

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	Mitigation Action Description: Related to Maine's Beneficiary Mitigation Plan
20 Avg. 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, 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.
10 258,000 - 57,000 = 228,000 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.

Gates, Judy

From: Brigitte Williams <brigitte_williams@maranacook.com>
Sent: Friday, September 14, 2018 3:00 PM
To: Gates, Judy
Subject: VW Application
Attachments: RSU38 VW Application-09142018133433.pdf; RSU38 VW Attachment A-09142018133512.pdf; RSU38 VW Attachment B-09142018133558.pdf; RSU38 VW Attachment C-09142018133637.pdf; RSU38 VW Attachment D-09142018133701.pdf; RSU38 VW Attachment E-09142018133826.pdf; RSU38 VW Attachment F-09142018134059.pdf; RSU38 VW Attachment G-09142018133907.pdf; RSU38 VW Attachment H-09142018142621.pdf; RSU38 VW Attachment I-09142018141523.pdf

Judy - I could not find exactly how to upload the application & attachments through the website. I have attached to this email. I have scanned each section in individually, but can send again as one document if you like. I will also be sending a hard copy through US mail.

Please let me know if you have any questions.

Brigitte

--
Brigitte Williams
Finance Manager
Regional School Unit No. 38
Maranacook Area Schools
Voice 207-685-3336 x5

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If you have received this electronic transmission in error, please notify me by telephone (207-685-3336) or by electronic mail (brigitte_williams@maranacook.org) immediately.



MaineDOT

(For MaineDOT Use Only)

Date Application

Received

9/14/18

Beneficiary's Project ID

23901.10

Funding Request #

24

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

- All applications for Round 1 funding are due by **September 15, 2018**.
- A fillable **application template** is available at www.maine.gov/mdot/vw/application
- Use the **list of attachments** in Section 3 to ensure that your application is complete.
- **Funding** approvals for action(s) may be whole or partial.
- A **timeline** for Maine's Round 1 application process can be found at www.maine.gov/mdot/vw/application.
- For information on Maine's Diesel Emission Reduction Act (DERA) Program, go to <http://www.maine.gov/dep/air/mobile/cleandiesel.html>.
- For information on Zero Emission Vehicle Supply Equipment (ZEVSE), go to www.efficiencymaine.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: RSU #38 School Bus Replacement			
Action Location: Town/Territory: Readfield		County: Kennebec	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: Regional School Unit No. 38			
Action Proponent Mailing Address: 45 Millard Harrison Drive			
City: Readfield	State: ME	Zip: 04355	County: Kennebec
Daytime Phone: 207-685-3336	Alternate Phone:		Email: Brigitte_williams@maranacook.com
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.

Eligible Mitigation Actions	
Check all that apply	
<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
Class 4-8 School Bus		Bluebird TK	2004	160,054	Diesel	Diesel	
Class 4-8 School Bus		Bluebird TK	2004	179,610	Diesel	Diesel	
Class 4-8 School Bus		Bluebird TK	2004	158,570	Diesel	Diesel	

89.6%
266668.4
89.6%
239419.75
89.6%
268991.3

Section 3: Action Overview and Instructions

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

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

Check if attached	Scoring (for MaineDOT use)	Attachment	Attachment Description
<input checked="" type="checkbox"/>		I	Relevant Experience and Compliance Certification: By signing provisions in "Attachment I", the Action Proponent and Authorized Agent (if applicable) verify that there is existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.

Attachment A

RSU #38 has a fleet of 23 school buses, 9 of which qualify for the Maine Volkswagen (VW) Environmental Mitigation Funds. We are seeking to replace three 2004 Blue Bird diesel buses through this first round of funding. We estimate the newer, cleaner burning engines will save the school district 880 gallons of fuel per year.

RSU #38 has been cognizant of the NOx emissions from our buses. Our Transportation facility is located at 73 North Road in Readfield Maine, where we have our fleet of 23 buses housed in a large fenced in facility.

