

MSAD 41/2011 MILD/LAGRANGE

9/27/18

CLASS ?

(2) 1992

(1) 1999

(1) 2001

(1) 2002

(1) 2003

(1) 2004

" 2005

" 2006

" 2008

" 2009

avg  
LC

## Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
0 NOT SPECIFIC TO PROJECT.	A	<b>Mitigation Action Description:</b> Related to Maine's Beneficiary Mitigation Plan
20 avg 9070	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 Total 879,802 - 175,960 = 703,841 REQ.	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.
Not included. 0	H	<b>Benefit Period:</b> Sustained emission benefits over the ten-year Trust Effective Period. Maintenance plan provided.
10	I	<b>Relevant Experience and Compliance Certification:</b> Existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.

**Gates, Judy**

*lafrange*

**From:** Heidi Sisco <hsisco@msad41.us>  
**Sent:** Friday, September 14, 2018 9:08 AM  
**To:** Gates, Judy  
**Cc:** Jeanne Murphy; Michael Wright  
**Subject:** Re: VW Mitigation Settlement  
**Attachments:** MSAD 31 Attachment F.pdf; MSAD 41 Attachment F.pdf

Attached are Attachments F for each application as it wouldn't let me send them all in one email.

On Fri, Sep 14, 2018 at 9:06 AM Heidi Sisco <[hsisco@msad41.us](mailto:hsisco@msad41.us)> wrote:

Good Morning Judy,

Thank you for the quick response. I have attached the two applications along with the attachments below. Please let me know if you need anything further.

Heidi Sisco

On Fri, Sep 14, 2018 at 8:40 AM Gates, Judy <[Judy.Gates@maine.gov](mailto:Judy.Gates@maine.gov)> wrote:

Yes, please.

Judy C. Gates, Director

Environmental Office

16 State House Station

Augusta, ME 04333

Desk: (207) 624-3097

Cell: (207) 841-3791

[www.mainedot.gov](http://www.mainedot.gov)

**From:** Heidi Sisco [mailto:[hsisco@msad41.us](mailto:hsisco@msad41.us)]

**Sent:** Friday, September 14, 2018 8:40 AM



## 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 #  
VF

- 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/fags](http://www.maine.gov/mdot/vw/application/fags).
- 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: MSAD41			
Action Location: Town/Territory: MILO		County: PISCATAQUIS	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: MICHAEL WRIGHT			
Action Proponent Mailing Address: 20 HOWLAND ROAD			
City: LAGRANGE	State: ME	Zip: 04453	County: PENOBSCOT
Daytime Phone: 207-943-7317	Alternate Phone:		Email: mwright@msad41.us
Authorized Agent (if different from Action Proponent):			
Authorized Agent Mailing Address:			
City:	State:	Zip:	County:
Daytime Phone:	Alternate Phone:		Email:

## Section 2: Eligibility Criteria

The following categories are **eligible mitigation actions** pursuant to Appendix D-2 of the Environmental Mitigation Trust Agreement ([https://www.maine.gov/mdot/vw/app/Maine\\_VW\\_Eligible\\_Mitigation\\_Actions\\_1-8.pdf](https://www.maine.gov/mdot/vw/app/Maine_VW_Eligible_Mitigation_Actions_1-8.pdf)) and reflect basic eligibility criteria for consideration under this program. See Maine's Beneficiary Mitigation Plan ([www.maine.gov/mdot/vw/BMP\\_final\\_2-12-18.pdf](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)

	<b>Current Vehicle Class</b>	<b>Current Tier (if applicable)</b>	<b>Current Model</b>	<b>Current Model Year</b>	<b>Mileage</b>	<b>Current Fuel Type</b>	<b>Proposed Fuel Type</b>	<b>Associated equipment</b>	
1	4-8		INTERNATIONAL	1992	216,124	DIESEL	DIESEL	10	95.9% 447548.61
2	4-8		INTERNATIONAL	1992	258,391	DIESEL	DIESEL	10	95.8% 381690.50
3	4-8		INTERNATIONAL	1999	197,143	DIESEL	DIESEL	10	92.1% 727066.79
4	4-8		INTERNATIONAL	2001	204,982	DIESEL	DIESEL	10	91.8% 280253.04
5	4-8		INTERNATIONAL	2002	198,206	DIESEL	DIESEL	10	91.8% 124870.83
6	4-8		FREIGHTLINER	2003	213,609	DIESEL	DIESEL	10	89.6% 243615.93
7	4-8		FREIGHTLINER	2004	209,200	DIESEL	DIESEL	10	89.6% 174586.54
8	4-8		FREIGHTLINER	2005	176,397	DIESEL	DIESEL	10	89.6% 152974.62
9	4-8		FREIGHTLINER	2006	194,816	DIESEL	DIESEL	10	89.6% 107584.53
10	4-8		FREIGHTLINER	2008	156,845	DIESEL	DIESEL	10	79.1% 189070.72
11	4-8		FREIGHTLINER	2009	139,577	DIESEL	DIESEL	10	79.1% 169827.34



