

CLASS 7 2004 DIESEL → PROPANE

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 $100,000 - 20,000 = 80,000$ RED	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	12681

Annual Baseline of Vehicles (NOx, short tons)	Percent Reduced (NOx, %)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles
0.087610999	89.60%	254778.84

Gates, Judy

From: Carolyn Heller <cheller@ellsworthschools.org>
Sent: Friday, September 14, 2018 9:48 AM
To: Gates, Judy
Cc: Dan Higgins; Donnie Saunders
Subject: Re: VW Settlement Application Electronic Submission Question
Attachments: VW settlement Application Package.pdf

Good morning Judy,

I have attached the completed VW Settlement Application package for the Ellsworth School Department.

I would like to confirm your mailing address. This is what I found online:

MaineDOT Environmental Office, 16 SHS, Augusta, ME 04330

Is that the correct mailing address?

Thank you for all of your help getting this done.

Kind regards,
Carolyn

Carolyn Heller
Business Manager
Ellsworth School Department
207-664-7100

On Wed, Sep 12, 2018 at 3:41 PM, Gates, Judy <Judy.Gates@maine.gov> wrote:
No. By email by the date is fine.

Judy

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From: Carolyn Heller <cheller@ellsworthschools.org>
Sent: Wednesday, September 12, 2018 3:28 PM
To: Gates, Judy
Subject: Re: VW Settlement Application Electronic Submission Question

Hi Judy,

I will email the application to you. Do you need to receive the hard copy by 9/15/18 as well for the application to be considered submitted on time?

Thank you,

Carolyn

Carolyn Heller
Business Manager
Ellsworth School Department
207-664-7100

On Mon, Sep 10, 2018 at 11:23 AM, Gates, Judy <Judy.Gates@maine.gov> wrote:
Carolyn,

Please email the application directly to me. Thank you.

Judy

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From: Carolyn Heller <cheller@ellsworthschools.org>
Sent: Monday, September 10, 2018 11:17 AM
To: Gates, Judy
Subject: VW Settlement Application Electronic Submission Question

Good morning Ms. Gates,

I am unable to see how to submit our application electronically via the web page, www.maine.gov/mdot/vw.

Can you tell me where there is a link to submit the application, please?

Thank you,
Carolyn

Carolyn Heller
Business Manager
Ellsworth School Department
207-664-7100

The information transmitted herein is intended only for the person or entity to which it is addressed and may contain confidential material. Any review, retransmission, dissemination or other use of, or taking of any action in reliance upon, this information by persons or entities other than the intended recipient is prohibited. If you received this in error, please contact the sender and delete the e-mail and any attachments from any computer.

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MaineDOT

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

(For MaineDOT Use Only)

Date Application

Received

9/14/2018

Beneficiary's Project ID
23901.10

Funding Request #

23

- 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: Ellsworth School Department Bus Application			
Action Location: Town/Territory: Ellsworth		County: Hancock	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: Donald Saunders			
Action Proponent Mailing Address: 66 Main Street, Suite 201			
City: Ellsworth	State: ME	Zip: 04605	County: Hancock
Daytime Phone: 207-479-7379	Alternate Phone: 207-412-0280	Email: dsaunders@ellsworthschools.org	
Authorized Agent (if different from Action Proponent): Daniel Higgins			
Authorized Agent Mailing Address: 66 Main Street, Suite 201			
City: Ellsworth	State: ME	Zip: 04605	County: Hancock
Daytime Phone: 207-664-7100	Alternate Phone:	Email: dhiggins@ellsworthschools.org	

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
7		Bluebird	2004	177537	Diesel	Propane	Wheelchair Lift
							89.6% 254,778.84

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.

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	\$100,000.00
2	Minimum required cost share or leverage funding for this action Percentage: 20% Source: Local Share	\$20,000.00
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage: 20%	\$20,000.00
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$80,000.00

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 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	9/15/18
MaineDOT Provides Written Approval of Action Proponent's Proposal	11/30/18
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	1/31/19
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	1/31/19
Action Installation(s)/Delivery	2/28/19
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	3/31/19
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	3/1/19
MaineDOT Remits Committed Funding to Action Proponent	2/28/19
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	8/31/19

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: Donald A. Saunders

Date: 09/14/18

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

Date: 9/13/18

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): DONALD A. SAUNDERS Title: TRANSPORTATION SUPERVISOR

Phone#: 207-479-7379

Email: dsaunders@ellsworthschool.org

Donald A. Saunders
Signature(s)

09/14/18
Date

Mitigation Action Description

Attachment A

The Ellsworth School Department is a subsidiary of the City of Ellsworth. Ellsworth is the county seat of Hancock County and is the largest city in Maine taking in 98 square miles. We are operating a fleet of 12 diesel powered buses and 5 gasoline powered minivans. Last year our full sized school buses travelled 165,332 miles in transporting Ellsworth school children to school and their school related activities. Our buses have averaged 6 miles per gallon and this translates into annual fuel usage of 25,555 gallons of diesel fuel. We are located within 20 miles of Mt Desert Island and Acadia National Park and daily we sent a bus to their high school for their Marine Trades Program. In the fall and spring our elementary and middle school students go to the park for educational programs and field trips.

