

MACHIASPORT

(3) SNOW PLOW/LOCAL FREIGHT

(1) 2000 BUS

DIESEL → DIESEL

9/27/18

deg
LO

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	Mitigation Action Description: Related to Maine's Beneficiary Mitigation Plan
20 AVG 94% ₀	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.
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.
10 300,000 TOTAL - 60,000 MATCH = 240,000 PER	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.
Ø	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: Machiasport Town Clerk <msptclerk@machiasport.org>
Sent: Wednesday, September 12, 2018 12:29 PM
To: Gates, Judy
Subject: VW Grant Application
Attachments: Maine VW Application.docx; ATTACHMENT A.docx; ATTACHMENT C.docx; ATTACHMENT E.docx; ATTACHMENT F.docx; Equipment_Replacement-93 Mack.xlsx; Equipment_Replacement-98 Mack.xlsx; Equipment_Replacement-99 Mack.xlsx; Equipment_Replacement-2000 Bus.xlsx; Attachment E-1.pdf

Good afternoon Judy,

I am sending this application directly to you because the link on the application does not work.

Please find attached, our VW Settlement Application. I trust you will find all in order. Please contact me with any questions. Please note: I tried to access the maps mentioned in criteria for Attachment E, so I created one from a screenshot of another map. I later found a link to the maps that did work, I believe I have them all.

The original paper copy will go out today. If there should have been a different recipient, please forward.

Thank you,

Marcia L. Hayward
Town Clerk / Treasurer
Town of Machiasport
PO Bo 267 / 8 Unity Square
Machiasport, ME 04655
207-255-4516
FAX 207-255-6841
msptclerk@machiasport.org



(For MaineDOT Use Only)

Date Application

Received

9/12/2018

Beneficiary's Project ID
23901.10

Funding Request #

7

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/fags.
- Information on the **current base price** for Maine school buses can be found at <http://www.maine.gov/doe/transportation/programs/buspurchase.html>

Section 1: General Information

Action Title: <u>Equipment Replacement 2018</u>			
Action Location: Town/Territory: <u>Town of Machiasport</u>		County: <u>Washington</u>	
Type of Action: Repower: <input type="checkbox"/> Replacement: <input checked="" type="checkbox"/>			
Action Proponent: <u>Marcia L. Hayward</u>			
Action Proponent Mailing Address: <u>P.O. Box 267 / 8 Unity Square</u>			
City: <u>Machiasport</u>	State: <u>ME</u>	Zip: <u>04655</u>	County: <u>Washington</u>
Daytime Phone: <u>255-4516</u>	Alternate Phone:		Email: <u>msptclerk@machiasport.me</u>
Authorized Agent (if different from Action Proponent): <u>Same</u>			
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 checked="" 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	
1		4	Mack	1993	150688	D	D	Plow w/Sander 1448818'	92.5
2		4	Mack	1998	150547	D	D	" 10171	91.2 57.16
3		4	Mack	1999	148427	D	D	" 5728	95% 47.6
4			Thomas	2000	74274	D	D	School BUS 649526	95.4

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 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".
<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

Machiasport is a small coastal community of approximately 1100 full time residents who, for the most part, earn their livelihoods on or from the sea. The community is committed to the environment and conservation and expect their Town Officials to honor those commitments.

As outlined on Attachment E, not only do the Town's actions impact the Atlantic Ocean, but Machiasport sits amid many federally designated Class 1 Areas. Machiasport is 30 miles from Edmunds, 23 miles from Whiting and 29 miles from Baring, home of the Moosehorn National Wildlife Refuge and Moosehorn Wilderness Area; 47 miles from Calais, 51 miles from Winter Harbor, and 73 miles from Bar Harbor which are part of Acadia National Park; and Machiasport is a mere 31 miles from Lubec / Campobello which boasts the home of Roosevelt Campobello International Park.

