

## Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	<b>Mitigation Action Description:</b> Related to Maine's Beneficiary Mitigation Plan
	B	<b>NOx Emission Reduction:</b> NOx emission reductions estimate using EPA's Diesel Emission Quantifier
10	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	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 REQ 664,800 + MATCH 20% 166,200 = 831,000	F	<b>Verified Funding:</b> Match or leveraged funding for cost sharing secured. Budget provided.
10	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.





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

(For MaineDOT Use Only)	
Date Application Received	9/14/18
Beneficiary's Project ID 23901.10	
Funding Request # 26	

- 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](http://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](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 <http://www.maine.gov/doe/transportation/programs/buspurchase.html>

### Section 1: General Information

Action Title: D-2 ELIGIBLE ACTIONS			
Action Location: Town/Territory: TURNER ME		County: ANDROSCOGGIN	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: MSAD52			
Action Proponent Mailing Address: 486 TURNER CENTER ROAD			
City: TURNER	State: ME	Zip: 04282	County: UNITED STATES
Daytime Phone: 207-225-1006	Alternate Phone:		Email: MICHELE.COATES@MSAD52.ORG
Authorized Agent (if different from Action Proponent):			
Authorized Agent Mailing Address: SAME			
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](http://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)

C	3	VISION	2004	233,139	DIESEL	DIESEL	N/A	89.6% 176377.12
C	3	VISION	2004	199,264	DIESEL	DIESEL	N/A	89.6% 204678.04
C	3	VISION	2005	204,838	DIESEL	DIESEL	N/A	89.6% 148717.53
C	3	VISION	2005	143,246	DIESEL	DIESEL	N/A	89.6% 208125.80
C	3	VISION	2006	172,136	DIESEL	DIESEL	N/A	89.6% 135454.06
C	3	VISION	2007	193,644	DIESEL	DIESEL	N/A	79.1% 216763.87
C	3	VISION	2007	191,606	DIESEL	DIESEL	N/A	79.1% 218971.79
C	3	VISION	2009	137,296	DIESEL	DIESEL	N/A	79.1% 193195.43
C	3	VISION	2009	130,911	DIESEL	DIESEL	N/A	79.1% 202109.61

### 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	<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://cfpub.epa.gov/quantifier/index.cfm?action=main.home">https://cfpub.epa.gov/quantifier/index.cfm?action=main.home</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 separate 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 maps found at <a href="https://www.maine.gov/dep/air/meteorology/class1">https://www.maine.gov/dep/air/meteorology/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".
<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.

# MAINE SCHOOL ADMINISTRATIVE DISTRICT #52

Greene ♦ Leeds ♦ Turner  
486 Turner Center Road  
Turner, Maine 04282

KIMBERLY BRANDT SUPERINTENDENT	THERESA GILLIS ASSISTANT SUPERINTENDENT
MICHELE COATES BUSINESS MANAGER	REBEKAH DRYSDALE DIRECTOR OF SPECIAL EDUCATION

## Attachment A

To Whom It May Concern:

MSAD 52 in Turner/Greene/Leeds Maine is a public Pre K-12 school district. We currently have 33 buses that transport approximately 2013 students daily to 6 different schools. These buses are in rural areas and drive over 117k miles each year. Out of those 33 buses we have 10 which fall into the classification that is eligible for mitigation (class 4-8 school bus) of which we are requesting 9.

We would be recommending replacing them with new more efficient diesel buses thereby reducing emissions in both school yards and the areas in which we travel.

I have completed the new vehicle emission benefit as requested (attachment B).

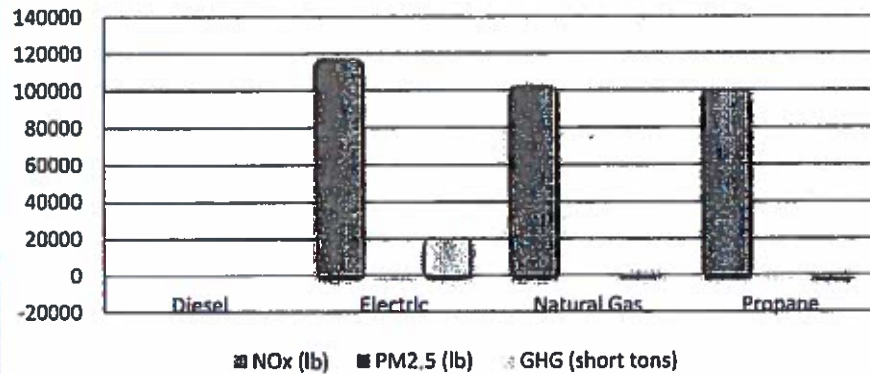
Thank you for your consideration.