We were awarded a grant in 2006 for a school bus emissions retrofit program through the State of Maine, Department of Environmental Protection. This grant allowed us to purchase pollution control equipment for 3 of our diesel buses. In return, the district adopted a School Bus No Idling Policy (Policy EEC) and put procedures in place specifically outlining how we will reduce the idling of school buses.

As part of the State of Maine Beneficiary Mitigation Plan Goals, the State seeks to achieve significant and sustained cost effective reduction in NOx emissions and we believe the receipt of this grant will assist RSU #38 in helping Maine achieve this goal. This grant will assist the school district in reducing the emissions we produce, by allowing us to replace older buses at a faster rate than if we rely solely on the school bus replacement program through the State of Maine.

Attachment B

Brigitte Williams		9/14/2018	Detailed Report from the Diesel Emissions Quantifier							
Regional School Unit No 38										
Brigitte		Williams								
brigitte_williams@maranacook.org										
000-000-0000										
Type	Target Fleet	Class/Equipment		Number of Vehicles	Model Year	Retrofit Year	Technology Description	Fuel Type	Fuel Volume	Calculated Fuel Volume
Onroad	School Bus	School Buses		1	2004	2019	Vehicle Replacement - Diesel	ULSD	1500	1500
Onroad	School Bus	School Buses		1	2004	2019	Vehicle Replacement - Diesel	ULSD	1625	1625
Onroad	School Bus	School Buses		1	2004	2019	Vehicle Replacement - Diesel	ULSD	1270	1270

Vehicle Miles Traveled/Year (VMT)	Idling Hours/Year	Horsepower	Usage Rate/Year	Number of Vehicles Retrofitted	New Model Year	Diesel Fuel Reduced (gallons)	Reduced Idling (hours)	Installation Cost	Unit Cost
12000	100			1	2020	300	0	\$0	\$95,000
13000	100			1	2020	325	0	\$0	\$95,000
10000	100			1	2020	255	0	\$0	\$95,000

Annual Baseline of Vehicles (NOx, short tons)	Lifetime Baseline of Vehicles (NOx, short tons)	Percent Reduced (NOx, %)	Baseline of Vehicles Retrofitted per year (NOx, short tons/year)	Amount Reduced per Year(NOx, short tons)	Lifetime Baseline of Vehicles Retrofitted (NOx, short tons)
0.082842106	0.331368423	89.60%	0.0828	0.0742	0.3314
0.089320434	0.357281738	89.60%	0.0893	0.08	0.3573
0.069885449	0.279541794	89.60%	0.0699	0.0626	0.2795

Lifetime Amount Reduced (NOx, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (NOx)	Annual Baseline of Vehicles (PM2.5, short tons)	Lifetime Baseline of Vehicles (PM2.5, short tons)	Percent Reduced (PM2.5, %)
0.2969	0.0345	319,966.47	0.006849177	0.027396708	98.00%
0.3201	0.0372	296,759.60	0.007333191	0.029332764	98.00%
0.2505	0.0291	379,287.78	0.005881149	0.023524598	98.00%

Baseline of Vehicles Retrofitted per year (PM2.5, short tons/year)	Amount Reduced per Year(PM2.5, short tons)	Lifetime Baseline of Vehicles Retrofitted (PM2.5, short tons)	Lifetime Amount Reduced (PM2.5, short tons)	Lifetime Amount Emitted After Retroffi, Retrofitted Vehicles (PM2.5, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (PM2.5)
0.0068	0.0067	0.0274	0.0268	0.0005	3,538,336.59
0.0073	0.0072	0.0293	0.0287	0.0006	3,304,795.18
0.0059	0.0058	0.0235	0.0231	0.0005	4,120,741.03

Annual Baseline of Vehicles (HC, short tons)	Lifetime Baseline of Vehicles (HC, short tons)	Percent Reduced (HC, %)	Baseline of Vehicles Retrofitted per year (HC, short tons/year)	Amount Reduced per Year(HC, short tons)	Lifetime Baseline of Vehicles Retrofitted (HC, short tons)
0.011209177	0.044836709	91.40%	0.0112	0.0102	0.0448
0.012025997	0.048103987	91.40%	0.012	0.011	0.0481
0.009575539	0.038302154	91.40%	0.0096	0.0088	0.0383

