178,642     | 172,683       | 5,959         | 826.70           | 2020         |
| 37           | 1BAKGCKA75F226112 | 2005       | 192,492     | 188,333       | 4,159         | 632.90           | 2020         |
| 17           | 1BAKGCKAX6F234786 | 2006       | 184,261     | 176,700       | 7,561         | 1,088.80         | 2020         |
| 29           | 1BAKGCKA17F241529 | 2007       | 152,216     | 143,363       | 8,853         | 1,222.10         | 2020         |
| <b>TOTAL</b> |                   |            |             |               | <b>98,635</b> | <b>13,295.50</b> |              |

## **Attachment C**

### **Health Benefits**

Many students suffer from respiratory illness. Exposure to diesel engine exhaust can aggravate symptoms and cause a health risk to students who ride the school bus to and from school and school related events.

MSAD #6 school bus drivers comply with Maine Department of Education School Bus No Idling Policy to reduce greenhouse gas emissions. School buses are powered off while waiting and loading students at all locations. Exceptions are made when it is necessary to operate safety equipment or to maintain a safe environment for students with special health needs. We know from experience that propane powered school bus start immediately during the cold winter months and take minimal time to warm up.

Good health and attendance is imperative to student learning. Reducing NOx by 89.1% and Particulate Matter by 97.8% will improve air quality, keep students healthy and possibly improve attendance.

See attached policy.



## SCHOOL BUS NO IDLING POLICY

**Breathe Better Maine Applicability:** This policy applies to the operation of every fossil fuel powered school bus. **Rationale:** According to the Environmental Protection Agency (EPA), exposure to diesel exhaust, even at low levels, is a serious health hazard and can cause respiratory problems such as asthma and bronchitis in young children. Diesel emissions are well-documented asthma triggers and may increase the severity of asthma attacks. Asthma is currently the number one cause of missed school days for American children with more than 1 in 10 children in New England reporting asthma attacks. In addition to the Maine Department of Education, The Maine Department of Environmental Protection and the U.S. Environmental Protection Agency support this initiative. The American Lung Association and the Maine Association for Pupil Transportation also endorse this no idling policy.

The MSAD #6 (School District) and \_\_\_\_\_ (Contractor) agree to undertake the following steps immediately:

- School bus drivers shall shut off bus engines immediately upon reaching destination, and buses will not idle while waiting for passengers. This rule applies to daily route travel, field trips, and transportation to and from athletic events. School buses will not be restarted until they are ready to depart and there is a clear path to exit the pick-up area.
- School bus companies and drivers will limit idling time during early morning warm-up to the manufacturer's recommendation—generally 3-5 minutes in all but the coldest weather. Below are recommended guidelines, however, in warmer months idling is not necessary.

**If the outside temperature is: Above 20 degrees F: 5 minute maximum Between -10 and 20 degrees F: 15 minute maximum Below -10 degrees F: as necessary**

- Schools will provide an indoor waiting space for drivers who arrive early and need to keep warm. This reduces the need for bus idling.
- Transportation operations staff will evaluate and shorten bus routes whenever possible, particularly for buses with the least effective emissions control technologies (often older buses). MSAD #6 (Contractor) will review bus purchasing schedules and routing to further improve emission reduction. It is important to note that a reduced rider eligibility standard is not the intention of this policy.
- School district bus drivers will complete a "no idling" training session. All bus drivers should receive a copy of this policy or equivalent educational materials at the beginning of every school year.
- To reduce engine warm-up time, avoid starting difficulties, and help defrost windows, block heaters that plug into electrical outlets (where available) or, inline auxiliary fuel



fired heaters will be utilized. New bus specifications should include auxiliary heat technology that reduces the need to operate the bus engine while parked during periods of cold weather.

- If a bus currently needs the engine to be running to run flashing lights during longer duration loading and unloading, MSAD #6 (Contractor) will install a heavy duty battery system, an extra battery and/or change the circuit configurations to power lights by battery without running the engine.
- Exceptions to this policy are granted only when running the engine is necessary to operate required safety equipment or to maintain a safe environment for students with special health needs.

