

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	Mitigation Action Description: Related to Maine's Beneficiary Mitigation Plan
10 797.	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 99,000 - 50% LEVERAGE 44,500 = \$44,500 REQ	F	Verified Funding: Match or leveraged funding for cost sharing secured. Budget provided.
10	G	Action Schedule: Action implemented within two years of the award date. Schedule provided.
10	H	Benefit Period: Sustained emission benefits over the ten-year Trust Effective Period. Maintenance plan provided.
10	I	Relevant Experience and Compliance Certification: Existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.

Gates, Judy

From: Shofner, Pamela
Sent: Monday, September 17, 2018 3:01 PM
To: Gates, Judy
Subject: FW: MaineDOT Contact Form Submission: project

-----Original Message-----

From: barlof@portlandschools.org [mailto:barlof@portlandschools.org]
Sent: Saturday, September 15, 2018 1:45 PM
To: MaineDOT, Communications <Communications.MaineDOT@maine.gov>
Cc: Shofner, Pamela <Pamela.Shofner@maine.gov>
Subject: MaineDOT Contact Form Submission: project

The following message was submitted from the MaineDOT contact form.

Date: Saturday, 15-Sep-2018 13:30:42 EDT
Name: Fred Barlow
Phone: 2078748240
Email: barlof@portlandschools.org

Topic: project

Comments:

Good Afternoon, this email is my attempt to submit, via this website, a Round 1 application for Appendix D-2 Eligible Actions in accordance with the Maine Volkswagen Environmental Mitigation Action. I am unable to find a method by which I can attach this application, therefore, I am sending it to Ms. Judy Gates at judy.gates@maine.gov. The application is also on its way via USPS Priority Mail, with today's postmark, tracking number 9405 8036 9930 0693 7344 35. Thank you.

If required, please respond as soon as possible.

Gates, Judy

From: Fred Barlow <barlof@portlandschools.org>
Sent: Monday, September 17, 2018 8:02 AM
To: Gates, Judy
Cc: Fred Barlow
Subject: Fwd: Thanks for Contacting MaineDOT
Attachments: 01 -- Maine-VW-D-2-application-062118 -- Portland Public Schools.pdf; 02 -- Attachment A -- Portland Public Schools.pdf; 03 -- Attachment B -- Portland Public Schools.pdf; 04-- Attachment C (Page 1) -- Portland Public Schools.pdf; 05 -- Attachment C (Page 2) -- Portland Public Schools.pdf; 06 -- Attachment D -- Portland Public Schools.pdf; 07 -- Attachment E -- Portland Public Schools.pdf; 08 -- Attachment F -- Portland Public Schools.pdf; 09 -- Attachment G -- Portland Public Schools.pdf; 10 -- Attachment H -- Portland Public Schools.pdf; 11 -- Attachment I -- Portland Public Schools - Copy.pdf

Ms. Gates,

Attached, please find a Round 1 application for Appendix D-2 Eligible Actions, with supporting attachments, in accordance with the Maine Volkswagen Environmental Mitigation Action. As below, I made every attempt to submit via the website as instructed, but was unable to do so.

The application was sent via USPS Priority Mail, with Saturday's electronic postmark, tracking number 9405 8036 9930 0693 7344 35. Thank you.

Fred Barlow



Fred Barlow
Director of Transportation
Portland Public Schools
353 Cumberland Avenue
Portland, ME 04101
(207) 874-8240 Office
(207) 210-3557 Cell
BarloF@portlandschools.org

----- Forwarded message -----

From: <Communications.MaineDOT@maine.gov>
Date: Sat, Sep 15, 2018 at 1:35 PM

Subject: Thanks for Contacting MaineDOT

To: barlof@portlandschools.org

You have sent the following information to MaineDOT via our contact form at www.maine.gov/mdot/contact/:

Date: Saturday, 15-Sep-2018 13:30:42 EDT

Name: Fred Barlow

Phone: 2078748240

Email: barlof@portlandschools.org

Topic: project

Comments:

Good Afternoon, this email is my attempt to submit, via this website, a Round 1 application for Appendix D-2 Eligible Actions in accordance with the Maine Volkswagen Environmental Mitigation Action. I am unable to find a method by which I can attach this application, therefore, I am sending it to Ms. Judy Gates at judy.gates@maine.gov. The application is also on its way via USPS Priority Mail, with today's postmark, tracking number 9405 8036 9930 0693 7344 35. Thank you.

We will review your message, and, if required, will get back to you as soon as possible.

If you have questions, please contact us at 207-624-3000.

