

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
Not included	A	Mitigation Action Description: Related to Maine's Beneficiary Mitigation Plan
Not scored	B	NOx Emission Reduction: NOx emission reductions estimate using EPA's Diesel Emission Quantifier
Not included	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.
10	E	Class 1 Areas: Benefits a designated federal Class 1 Area, specifically Acadia National Park, Roosevelt Campobello International Park, or the Moosehorn Wilderness Area located within the Moosehorn National Wildlife Refuge Area.
10 90,000 TOTAL - 20,000 MATCH = 70,000 REQ	F	Verified Funding: Match or leveraged funding for cost sharing secured. Budget provided.
10	G	Action Schedule: Action implemented within two years of the award date. Schedule provided.
Not included	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.



(For MaineDOT Use Only)

Date Application

Received
9/14/18

Beneficiary's Project ID
23901.10

Funding Request #
28

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: Eastport School Department			
Action Location: Town/Territory: Eastport		County: Washington	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: Kenneth Johnson – AOS 77 Superintendent			
Action Proponent Mailing Address: P.O. Box 190			
City: Eastport	State: ME	Zip: 04631	County: Washington
Daytime Phone: 207-853-2567	Alternate Phone: 207-214-7145		Email: Superintendent@shead.org
Authorized Agent (if different from Action Proponent):			
Authorized Agent Mailing Address:			
City:	State:	Zip:	County:
Daytime Phone:	Alternate Phone:		Email:

Section 2: Eligibility Criteria

The following categories are **eligible mitigation actions** pursuant to Appendix D-2 of the Environmental Mitigation Trust Agreement (https://www.maine.gov/mdot/vw/app/Maine_VW_Eligible_Mitigation_Actions_1-8.pdf) and reflect basic eligibility criteria for consideration under this program. See Maine's Beneficiary Mitigation Plan (www.maine.gov/mdot/vw/BMP_final_2-12-18.pdf) for details on eligibility. Check all that apply. Leave checkboxes blank for actions that don't apply. List individual vehicles or equipment using the table on the following page.

Check all that apply	Eligible Mitigation Actions
<input type="checkbox"/>	1992-2009 engine model year Class 8 Local Freight Trucks and Port Drayage Trucks repowered with any new diesel or alternate fueled engine or all-electric engine, or replaced with any new diesel or alternate fueled or all-electric vehicle, with the engine model year in which the eligible large trucks mitigation action occurs or one engine model year prior.
<input checked="" type="checkbox"/>	2009 engine model year or older Class 4-8 school buses, shuttle buses, or transit buses repowered with any new diesel or alternate fueled or all-electric engine, or replaced with any new diesel or all-electric vehicle, with the engine model year in which the eligible bus mitigation action occurs or one engine model year prior.
<input type="checkbox"/>	Pre-Tier 4 freight switcher locomotives that operate 1000 or more hours per year repowered with any new diesel or alternate fueled or all-electric freight switcher certified to meet the applicable EPA emissions standards or other more stringent equivalent state standard.
<input type="checkbox"/>	Unregulated, Tier 1 or Tier 2 marine engines on ferries or tugs repowered with Tier 3, Tier 4, alternate fueled, or all-electric engine, or upgraded with an EPA certified remanufacture system or an EPA verified engine upgrade.
<input type="checkbox"/>	Marine shore power systems or components of such systems that enable a compatible vessel's main and auxiliary engines to remain off while the vessel is at berth. Components eligible for reimbursement are limited to: cables, cable management systems, shore power coupler systems, distribution control systems, and power distribution. Subject marine shore power systems comply with international shore power design standards (ISO/IEC/IEEE 80005-1-2012 high voltage shore connection systems or the IEC/PAS 80005-3:2014 low voltage shore connection systems) and are supplied with power sourced from the local utility grid.
<input type="checkbox"/>	1992-2009 engine model year Class 4-7 local freight trucks repowered with a new diesel, alternate fueled, or all-electric engine, or replaced with any new diesel, alternate fueled, or all-electric vehicle, with the engine model year in which the eligible medium trucks mitigation action occurs or one engine model year prior.
<input type="checkbox"/>	Tier 0, Tier 1, or Tier 2 diesel powered airport ground support equipment; and uncertified or certified to 3 g/bhp-hr or higher emissions spark ignition engine powered airport ground support equipment repowered with an all-electric engine, or replaced with the same airport ground support equipment in an all-electric form.
<input type="checkbox"/>	Forklifts with greater than 8000 pounds of lift capacity and port cargo handling equipment repowered with an all-electric engine, or replaced with the same equipment in an all-electric form.