### 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 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.

## 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	\$879,802.00
2	Minimum required cost share or leverage funding for this action  Percentage: 20%  Source: Local Funding	\$175,960.40
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.)  Percentage: 20%	\$175,960.40
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$703,841.60

**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	9/15/18
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	11/30/18
Trustee Acknowledges Receipt of Project Certification and Funding Direction	12/31/18
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	11/01/19
Action Installation(s)/Delivery	11/30/19
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	12/15/19
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	1/31/20
MaineDOT Remits Committed Funding to Action Proponent	11/30/19
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	6/01/20
MaineDOT Reports Action Completion to Trustee	7/01/20



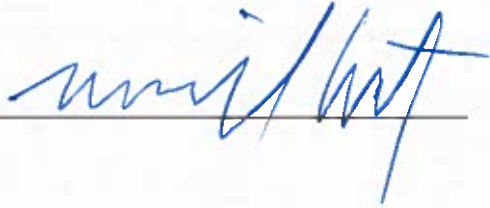
## ATTACHMENT I

### 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: 9/14/18

---

### 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.

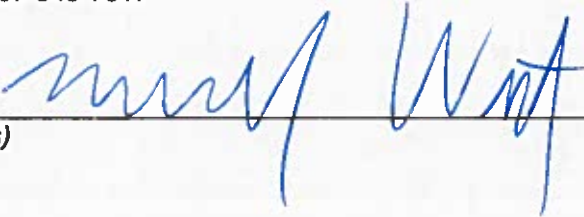
Action Proponent(s): Michael Wright

Title: Superintendent

Phone#: 207-943-7317

Email: hsisco@msad41.us

Signature(s)



9/14/18  
Date

## Section 5: Documentation and Reporting

For the State of Maine to satisfy the Beneficiary Reporting Obligations described in Section 5.3 of Attachment A of the Environmental Mitigation Trust Agreement for State Beneficiaries, each Action Proponent or Authorized Agent **must submit the following information six months after the first distribution of funds for the project, and every December 31 and June 30 thereafter until the project is complete or vehicle is in use.** Thereafter, the Project Proponent must submit annual maintenance records prior to December 31 of each year through 2027. Use of this format is recommended.

(For MaineDOT Use Only) Date Application Received
Beneficiary's Project ID 23901.10
Funding Request #

<b>Report Submittal Date:</b>			
<b>Action Title:</b>			
<b>Action Location: Town/Territory:</b>		<b>County:</b>	
<b>Type of Project:</b> Repower: <input type="checkbox"/> Replacement: <input type="checkbox"/>			
<b>Action Proponent:</b>			
<b>Action Proponent Mailing Address:</b>			
<b>City:</b>	<b>State:</b>	<b>Zip:</b>	<b>County:</b>
<b>Daytime Phone:</b>	<b>Alternate Phone:</b>	<b>Email:</b>	
<b>Authorized Agent (if different from Action Proponent):</b>			
<b>Authorized Agent Mailing Address:</b>			
<b>City:</b>	<b>State:</b>	<b>Zip:</b>	<b>County:</b>
<b>Daytime Phone:</b>	<b>Alternate Phone:</b>	<b>Email:</b>	
<b>Action status (including actual or projected termination date):</b> (if a vehicle or equipment purchase, attach the invoice, term payment, a copy of the first check of payment and copy of title as proof of purchase)			
<b>Proposed modification of Eligible Mitigation Action (if any):</b>			

Proof of Scrapping within 6 months of new vehicle or engine delivery attached: ☐

Maintenance record attached: ☐

Attestation of Action Proponent or Proponent's Agent that information provided is true and correct, and that submission is made under penalty of perjury.