Thanks for contacting MaineDOT.

***** Please Note: *****

This E-mail and its attachments may be confidential and are intended solely for the use of the individual or entity to which it is addressed. If you are not the intended recipient of this E-mail, you are hereby notified that any dissemination, distribution, copying, or action taken in relation to the contents of and attachments to this E-mail is strictly prohibited and may be unlawful. If you have received this E-mail in error, please notify the sender immediately and permanently delete the original and any copy of this E-mail and any printout. Any views or opinions expressed are solely those of the author and do not necessarily represent those of the Portland Public Schools.



(For MaineDOT Use Only)

Date Application

Received

9/15/2018

Beneficiary's Project ID

23901.10

Funding Request #

31

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

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

Section 1: General Information

Action Title: Replacement For Class 4-8 Model Year 2008 Special Needs School Bus			
Action Location: Town/Territory: Portland		County: Cumberland	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: Portland Public Schools			
Action Proponent Mailing Address: 353 Cumberland Avenue			
City: Portland		State: ME	Zip: 04104
		County: Cumberland	
Daytime Phone: 207-874-8240		Alternate Phone: 207-874-8100	Email: BarloF@portlandschools.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
4-8	2	Special Needs School Bus	2008	147,902	Diesel	Diesel	ADA Compliant (including wheelchair lift and securement devices)
							79.1% 139,013.91

Section 3: Action Overview and Instructions

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

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

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	\$99,000
2	Minimum required cost share or leverage funding for this action Percentage: 20% Source: Capital Improvement Fund	\$19,800
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage: 50%	\$44,500
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$44,500

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	8/2018
Action Proponent or Agent Submits Proposal to MaineDOT	9/15/2018
MaineDOT Provides Written Approval of Action Proponent's Proposal	12/2018
Action Proponent Enters Contract with MaineDOT	1/2019
MaineDOT verifies funding approval by incorporating Action into Maine Beneficiary Mitigation Plan	2/2019
Trustee Acknowledges Receipt of Project Certification and Funding Direction	2/2019
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	3/2019
Action Installation(s)/Delivery	6/2019
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	6/2019
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	8/2019
MaineDOT Remits Committed Funding to Action Proponent	9/2019
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	8/2019
MaineDOT Reports Action Completion to Trustee	Determined By MaineDOT


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: _____


9/15/18

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): Xavier Botana

Title: Superintendent of Schools

Phone#: 207-874-8100

Email: superintendent@portlandschools.org


Signature(s)

September 15, 2018
Date



PORTLAND PUBLIC SCHOOLS

prepared & empowered

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

Portland Public Schools proposes to replace its oldest, highest mileage, and least environmentally friendly school bus vehicle.

The Maine Department of Environmental Protection, on its website, states in part, "Reducing emissions from diesel engines is an important goal for improving air quality. In 2005, U.S. Congress passed the Diesel Emission Reduction Act (DERA) which was reauthorized in 2010. The intent of DERA is to reduce public health risk from exposure to harmful diesel exhaust by reducing emissions from more polluting diesel engines that do not meet current federal emission standards."

Portland Public Schools has been, and remains committed to the letter and spirit of reducing such diesel emission. Accomplishments include:

- Recipient of the Governor's Award for Environmental Excellence, November 2005;
- Recognized by School Bus Fleet magazine with its Green Fleet award, January 2009;
- Currently operates 11 Type D school buses powered by compressed natural gas, and is the only school district in the State of Maine to utilize this clean fuel source;
- All school bus vehicles, with the exception of three (3), meet federal 2010 emissions standards;
- Regular training for school bus drivers, including enforcement, of City of Portland Anti-Idle policy, adopted January 2006;
- "Clean Air Zone" signage, reminding school bus drivers to turn off their engines, are posted in school loading zones at district schools and throughout the transportation facility.

This project will continue this long-standing commitment. Of particular note:

- Appendix C elaborates on how the particular school bus vehicle for which replacement is being requested will maximize public health benefits.
- Appendix D describes the impact of this project to areas with a disproportionate quantity of air pollution, and Appendix E will expound on this point since these are not located within Class 1 areas.

The \$2.7 Billion Environmental Mitigation Trust, intended for the replacement of older equipment with more friendly solutions, is a perfect fit for this particular special needs school bus. This particular segment of the student population will especially benefit while loading, unloading, and riding an environmentally friendly, updated special needs vehicle.