Michele Coates  
Business Manager  
207-225-1006  
michele.coates@msad52.org

# Attachment B

## Clean Vehicle Replacement

### New Vehicle Emission Benefit



### New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	N/A	10,000.00	10,000.00	10,000.00
PM2.5 (lb)	N/A	10,000.00	10,000.00	10,000.00
GHG (short tons)	N/A	19072.34	1308.16	-1292.26

### New Vehicle Cost Effectiveness

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

Project Options	
State	ME
Project Type	Clean Vehicle Replacement

Vehicle Options	
Type	School Bus
Number of Vehicles	9
Lifetime of New Vehicle	15
Annual Miles of New Vehicle	117193
Use Diesel In-Use Multiplier?	Yes
Use Low NOx Engines?	No

Funding Options (\$)	
Diesel Vehicle Funding	\$831,000.00
Electric Vehicle Funding	\$0.00
Natural Gas Vehicle Funding	\$0.00
Propane Vehicle Funding	\$0.00

Fuel Options	
Natural Gas (NG) Feedstock Source	North American NG
Source of Electricity	NPCC

Source of Electricity Percentages	
Residual Oil	0.8%
Natural Gas	48.8%
Coal	2.6%
Nuclear	29.8%
Biomass	0.6%
Renewable (e.g Wind, Solar)	17.3%

Fuel Economy	
Old Diesel (MPDGE)	N/A
New Diesel (MPDGE)	7.7
Electric (MPDGE)	19.6
Natural Gas (MPDGE)	6.5
Propane (MPDGE)	6.4

Nox Emissions			
Fuel	Year	Remaining Years	Emission Rate (g/mi)
Diesel	2017	15	3.342133333
Electric	2017	15	0
Natural Gas	2017	15	0.417766667
Propane	2017	15	0.495592099

Fuel	Year	Remaining Years	Emission Rate (g/mi)
Diesel	2017	15	0.01218
Electric	2017	15	0
Natural Gas	2017	15	0.01218
Propane	2017	15	0.015533333

GHG Emissions			
Fuel	Year	Remaining Years	Emission Rate (g/mi)
Diesel	2017	15	1673.965663
Electric	2017	15	580.3509843
Natural Gas	2017	15	1598.955124
Propane	2017	15	1748.064074

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## Attachment C

### Health Benefits

Moving to newer more efficient diesel buses will reduce overall toxic emissions. These emissions are known for asthma onset, decreased lung function (potential lung cancer), cardiovascular disease as close as 300-500 meters from a highway or major road.

**SUPERINTENDENT'S OFFICE**  
207-225-1000 OPTION #1  
FAX 207-225-5608

**BUSINESS OFFICE**  
207-225-1000 OPTION #4  
FAX 207-225-5608

**SPECIAL EDUCATION OFFICE**  
207-225-1025  
FAX 207-225-5608

# MAINE SCHOOL ADMINISTRATIVE DISTRICT #52

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## Attachment D

Of major concern are our school yards where children are present while getting off the bus and waiting to get on the bus each day for 180 days each year.

# MAINE SCHOOL ADMINISTRATIVE DISTRICT #52

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MICHELE COATES BUSINESS MANAGER	REBEKAH DRYSDALE DIRECTOR OF SPECIAL EDUCATION

## Attachment E

Our district is not located within 62 miles of a Class 1 area.

**SUPERINTENDENT'S OFFICE**  
207-225-1000 OPTION #1  
FAX 207-225-5608

**BUSINESS OFFICE**  
207-225-1000 OPTION #4  
FAX 207-225-5608

**SPECIAL EDUCATION OFFICE**  
207-225-1025  
FAX 207-225-5608

# MAINE SCHOOL ADMINISTRATIVE DISTRICT #52

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MICHELE COATES BUSINESS MANAGER	REBEKAH DRYSDALE DIRECTOR OF SPECIAL EDUCATION

Attachment F

## MATCHING FUNDS COMMITMENT LETTER

September 12, 2018

Dear Maine DOT,

This letter represents a commitment by MSAD 52 to provide \$166,200 (20%) in matching support for the VW Emissions mitigation action entitled in the event that we are awarded \$664,800 (80%) for the VW Emissions settlement. The funding would be provided from 2019 to 2021 and would be paid by local taxpayer funds. Our plan would be to purchase 2 buses in FY19 with money that was set aside for buses and then in FY20 we would obtain a 5 year lease purchase for the remaining 7 buses.

Sincerely,

*Michele Coates*  
Business Manager

1	Total Estimated Cost of Proposed Action	\$831,000
2	Minimum required cost share	20%
	Percent: 20%	
	Source: Local Funding	
3	Actual Cost Share and Cost Overage committed byt the Action Proponent	\$166,200
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$664,800

#### 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	\$831,000
2	Minimum required cost share or leverage funding for this action  Percentage: 20%  Source: Local funding	\$0
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.)  Percentage: 20%	\$166,200
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$664,800

**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	07/09/18
Action Proponent or Agent Submits Proposal to MaineDOT	09/14/18
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	10/31/18
Trustee Acknowledges Receipt of Project Certification and Funding Direction	11/30/18
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	11/30/18
Action Installation(s)/Delivery	11/30/18
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	12/31/18
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	12/31/18
MaineDOT Remits Committed Funding to Action Proponent	01/01/19
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	04/30/19
MaineDOT Reports Action Completion to Trustee	06/30/19

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## Attachment H Benefit Period

MSAD 52 has an onsite transportation assistant who is in charge of making sure that buses are in top working order. We work with a local truck service who provides repairs in a timely manner as well as quarterly PM service on each bus. The dry PM entails draining the bottom of the fuel tank, grease, check all fluids and top off as needed. Check unit for defects, prepared defect list, check fire extinguisher.

The wet PM includes changing oil and oil filter, transmission filter, air filter, grease, check all fluids and top off as needed. The unit is checked for defects and the fire extinguisher is inspected. If any are found a list goes back to our transportation department.

## 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: Michele Coates

Date: 09/14/18

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

Date: 09/14/18

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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): Michele Coates

Title: Business Manager

Phone#: 207-225-1006

Email: michele.coates@cmpco.com

Michele Coates  
Signature(s)

9/14/18  
Date