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

Attestation of Beneficiary Lead Agency that information provided is true and correct, and that submission is made under penalty of perjury.

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

Submit an electronic version of your application via web at [www.maine.gov/mdot/vw](http://www.maine.gov/mdot/vw). Please also provide a hard-copy of your completed application with original signatures in **blue ink** to the following:

Judy Gates, Director  
MaineDOT Environmental Office  
16 State House Station  
24 Child Street  
Augusta, ME 04333-0016  
(207) 624-3097

## Section 6: Definitions

**Airport Ground Support Equipment:** vehicles and equipment used at an airport to service aircraft between flights.

**All-Electric:** powered exclusively by electricity provided by a battery, fuel cell, or the grid.

**Alternate Fueled:** an engine, or a vehicle or piece of equipment that is powered by an engine, which uses a fuel different from or in addition to gasoline fuel or diesel fuel (e.g., compressed natural gas, propane, diesel-electric hybrid).

**Certified Remanufacture System or Verified Engine Upgrade:** engine upgrades certified or verified by EPA or California Air Resources Board (CARB) to achieve a reduction in emissions.

**Class 4-7 Local Freight Trucks (Medium Trucks):** trucks, including commercial trucks, used to deliver cargo and freight (e.g., courier services, delivery trucks, box trucks moving freight, waste haulers, dump trucks, concrete mixers) with a gross vehicle weight rating (GVWR) between 14,001 and 33,000 pounds (lbs).

**Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses):** vehicles with a GVWR greater than 14,001 lbs used for transporting people.

**Class 8 Local Freight and Port Drayage Trucks:** trucks with a GVWR greater than 33,000 lbs used for port drayage and/or freight/cargo delivery, including waste haulers, dump trucks, and concrete mixers.

**CNG:** Compressed Natural Gas.

**Drayage Trucks:** trucks hauling cargo to and from ports and intermodal rail yards.

**Forklift:** non-road equipment used to lift and move materials short distances, and generally include tines to lift objects. Eligible types of forklifts include reach stackers, side loaders, and top loaders.

**Freight Switcher:** a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that move freight long distances.

**Generator Set:** a switcher locomotive equipped with multiple engines that can turn off one or more engines to reduce emissions and save fuel depending on the load it is moving.

**Government:** a state or local government agency (including a school district, municipality, city, county, special district, transit district, joint powers authority, or port authority, owning fleets purchased with government funds), and a tribal government or native village.

**Gross Vehicle Weight Rating (GVWR):** the maximum weight of the vehicle, as specified by the manufacturer. GVWR include the following total vehicle weight plus fluids, passengers, and cargo:

- Class 1: < 6000 lbs
- Class 2: 6001-10,000 lbs
- Class 3: 10,001-14,000 lbs
- Class 4: 14,001-16,000 lbs
- Class 5: 16,001-19,500 lbs
- Class 6: 19,501-26,000 lbs
- Class 7: 26,001-33,000 lbs
- Class 8: > 33,001 lbs

**Hybrid:** a vehicle that combines an internal combustion engine with a battery and electric motor. "Infrastructure" means the equipment used to enable the use of electric powered vehicles (e.g., electric charging stations).

**Infrastructure:** the equipment used to enable the use of electric powered vehicles (e.g., electric charging stations).

**Intermodal Rail Yard:** a rail facility in which cargo is transferred from drayage truck to train or vice-versa.

**Port Cargo Handling Equipment:** rubber-tired gantry cranes, straddle carriers, shuttle carriers, and terminal tractors, including yard hostlers and yard tractors that operate within ports.

**Repower:** replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, CARB, to meet a more stringent set of engine emission standards. Repower includes, but is not limited to, diesel engine replacement with an engine certified for use with diesel or a clean alternate fuel, diesel engine replacement with an electric power source (grid, battery), diesel engine replacement with a fuel cell, diesel engine replacement with an electric generator(s) genset, diesel engine upgrades in ferries or tugs with an EPA Certified Remanufacture System, and/or diesel engine upgrades in ferries or tugs with an EPA Verified Engine Upgrade Kit. All-Electric and fuel cell repowers do not require EPA or CARB certification.

