

New Mexico Volkswagen Environmental
Mitigation Trust Program
2018 Funding Cycle
Guidelines and Application



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General Disclaimer

Applicants submitting proposals under this Program are required to understand and abide by the Terms of the Settlement Agreement. Applications that do not meet the requirements of the Settlement Agreement will not be accepted.

Applicants submitting proposals under this Program are required to meet the requirements of the New Mexico Procurement Code Regulations:

<http://www.generalservices.state.nm.us/statepurchasing/>

New Mexico Volkswagen Environmental Mitigation Trust Program

The New Mexico Environment Department (NMED) is offering this initial round of funding for heavy-duty on-road and limited off-road diesel emission reduction projects throughout New Mexico. The primary goal of the New Mexico Volkswagen Environmental Mitigation Trust Program (Program) is to offset the emissions associated with excess emissions emitted by affected Volkswagen vehicles registered within New Mexico. The NMED will consider applications for projects as listed in the Eligible Mitigation Actions found in Appendix D-2 in the [State Mitigation Trust](#) agreement. Applications for this funding period will be accepted between July 2 through September 14, 2018. Applications for light-duty electric vehicle supply equipment are not being accepted in the initial round of funding. An application for light-duty electric vehicle supply equipment is under development, and will be available for the next funding cycle in 2019.

Available Funding

Under the Consent Decree, New Mexico is eligible to receive approximately \$18,000,000 to mitigate NO_x emissions from affected Volkswagen vehicles. This application package shall be used to apply for the New Mexico Volkswagen Mitigation Trust Program funding for diesel NO_x emission reduction projects within New Mexico.

The submission of an application does not constitute an award. Projects shall not begin until a final project agreement has been approved by the Department, and the funding request has been approved by the Trustee. The NMED reserves the right to accept, reject, or negotiate any or all applications received, and the terms therein. The final decision to award funds will be determined by the NMED and the VW Trust Steering Committee.

Submittal Requirements

- Only complete applications submitted by the deadline will be considered.
- Project applications may be mailed or hand delivered.

- One original hard copy, and two duplicate copies must be received by the NMED no later than the closing date, September 14, 2018. No applications received after this time will be accepted for any reason.
- Postmark dates will not be taken into consideration.
- Applications must be signed by a responsible official, as described in these guidelines.
- Incomplete proposals will not be considered. Incomplete proposals include applications submitted with limited or incomplete information.
- Hard copy submittals should be mailed or hand delivered to:

Kerwin Singleton
 Planning Section Chief
 New Mexico Environment Department
 Air Quality Bureau
 525 Camino de los Marquez, Suite One
 Santa Fe, NM 87505

General Eligibility Criteria

Eligible Applicants

Any organization that operates a diesel-powered fleet within New Mexico may apply for funding under this Program. Eligible applicants will include, but are not limited to:

- Businesses, corporations, partnerships, sole proprietorships, limited liability companies, business trusts or other legal business registered to do business in New Mexico,
- Nonprofit Corporations – incorporated nonprofit,
- Municipal Authorities, School Districts, and other State Agencies, and
- Political Subdivisions, New Mexico municipalities or counties.

Eligible Mitigation Actions

Applicants must review the Eligible Mitigation Actions found in Appendix D-2 of the [State Mitigation Trust](#) agreement. Appendix D-2 specifies the maximum funding allowed for eligible mitigation actions. For New Mexico, eligible mitigation actions include the following:

- Class 8 local freight trucks and port drayage trucks
- Class 4-8 school/shuttle/transit buses
- Freight switcher locomotives

- Class 4-7 local trucks
- Airport ground support equipment
- Forklifts and cargo handling equipment at ports
- Light duty ZEV supply equipment
- [Diesel Emission Reduction Act](#) (DERA) Option

General Limitations and Conditions

The awarding of project funding is subject to the following limitations and conditions:

- Project location(s) must be physically located in New Mexico;
- Vehicle replacement or engine replacement projects must include scrapping old vehicles or engines (see definition for Scrappage);
- Vehicles that are being replaced or re-powered must be operational with a valid state registration;
- New vehicles must be of the same class and perform the same duties as the vehicles being replaced; and
- Funding recipients must comply with all requirements in the implementation of the project.

Other Pertinent Information for Applicants

The New Mexico VW Environmental Mitigation Trust Program approved projects are public documents and subject to disclosure to the public upon request.