Like all public schools, we own our buses but the Maine Department of Education dictates how the buses can be used. We welcome the opportunity to improve our fleet and at the same time have the chance to explore alternative fuels that will allow us to reduce our exhaust emissions. We have three vehicles that meet program criteria for possible replacement.



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For best results, do not use your browser's "back" arrow.*

Emission Results and Health Benefits for Project: Ellsworth School Department

Emission Results

Health Benefits

Emission Results

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

Annual Results (short tons)²

	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline for Upgraded Vehicles	0.106	0.008	0.013	0.049	30.3	2,690
Amount Reduced After Upgrades	0.095	0.008	0.012	0.044	0.0	0
Percent Reduced After Upgrades	89.6%	97.9%	91.1%	90.9%	0.0%	0.0%

Lifetime Results (short tons)²

Baseline for Upgraded Vehicles	0.106	0.008	0.013	0.049	30.3	2,690
Amount Reduced After Upgrades	0.095	0.008	0.012	0.044	0.0	0
Percent Reduced After Upgrades	89.6%	97.9%	91.1%	90.9%	0.0%	0.0%

Lifetime Cost Effectiveness (\$/short ton reduced)

Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$1,055,258	\$13,187,548	\$8,433,561	\$2,256,529	\$0
Total Cost Effectiveness ⁴ (includes all project costs)	\$1,055,258	\$13,187,548	\$8,433,561	\$2,256,529	\$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.

Remaining Life**Cummins School Bus: School Bus | School Buses****1 years**

Downloading Spreadsheets

Results may be downloaded as a:

- [Spreadsheet](#) showing DEQ results and your inputs (click on 'yes' if you get an error message).
- [Importable spreadsheet](#) for loading results into DRIVER (please download and save without opening).

[Calculate Health Benefits](#)
[Top of Page](#)

Health Benefits

Attachment C

Our buses sit outside the schools at the end of the school day waiting for students to be released. Four buses wait at the high school and six wait at the elementary and middle school. We follow the MDOE Idling Policy so our buses are shut down while waiting unless it is very cold and heating is an issue. I do not have scientific evidence to support my position but it would seem reasonable to average person that if three of these 10 frontline vehicles were clean technology propane, the health benefits would be substantial.

Action Location

Attachment D

The City of Ellsworth has been known for many years as “the crossroads of downeast Maine.” With this label comes heavy traffic bringing products and tourism visitors to our area. Routes 1, 1A and 3 all converge on our city and many of the vehicles bringing products to us or travelling through headed to points north or east are conveyed in diesel powered vehicles.

ATT E



Region 4 - Eastern



- Arterials
- Major Collectors
- State Urban Areas



Attachment F



ENGAGING AND CHALLENGING ALL STUDENTS

Daniel A. Higgins
Superintendent of Schools

66 Main Street, Suite 201 ♦ Ellsworth, ME 04605

Phone (207) 664-7100 ♦ Fax (207) 669-6032

Email: dhiggins@ellsworthschools.org

www.ellsworthschools.org

September 13, 2018

To Whom It May Concern:

Please consider this letter as Attachment F of the Ellsworth School Department application for Maine VW Environmental Mitigation funding.

On behalf of the Ellsworth School Department, this letter is intended to communicate the commitment by the ESD to secure funding through our local budget development process for the Ellsworth School Department's share of the cost of purchasing a bus under the Maine VW Environmental Mitigation funding program. It is my understanding that the Ellsworth School Department share of the purchase cost will be 20% of the total cost of the bus.

If you have any further questions or require additional information, please do not hesitate to contact me.

Sincerely,

Daniel A. Higgins
Superintendent of Schools

Carolyn Heller, Business Manager, Ellsworth School Department

Attachment H Benefit Period

The benefits of a clean propane powered bus will continue sustained emission benefits over the ten year trust period. Depending upon our experience with this new technology, it is likely that future school bus purchases will incorporate propane power. All of our buses are serviced on a 7,000 mile schedule, however if the new technology requires more frequent servicing, that is something that will be incorporated into our schedule. At the present time, we are contracting our mechanical services with McDevitt Services of Eastbrook, Maine. He employs mechanics that have experience servicing the Island Explorer buses that have provided transportation services to Mt Desert Island and Acadia National Park for the last 18 years. We have a great relationship with them and would accept their recommendations regarding the servicing needs of our propane buses.