**School Bus:** a Class 4-8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. May be Type A-D.

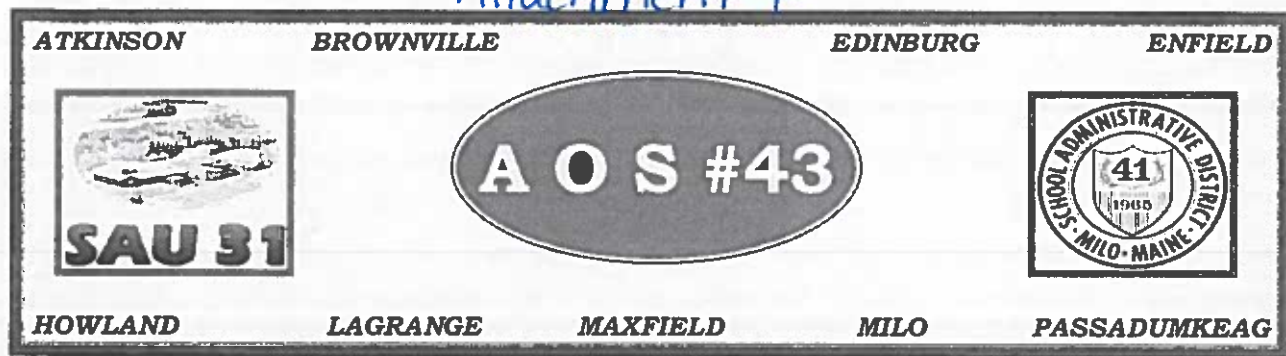
**Scrapped:** to render inoperable and available for recycle, and, at a minimum, to specifically cut a 3-inch hole in the engine block for all engines. If any eligible vehicle will be replaced as part of an eligible project, "scrapped" shall also include the disabling of the chassis by cutting the vehicle's frame rails completely in half.

**Tier 0, 1, 2, 3, and 4:** refers to corresponding EPA engine emission classifications for nonroad, locomotive and marine engines.



## Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10 = Clear relationship to BMP 5 = vague relationship to BMP 0 = Not attached	A	<b>Mitigation Action Description:</b> Related to Maine's Beneficiary Mitigation Plan
20 = Significant NOx reduction 10 = Moderate NOx reduction 5 = Minor NOx reduction 0 = Not attached	B	<b>NOx Emission Reduction:</b> NOx emission reductions estimate using EPA's Diesel Emission Quantifier
10 = description attached 0 = Not attached	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 = within area with disproportionate air pollution 0 = not within area with disproportionate air pollution	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.
10 = within 50 km (31 mi) of Class 1 Area 5 = within 100 km (62 mi) of Class 1 Area 0 = Not within 100 km (62 mi) of Class 1 Area	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 = Attached 0 = Not attached	F	<b>Verified Funding:</b> Match or leveraged funding for cost sharing secured. Budget provided.
10 = Attached 0 = Not attached	G	<b>Action Schedule:</b> Action implemented within two years of the award date. Schedule provided.
10 = Attached 0 = Not attached	H	<b>Benefit Period:</b> Sustained emission benefits over the ten-year Trust Effective Period. Maintenance plan provided.
10 = Attached 0 = Not attached	I	<b>Relevant Experience and Compliance Certification:</b> Existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.



Tracia McCannell  
Admin. Assistant / Bookkeeper  
tracia.mccannell@sad31.org

Michelle Roy  
Assistant / Bookkeeper  
michelle.roy@sad31.org

**OFFICE OF THE SUPERINTENDENT**  
Michael Wright, Superintendent    Darcie Fournier, Asst. Supt.  
[mwright@msad41.us](mailto:mwright@msad41.us)    [dfournier@msad41.us](mailto:dfournier@msad41.us)

22 Howland Road  
LaGrange, ME 04453  
Telephone: (207) 943-7317  
Fax: (207) 943-5314

Heidi Sisco  
Business Manager  
[hsisco@msad41.us](mailto:hsisco@msad41.us)

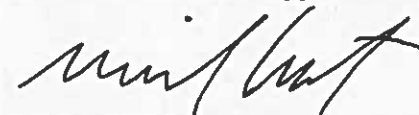
Janet Richards  
Bookkeeper  
[jrichards@msad41.us](mailto:jrichards@msad41.us)

September 12, 2018

Re: VW Eligible Mitigation Action

To Whom It May Concern:

As the Superintendent of Maine School Administrative District #41, our district commits to providing twenty percent (20%) of the cost share for replacement of eleven (11) school buses under the Maine Volkswagen Environmental Mitigation Action settlement. If approved, we would be replacing our affected buses with 77 passenger Freightliners from W.C. Cressey, and the associated costs are broken down in the Budget Summary under attachment F of the application.