Application Review and Selection Process

The NMED will conduct a comprehensive review of the program applications and supporting documentation that shall include: the VW Vehicle Information Sheet, cost information (e.g., price quotes from vendors) and an EJ Screen Report. The NMED will not be responsible for an application that is rejected due to incomplete or inaccurate information. All complete applications will be evaluated and scored by a panel of air quality experts using the criteria defined below. Qualifying applications will be sent to the VW Trust Steering Committee for final selection.

Application Evaluation Criteria

Applications will be evaluated based on the following criteria:

- Quantity of NO_x reduced
- Environmental Justice
- Sensitive Populations
- National Ambient Air Quality Standards
- High Impact Areas
- Populations Impacted
- Cost Effectiveness
- Cost Share
- Light Duty Zero Emission Supply Equipment
- Fuel Type

General Program Award and Contract Conditions

1. Applicants for projects selected for funding will receive a Notice of Selection letter from the NMED Cabinet Secretary, or the Cabinet Secretary's designee, addressed to the responsible official specified in the application.
2. Awardees will be assigned an NMED project advisor; awardees will be required to meet with NMED staff to review contract requirements.
3. Projects selected by NMED and the Steering Committee will be forwarded to the Trustee (Wilmington Trust, N.A.). The Trustee shall approve any funding request that meets the requirements of the Trust.
4. Projects may only begin after the project agreement has been fully executed and the funding request has been approved by the Trustee.
5. Projects will be reimbursed after the project has been fully executed, and only for costs expended by the awardee and approved by NMED and the Trustee. All invoices must be accompanied by documentation demonstrating that the invoices have been paid by the awardee.

The New Mexico Volkswagen Environmental Mitigation Trust Program is a competitive program. An application may fail to receive funding or may be deemed unacceptable due to application inadequacies. NMED will notify applicants in writing whether funding has been approved for the current application cycle. NMED is not obligated to provide detailed explanations why specific projects do not receive funding.

Completion of Project

- The project must be completed as described in the application and contract.

- Modifications will not be considered.

Scrapping Vehicle(s)

- Any vehicle and/or engine being replaced must be scrapped within ninety (90) days of the replacement.
 - The applicant shall contact NMED to schedule the scrapping of any vehicle and/or engine so that an NMED representative may witness and photographically document the vehicle(s) and/or engines being scrapped.
 - All scrapping must follow scrapping procedures as outlined in the Definitions/Glossary of Terms section of this Application.
 - The applicant must provide a certification of disabling listing the vehicle identification numbers that are being scrapped.

Reimbursement

- After project completion and vehicle and/or engine scrapping, the applicant shall submit a reimbursement request to NMED. Reimbursement requests shall be approved by NMED prior to forwarding the request to the Trustee authorizing disbursement of funds to the applicant.
- The applicant must provide NMED the following documents for funding reimbursement approval:
 - Copies of invoices from vendors for equipment or vehicles as listed in the application;
 - A copy of the check(s) only for the project(s) listed in the application; and
 - Any other supporting documentation requested by NMED.

Application Instructions

Part A – Organization Information	
For fleets with different project locations, a separate application shall be submitted for each project location.	
For projects of different types, a separate application shall be submitted for each project type.	
Project Title	Enter the name of the project (try to include both the Organization Name and Fleet(s)), e.g., Windy City Solid Waste Vehicle Replacement Project.
Number of Vehicles	Enter the number of vehicles per fleet location. If an applicant has fleets statewide, the Applicant shall only include the vehicles for the project area as described in this application.
Funding Requested	Enter the amount of VW Settlement Funding the Applicant is requesting.
Total Project Cost	Enter the total project cost. This can be the same amount as funding requested.
Organization Name	Enter the name of the entity overseeing the project.
Responsible Official	Enter the full name of the person responsible for the funding. This will be the person with signatory authority and oversight for the project.
Responsible Official Job Title	Provide the title of the Responsible Official.
Responsible Official Contact Information	Enter the mailing address, telephone and/or cell phone number, and email address for the organization or Responsible Official.
Contact Person	Enter the name of the person who will be the Department's primary contact. The Contact Person can be the Responsible Official. If so, note "Same" as Responsible Official.
Contact Person Title	Enter the title of the Contact Person.
Contact Person Phone Number and Email	Enter the phone number and email address of the Contact Person.
Organization Type	Select the appropriate box indicating the organization type.
Fleet Address	Enter the address where the fleet resides. This can be a location other than the organization/Responsible Official's address or project area.