Lifetime Amount Reduced (HC, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (HC, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (HC)	Annual Baseline of Vehicles (CO, short tons)	Lifetime Baseline of Vehicles (CO, short tons)	Percent Reduced (CO, %)
0.041	0.0039	2,318,161.45	0.041261543	0.165046172	91.20%
0.044	0.0041	2,160,709.29	0.044335395	0.177341581	91.20%
0.035	0.0033	2,713,652.33	0.035113838	0.14045353	91.20%

Baseline of Vehicles Retrofitted per year (CO, short tons/year)	Amount Reduced per Year(CO, short tons)	Lifetime Baseline of Vehicles Retrofitted (CO, short tons)	Lifetime Amount Reduced (CO, short tons)	Lifetime Amount Emitted After Retrofft, Retrofitted Vehicles (CO, short tons)	Capital Cost Effectiveness (\$/short ton), Retrofitted Vehicles (CO)
0.0413	0.0376	0.165	0.1505	0.0145	631,136.52
0.0443	0.0404	0.1773	0.1617	0.0156	587,378.70
0.0351	0.032	0.1405	0.1281	0.0124	741,635.44

Annual Baseline of Vehicles (CO2, short tons)	Lifetime Baseline of Vehicles (CO2, short tons)	Percent Reduced (CO2, %)	Baseline of Vehicles Retrofitted per year (CO2, short tons/year)	Amount Reduced per Year(CO2, short tons)	Lifetime Baseline of Vehicles Retrofitted (CO2, short tons)
16,875	67.5	20.00%	16,875	3,375	67.5
18,28125	73,125	20.00%	18,2813	3,6563	73,125
14,2875	57.15	20.10%	14,2875	2,8688	57.15

Attachment B

Logged in as Brigitte | [logout](#) | [help](#)

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: RSU 38 Bus Replacements

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 for Upgraded Vehicles	0.242	0.020	0.033	0.121	49.4	4,395
Amount Reduced After Upgrades	0.217	0.020	0.030	0.110	9.9	880
Percent Reduced After Upgrades	89.6%	98.0%	91.4%	91.2%	20.0%	20.0%

<u>Lifetime Results (short tons)²</u>						
Baseline for Upgraded Vehicles	0.968	0.080	0.131	0.483	197.8	17,580
Amount Reduced After Upgrades	0.867	0.079	0.120	0.440	39.6	3,520
Percent Reduced After Upgrades	89.6%	98.0%	91.4%	91.2%	20.0%	20.0%

<u>Lifetime Cost Effectiveness (\$/short ton reduced)</u>					
Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$328,530	\$3,623,696	\$2,375,872	\$647,208	\$7,197
Total Cost Effectiveness ⁴ (includes all project costs)	\$328,530	\$3,623,696	\$2,375,872	\$647,208	\$7,197

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.

<u>Remaining Life</u>	RSU #38 Bus #19: School Bus School Buses	4 years
	RSU #38 Bus #17: School Bus School Buses	4 years
	RSU #38 Bus #1: School Bus School Buses	4 years

Attachment C

Fleet Information

Vehicle Class Number	Model Year	Sector	Vehicle/Equipment Code	Technology	Number of Vehicles Retrofitted
1	2004	School Bus	School Buses	Vehicle Replacement - Diesel	1
2	2004	School Bus	School Buses	Vehicle Replacement - Diesel	1
3	2004	School Bus	School Buses	Vehicle Replacement - Diesel	1

Health Impacts Allocation

County and State	Percent Reduction
Kennebec, Maine	100%

Health Impacts Estimation Tool Results

County and State	Annual Diesel PM2.5 Reduction (short tons)	Annual Cost	Annual Benefits
Kennebec, Maine	0.0197	-	\$4,800
Total	0.0197	\$77,000	\$4,800

In addition to the above Health Impacts Estimation, these buses will be burning 880 gallons a year less in diesel fuel.