Agency or Company Representative: MSAD #6

Name of Individual Authorizing Implementation: Dottie Muchmore

Date Accepted: 7/1/12

## **Attachment D**

### **Action Location**

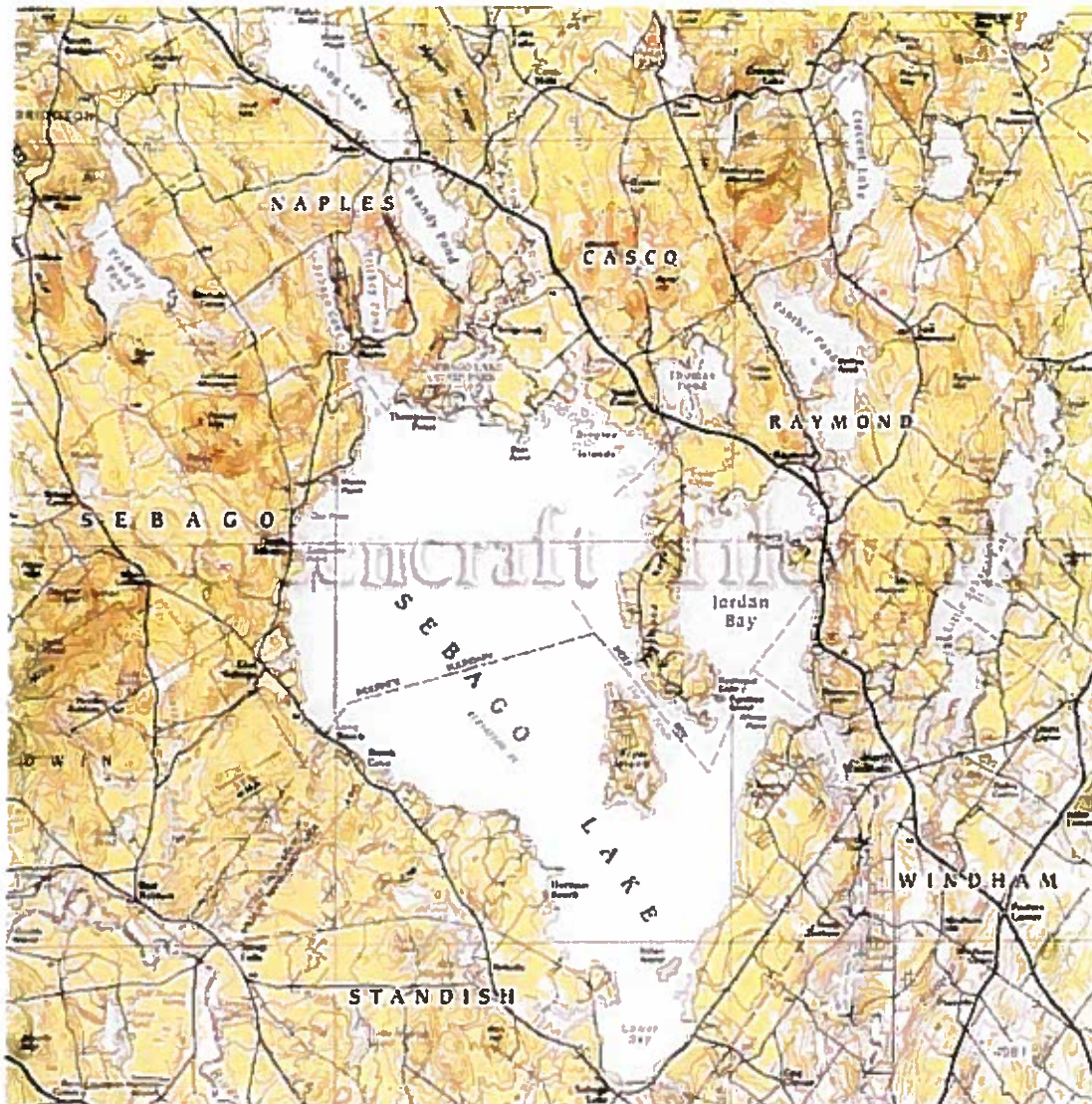
The action will occur with a disproportionate quantity of air pollution from diesel engine school buses. Diesel buses park at the MSAD #6 bus garage and in the bus lanes at six schools throughout the District. MSAD #6 school bus drivers comply with Maine Department of Education School Bus No Idling Policy.

## Attachment E

### Class 1 Areas

Although the proposed action may not benefit a designated federal Class 1 Area, it will benefit one of Maine's most important natural resources, Sebago Lake. A large area of the lake is located in Standish. MSAD #6 has four schools in Standish; three elementary schools and one high school, and the bus garage is located in Standish.