	<p>Select the appropriate box indicating whether the vehicle(s) will permanently reside in the state and whether the vehicle(s) will permanently reside at the project address.</p> <p>If “No” is selected for either selection above, provide a detailed explanation why the vehicle(s) will not remain within the state or at the project address. Include the estimated time the vehicles will remain at the project address, where the vehicles will be relocated to, and why the vehicles may be relocated.</p>
Part B – Project Category	
Project Area	Provide a summary of the proposed project area.
Project Type	Select the project type for this application.
Number of years the vehicle(s) will remain in the fleet	Provide the number of years the vehicle(s) will remain in the fleet.
NO_x Reductions from Project	Provide the total lifetime NO _x emission reductions for the entire project in tons.
Cost Effectiveness	Provide the cost effectiveness for the entire project. See definition.
Cost Share	If the Applicant is planning to share part of the project cost, select the appropriate percentage. Otherwise, select 0%.
Summary	<p>The NMED requires that all applicants use the Argonne National Laboratory’s Heavy-Duty Vehicle Emissions Calculator found at: https://afleet-web.es.anl.gov/hdv-emissions-calculator/.</p>

<p>Sensitive Populations</p>	<p>Select the sensitive populations located within the project area.</p> <p>Provide the percent minority and percent poverty levels within the project area.</p> <p>The applicant is required to use the Environmental Protection Agency's EJSCREEN: Environmental Justice Screening and Mapping Tool as the data source for this section. Provide a copy of the EJSCREEN ACS report.</p> <p>The applicant must provide a detailed description/summary of the project area as it relates to the sensitive populations, percent minority, and percent below poverty levels. The applicant must also indicate in the summary whether the data provided is tract, census, city, county, or state data.</p>
<p align="center">Air Quality Impacts</p>	
<p>Attainment/Non-Attainment for Ozone</p>	<p>Select the appropriate box indicating whether the project is located in the same county as any non-attainment area for ozone (currently Doña Ana County), or is located in a county whose ozone design value is equal to or greater than 95% of the National Ambient Air Quality Standard for ozone (currently Lea, Eddy, San Juan, and Rio Arriba).</p> <p>Provide a summary discussing the project location as it pertains to the ozone standards and the areas mentioned above.</p>
<p>High Impact Areas</p>	<p>The term "Project Location" as used in this application refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized.</p> <p>Is the project located in an area that is disproportionately affected by exposure to diesel-fueled vehicles?</p> <p>Check all boxes that apply to the project area. One or all boxes may be selected.</p> <p>Provide a detailed summary that describes what sources of diesel emissions are located within the project area and how they are impacting the project area, including the</p>

	proximity of the sources in the project area. For example: <i>The project area is centrally located within Dry City, NM. There are two major interstate highways located within the center of the project area and one U.S. highway adjacent to the west of the project area. There are several distribution centers, a school bus fleet yard, and a major truck stop located within the project area.</i>
Population	Select the population range in the project area and select the appropriate area for the population. Provide a brief summary for the population as it relates to the project area. For example: <i>The project location is centrally located within the Town of Dusty. The Town has a population of 35,000, U.S. Census Bureau (2010) and is rurally located in Dry County, NM. Using the U.S. EPA EJSCREEN software, the project is located within tract area STCNTR: 35001004501, with a population of 3,956.</i>
Fuel Type	Select all fuel type(s) of the proposal that apply. Projects are not limited to using one fuel type; projects can use multiple fuel types such as CNG and EV.
Ability to be deployed in a timely manner	Provide a summary that outlines the project's timeline, including estimated time of delivery for replacement vehicles, engine replacements, LDZEV charging equipment and associated equipment installation time.
Are additional fueling infrastructure developments or improvements needed for this project?	The VW Settlement Funding will only fund fueling infrastructure for the implementation of electric vehicle projects. If "Yes" is selected, provide a summary of the needed infrastructure or improvements needed for the project as proposed.
Provide a detailed summary of the applicant's purchasing procedures ensuring that all vendors will be selected in accordance with state public contracting laws.	The applicant must follow state purchasing procedures found at: http://www.generalservices.state.nm.us/statepurchasing/ . Provide a detailed summary of the applicant's purchasing procedures. This must include price agreements in place, bidding processes, or other purchasing procedures.

Signatures	The responsible official must provide their printed name, official title, signature and date.
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DEFINITIONS/GLOSSARY OF TERMS

Definitions include those found in [Appendix D-2](#) of the Environmental Mitigation Trust Agreement for State Beneficiaries.

“Airport Ground Support Equipment” shall mean vehicles and equipment used at an airport to service aircraft between flights.

“All-Electric” shall mean powered exclusively by electricity provided by a battery, fuel cell, or the grid.

“Alternate Fueled” shall mean an engine, 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., CNG, propane, diesel-electric Hybrid).