**Vehicles & equipment proposed for replacement or repower
under this Eligible Mitigation Action.**
(Leave fields blank that do not apply)

Current Vehicle Class	Current Tier (if applicable)	Current Model	Current Model Year	Mileage	Current Fuel Type	Proposed Fuel Type	Associated equipment
4		Thomas	2008	177,954	Diesel	Diesel	

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

Section 4: Templates for use in Attachments F, G and I.

Under this program, there is a minimum **cost share or leverage funding** requirement for non-government and government Action Proponents. Cost shares may consist of municipal, state, federal, or non-VW Environmental Mitigation Settlement private funds. Cost shares for non-government Project Proponents were established by the U.S. District Court in the Environmental Mitigation Settlement and vary per the scope and category of the proposed action. A summary of cost share requirements for non-government Action Proponents can be found in Maine's Beneficiary Mitigation Plan and at https://www.maine.gov/mdot/vw/app/Maine_VW_Eligible_Mitigation_Actions_1-8.pdf . Government Action Proponents for Maine's VW Environmental Mitigation Settlement funds are required to provide a 20% cost share. However, Action Proponents may choose to contribute more than the minimum amount required as a demonstration of the local commitment to the proposed action. Bonus consideration may be given to applications that offer additional cost sharing or leverage funding beyond any required.

ATTACHMENT F

As part of Attachment F, include a letter of commitment for balance of base price of vehicle or equipment from a financial institution or authorized financial administrator. Also, complete the following table.

Budget Summary		
1	Total Estimated Cost of the Proposed Action	\$90,000.00
2	Minimum required cost share or leverage funding for this action Percentage: 20% Source: School Budget	\$18,000.00
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage:	\$2,000.00
4	Funds requested from Maine's VW Environmental Mitigation Settlement	\$70,000.00

Note: The total of the funds requested from Maine's VW Environmental Mitigation Settlement funds plus the actual non-VW cost share or leveraged funding committed by the Action Proponent must equal the total estimated cost of the proposed project identified on line F-1.

Note: The standard fund distribution for selected actions will consist of the cost share or leveraged funding delivered prior to transfer of committed Maine VW Environmental Mitigation Settlement funds, which **will be paid upon proof of completion of the action or vehicle delivery.**

ATTACHMENT G

The milestones included in this template are provided as guidance. Action Proponents may substitute other milestones that suit their purpose.

Projected Action Schedule	
Milestone	Estimated Date
MaineDOT Requests Round 1 Proposals for Actions to be funded by VW Environmental Mitigation Settlement	07/09/2018
Action Proponent or Agent Submits Proposal to MaineDOT	09/14/2018
MaineDOT Provides Written Approval of Action Proponent's Proposal	10/31/2018
Action Proponent Enters Contract with MaineDOT	11/01/2018
MaineDOT verifies funding approval by incorporating Action into Maine Beneficiary Mitigation Plan	11/20/2018
Trustee Acknowledges Receipt of Project Certification and Funding Direction	12/08/2018
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	12/12/2018
Action Installation(s)/Delivery	01/04/2019
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	01/07/2019
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	01/07/2019
MaineDOT Remits Committed Funding to Action Proponent	01/10/2019
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	05/10/2019
MaineDOT Reports Action Completion to Trustee	06/28/2019

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): Kenneth Johnson Title: Superintendent of Schools
Phone#: 853-2569 Email: superintendent@sked.org

Kenneth Johnson
Signature(s)

9/14/18
Date

Logged in as Leslie | [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: Eastport School Dept.

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	0.056	0.000	0.003	0.010	27.1	2,407
Amount Reduced After Upgrades	0.044	0.000	0.002	0.006	0.0	0
Percent Reduced After Upgrades	79.2%	47.4%	55.4%	55.5%	0.0%	0.0%

<u>Lifetime Results (short tons)²</u>	NO _x	PM2.5	HC	CO	CO ₂	Fuel ³
Baseline for Upgraded Vehicles	0.056	0.000	0.003	0.010	27.1	2,407
Amount Reduced After Upgrades	0.044	0.000	0.002	0.006	0.0	0
Percent Reduced After Upgrades	79.2%	47.4%	55.4%	55.5%	0.0%	0.0%

Lifetime Cost Effectiveness (\$/short ton reduced).