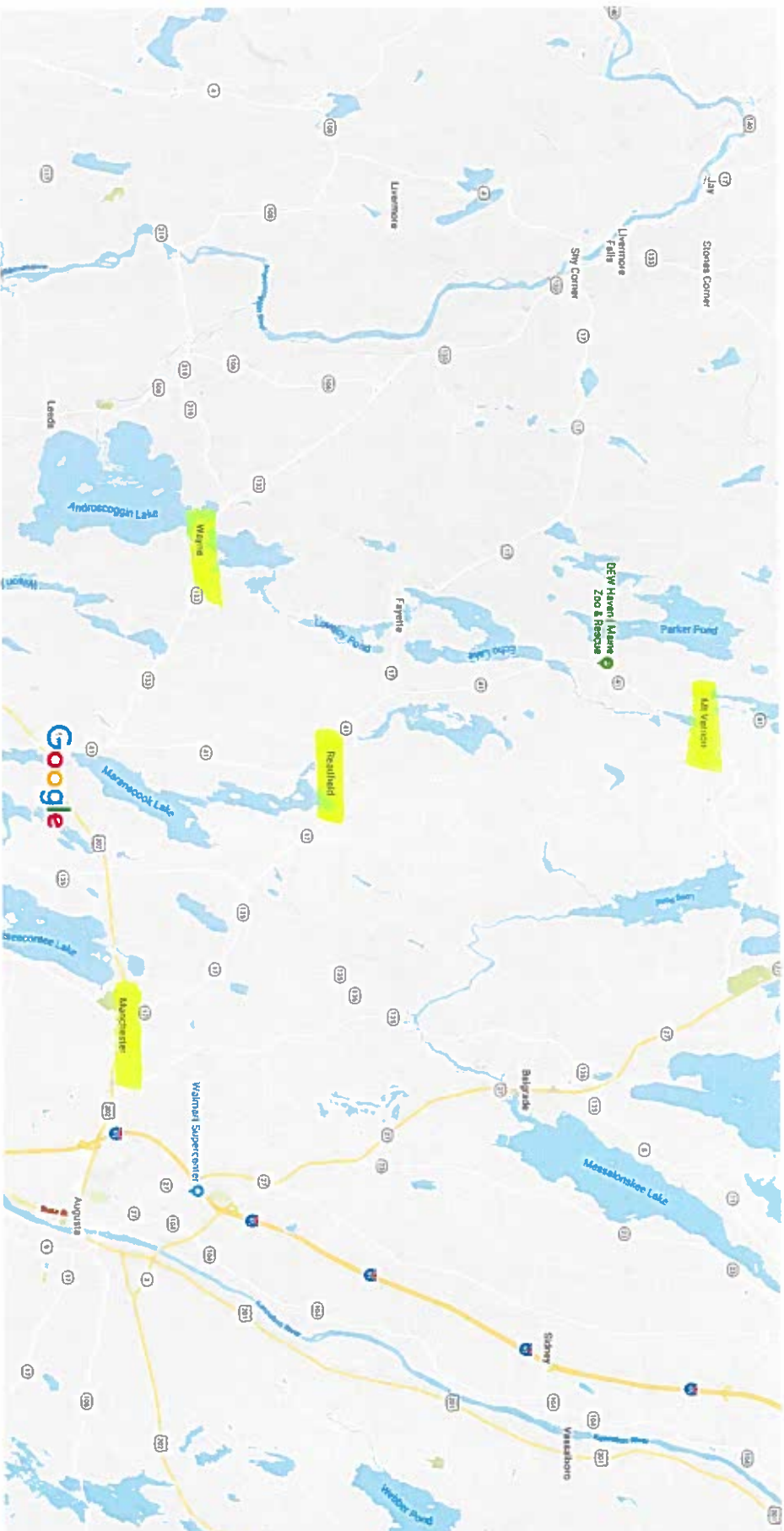
Attached is our school district "School Bus No Idling" policy (Policy EEC).