“Certified Remanufacture System or Verified Engine Upgrade” shall mean engine upgrades certified or verified by the U.S. Environmental Protection Agency (EPA) or the California Air Resources Board (CARB) to achieve a reduction in emissions.

“Class 4-7 Local Freight Trucks (Medium Trucks)” shall mean 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 lbs.

“Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Buses)” shall mean vehicles with a Gross Vehicle Weight Rating (GVWR) greater than 14,001 lbs. used for transporting people. See definition for School Bus below.

“Class 8 Local Freight, and Port Drayage Trucks (Eligible Large Trucks)” shall mean trucks with a Gross Vehicle Weight Rating (GVWR) greater than 33,000 lbs. used for port drayage and/or freight/cargo delivery (including waste haulers, dump trucks, concrete mixers).

“CNG” shall mean Compressed Natural Gas.

“Cost Effectiveness” shall mean the dollars per ton of NO_x emissions reduced. This equals the total project cost divided by the total tons of NO_x emissions reduced.

“Drayage Trucks” shall mean trucks hauling cargo to and from ports and intermodal rail yards.

“EPA” shall mean the U.S. Environmental Protection Agency.

“Forklift” shall mean nonroad equipment used to lift and move materials short distances, and generally, includes tines to lift objects. Eligible types of forklifts include reach stackers, side loaders, and top loaders.

“Freight Switcher” shall mean a locomotive that moves rail cars around a rail yard as compared to a line-haul engine that moves freight long distances.

“Generator Set” shall mean 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” shall mean 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)” shall mean the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo.

Class 1: < 6000 lb.

Class 2: 6001-10,000 lb.

Class 3: 10,001-14,000 lb.

Class 4: 14,001-16,000 lb.

Class 5: 16,001-19,500 lb.

Class 6: 19,501-26,000 lb.

Class 7: 26,001-33,000 lb.

Class 8: > 33,001 lb.

“High impact Area” shall mean an area that is disproportionately impacted from heavy-duty diesel-fueled on- and non-road sources of diesel emissions.

“Hybrid” shall mean a vehicle that combines an internal combustion engine with a battery and electric motor.

“Infrastructure” shall mean the equipment used to enable the use of electric powered vehicles (e.g., electric vehicle charging station).

“Intermodal Rail Yard” shall mean a rail facility in which cargo is transferred from drayage trucks to trains, or vice-versa.

“National Ambient Air Quality Standards (NAAQS)” refers to the ambient air quality standards set by the EPA for six principal air pollutants—carbon monoxide, lead, ground-level ozone, particulate matter, nitrogen dioxide, and sulfur dioxide, to protect public health and welfare.

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

“Plug-in Hybrid Electric Vehicle (PHEV)” shall mean a vehicle that is similar to a Hybrid but is equipped with a larger, more advanced battery that allows the vehicle to be plugged in and recharged in addition to refueling with gasoline. This larger battery allows the car to be driven on a combination of electric and gasoline fuels.

“Repower” shall mean to replace an existing engine with a newer, cleaner engine or power source that is certified by EPA and, if applicable, the California Air Resources Board (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 (e.g., grid, battery); diesel engine replacement with a fuel cell; diesel engine replacement with an electric generator(s) (genset); diesel engine upgrades in Ferries/Tugs with an EPA Certified Remanufacture System; and/or diesel engine upgrades in Ferries/Tugs with an EPA Verified Engine Upgrade. All-Electric and fuel cell Repowers do not require EPA or CARB certification.

“Responsible Official” shall mean one of the following:

(1) For a corporation: a president, secretary, treasurer, or vice-president of the corporation in charge of a principal business function, or any other person who performs similar policy or decision-making functions for the corporation, or a duly authorized representative of such person if the representative is responsible for the overall operation of one or more manufacturing, production, or operating facilities;

(2) For a partnership or sole proprietorship: a general partner or the proprietor, respectively;

(3) For a municipality, State, Federal, or other public agency: either a principal executive officer or ranking elected official. A principal executive officer of a government agency includes the chief executive officer having responsibility for the overall operations of a principal geographic unit of the agency.

“School Bus” shall mean a Class 4-8 bus sold or introduced into interstate commerce for purposes that include carrying students to and from school or related events. A School Bus may be Type A-D.

“Scrapped” shall mean 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, 4” shall refer to corresponding EPA engine emission classifications for nonroad, locomotive, and marine engines.

“Tugs” shall mean dedicated vessels that push or pull other vessels in ports, harbors, and inland waterways (e.g., tugboats and towboats).

“Zero Emission Vehicle (ZEV)” shall mean a vehicle that produces no emissions from the on-board source of power (e.g., all-electric or hydrogen fuel cell vehicles).