Capital Cost Effectiveness ⁴ (unit & labor costs only)	\$2,081,725	\$591,583,695	\$61,130,938	\$15,839,812	\$0	
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<u>Annual Results (short tons)²</u>	NO_x	PM2.5	HC	CO	CO₂	Fuel³
Total Cost						
Effectiveness⁴ (includes all project costs)	\$2,081,725	\$591,583,695	\$61,130,938	\$15,839,812	\$0	

¹ Emissions from the electrical grid are not included in the results.

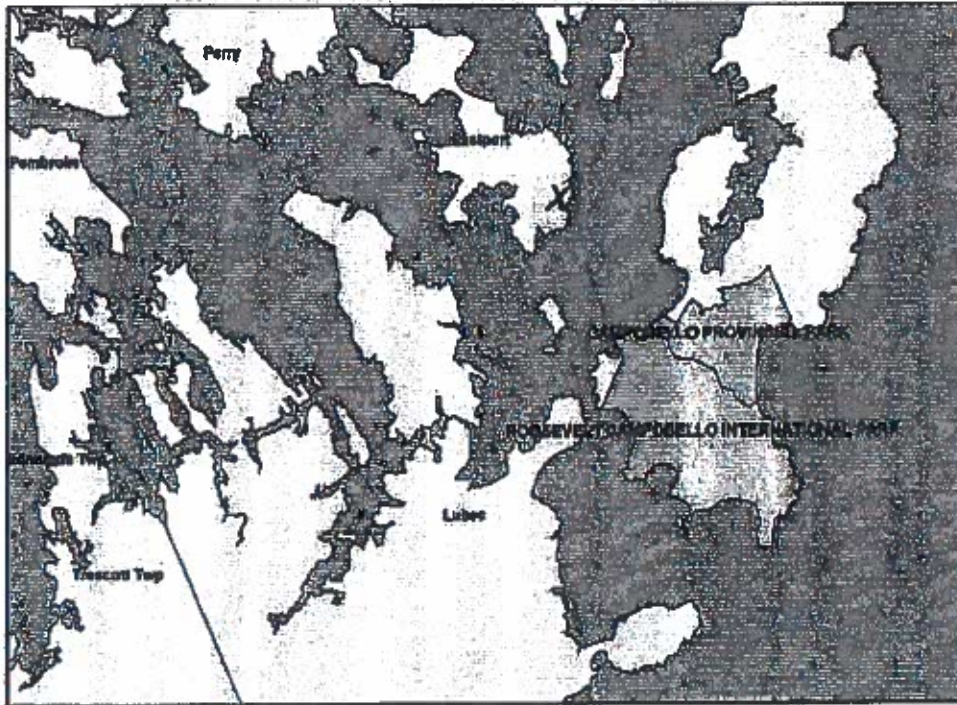
² 1 short ton = 2000 lbs.