While not federally designated, it is important to note the State Parks and points of interest near Machiasport. In Machiasport, we claim Fort O'Brien State Park, site of the first naval battle of the American Revolution. We are also quite proud of Jasper Beach, a natural wonder and tourist attraction. Our neighbors across the bay at Roque Bluffs host the Roque Bluffs State Park which has a very large tourist population – and locals alike. Lubec is home of West Quoddy Head State Park. Its lighthouse and natural trails draw folks from around the world to experience the beauty found there.

As noted in the BMP, on-road heavy diesel trucks average 10,500 lbs. of emissions annually. With Machiasport's intent of replacing 3-4 vehicles through the VW Settlement process, that is a reduction of 31,500 lbs. to 42,000 lbs. of emissions removed from the atmosphere annually. Also noted in the BMP is that replacement of heavy duty vehicles may provide up to 96% reduction in NOx emission per vehicle! That is worth getting excited about. We feel this is a significant reduction for our little town and surrounding areas that may receive those emissions through sea breezes.

The vehicles proposed for replacement are from Machiasport's Public Works Department. Due to their age and condition, the existing units are extremely unreliable and in need of constant repair. For instance, one has an exhaust leak

into the cab, and another has the floorboards worn down to nothing and a hole exists there. By replacing these pieces of equipment, our hope is to keep them not only for a sustained 10 year benefit, but even beyond that.

The Town voted at its Annual Town Meeting to replace as many pieces as we can afford during this fiscal year. We have allotted a \$60,000 budget for our 20% cost. The townspeople are completely supportive and looking to implement the new equipment immediately, well within the 2 year requirement. We expect a new efficiency in our Public Works Department whereby work is not halted by equipment failure and less fuel is consumed. By reducing greenhouse gas emissions through fuel economy or idle reduction we will be doing our part to help address climate change. This would provide significant benefit to the Town both environmentally and economically.

The most sobering part of the BMP was the statement that EPA has classified diesel particulate as a likely human carcinogen. We hope to improve air quality for our community and visitors and reduce emissions over the lifetime of these vehicles. The only responsible action to this statement is to reduce that particulate in any way possible. So, it becomes our duty to apply for these funds, not simply a request.

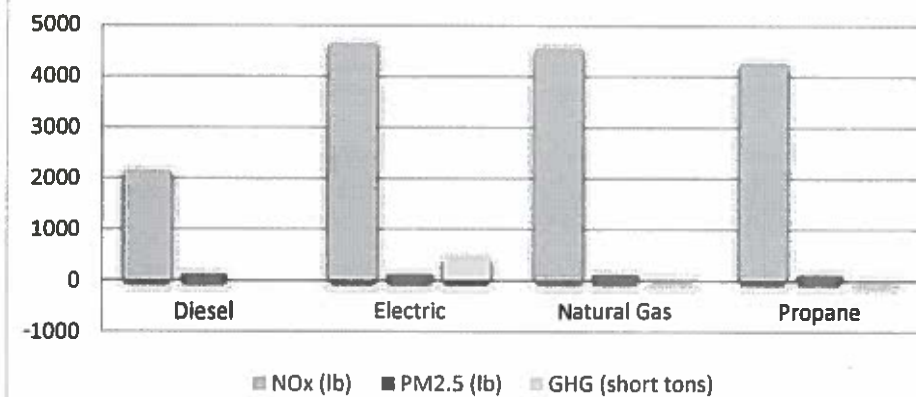
ATTACHMENT B

1993
Mack

Machiasport Equipment Replacement

Environmental Mitigation with Scrappage

New Vehicle Emission Benefit



New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	2142.23	4632.95	4539.55	4246.77
PM2.5 (lb)	119.44	128.34	119.44	119.06
GHG (short tons)	0	413.94	28.39	-28.05