New Mexico Volkswagen Environmental Mitigation Trust

Program Application for the 2018 Funding Cycle for Vehicle Repower/Replacement

For each application, applicants must complete each of the following. By checking the following, the applicant is acknowledging that these requirements have been met:

<input checked="" type="checkbox"/> The Vehicle Information Sheet is accompanied with this application.					
<input checked="" type="checkbox"/> I have attended a pre-application meeting with the NMED Air Quality Bureau.					
<input checked="" type="checkbox"/> This application meets the requirements of the New Mexico Procurement Code of Regulations.					
<input checked="" type="checkbox"/> This application meets the requirements of the VW Settlement Agreement.					
PART A – ORGANIZATION INFORMATION					
Project Title		Purchase Electric Powered Transit Buses and Charging Stations for Public Transportation in the Los Alamos County Downtown Area			
Number of Vehicles		2			
Funding Amount Requested		\$371,874	Total Project Cost		1,859,370
Organization Name		Incorporated County of Los Alamos			
Responsible Official		Harry Burgess		Title	County Manager
Mailing Address		1000 Central Ave., Los Alamos, NM 87544			
City, State, Zip		Los Alamos, NM 87544		Phone Number (505) 663-1750	
Cell Number			Email	harry.burgess@lacnm.us	
Contact Person		Annette Granillo		Title	Transit Manager
Phone Number		(505) 663-1770		Email	annette.granillo @lacnm.us
Organization Type		<input type="checkbox"/> State <input type="checkbox"/> City <input checked="" type="checkbox"/> County <input type="checkbox"/> School District <input type="checkbox"/> Non-Government <input type="checkbox"/> Other If other, list:			
Fleet Address		101 Camino Entrada Bldg. 3			
City: Los Alamos			County:	Los Alamos	Zip Code 87544

Will the vehicle(s) permanently reside within New Mexico? ☒ Yes ☐ No

Will the vehicle(s) permanently reside at the project address?

☒ Yes ☐ No

If "No" to either of the questions above, provide a detailed explanation in accordance with the application instructions.

PART B – PROJECT CATEGORY

Project Area, provide a summary of the project area below:

For the local public transportation program, the service area incorporates all of Los Alamos County, which includes the communities of Los Alamos and White Rock.

Route Design:

Routes are designed on a timed transfer system similar to how packages are distributed by Federal Express. Routes come together at the Transit Center where passengers can then transfer to other routes.

It is the goal of Atomic City Transit to ensure that the elderly, mobility limited, low-income and school age children are well served. It is also a goal to serve those citizens who have a choice in transportation modes, for example, those that are environmentally conscious, financially prudent and health aware. Due to these demographics the design of the County's transit system is coordinated, consolidated, rapid, and direct all of which facilitate reliability.

Schedule:

- Hourly service on six neighborhood routes (Main Hill to/from White Rock, Truck Route to/from White Rock, Canyon/Central, North Community, Barranca Mesa and North Mesa) between 6:00 a.m. and 7:00 p.m. Monday through Friday.
- Twice an hour service on one neighborhood route (North Mesa) during peak periods.
- Service every 30 minutes on three routes (Downtown Circulator, North Community and Canyon/Central) between 6:00 a.m. and 7:00 p.m. Monday through Friday.
- Service every 15 minutes on the Downtown Circulator during peak periods.
- ADA Complementary Paratransit Service for individuals with disabilities during the same days and hours of the fixed route service.

- Dial-a-Ride service for the general public between 6:30 p.m. and 9:00 p.m. Monday through Friday.
- Seasonal service mid-May through mid-October, between White Rock and Bandelier National Monument 7 days per week from approximately 9:00 a.m. to 5:10 p.m. Frequency is every 30 minutes on weekdays and 20 minutes on weekends.
- Afternoon Express service operates only on school days and is open to the general public. In addition to scheduled drop off locations, Afternoon Express buses drop riders off at other marked bus stops along each of the routes, with the exception of bus stops located on Trinity Drive.

Regional Transit partnerships include North Central Regional Transit District (NCRTD), which provides transfers to Northern New Mexico, and the State of New Mexico Park and Ride which provides transfers to Santa Fe and Albuquerque.

