

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	Mitigation Action Description: Related to Maine's Beneficiary Mitigation Plan
10 19% \$300,151/#	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, school depots/yards, and freight distribution areas.
0	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 TOTAL \$104,000; COST SHARE = \$20,800; REQ = \$83,200	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	2007	2019	Vehicle Replacement - LPG/Propane	ULSD	14628

Gates, Judy

From: Kelly MacFadyen <kmacfadyen@sad4.org>
Sent: Saturday, September 15, 2018 10:39 AM
To: Gates, Judy
Subject: Maine VW Environmental Mitigation Action
Attachments: MaineDOTVWEnvironmentalMitigationAction.pdf

Application attached.

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Kelly MacFadyen, M.Ed.
Superintendent of Schools

SAD #4
9 Campus Drive, Drop #2
Guilford, ME 04443

Email: kmacfadyen@sad4.org
Phone: (207)876-3444
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(For MaineDOT Use Only)

Date Application

Received

9/15/2018

Beneficiary's Project ID

23901.10

Funding Request #

32

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/mdot/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.energymaine.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 <http://www.maine.gov/doe/transportation/programs/buspurchase.html>

Section 1: General Information

Action Title: MSAD #4/RSU #80			
Action Location: Town/Territory: Guilford		County: Piscataquis	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: Kelly MacFadyen, Superintendent			
Action Proponent Mailing Address: 9 Campus Drive, Drop #2			
City: Guilford		State: Maine	Zip: 04443
		County: Piscataquis	
Daytime Phone: 207-876-3444		Alternate Phone: 207-356-0577	Email: kmacfadyen@sad4.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) 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
C		B2106	2007	160910	Diesel	LPG Propane	Handicap Lift

79.1%
300,150.54

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 applicable 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://cfpub.epa.gov/quantifier/index.cfm?action=main.home 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 maps found at https://www.maine.gov/dep/air/meteorology/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".

Check if attached	Scoring (for MaineDOT use)	Attachment	Attachment Description
<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.

Attachment A

Mitigation Action Description:

MSAD#4 is a small rural school district in the poorest county in Maine. We have a fleet of 17 buses and try to replace one bus per year. This year we need to purchase a bus with a handicap lift, as our current, and only bus with a handicap lift is a 2007. This bus is becoming increasingly expensive to run due to repairs.

As a District we value the importance of protecting the environment and being aware of our carbon footprint. We would like to purchase a bus that uses a low-carbon alternative fuel, such as propane, to reduce nitrogen oxide emissions and reduce greenhouse gas. This bus has a passenger capacity of 39 making it a good size to transport sports teams and students in other extracurricular activities. Therefore, we would be reducing the impact of our emissions beyond just our district. The cost of purchasing a 2019 bus with a handicap lift and a diesel engine would be \$91,364.00. The same bus with an LPG Propane Engine would cost \$104,463.00. Our District is in Piscataquis County where the local cost of financing schools is increasing and revenue sources are decreasing. This makes it difficult to justify the added expense of purchasing a more expensive bus.

Being able to cost share with the Maine Volkswagen Environmental Mitigation Action grant would make it possible for the District to purchase an LPG propane engine bus. Once we have a propane bus in our District we will have comparison data to share with our School Board when purchasing a new bus, the following year. If we can show that it is cost effective and healthier for our students we can start to replace our older buses with new cleaner, quieter buses.