New Vehicle Cost Effectiveness

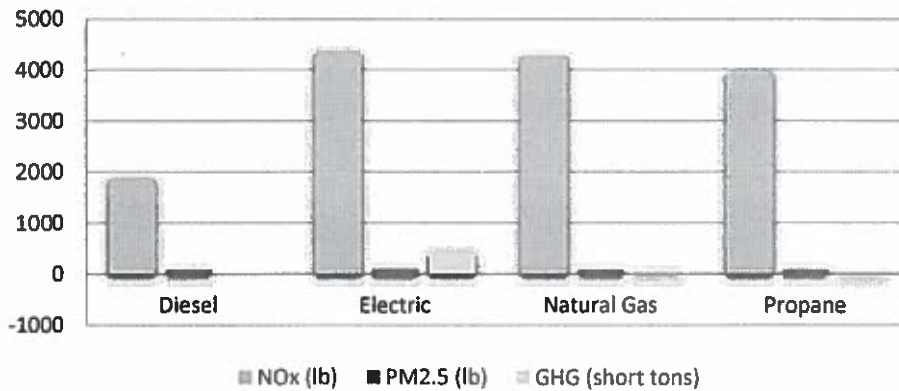
Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$56	N/A	N/A	N/A
PM2.5 (lb)	\$1,005	N/A	N/A	N/A
GHG (short tons)	N/A	N/A	N/A	N/A

Machiasport Equipment Replacement

Environmental Mitigation with Scrappage

1998
Mack

New Vehicle Emission Benefit



New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	1859.01	4349.73	4256.33	3963.55
PM2.5 (lb)	91.55	100.46	91.55	91.18
GHG (short tons)	0	413.94	28.39	-28.05

New Vehicle Cost Effectiveness

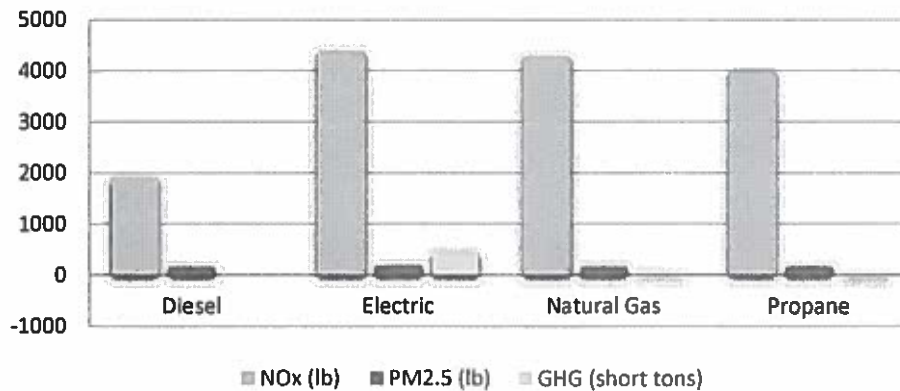
Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$65	N/A	N/A	N/A
PM2.5 (lb)	\$1,311	N/A	N/A	N/A
GHG (short tons)	N/A	N/A	N/A	N/A

Machiasport Equipment Replacement

Environmental Mitigation with Scrappage

1999
Mack

New Vehicle Emission Benefit



New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	1904.49	4364.15	4271.91	3990.61
PM2.5 (lb)	180.03	188.93	180.03	180.66
GHG (short tons)	0	413.94	28.39	-28.05

New Vehicle Cost Effectiveness

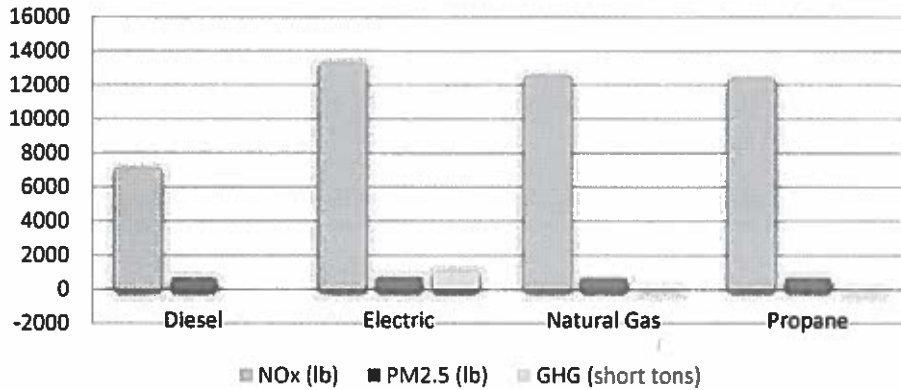
Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$53	N/A	N/A	N/A
PM2.5 (lb)	\$555	N/A	N/A	N/A
GHG (short tons)	N/A	N/A	N/A	N/A