Attachment D

RSU #38 operates 23 diesel buses for purposes of transporting students to and from school, and also to transport student to and from field trips, athletic competitions, and co-curricular activities. These buses are all stored in one location at the RSU #38 Transportation Garage and may all be operating at the same time when preparing to pick up students for their morning commute or their afternoon commute. In addition, our six schools have several buses dropping off or picking up students at the same time, especially our Middle School/High School location.

Attachment E

Google Maps



Map data ©2018 Google 1 mi

Not in a Class 1 Area.

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	\$285,000.00
2	Minimum required cost share or leverage funding for this action Percentage: 20% Source: Maine VW Eligible Mitigation Actions Class 4-8 School Bus	\$57,000.00
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage: 20%	\$57,000.00
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$228,000.00

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.**

Attached are the minutes of the 9/5/18 RSU #38 Board of Directors meeting where the school board voted to move forward on completing an application for bus replacement through the Maine Volkswagen Environmental Mitigation Action program. In addition to the vote to complete the application, the school board also voted to include the district's 20% share in the 2019-2020 school budget. (Items 6.m and 6.n on page 4 of the minutes.)

REGIONAL SCHOOL UNIT #38 BOARD OF DIRECTORS
Maranacook Community High School
September 5, 2018, 6:30 p.m.
Minutes of Meeting

Members Present: Betty Morrell, Gary Carr, Wendy Brotherlin, Patty Gordon, Cathy Jacobs, Kaleb Pushard, Shawn Roderick, Crystal Sullivan, David Twitchell, Adam Woodford, Alexander Wright

Members Absent: Scott Lyons, Lucas Rumler

Administrators: Superintendent James Charette, Principals Jeff Boston, Dwayne Conway, Janet Delmar, Abbie Hartford, Kristen Levesque, Assistant Principal Tina Brackley, Special Education Director Ryan Meserve, Technology Director Diane MacGregor, Director of Curriculum, Instruction and Assessment Nancy Harriman, Finance Manager Brigitte Williams, Adult and Community Education Director Steve Vose

1. **Call to order:** Chair Morrell called the meeting to order at 6:30 p.m.
Newly appointed board members Patty Gordon from Readfield and Crystal Sullivan from Manchester were welcomed.
2. **Workshop:** School Board Orientation with Attorney Bruce Smith
Attorney Bruce Smith provide the Board with an orientation on school board roles and responsibilities.
3. **Nomination of Officers**
 - a. **Nomination of Board Chair**
Nomination by Alexander Wright to appoint Gary Carr as Board Chair. The nomination was seconded by David Twitchell.
Nomination by Cathy Jacobs to appoint Betty Morrell as Board Chair. The nomination was seconded by Shawn Roderick.
Votes: Gary Carr – 5 votes; Betty Morrell – 3 votes.
Gary Carr was appointed Chairperson of the RSU #38 Board of Directors. Dr. Carr presided over the remainder of the meeting.
 - b. **Nomination of Board Vice Chair**
Nomination by Alexander Wright to appoint Wendy Brotherlin for Vice Chair. The nomination was seconded by Cathy Jacobs. No other nominations were made.
Vote: unanimous vote to appoint Wendy Brotherlin as the Vice Chairperson of the RSU #38 Board of Directors.
4. **Citizens Comments:** none
5. **Additions/adjustments:**

Betty Morrell read an email she received this afternoon from Virginia Geyer, School Board Chair for the Winthrop School Department. Ms. Geyer was inquiring as to whether RSU #38 would consider allowing Winthrop to consolidate with them.

Discussion ensued about the process. All 5 towns would need to vote on reconfiguring the RSU and the Department of Education would need to approve the new structure.

MOTION by Wright, second by Brotherlin to look into the matter.

Discussion continued. At this point Winthrop is just reaching out to see if we would consider it. There is no need for a vote at this time. **The motion and second were rescinded.** Superintendent Charette will look into the request and report back to the school board.