Attachment B

Emission Results and Health Benefits for Project: Maine VW Environmental Mitigation Action

- Emission Results
- Health Benefits

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	CO ₂	Fuel ³
Baseline of Entire Project	0.007	0.000	0.001	0.003	18.3	1,625
Amount Reduced After Upgrades	0.000	0.000	0.000	0.000	0.0	0
Percent Reduced After Upgrades	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Lifetime Results (short tons)²

Baseline of Entire Project	0.139	0.002	0.016	0.059	347.3	30,875
Amount Reduced After Upgrades	0.000	0.000	0.000	0.000	0.0	0
Percent Reduced After Upgrades	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Lifetime Cost Effectiveness (\$/short ton reduced)

Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$0	\$0	\$0	\$0	\$0	\$0
Total Cost Effectiveness ⁴ (includes all project costs)	\$0	\$0	\$0	\$0	\$0	\$0

¹ Emissions from the electrical grid are not included in the results.
² 1 short ton = 2000 lbs.
³ In gallons: fuels other than ULSD have been converted to ULSD-equivalent gallons.
⁴ Cost effectiveness estimates include only the costs which you have entered.

Attachment B

Environmental Mitigation with Scrappage

New Vehicle Emission Benefit



New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	37.17	1355.01	1190.28	1155.62
PM2.5 (lb)	0.8	5.6	0.8	-0.17
GHG (short tons)	0	228.83	13.39	-16.47

New Vehicle Cost Effectiveness

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	N/A	N/A	N/A	\$91
PM2.5 (lb)	N/A	N/A	N/A	N/A
GHG (short tons)	N/A	N/A	N/A	N/A

Attachment C

Health Benefits:

Some health and safety benefits of propane school buses is that they are quieter than diesel and they reduce exposure to diesel exhaust, which may be a carcinogen. Reportedly, propane is a nontoxic, and no-spill fuel, which the EPA has designated as a non-contaminant of soil, air and water. If our District used propane buses, we would not have to worry about leaking fuel in areas where students and drivers could be exposed to the harmful chemicals that make up gasoline and diesel. This potentially means fewer problems at our maintenance garage with hazmat cleanup issues or future environmental problems at the facility.

Attachment D

Action Location:

This new propane bus would be located at a school depots/yard. All of our buses are kept on the District campus at the maintenance facility, which is located between our two school buildings; Piscataquis Elementary, Piscataquis Middle School and Piscataquis High School.

Attachment E

Class 1 Areas:

Although our District is not located within 62 miles of the designated federal Class 1 Areas, our sports teams do travel to these areas to compete with other schools. We would like to use the propane bus for travel with our sports teams to mitigate environmental factors and for fuel efficiency.

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	\$104,463
2	Minimum required cost share or leverage funding for this action Percentage: 20% Source: Local Funding	\$20,892.60
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage: 20%	\$20,892.60
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$83,570.40

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.

BUILT BUSES

Prepared For:

MAINE S.A.D. # 4 - GUILFORD
SCHOOL ST
GUILFORD, ME 04443

Prepared By :

MARC HOPKINS
marchopkins@wccressey.com
207-351-5213

Quote Number:
345956

Quote Date:
8/10/2018

Customer Order No:
sad4-221ft

Model Profile: Saf-T-Liner C2 221TS

Product Type:	School Transportation
Year:	2019
Chassis Model:	B2 106
Chassis MFG:	FLNER
GVWR:	GVWR
Passenger Capacity:	39
Headroom:	78
Wheelbase:	199
Brake Type:	AIR
Engine Type:	DETROIT DIESEL DD5 200 DIESEL, 4 Cyl, 200 HP, 2600 RPM
Fuel Type:	DIESEL
Fuel Tank Capacity:	60
Transmission Type:	AUTOMATIC
Axle, Front:	10000-lb Capacity
Axle, Rear:	21000-lb Capacity
Tires, Front:	HANKOOK AH37 255/70R22.5 16 PLY RADIAL FRONT TIRES
Tires, Rear:	HANKOOK AH37 255/70R22.5 16 PLY RADIAL REAR TIRES
Suspension Front:	LEAF SPRING
Suspension Rear :	AIR

Total for 1 complete unit(s): \$91,364.00 as spec'd WITH A DD5
DETROIT DIESEL ENGINE,

WITH AN AGILITY LPG PROPANE ENGINE \$104,463.00

Includes the Following Equipment:

Safety equipment, sticker, lettering
Rei.. 4 head s.d. 40 video surveillance with panic button
See 2 foil and riser for rear strobe

Meets all FMVSS requirements in effect at the time of manufacture.