PORTLAND PUBLIC SCHOOLS

prepared & empowered

Of particular note in considering this application, consideration of the following information is respectfully requested:

- Funding for governmental entities is authorized at 100 percent of the cost of a new vehicle, and the minimum financial commitment by the project proponent is 20 percent of the cost thereof. Portland Public Schools enthusiastically commits to providing 50 percent of the cost of the proposed replacement vehicle, thereby enabling the State of Maine to maximize its ability to provide environmental mitigation funding to the greatest possible number of worthy applicant project proponents.
- Guidance on Nitrogen and Sulfur Deposition Analysis Thresholds (DAT), which is a guiding document for project proponents while preparing applications as prepared by the National Park Service (NPS) and the U.S. Fish and Wildlife Service (FWS), states in part,
 - “The DAT is a deposition threshold, not necessarily an adverse impact threshold. The DAT is the additional amount of deposition that triggers a management concern, not necessarily the amount that constitutes an adverse impact to the environment. Both the NPS and FPS utilize a case-by-case basis approach to permit review.”



PORTLAND PUBLIC SCHOOLS

prepared & empowered

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

The NOx Emission Reduction calculation worksheet, as generated by the EPA's Diesel Emission Quantifier, is:

9/15/2018

Use The Quantifier: Diesel Emissions Quantifier | National Clean Diesel | US EPA

Not logged in
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: Replacement For Class 4-8 Model Year 2008 Special Needs School Bus

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	0.032	0.000	0.003	0.011	15.3	1,360
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%
<u>Lifetime Results (short tons)²</u>						
Baseline of Entire Project	0.416	0.003	0.023	0.086	122.4	10,380
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%
<u>Lifetime Cost Effectiveness (%/short ton reduced)</u>						
Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$0	\$0	\$0	\$0	\$0	
Total Cost Effectiveness ⁴ (includes all project costs)	\$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.

Remaining Life

Type 2 Diesel: School Bus | School Buses

8 years



PORTLAND PUBLIC SCHOOLS

prepared & empowered

Maine Volkswagen Environmental Mitigation Action Round 1 Application for Appendix D-2 Eligible Actions Attachment C – Health Benefits

Students with special needs are transported on this school bus vehicle. Such special needs are widely varied, and so as to preserve confidentiality, the following general statements are applicable to this segment of the district's student population:

- Respiratory issues, and such students may or may not be accompanied by nurses during transport;
- Various sensory issues, including olfactory, making these students particularly sensitive to emissions from vehicles that do not comply with 2010 emission standards;
- Various physical issues, including students who utilize wheelchairs for mobility. This bus must idle while the ADA lift is being utilized while these students are boarding or being discharged, and 50 percent of this particular idling occurs in school loops that are adjacent to sidewalks that are being utilized by other students who are arriving or being dismissed.

It is therefore request that these special circumstances will be considered, in addition to the required Emission Results and Health Benefits for Project, Replacement for Class 4-8 Model Year 2008 Special Needs School Bus results, that are included as Page 2 of this attachment.

Not logged in

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: Replacement For Class 4-8 Model Year 2008 Special Needs School Bus

Health Benefits

Note: For comparison purposes only. The Health Benefits module data is out of date and will be updated when resources become available.

This section estimates the health benefits resulting from your project's reduction of PM_{2.5}, based on the inputs you have entered.

You may select up to five counties where the emission reductions will take place and allocate a percentage of the reductions to each of the counties selected. The percentages must total 100 percent.

State	County	Percent
Maine ▼	Cumberland ▼	100
Select State... ▼	Select County.. ▼	
Select State... ▼	Select County.. ▼	
Select State... ▼	Select County.. ▼	
Select State... ▼	Select County.. ▼	
Total		100

Results

The table below shows the estimated PM_{2.5} reductions and health benefits by county and as a total for your project. Results are based on the inputs you have entered.

Annual Benefits represent the dollar value of health benefits resulting from reduced exposure to PM_{2.5}. These benefits include the reduction of premature mortality, chronic bronchitis, asthma attacks, non-fatal heart attacks, and other health problems. The dollar values are based on studies used by EPA when estimating the health benefits of environmental rules.

Annualized Costs are based on the unit and labor costs you have entered. They have been annualized over the remaining life of the upgraded fleet.

Health Benefits Results

County and State	Annual Diesel PM _{2.5} Reduction (short tons)	Annual Benefits	Annualized Unit & Labor Costs
Cumberland, Maine	0.000	\$0	-
Total	0.000	\$0	\$0



PORTLAND PUBLIC SCHOOLS

prepared & empowered

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

The action will occur in an area with a disproportionate quantity of air pollution from diesel fleets.