6. Action/Discussion/Informational Items:

a. Approval of Minutes of June 20, 2018

MOTION by Twitchell, second by Wright to approve the minutes of June 20, 2018 as presented. **Motion Carried:** 10 in favor, 0 opposed, 1 abstained (Morrell)

b. Approval of Minutes of August 15, 2018

MOTION by Twitchell, second by Brotherlin to approve the minutes of August 15, 2018 as presented. **Motion Carried:** 10 in favor, 0 opposed, 1 abstained (Morrell)

c. Ratification: Teacher resignations accepted over the summer

MOTION by Morrell, second by Jacobs to ratify the acceptance of resignations received over the summer for the following: Rachel Caron, Patty English, Erica Gower, John Hirsch, Jannifer McNaughton, and Katie Reed. **Motion Carried:** unanimous

d. Ratification: Teachers hired during the summer, in consultation with Board Chair

MOTION by Morrell, second by Jacobs to ratify the hiring of first probationary teachers over the summer as follows: Andrew Barnes, High School French; Marlee Collins, WES Grade 2; Katie Cooper, High School Spanish; Tess Cote, Middle School Health; Margot Gyorgy, Middle School German; Amy Jones Middle School; Paul McGovern, Elementary Technology Integrationist; Linda Pare, WES Grade 3; Dania Price, WES Grades 4/5 (50%), Literacy Interventionist (50%); Genevieve Ricard, Middle School; Marissa Tarrio, RES Grade 2; and Suzanne Whitney, MES Grade 5. Brief discussion regarding the elementary technology position and how part of the position is reimbursed by Fayette.

Motion Carried: unanimous

e. Acceptance of donations

MOTION by Wright, second by Brotherlin to accept the donations as outlined in the packet.

Motion Carried: unanimous

f. Award lease/purchase agreement for facilities/maintenance department equipment

MOTION by Morrell, second by Twitchell to award the lease/purchase agreement for the facilities/maintenance department equipment to Androscoggin Bank as recommended in the Board packet. **Motion Carried:** 10 in favor, 0 opposed, 1 abstained (Gordon)

g. Award Lease/Purchase Agreement for Transportation Department Bus

MOTION by Morrell, second by Jacobs to award the lease/purchase agreement for the Transportation Bus to Androscoggin Bank as recommended in the Board packet.

Motion Carried: 10 in favor, 0 opposed, 1 abstained (Gordon)

h. Award Snow Plow/Sanding/Salt Bids

MOTION by Morrell, second by Twitchell to award the snow plow/sanding/salt bids as recommended – Millard Harrison Drive campus, including Transportation Department yard on North Road to John Cushing; award Mt. Vernon Elementary campus to Sid Smith; award Readfield Elementary School campus to John Cushing Construction; and Wayne Elementary School campus to Dennis Bruen Construction.

Discussion ensued. Questions were asked regarding the reasoning to accept the higher bid from Sid Smith versus Brett Roberts for the Mt. Vernon Elementary campus and the higher bid from John Cushing Construction versus Brett Roberts for the Readfield Elementary campus. Chair Carr reported that the Facilities Committee met to review the bids and took into consideration the equipment each of the bidders have to move large quantities of snow. Finance Manager Williams added that the bid RFP did specify what the contractors have for equipment.

Motion Carried: 10 in favor, 1 opposed (Woodford)

i. Vote on Revised Assessment of Regional School Unit Tax to Member Towns

Finance Manager Williams reported that based on an amendment to the ED279, RSU #38 will be receiving \$24,899 more than originally reported. Article 18 in the RSU #38 annual meeting warrant directs the District to allocate any additional subsidy from the state to reduce the local assessments to each of the towns.

MOTION by Wright, second by Brotherlin to approve the revised assessment of the Regional School Unit tax to member towns. **Motion Carried:** unanimous

j. Board Committee Assignments

Chair Carr asked that members return their selections for committee assignments to Donna so committee assignments can be determined.

k. Vote on Facilities Improvement Bond Amount \$5,843,710

The Board discussed the request for approval of the facilities improvement bond in the amount of \$5,843,710. Concern was expressed that a large portion of the project is for paving and does not provide the district with a strategic plan for the facilities. Also, there are several other issues that do not appear to be addressed that were listed as major concerns during the last budget process. Facilities Committee members G. Carr and B. Morrell reported that many of the projects in the original list were broken down to projects that could either be handled through the regular budget, projects that may qualify for Revolving Renovation Funds from the State, and projects that would qualify for assistance through Efficiency Maine. The projects included in the bond are those that the Facilities Committee and architect identified as most urgent and would not qualify for the above funds.