Achiasport Equipment Replacement

Environmental Mitigation with Scrappage

Bus

New Vehicle Emission Benefit



New Vehicle Emission Benefits

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	7116.08	13341.75	12563.54	12410.68
PM2.5 (lb)	704.89	727.57	704.89	702.38
GHG (short tons)	0	1076.2	73.82	-72.92

New Vehicle Cost Effectiveness

Pollutant	Diesel	Electric	Natural Gas	Propane
NOx (lb)	\$14	N/A	N/A	N/A
PM2.5 (lb)	\$142	N/A	N/A	N/A
GHG (short tons)	N/A	N/A	N/A	N/A

ATTACHMENT C

Health benefits to replacing equipment at the Town of Machiasport are many. The most significant benefit being one truck with an exhaust leak into the cab of the vehicle will be removed from service. The operator of this truck regularly had to keep windows down (which is difficult when plowing snow.) to avoid carbon monoxide. These escaping emissions will no longer be added to the atmosphere thus inhaled by our neighbors.

Probably most significant of all health benefits would be less diesel particulate being emitted. Having been classified as a likely human carcinogen by the EPA, the reduction of that particulate becomes more time sensitive.

We expect a new truck would eliminate the need to keep idling to ensure the next start, a benefit that would be multiplied by the number of trucks purchased. This reduction by fuel economy will not only help address climate change, but reduce greenhouse gas emissions as well. We purchased approximately 1000 gallons of fuel last season and expect that amount to be significantly reduced by gallons and dollars.