A large part of the route that this particular school bus vehicle operates is located in proximity to downtown Portland, which proudly promotes tourism and carefully monitors development.

This area is a vital, active, seaport for ocean-going passenger and freight vessels, a fleet of ferries for the area island residents and their guests, and a large fleet of locally-based commercial fishing vessels. The diesel powered vessels that are actively engaged in these activities that are essential to the area's commerce, are virtually all powered by diesel engines.

The large number of trucks that support these vessels, and the buses and other tourism vehicles that transport passengers generated by these vessels, are also mostly powered by diesel engines.

The Maine Coast Fishermen's Association, the Maine Lobstermen's Association, and the Maine Lobstermen's Union, recently published a letter to the editor in the Portland Press Herald (8/25/2018) which stated that "fishermen are growing increasingly concerned about the future of Maine's working waterfront," and that this area is the home to "100-plus fishermen, bait dealers, lobster buyers, seafood businesses, and the Portland Fish Exchange, where almost all of Maine's ground fish is landed."

Portland Public Schools, as grant proponent, seeks to do its part to minimize the adverse impacts of air pollution in this area that is of vital importance to Southern Maine's economy, citizens and visitors.



PORTLAND PUBLIC SCHOOLS
prepared & empowered

**Maine Volkswagen Environmental Mitigation Action
Round 1 Application for Appendix D-2 Eligible Actions
Attachment E – Class 1 Areas**

As noted in Attachment D, the action location is an environmentally sensitive one. That said, the action location is not within a Class 1 area.



PORTLAND PUBLIC SCHOOLS

prepared & empowered

Maine Volkswagen Environmental Mitigation Action Round 1 Application for Appendix D-2 Eligible Actions Attachment F – Verified Funding

A portion of the City of Portland's Capital Improvement Project budget is allocated to Portland Public Schools; funds have been allocated for Fiscal Year 2019, which must be spent and for which assets must be received on or before June 30, 2019, to purchase replacement school buses.

These funds have been designated to acquire gasoline powered 14-passenger school bus vehicles, and such funds would be partially reallocated to the Portland Public Schools funding obligation for this project upon its approval. Should approval not be received with sufficient time for vehicle acquisition during Fiscal Year 2019, a similar reallocation process would be undertaken for school bus vehicles that will be designated for purchase during Fiscal Year 2020.

The bid for a special needs school bus, similarly equipped to the 2008 model vehicle that is designated for replacement under this mitigation action proposal, is conservatively estimated at \$99,000.00. As stated within Attachment A, Portland Public Schools enthusiastically commits to providing 50 percent of the cost of the proposed replacement vehicle, thereby enabling the State of Maine to maximize its ability to provide environmental mitigation funding to the greatest possible number of worthy applicant project proponents.



PORTLAND PUBLIC SCHOOLS
prepared & empowered

**Maine Volkswagen Environmental Mitigation Action
Round 1 Application for Appendix D-2 Eligible Actions
Attachment G – Action Schedule**

The action schedule, as indicated within Appendix H of the application, is an aggressive one.

Portland Public Schools is committed, upon approval, to move forward with the replacement of the 2008 special needs school bus in a diligent, prudent, and otherwise expeditious manner during Fiscal Years 2019 or 2020, whichever is feasible. As Fiscal Year 2020 sunsets on June 30, 2020, the action will absolutely be implemented within two years of the award date.



PORTLAND PUBLIC SCHOOLS
prepared & empowered

**Maine Volkswagen Environmental Mitigation Action
Round 1 Application for Appendix D-2 Eligible Actions
Attachment H – Benefit Period**

The replacement vehicles, as proposed within this action, has an estimated service life of 15 years.

School bus vehicles are serviced at or prior to the applicable manufacturer's recommended mileage and time intervals. Each such vehicle is inspected semiannually by a licensed inspector, and the Maine State Police inspect each such vehicle annually.



PORTLAND PUBLIC SCHOOLS

prepared & empowered

Maine Volkswagen Environmental Mitigation Action Round 1 Application for Appendix D-2 Eligible Actions Attachment I – Relevant Experience and Compliance Certification

Portland Public Schools verifies, by signing this application, that there is existing administration and programmatic structure in place to implement diesel emission reduction or offset actions. Documentation and reports will be submitted as required, in a format as outlined in Section 5 of the application document.

This structure includes, but is not limited to:

- Transportation leadership team, consisting of a director, logistics manager and operations manager;
- Maintenance team in collaboration with the South Portland School Department;
- Central Office team, including experts in finance, information technology, and environmental compliance.