Project Type	Select one: <input type="checkbox"/> Engine replacement <input checked="" type="checkbox"/> Vehicle replacement		
Number of years new vehicle(s) will remain in fleet	13	Years	
Total lifetime NO _x reductions from the entire project	1.161134868	Tons	
Cost Effectiveness	\$33,611 compared to diesel fuel of \$624,149		
Cost Share	<input checked="" type="checkbox"/> 0% <input type="checkbox"/> 25% <input type="checkbox"/> 50% <input checked="" type="checkbox"/> 75%		
Provide a detailed summary detailing the source of the emission reduction data used, and the calculated cost effectiveness.			
<p>Los Alamos County proposes to procure two (2) 35-ft, heavy duty, low floor, electric power transit buses. One bus will to replace an older existing bus that has exceeded its useful life in transit service. The second bus will be added to the fleet as an expansion vehicle. This project has a scalability option, as one bus can be purchased in year one and a second bus the following fiscal year. Along with the two electric transit buses described above, the project includes two -120 kw in-depot charging systems. Procurement of these buses and charging equipment cannot be accomplished through the annual DOT formula grant process.</p> <p>This project is the initial effort of the Incorporated County of Los Alamos to include low or no emissions vehicles into the transit fleet. The units would be deployed in a downtown circulator service where they would benefit from very high visibility furthering the environmentally friendly message of transit, generally, and the no-low emissions message, specifically. Creating a culture that strives to reduce</p>			

noise, NO_x, and CO₂ emissions pollution by adding electric vehicles to the current Atomic City Transit Fleet.

The Incorporated County of Los Alamos, whose tagline is “Where discoveries are made”, is an ideal location to introduce alternative fuel vehicles which are supported by the County Council’s Quality of Life Priority that focuses on Environmental Stewardship as a strategic focus area. Specifically, the action plan calls on staff to analyze the potential for fuel efficient vehicles – including electric and hybrid options – perfectly aligned with the New Mexico Volkswagen Environmental Mitigation Trust Program goals.

However, the project cannot reasonably be funded from the annual FTA program formula allocations administered by the New Mexico Department of Transportation (NMDOT). Without this grant opportunity, Los Alamos County would have to defer replacement of the older bus for one or more additional years only to continue with NO_x gases. Current spare ratio is 25% on fixed route services.

Los Alamos County, through the Atomic City Transit System (ACT), provides transit service that strives to meet the diverse needs of its population. Delivery of regular weekday routes, express routes, peak hour service, and seasonal services are all important to the quality of life of residents because they connect various parts of our community, from the Los Alamos town site, to White Rock, and in cooperation with regional service providers, to areas beyond our County borders.

ACT is used by workers, students, commuters and shoppers with quick connections to Los Alamos National Laboratory from White Rock and the residential neighborhoods on the mesa tops of Los Alamos. The system also provides valuable transportation options for children to attend after-school programs or access the Teen Center in downtown Los Alamos. Our senior demographic relies upon the bus service for safe and easy access to medical services, shopping and recreational programs.

In addition Los Alamos County is a developing tourist destination with the town site, served by ACT’s circulator service, being the focal point of activity for the Manhattan Project National Historical Park. In addition, ACT provides seasonal shuttle service to nearby Bandelier National Monument, and the Valle Caldera National Preserve is but a twenty minute drive from downtown Los Alamos.

In sum, the addition of two (2) 35 – ft., heavy duty, low floor, electric powered transit buses would greatly improve the transit service we are able to deliver to both community residents and visitors alike, while at the same time, promoting the benefits of No- Low emission electric buses in working toward our Council’s priority of Environmental Stewardship through the use of alternative fuel vehicles such as electric buses.

The cost benefit of replacement of the older vehicle with an electric powered bus is a difference NOx \$556 as well as PM2.5 \$31,7752 and GHG (Short Ton) \$1,138.

Sensitive Populations

Will the project be in or adjacent to an area identified as a priority area due to demographic and/or health factors that are impacted disproportionately, (e.g., elderly, young, low income, minority, evidence of morbidity or other health effects associated with diesel exhaust exposure)? Check all that apply.

☒ Elderly ☒ Hospital/medical ☒ School(s), including daycare

Percent Minority 27% Percent below poverty level 9%
(Family of 4 \$25,100 – U.S. Department of Health and Human Services)

Provide a detailed description of the project area as it relates to the criteria above using the Environmental Protection Agency's EJSCREEN: Environmental Justice Screening and Mapping Tool. Attach a copy of the EJSCREEN ACS report.