Questions/Comments

Regarding the paving of Millard Harrison Drive, was consideration made as to whether the road is set up the way we want it?

What other major renovations will there need to be done over the life of this bond?

Concern that the proposal does not include anything that makes Maranacook a hub for the community. How do we make it better for our students without just paving roads and putting up roofs? There is nothing here that changes Maranacook for the good. This is keeping us at status quo. If this is the first step, would like to see the next steps. Concern was also raised that this was decided by the Facilities Committee and not the entire Board. Expectation was that the architects would provide the Board with a 20-year plan that would address the needs as well as planning for the future. They were going to help sell this to the communities.

We will need individual communities to vote on this bond and we need an idea as to what people want. Do they want to keep things the way they are now, or do they want to look at building an elementary school on the Maranacook campus? We haven't taken this to the towns to see what other projects they would like to see addressed.

Finance Manager Williams reported that the Facilities Committee met with Oak Point at 3 different times since the report was received. \$7.5 million was the first summary of identified projects for the bond and felt that was too high. The Committee tagged items that could be covered under revolving renovations funds and things that could be funded with Efficiency Maine. Tyler came back with a revised list that was \$5.9 million. Other projects that could be overseen by our Maintenance Department instead of Oak Point were identified, which brought the bond amount down to \$5,874,710.

It was noted that some of the items identified as needing upgrading during last fall's school tours have been address, or are going to be addressed outside of the bond.

Concerns were raised about the board needing to take action at this time prior to having discussions with the communities. Suggestion was made to invite Oak Point to come to the next meeting so some of the Board members questions can be addressed. Also invite people to come to the meeting to hear the recommendations and share their ideas.

B. Williams added that the 20 year plan is not improvements, it is what is needed to update our buildings over next 20 years. We were told that if we did these upgrades the buildings would be good in 20 years. Shaun Drinkwater added that these are major issues that need to be addressed now.

B. Williams noted that the Board budgeted \$60,000 for the architect work. The contract for the work that has been done is \$56,500. There will be additional cost to have them go into the community to create a vision for what the district will look like in the future.

Suggestion was made to look at this as 2 issues. We have to fix these things right now and the bond does that. Then we can invite folks to come in and talk to us about a 20 year plan? Can we do both things?

B. Williams added as informational, one elementary school for 600 students, based on square feet per student puts a new elementary school in the ballpark figure of \$26-\$27 million. These

communities can't do this without state support. It would probably be a 10 year plan before we get on the state construction list and this would not take care of middle school and the high school. This current plan was looking at the buildings we have. This is another reason why we talked about a January vote instead of November. It gives us time to talk with communities, gives the architects time to draw up detailed plans and go out to bid.

It was suggested to take action on this bond recommendation, and hold meeting(s) in the communities to let them know this is work we need done now, but we would like your input on what you want Maranacook to look like in 20 years. Suggestion was made that the Board and the Superintendent could do this and it would not require hiring the architects for this.

Request was made for Shaun Drinkwater and Jay Charette to work on setting up a maintenance budget for 15 years.

MOTION by Roderick to move forward with the facilities improvement bond in the amount of \$5,843,710 and also work on a community plan. The motion was seconded by Wright.

Motion Carried: 10 in favor, 1 opposed (Woodford)

l. Discussion on length of bond for facilities improvement

Discussion ensued about the length of the bond and the best time to go out for a bond. Chair Carr shared his concern with the longer bond term. Finance Manager Williams shared a debt retirement schedule. She reported that if the vote was scheduled for January, the bond could be issued in the fall which would be the best scenario for next year's budget. This would require only one interest payment for the FY20 budget year. During that time, the energy project, phase I lease will retire in 2019, and two bonds will retire in 2020 (MS construction bond and Athletic Field construction bond).