  
Michael Wright  
Superintendent  
MSAD #41

## **MSAD41 – VW MITIGATION SETTLEMENT**

### **ATTACHMENT A:**

In describing the VW mitigation action, Volkswagen violated the Clean Air Act with the sale of approximately 590,000 model year 2009 – 2016 diesel motor vehicles equipped with defeat devices. The computer software was designed to cheat on federal emissions tests.

The State of Maine developed its Beneficiary Mitigation Plan (BMP) for uses of the mitigation funds to improve and protect air quality by implementing eligible mitigation projects.

### **ATTACHMENT B:** Please see attached

### **ATTACHMENT C:**

Health benefits maximized by the action will result in cleaner air; reducing obnoxious diesel smells that can cause burning eyes, nostrils and nausea.

### **ATTACHMENT D:**

Action Location: School depots/yards

### **ATTACHMENT E:**

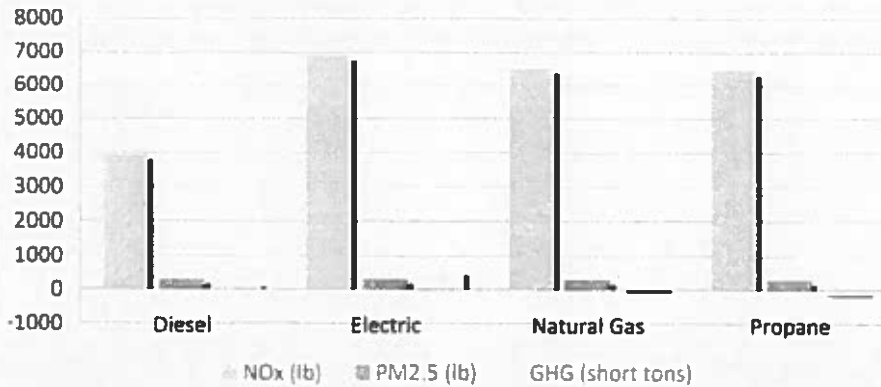
This attachment is relevant as it would support clean water for our town of three rivers, we are just beyond the Class 1 area.

# ATTACHMENT B

## MSAD41

### Environmental Mitigation with Scrappage

#### New Vehicle Emission Benefit



#### New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	3922.75	6897.4	6525.57	6442.31
PM2.5 (lb)	297.06	307.89	297.06	296.12
GHG (short tons)	213.12	564.11	53.86	-16.87

#### New Vehicle Cost Effectiveness

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$22	N/A	N/A	N/A
PM2.5 (lb)	\$286	N/A	N/A	N/A
GHG (short tons)	\$399	N/A	N/A	N/A

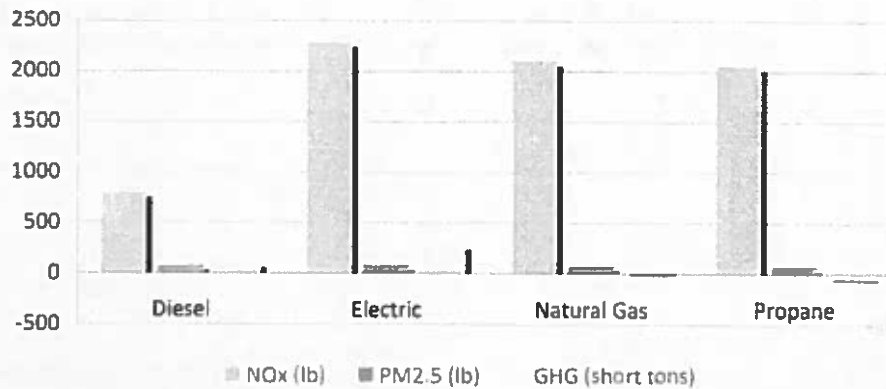
2 - 1992 INTERNATIONAL SCHOOL BUSES

# ATTACHMENT B

## MSAD41

### Environmental Mitigation with Scrappage

#### New Vehicle Emission Benefit



#### New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	800.31	2287.64	2101.72	2060.09
PM2.5 (lb)	71.48	76.89	71.48	71.01
GHG (short tons)	106.56	282.05	26.93	-8.44