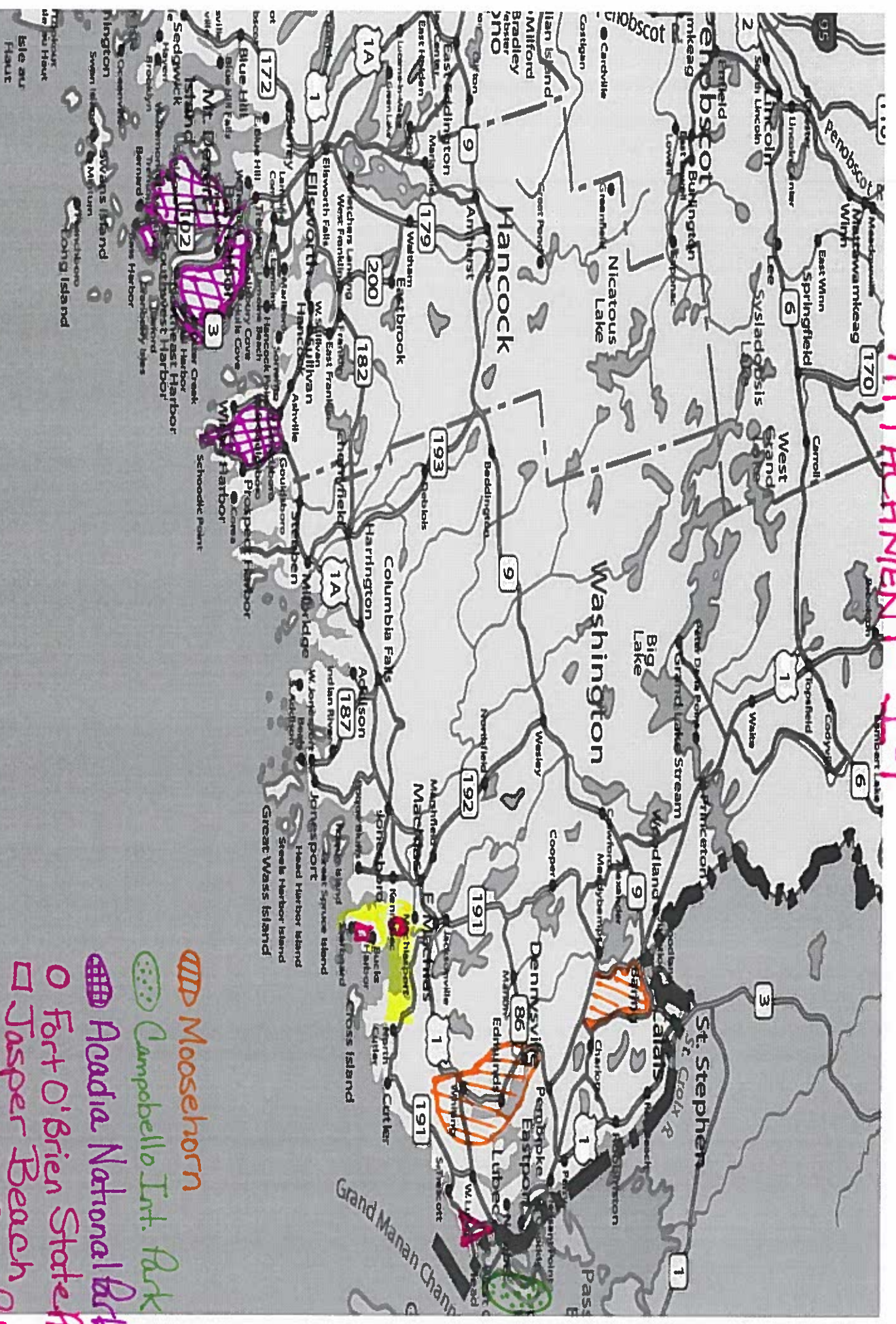
ATTACHMENT E

Reduced emission from Machiasport equipment will benefit our region, specifically federal Class 1 Areas such as Acadia National Park, Roosevelt Campobello International Park, Moosehorn Wilderness Area and the Moosehorn National Wildlife Refuges. Not only does the Town's actions impact the Atlantic Ocean, but Machiasport sits amid many federally designated Class 1 Areas. Machiasport is 30 miles from Edmunds, 23 miles from Whiting and 29 miles from Baring, home of the Moosehorn National Wildlife Refuge and Moosehorn Wilderness Area; 47 miles from Calais, 51 miles from Winter Harbor, and 73 miles from Bar Harbor which are part of Acadia National Park; and Machiasport is a mere 31 miles from Lubec / Campobello which boasts the home of Roosevelt Campobello International Park.

Machiasport is a small town nearly all of which is a peninsula into the Atlantic Ocean. Although a small town, our sea breezes make air quality a wide-ranging issue. The above mentioned areas are well within a short drive of Machiasport, making a direct route considerably less.

Also within that short distance are many State Parks such as: Fort O'Brien State Park, Rogue Bluffs State Park, West Quoddy State Park and our own beloved Jasper Beach. Being in the heart of "Downeast" our population spikes during the summer with seasonal residents and tourists alike. Reduced emissions will inevitably lead to better experiences for them in the short-term, and possibly added benefits due to repeat visits or more seasonal housing. With the increase in tourism, we cannot overlook the potential for an economic boost as well.