MOTION by Morrell, second by Wright to pursue a 15 year bond with a fall issue date.

Motion Carried: unanimous

m. Vote on commitment to support the submission of application – Maine Volkswagen (VW) Environmental Mitigation Funds

It was reported that the Transportation Committee met to discuss whether the district should apply for round one of the Maine VW Mitigation Settlement Funds. The first round of competitive applications are due September 15, 2018. As outlined in the packet, item 6m and 6n, the Transportation Committee recommends moving forward with the application. The estimated cost for a bus is \$93,300; the grant would cover 80% of the cost, with the district responsible for 20%. Funds were not included in the FY19 budget year, we have 2 years to expend the funds.

MOTION by Morrell, second by Jacobs to commit to support the submission of the application for the buses. **Motion Carried:** unanimous

n. Vote on commitment to fund the District's share of new school bus purchase if Maine VW Mitigation Settlement Funds are awarded during the 2019-2020 school year

MOTION by Morrell, second by Jacobs to fund the district's share of the application (20%) for the Maine Volkswagen (VW) Environmental Mitigation Funds. **Motion Carried:** unanimous

o. Consideration of out-of-state trip – Speech & Debate, New Haven, CT, 09/14-16/18

MOTION by Morrell, second by Jacobs to approve the out-of-state trip for members of the Speech & Debate team as presented. **Motion Carried:** 10 in favor, 0 opposed, 1 abstained (Woodford)

7. Informational Items: provided in Board packet
Administrators responded to questions on their reports.
8. Adjournment: **MOTION** and second to adjourn at 9:10 p.m.

Respectfully submitted,
James Charette, Superintendent/Secretary
D. Foster, Recorder

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	
Action Proponent or Agent Submits Proposal to MaineDOT	09/14/18
MaineDOT Provides Written Approval of Action Proponent’s Proposal	
Action Proponent Enters Contract with MaineDOT	
MaineDOT verifies funding approval by incorporating Action into Maine Beneficiary Mitigation Plan	
Trustee Acknowledges Receipt of Project Certification and Funding Direction	
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	
Action Installation(s)/Delivery	7/1/2019 – 6/30/2020
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	
MaineDOT Remits Committed Funding to Action Proponent	
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	
MaineDOT Reports Action Completion to Trustee	

If this application is approved for funding, RSU #38 will be budgeting the required 20% share within the 2019-2020 school budget. The actual purchase of the buses would be made in the summer or fall of 2019.

Attachment H

RSU #38 employs a full time bus mechanic who maintains all district school buses based on recommended industry and equipment standards. In most cases, based on the Cummins Inc. B6.7 maintenance intervals recommendations, we perform routine maintenance (oil & filter change, fuel filter change, etc.) more often than recommended.

If this application is approved for funding, RSU #38 will conform to the Beneficiary Reporting Obligations required with this application. The recommended template (see below) will be used for submitting required information at the required intervals. Once the vehicles are purchased and in use, a yearly report will be submitted on December 31 of each year, which will include maintenance records, through 2027. RSU #38 will also provide proof of vehicle scrapping of the replaced school buses within six months of the new school buses being received.

Report Submittal Date:			
Action Title:			
Action Location: Town/Territory:		County:	
Type of Project: Repower: <input type="checkbox"/> Replacement: <input type="checkbox"/>			
Action Proponent:			
Action Proponent Mailing Address:			
City:	State:	Zip:	County:
Daytime Phone:	Alternate Phone:		Email:
Authorized Agent (if different from Action Proponent):			
Authorized Agent Mailing Address:			
City:	State:	Zip:	County:
Daytime Phone:	Alternate Phone:		Email:

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: _____

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): James Charette

Title: Superintendent of Schools

Phone#: 207-685-3336

Email: jay_charette@maranacook.com

 _____

Signature(s)

09/14/18

Date