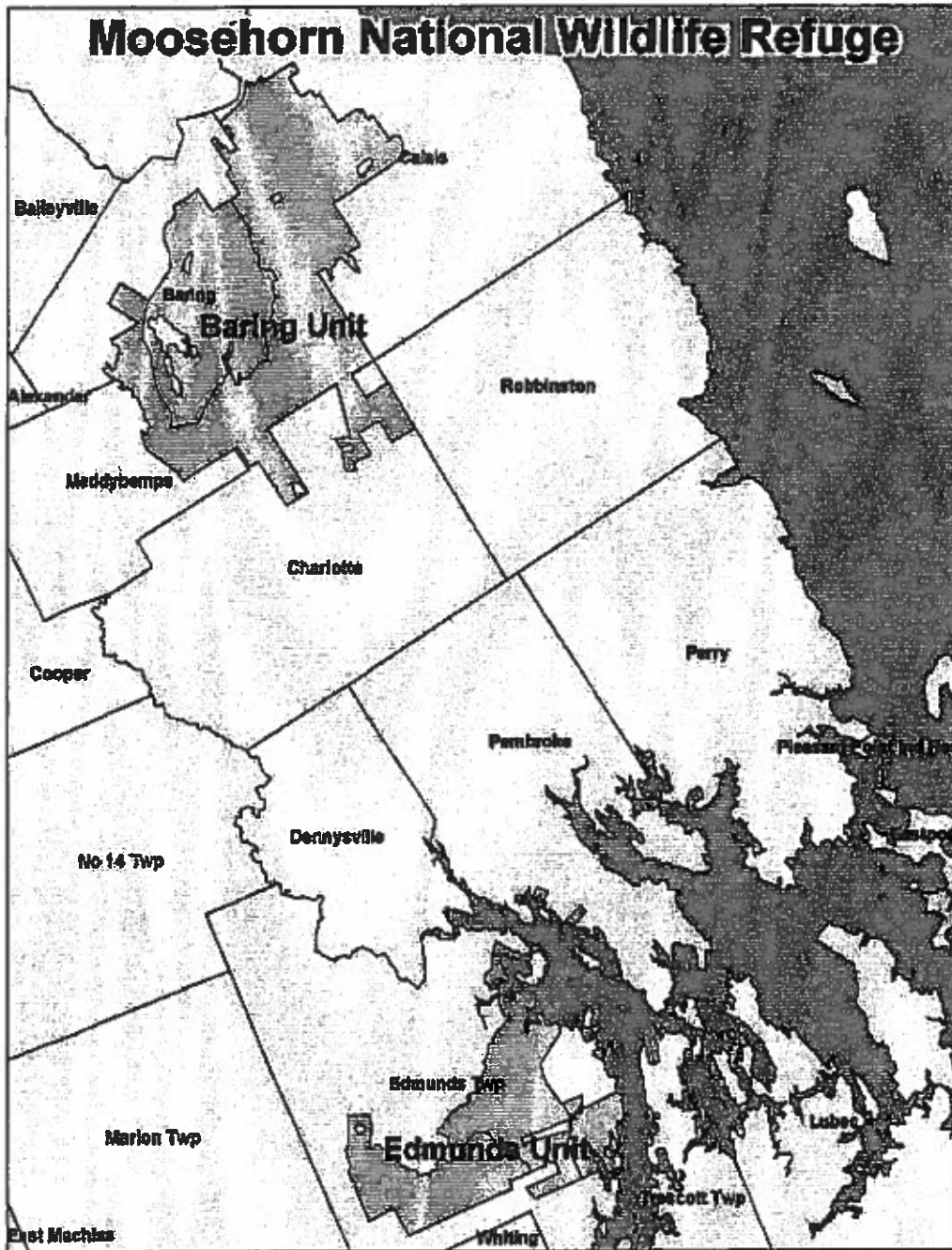
³ In gallons; fuels other than ULSD have been converted to ULSD-equivalent gallons.

⁴ Cost effectiveness estimates include only the costs which you have entered.

<u>Remaining Life</u>	Eastport 2008: School Bus School Buses	1 years
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Roosevelt Campobello International Park





**EASTPORT SCHOOL DEPARTMENT
MEETING OF THE SCHOOL COMMITTEE
WEDNESDAY, SEPTEMBER 19, 2018
5:00 P.M.
Shead High School**

Members Present: William Bradbury, Meg McGarvey, Richard Clark (arrived late), and Elizabeth Hastings-Renner

Members Absent: Vacancy due to Jon Calame's resignation

Staff Present: Superintendent Kenneth Johnson, Principal Paul Theriault, and Assistant Principal Roberta Mitchell

Others Present: Alberta Matthews and Edward French, *Quoddy Tides*

A. Call the Meeting to Order

The meeting was called to order at 6:00 p.m.

B. Adjustments to the Agenda:

Bus grant and vote was added here. Bus purchase will be G. 1. And the agenda will be re-numbered.

It was moved by Meg McGarvey, seconded by Elizabeth Hastings-Renner, and voted unanimously to approve the bus grant.

C. To Approve the Minutes of the August 15, 2018 School Committee Meeting, as Written or with Corrections, as Recommended by the Superintendent of Schools:

It was moved by Elizabeth Hastings-Renner, seconded by Meg McGarvey, and voted unanimously to approve the minutes of the August 15, 2018 school committee meeting, as written.