Los Alamos County estimated population 16,802 with a population density of 674 per square mile. Of this population approximately 27% will fall in a minority category with Asian as the highest percentage of 7% or 1,108 of Asian race. Children age 0 – 17 reflect 24% of the population of Los Alamos. In terms of education, Los Alamos County reflects 63% of the population holding a Bachelor's degree or higher, along with 65% of the population with an annual income higher than \$75,000. This is not surprising given the Los Alamos National Laboratories (LANL) as a major employment establishment. What these figures do not explicitly illustrate is the +/-18,000 people employed daily at LANL, the 750 employees of Los Alamos County, and the employees and patrons of the Los Alamos Medical Center and the University of Mexico - Los Alamos Branch that utilize our public transportation system. Atomic City Transit commenced in 2007, just celebrated 10 years of service, and carries ridership well over one-half million passenger trips per year, far in excess of what would typically be expected for a small rural county with relatively wealthy population of 16,802.

Below is ridership for the previous 10 years as an example of impact Atomic City Transit provides for the community and visitors on a fiscal year.

FY08 -	254,502 one-way trips
FY09 -	403,342 one-way trips
FY10 -	433,819 one-way trips
FY11 -	449,729 one-way trips
FY12 -	562,226 one-way trips

FY13 - 550,808 one-way trips
 FY14 - 526,333 one-way trips
 FY15 - 538,613 one-way trips
 FY16 - 511,553 one-way trips
 FY17 - 456,983 one-way trips
 FY18 - 448,366 one-way trips

Atomic City Transit provides service for many people who choose to commute to the area by vehicle, shuttle bus or van pool and then opt to utilize public transportation. Many of our customers are "Choice Riders". Many others are children from parents that work in Los Alamos County and bring their children to Los Alamos for the quality education available. These busy, independent children manage their schedules by utilizing public transportation to attend many lessons, activities, and afternoon programs available in Los Alamos.

Is the project located in a county that is in non-attainment of the current National Ambient Air Quality Standard for ozone (currently only Doña Ana County)? ☐ Yes
☒ No

Is the project located in an area / county that is equal to or greater than 95% of the current National Ambient Air Quality Standard for ozone? These areas are currently located in Lea, Eddy, Rio Arriba, and San Juan counties. ☐ Yes ☒ No

If yes, provide a summary on the project location as it applies to the ozone standard.

High Impact Areas

Is the project located in an area that is disproportionately affected by exposure to diesel-fueled vehicles? Select all that apply. The term "project location" as used in this Program Application refers to the primary area where the affected vehicles/engines operate, or the primary area where the emissions benefits of the project will be realized.

☐ Airport ☐ Distribution Center ☐ Fleet yard ☐ Interstate highway ☐
 Multimodal center ☐ Port ☐ Bus terminal ☐ Rail terminal ☐
 Truck stop ☐ US highway ☐ Other

Provide a description of the type of fleet(s) and the impacts on the project area. Include the proximity to any of the selections above. If "Other" was selected include a summary that describes the "other" source(s).

Currently Los Alamos County could benefit from emissions reduction as many day workers and visitors arrive in the county and utilize vehicles. Encouragement to utilize public transportation with zero (0) emissions would help to keep the current levels acceptable.

Population: ☒ 0-49,999 ☐ 50,000-99,999 ☐ 100,000-149,999 ☐ 150,000-199,999 ☐ 200,000-249,999
☐ 250,000-299,999 ☐ 300,000-349,999 ☐ ≥350,000

Provide a brief summary of the population as it relates to the project area.

Los Alamos County is located in the central to northern portion of New Mexico just twenty-five (25) miles NW of Santa Fe New Mexico. Los Alamos current population is 16,802 and approximately 109 square miles. Los Alamos County is home to the Los Alamos National Laboratories which employees approximately 10,000 daily commuters, Los Alamos County which has an employment base of 750 as well as the medical center and University of New Mexico – Los Alamos.

Fuel Type of Proposed Vehicles: ☐ ULSD ☐ CNG/LNG ☐ Propane ☒ Electric
☐ Hydrogen

Ability to be deployed in a timely manner. Provide a detailed description, including estimated time of delivery and the procurement process.

Los Alamos County has applied for a discretionary competitive grant through the FTA Low – No Emissions funding opportunity. The example timeline submitted for this grant and in partnership with the New Mexico Volkswagen Environmental Mitigation Trust program is accepted is presented as a scaled project for FY 2019 and FY2020 proposed to purchase one bus and one charging station in each respective years.