5



Moosehorn

② Campbell Int. Park

Acadia National Park

0 Fort O'Brien State Park

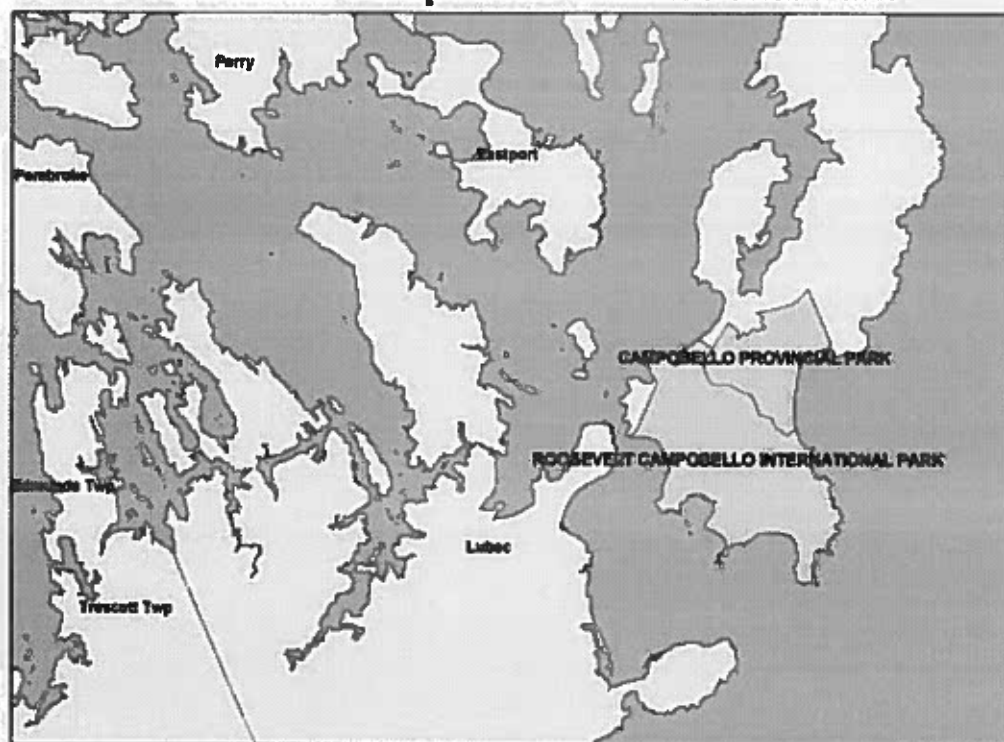
☐ Jasper Beach

ΔW Quaddy State Task

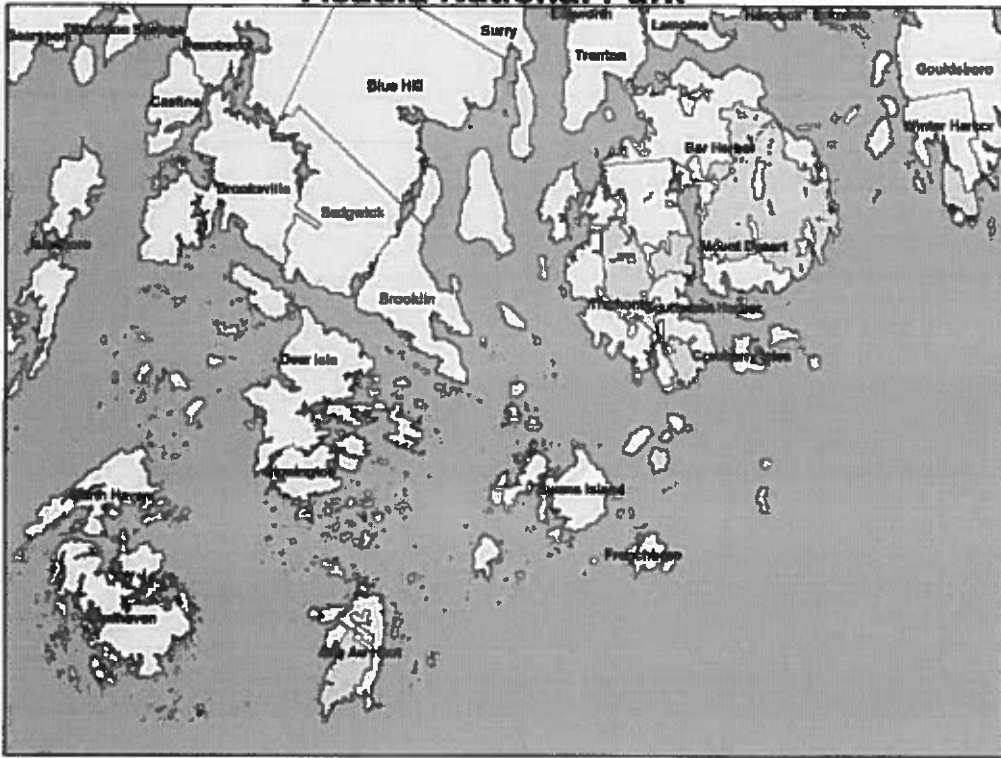
Waine

△+1+3+5+7+9+11+13+15+17+19+21+23+25+27+29+31+33+35+37+39+41+43+45+47+49+51+53+55+57+59+61+63+65+67+69+71+73+75+77+79+81+83+85+87+89+91+93+95+97+99