Additional options you may want to consider:
[ADDITIONAL EQUIPMENT]

\$ [COST]

Terms and Conditions:
AT DELIVERY

Quote Expires: 60 DAYS
FROM 8/10/2018

Customer Signature: _____

Date: _____

Dealer Signature: **MARC HOPKINS**

Date: **08/10/2018**

AttachedDetail

BOARD OF DIRECTORS MEETING
MINUTES
September 11, 2018
PCHS
7:00 P.M.

- A. **Call to Order:** *The meeting was called to order by Brian Levensailor at 7:00 pm.*

Pledge of Allegiance: *Led by Brian Levensailor.*

- B. **Members Present:** *Thomas Carone, Maryann Cupero, Thomas Cyr, Keith Gile, Holly Hartford, Stephanie Hewitt, James Karanis, Brian Levensailor, Anita Libby-Kain, Carl O'Donnell, Christian Rowell, and Student Council Member Ethan Chadwick.*

Members Absent: *Kimberly Bock, Niki Fortier, Danielle Gray, Maged Shahin, Amber Sutton and Trisha White.*

- C. **Approval of Minutes:** *A motion was made by Holly Hartford and seconded by Stephanie Hewitt to approve the Board Minutes for August 14, 2018.*

Vote: Yes ~ 11 No ~ 0 Ab. ~ 0 Student Council: Yes ~ 1 No ~ 0 Ab. ~ 0

- D. **Public Forum:** *none*

- E. **Adjustments to Agenda:** *Add Item # G2 – Government Grant*

- F. **Educational Reports:** *Kelly MacFadyen gave an overview of the Target Solutions on-line training program provided by MSMA and Jessica Dunton did a presentation on Target Solutions.*

- G. **New Business**

1. **Nomination:**

A motion was made by James Karanis and seconded by Holly Hartford to accept the nomination of Holly-Lee (Guyotte) Bell as the Grade 3 teacher for the 2018-2019 school year.

Vote: Yes ~ 11 No ~ 0 Ab. ~ 0 Student Council: Yes ~ 1 No ~ 0 Ab. ~ 0

2. **Government Grant:**

A motion was made by Keith Gile and seconded by James Karanis that the Board of Directors allows the Superintendent to pursue the Government Volkswagen Grant to purchase a new handicap van:

Vote: Yes ~ 11 No ~ 0 Ab. ~ 0 Student Council: Yes ~ 1 No ~ 0 Ab. ~ 0

- H. **Committee Reports:** *none*

- I. **Administrators' Reports:**

1. PCES Principal – *attached*
2. PCHS Principal – *attached*

3. Technology Director – *attached*
4. Special Education Coordinator – *attached*
5. Student Council – Ethan Chadwick

J. Chairperson's Report:

Committee Assignment Sheets handed out*

K. Superintendent's Report:


- Teacher of the Year*
- JMG - MOA*
- Charlotte White - MOA*
- CDS - MOA*
- ACES – MOA *

L. Adjournment:

A motion was made by Anita Libby-Kain and seconded by Holly Hartford to adjourn the meeting at 7:33 pm.

Vote: Yes ~ 11 No ~ 0 Ab. ~ 0 Student Council: Yes ~ 1 No ~ 0 Ab. ~ 0

Respectfully Submitted,


Kelly MacFadyen
Superintendent of Schools

ATTACHMENT G

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	9-14-18
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	12-15-18
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	1-15-19
Action Installation(s)/Delivery	4-15-19
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	4-30-19
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	5-15-19
MaineDOT Remits Committed Funding to Action Proponent	4-1-19
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	6-30-19
MaineDOT Reports Action Completion to Trustee	7-9-19


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: _____


9/14/18

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

Date: _____

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):

Title:

Phone#:

Email:

Signature(s)

Date



9/14/18