#### New Vehicle Cost Effectiveness

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$106	N/A	N/A	N/A
PM2.5 (lb)	\$1,189	N/A	N/A	N/A
GHG (short tons)	\$798	N/A	N/A	N/A

1 - 1999 INTERNATIONAL SCHOOL BUS  
 1 - 2001 INTERNATIONAL SCHOOL BUS  
 1 - 2002 INTERNATIONAL SCHOOL BUS

SAME RESULTS

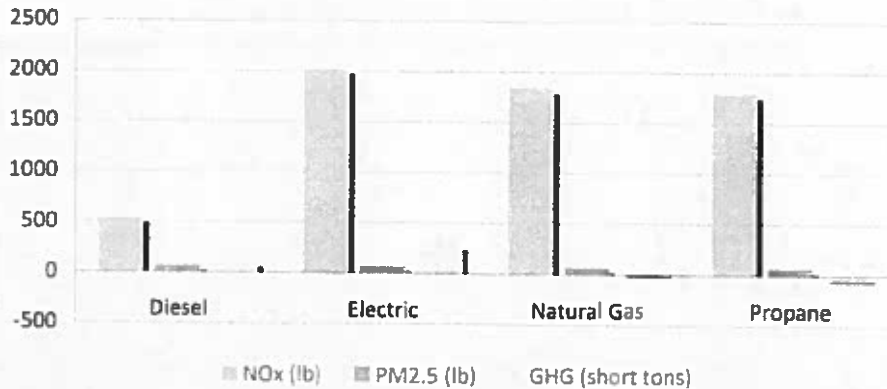


# ATTACHMENT B

## MSAD41

### Environmental Mitigation with Scrappage

#### New Vehicle Emission Benefit



#### New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	535.76	2023.08	1837.17	1795.53
PM2.5 (lb)	64.37	69.78	64.37	63.9
GHG (short tons)	106.56	282.05	26.93	-8.44

#### New Vehicle Cost Effectiveness

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$168	N/A	N/A	N/A
PM2.5 (lb)	\$1,398	N/A	N/A	N/A
GHG (short tons)	\$845	N/A	N/A	N/A

1 - 2003 FREIGHTLINER SCHOOL BUS  
 1 - 2004 FREIGHTLINER SCHOOL BUS  
 1 - 2005 FREIGHTLINER SCHOOL BUS  
 1 - 2006 FREIGHTLINER SCHOOL BUS

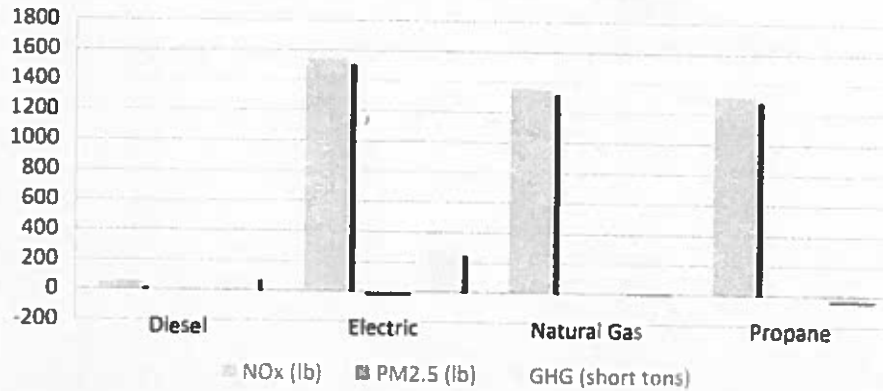
/ SAME RESULTS

# ATTACHMENT B

## MSAD41

### Environmental Mitigation with Scrappage

#### New Vehicle Emission Benefit



#### New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	55.75	1543.08	1357.17	1315.53
PM2.5 (lb)	1.2	6.62	1.2	0.73
GHG (short tons)	106.56	282.05	26.93	-8.44

#### New Vehicle Cost Effectiveness

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$1,614	N/A	N/A	N/A
PM2.5 (lb)	\$75,000	N/A	N/A	N/A
GHG (short tons)	\$845	N/A	N/A	N/A

1 - 2008 FREIGHTLINER SCHOOL BUS } SAME RESULTS  
 1 - 2009 FREIGHTLINER SCHOOL BUS }