FY 2018 Low-No Deployment Timeline (Typical)

Task Name	Milestone (Start Dates)	Duration of Task
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Low-No Project Timeline			
Phase 1	# of Days from Notice of Award		
Notice of Award from FTA	0	1 day	
Execute Agreement with FTA (TRAMS)	+1 Month	2 months	
Project Team Meeting	+1 Month	2 days	
Contract Negotiations and Configuration Definitions	+1 Month	45 days	
Board Approval	+3 Months	1 month	
Contract Execution	+5 Months	7 days	
Phase 2 - Bus	# Of Days from Contract Execution*		
Configuration Review	+0 Months	75 days	
Configuration Design	+2.5 Months	2.5 months	
Pre-Production Meeting	+5 months	2 days	
Parts Procurement	+5 months	4 months	
Bus Production (For 5 buses)	+9 months	2 months	
Inspection, Delivery and Acceptance	+11 months	1 month	
Phase 2 - Chargers	# Of Days from Contract Execution		
Design and Permitting	+0 months	3 months	
Construction	+3 months	3 months	
Installation and Commission	+7 months	1 months	
Phase 3	# Of Days from Final Acceptance		
Operator/Maintenance Training	+0 months	5 days	
Shadow Service	+1 month	14 days	
Launch Revenue Service	+2 months	1 day	
<p>* Parts procurement cannot start until contract execution.</p> <p><i>Note: This timeline is illustrative of the typical lifecycle of a Low-No Project, from Notice of Award by FTA to Initiation of Revenue Service. Actual milestones may vary based on project specifics and agency approach.</i></p>			

Are additional fueling infrastructure developments or improvements needed for this project? If yes, describe below.	<input checked="checked" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Los Alamos County has applied for two (2) electric charging stations, to be a scalable project with the first year charging station of 120 kw station at an estimated cost of \$112,500 per station. The County of Los Alamos has applied for the FTA – Low-No Emissions grant to partner with the VW Mitigation Trust program for 80% cost (\$90,000) and a 20% matching funds (\$22,500).</p>	
<p>Provide a detailed summary of the applicant’s purchasing procedures ensuring that all vendors will be selected in accordance with state public contracting and procurement regulations.</p>	
<p>The County of Los Alamos complies with state public contracting and procurement regulations as stated in the Los Alamos Municipal Charter. Specifically the language of the County Charter states:</p> <p>Sec. 31-1. - Purpose of article.</p> <p>SHARE LINK TO SECTIONPRINT SECTIONDOWNLOAD (DOCX) OF SECTIONEMAIL SECTION</p> <p>The purpose of this article is to provide for the fair and equitable treatment of all persons involved in public purchasing by the county, to maximize the purchasing value of public funds in procurement and to provide safeguards for maintaining a procurement system of quality and integrity. As provided in Article X, Section 6, of the Constitution of the State of New Mexico, in Section 13-1-98K NMSA 1978, and Article I, Sec. 103 of the Los Alamos Municipal Charter, the county may exercise all legislative powers and perform all functions not expressly denied by general law or by other provisions of the County Charter. In the absence of the exercise of any such power, the county may act in the manner provided by law. To that end, this article shall govern all purchasing transactions of the county and shall serve to exempt the county from all provisions of the New Mexico Procurement Code, Secs. 13-1-28—13-1-199 NMSA 1978 et al.</p> <p>(Ord. No. 02-098, § 2, 12-2-2008)</p> <p>Sec. 31-2. - Applicability of article provisions.</p> <p>SHARE LINK TO SECTIONPRINT SECTIONDOWNLOAD (DOCX) OF SECTIONEMAIL SECTION</p>	

This article applies to the procurement of goods, services or construction, entered into by the county after the effective date of the ordinance codified in this article. It shall apply to every expenditure of public funds for public purchasing irrespective of the source of the funds. When the procurement requires the expenditure of federal assistance or contract funds, the procurement shall be conducted in accordance with any mandatory applicable federal law and regulations. In the event of any inconsistency between the terms and conditions of this article and those of the federal contract, the latter will govern. The county may comply with the terms and conditions of any grant, gift or bequest that is consistent with law.

(a) These provisions shall apply to all employees or other users authorized to make purchases and all parties whose bid, offer or contract subjects them to these provisions.

(b) Purchasing for private or personal use, or use of the procurement process for such purpose, is prohibited.

(c) Enforcement and penalties. All managers, authorized users, and their supervisors are responsible for knowing, understanding, and adhering to the provisions of this chapter.

(1) Any person having knowledge of a deviation from these provisions shall report such to the purchasing agent or the county manager.

(2) Criminal violations can result in prosecution or penalties under [section 1-8](#) of the Los Alamos County Code of Ordinances (hereafter "code").

(Ord. No. 02-098, § 2, 12-2-2008; Ord. No. 02-256, § 51, 7-7-2015)

Signature

I, _____, hereby certify that the information and data submitted in this application are true and as accurate as possible, to the best of my knowledge.

Printed Name

Title

Responsible Official Signature

Date