Roosevelt Campobello International Park



Acadia National Park





ATTACHMENT F

At the 2018 Annual Town Meeting residents were advised of this grant opportunity and an Article created in support. The result of that Article was a vote that passed, unopposed. Below is the Warrant Article from minutes of that meeting:

ARTICLE 21: To see what sum the Town will vote to raise and appropriate to **be transferred to the Highway Capital Equipment Reserve Capital Project Fund.**

	<u>17-18</u>	<u>18-19</u>
SELECTMEN RECOMMEND:	\$10,000	\$60,000

EXPLANATION: The Town has applied for grants to cover 80% of cost of new vehicles. Selectmen recommend replacing several pieces under this plan. Most will qualify for 80 % reimbursement.

Mike Hinerman seconded motion of Dave Neilsen to appropriate funds to the Highway Capital Equipment Reserve Capital Project Fund. Selectmen Smith and Clerk reiterated above explanation during discussion. Show of hands in favor, none opposed. Motion carried.

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	300,000
2	Minimum required cost share or leverage funding for this action Percentage: 80% Source: VW Settlement	240,000
3	Actual cost share and cost overage committed by the Action Proponent (may include local funding, grants awarded, contributions, etc.) Percentage: 20%	60,000
4	Funds requested from Maine's VW Environmental Mitigation Settlement	240,000

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	8-1-18
Action Proponent or Agent Submits Proposal to MaineDOT	9-1-18
MaineDOT Provides Written Approval of Action Proponent's Proposal	12-31-18
Action Proponent Enters Contract with MaineDOT	2-15-19
MaineDOT verifies funding approval by incorporating Action into Maine Beneficiary Mitigation Plan	3-15-19
Trustee Acknowledges Receipt of Project Certification and Funding Direction	12-31-18
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	2-15-19
Action Installation(s)/Delivery	4-30-19
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	6-30-19
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	6-30-19
MaineDOT Remits Committed Funding to Action Proponent	6-15-19
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	12-15-19
MaineDOT Reports Action Completion to Trustee	12-31-19

ATTACHMENT H

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

Projected Action Schedule	
Milestone	Estimated Date
MaineDOT Requests Round 1 Proposals for Actions to be funded by VW Environmental Mitigation Settlement	9-15-18
Action Proponent or Agent Submits Proposal to MaineDOT	9-15-18
MaineDOT Provides Written Approval of Action Proponent's Proposal	12-31-18
Action Proponent Enters Contract with MaineDOT	1-30-19
MaineDOT verifies funding approval by incorporating Action into Maine Beneficiary Mitigation Plan	2-28-19
Trustee Acknowledges Receipt of Project Certification and Funding Direction	.
Action Proponent Obtains Cost Share, Notifies or Certifies to MaineDOT	2-15-19
Action Installation(s)/Delivery	4-30-19
Submit Proof of Delivery or Work Completed to MaineDOT by providing copies of the vehicle title and receipt for vehicle, equipment, or service.	6-30-19
Submit Proof of Scrapping of Replaced Vehicle or Engine to MaineDOT	6-30-19
MaineDOT Remits Committed Funding to Action Proponent	6-15-19
Due date of first Status Report and Maintenance Record to MaineDOT (six months after funding award)	12-15-19
MaineDOT Reports Action Completion to Trustee	12-31-19

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: _____

Marcia L. Hayward
8-27-18

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): Marcia L. Hayward

Title: Clerk / Treasurer

Phone#: 255-4516

Email: msptclerk@machiasport.org

Marcia L. Hayward
Signature(s)

8-27-18
Date