D. Administrative Reports:

- 1. Principal – Eastport Elementary School and Shead High School –** Principal Paul Theriault provided a copy of his report.
- 2. School Committee –** There was no school committee report.

3. Superintendent – Superintendent Johnson appointed Kelly Lank-Moores as EES Ed Tech; Schedule B Appointments: EES: Drama – Lisa Mahar, Lori McLean; Yearbook – Kayla Barber; 8th Grade Advisor – Allicia Mitchell; Civil Rights – Lisa Mahar; Liaison Officer – Erin Mahar; SHS: NHS – Melissa Mitchell; Student Senate – Allicia Mitchell; Senior Class Advisor – Catherine Lee; Instrumental Music – Robert Sanchez; Liaison Officer – Catherine Lee; Drama – Caryn Vinson; Radio – Robert Sanchez; Yearbook – Catherine Lee; Outdoor Club – Stephanie Allard; Chess – Paul Patterson; Weight Lifting – Ronald Sullivan; Junior Class Advisor – Olivia Kalloch; appointed Yvonne Morrell as Ed Tech; and reported on the resignation of Cathy Chandler, Ed Tech. Mr. Johnson also reported that the roof project is now complete and that Maureen Small will be granted sick and personal days.

E. Old Business

There was no old business.

F. New Business

1. To Consider Purchasing a Bus Through a Bus Grant

It was moved by Meg McGarvey, seconded by Elizabeth Hastings-Renner, and voted unanimously to purchase a school bus through a VW Grant which requires 20% match totaling \$18,000 with an additional \$2,000 for a camera system.

2. To Consider Awarding the Following Bids for 2018 – 2019:

a. Bus Repair

It was moved by Elizabeth Hastings-Renner, seconded by Richard Clark, and voted unanimously to award the bus repair bid for 2018 – 2019 to Hallowell Family Parts and Repair at a rate of \$60/hour.

b. Bus Fuel

It was moved by Elizabeth Hastings-Renner, seconded by Meg McGarvey, and voted unanimously to award the bus fuel bid for 2018 – 2019 to R.H. Foster with a discount of \$.05/gallon.

c. Heating Fuel

It was moved by Richard Clark, seconded by Meg McGarvey, and voted

unanimously to award the heating fuel bid for 2018 – 2019 to Dead River at a cost of \$2.52/gallon.

3. To Consider the First Reading of Policy DKC, Expense Authorization and Reimbursement

It was moved by Elizabeth Hastings-Renner, seconded by Meg McGarvey, and voted unanimously to approve the first reading of policy DKC, Expense Authorization and Reimbursement.

4. To Consider Revisions to the Following Policies:

a. Policy GCFB, Recruiting and Hiring of Administrative Staff, and GCFB-R, Recruiting and Hiring of Administrative Staff, Administrative Procedure

It was moved by Elizabeth Hastings-Renner, seconded by Richard Clark, and voted unanimously to approve the first reading of Policy GCFB, Recruiting and Hiring of Administrative Staff, and GCFB-R, Recruiting and Hiring of Administrative Staff, Administrative Procedure.

b. Policy IJNDC, School System Website/Web Pages, Policy IJNDC-E Agreement to Publish Student Information on the School Department Website, and IJNDC-R, School System Website/Web Pages, Administrative Procedure

It was moved by Elizabeth Hastings-Renner, seconded by Richard Clark, and voted unanimously to adopt policy IJNDC, School System Website/Web Pages, Policy IJNDC-E Agreement to Publish Student Information on the School Department Website, and IJNDC-R, School System Website/Web Pages, Administrative Procedure and to change the phone number.

5. To Consider Establishing a Regional Management Board for Shead High School

It was moved by Elizabeth Hastings-Renner, seconded by Meg McGarvey, and voted unanimously to form a regional Management Board for Shead High School and to offer to have one representative from each of the sending towns including Beatrice Rafferty School.

6. Discussion of Scholarship Criteria/Procedures

It was moved by Elizabeth Hastings-Renner, seconded by Richard Clark, and voted unanimously to direct the Superintendent to proceed with setting up a scholarship program.

G. Adjournment

The meeting adjourned at 6:50 p.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Kenneth Johnson", with a long horizontal flourish extending to the right.

**Kenneth Johnson, Superintendent
Secretary, ex-officio**