Sebago Lake is the primary water supply for the Portland Water District, which serves the Greater Portland region and about 15 percent of Maine's population. Not only does it provide drinking water, many tourists visit this area during the summer months and shoreline properties are highly valued. The lake is also popular for fishing during the summer and winter months.



**Attachment F**

**Verified Funding**

See Attached Information.



**MSAD 6 / RSU 6**

## **Bonny Eagle School District**

**September 10, 2018**

**94 Main Street  
Buxton, Maine 04093**

**(207) 929-3831**

**(207) 642-2480**

**(866) 646-9748 FAX**

**(207) 929-4992 TTY**

**<https://www.bonnyeagle.org>**

**Paul A. Penna  
Superintendent of Schools**

**Michael E. Roy  
Assistant Superintendent**

**William F. Brockman  
Business Manager of Finance  
and Operations**

**Lori A. Napolitano  
Principal, BEHS**

**Benjamin J. Harris  
Principal, BEMS**

**Virginia E. Day  
Elementary Principal**

**Clay A. Gleason  
Elementary Principal**

**Kimberly J. O'Donnell  
Elementary Principal**

**Charlone W. Regan  
Interim Elementary Principal**

**Jennifer J. Doulon  
Director of Special Services**

**Krista E. Poulin  
Curriculum Coordinator**

**Linda A. Winton  
Director of Adult Education**

This is written pursuant to the requirement as stated in Attachment F of this application that verified funding must be secured and a commitment letter must be furnished with this application.

This is to certify that MSAD 6 has available, sufficient funds in its capital reserve account to fund the local share of the purchase price of 10 buses. Attached is a copy of our latest audit report that shows that MSAD 6 has an amount available in the capital reserve account to meet this requirement.

  
**Paul A. Penna  
Superintendent of Schools**



REGIONAL SCHOOL UNIT NO. 6

NOTES TO FINANCIAL STATEMENTS  
JUNE 30, 2017

NOTE 6 - NONSPENDABLE FUND BALANCES

At June 30, 2017, the Unit had the following nonspendable fund balances:

|                   |                   |
|-------------------|-------------------|
| General Fund:     |                   |
| Prepaid items     | \$ 78,928         |
| School Lunch Fund | 45,635            |
|                   | <u>\$ 124,563</u> |

NOTE 7 - RESTRICTED FUND BALANCES

At June 30, 2017, the Unit had the following restricted fund balances:

|   |                   |
|---|-------------------|
| Nonmajor Special Revenue Funds (Schedule D) | \$ 121,922        |
| Nonmajor Permanent Funds (Schedule F)       | 56,867            |
|   | <u>\$ 178,789</u> |

NOTE 8 - COMMITTED FUND BALANCES

At June 30, 2017, the Unit had the following committed fund balances:

|                     |              |
|---------------------|--------------|
| General Fund:       |              |
| Maintenance reserve | \$ 1,065,982 |

NOTE 9 - ASSIGNED FUND BALANCES

At June 30, 2017, the Unit had the following assigned fund balances:

|   |                     |
|---|---------------------|
| General Fund:                               |                     |
| Assigned for 2017/2018 budget               | \$ 1,725,000        |
| Nonmajor Special Revenue Funds (Schedule D) | 191,473             |
|   | <u>\$ 1,916,473</u> |

NOTE 10 - DEFICIT FUND BALANCES

At June 30, 2017, the Unit had the following deficit fund balances:

|                    |                  |
|--------------------|------------------|
| Small Local Grants | \$ 993           |
| HBE Summer Camp    | 18,002           |
| State Transition   | 100              |
| Title ID           | 22,384           |
|                    | <u>\$ 41,479</u> |

## **Attachment G**

### **Action Schedule**

MSAD #6 is prepared implement the action within one to two years of the award date.

## **Attachment H**

### **Benefit Period**

This action will result in sustained emission benefits over the ten-year Trust Effective Period. MSAD #6 keeps buses in service for 12+ years. Buses are brought in for maintenance every 2,000 miles, have a complete service every 6,000 miles and are inspected by certified inspectors twice annually. The buses will be purchased in 2019 and 2020 and the emission benefits will continue to persist after 2027.

## **Attachment I**

### **Relevant Experience and Compliance Certification**

MSAD #6 Superintendent, Paul Penna confirms that there is existing administration and programmatic structure in place. MSAD #6 has experience with propane powered school buses. Our existing propane buses are serviced by our mechanics and fueled on-site by our trained school bus drivers.