RSU 67 LINCOLN

CLASS 7 (2) 2006 DIESEL → DIESEL

9/27/18
dcg
LC

Section 7: Application Scoring Matrix

Score Assigned	Attachment	Attachment Description
10	A	**Mitigation Action Description:** Related to Maine's Beneficiary Mitigation Plan
20 Avg = 90%	B	**NOx Emission Reduction:** NOx emission reductions estimate using EPA's Diesel Emission Quantifier
10 SCHOOL DEPOT	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 SCHOOL YARDS. TRAVEL THROUGH CLASS 1 AREAS OCCASIONALLY	D	**Action Location:** Within an area with a disproportionate quantity of air pollution from diesel fleets, such as ports, rail yards, terminals, school depots/yards, and freight distribution areas.
0	E	**Class 1 Areas:** Benefits a designated federal Class 1 Area, specifically Acadia National Park, Roosevelt Campobello International Park, or the Moosehorn Wilderness Area located within the Moosehorn National Wildlife Refuge Area.
10 $186,000 TOTAL; COST SHARE = 37,200 REQ = $178,800	F	**Verified Funding:** Match or leveraged funding for cost sharing secured. Budget provided.
10	G	**Action Schedule:** Action implemented within two years of the award date. Schedule provided.
10	H	**Benefit Period:** Sustained emission benefits over the ten-year Trust Effective Period. Maintenance plan provided.
10	I	**Relevant Experience and Compliance Certification:** Existing administration and programmatic structure in place to implement diesel emission reduction or offset actions.

ATT C-2 IDENTIFIES VEHICLE CLASS AS 3?

Gates, Judy

From: Dale Porter <dporter@rsu67.org>
Sent: Wednesday, September 05, 2018 11:04 AM
To: Gates, Judy; Ham David
Subject: VW funding application
Attachments: Maine-VW-D-2-application-062118-7_2.docx; ATTACHMENT A.docx; Attachment B Detailed Results Bus 17.docx; Attachment B Detailed Results Bus 18.docx; ATTACHMENT C.docx; Attachment C_2 Health_Benefit_Results.xls; Attachment D.docx; Attachment E.docx; Attachment F.docx; Attachment G.docx; Attachment H.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Judy,

Attachment I is included in application attachment.
The signed copy will arrive soon in the mail.
If you see any oversights please contact me. (207) 794-8578 or 4924
Thank you,

Dale R. Porter
RSU 67 Transportation

MaineDOT

(For MaineDOT Use Only)
Date Application Received
9/5/2018
Beneficiary's Project ID
23901.10
Funding Request #
2

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.htmls.
- 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: Regional School Unit #67			
Action Location: Town/Territory: Lincoln		County: Penobscot	
Type of Action: Repower: ☐ Replacement: ☒			
Action Proponent: David Ham			
Action Proponent Mailing Address: 25 Reed Drive			
City: Lincoln	State: ME	Zip: 04457	County: Penobscot
Daytime Phone: 207-794-6500 X6	Alternate Phone: 207-290-1869	Email: dham@rsu67.org	
Authorized Agent (if different from Action Proponent): Dale R. Porter			
Authorized Agent Mailing Address: 25 Reed Drive			
City: Lincoln	State: ME	Zip: 04457	County: Penobscot
Daytime Phone: 207-794-8578	Alternate Phone: 207-794-4924	Email: dporter@rsu67.org	

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
☐	**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.
☒	**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.
☐	**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.
☐	**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.
☐	**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.
☐	**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.
☐	**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.
☐	**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**
7		Freightliner FS-65	2006	149782	Diesel	Diesel	
7		Freightliner FS-65	2006	149688	Diesel	Diesel	

89.6%
192658.54

89.6%
192754.81

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
☒		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".
☒		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 separate summary calculation worksheet generated by the Quantifier for each vehicle or piece of equipment and label as "Attachment B".
☒		C	**Health Benefits:** Describe any health benefits maximized by the action beyond 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.
☒		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.
☒		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".
☒		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.
☒		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".
☒		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".
☒		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

Our older busses are model year 2006 Freightliners and have 2004 emissions standards. These busses have no Diesel Particulate Filters (DPF) or Selective Catalyst Reduction (SCR) to reduce diesel particulates or NOx. Replacing these busses will put new busses on the road with modern, efficient emission control systems.

Upgrading to new busses will cut NOx and particulate emissions immensely by including both of these important reduction systems and make it cleaner and safer for students and teachers at the loading/unloading zones at our schools and in the bus parking lot and shop for the drivers and mechanics.

Our busses also go on sports and field trips to other areas in the state: the Acadia National Park area (Bar Harbor 3 times, Bluehill 3 times, and Ellsworth 4 times), and through the Moosehorn Wildlife Reserve (Calais2 trips and E. Machias for Football). It would also lessen the pollutants on all the mileage to and from these Class 1 areas.

ATTACHMENT B DETAILED RESULTS FILE BUS 17

Data Porter	4/30/2019	Detailed Report from the Diesel Emissions Quantifier
Regional School Unit 67		
Dale	Porter	
dporter@rsu67.org		
888-888-8888		

Type	Target Fleet	Class/Equipment	Number of Vehicles	Model Year	Retrofit Year	Technology Description	Fuel Type	Fuel Volume	Calculated Fuel Volume	Vehicle Miles Traveled/Year (VMT)
Onroad	School Bus	School Buses	1	2006	2019	Vehicle Replacement - Diesel	ULSD	2720	2720	14084

Idling Hours/Year	Horsepower	Usage Rate/Year	Number of Vehicles Retrofitted	New Model Year	Diesel Fuel Reduced (gallons)	Reduced Idling (hours)	Installation Cost	Unit Cost	Annual Baseline of Vehicles (NOx, short tons)
107			1	2019	100	0	$0	$91,000	0.193401099

Lifetime Baseline of Vehicles (NOx, short tons)	Percent Reduced (NOx, %)	Baseline of Vehicles Retrofitted per year (NOx, short tons/year)	Amount Reduced per Year(NOx, short tons)	Lifetime Baseline of Vehicles Retrofitted (NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)
1.160406592	89.60%	0.1934	0.1733	1.1604	1.0397

Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (NOx)	Annual Baseline of Vehicles (PM2.5, short tons)	Lifetime Baseline of Vehicles (PM2.5, short tons)	Percent Reduced (PM2.5, %)	Baseline of Vehicles Retrofitted per year (PM2.5, short tons/year)
0.1207	175,048.40	0.015861516	0.095169095	98.00%	0.0159

Amount Reduced per Year(PM2.5, short tons)	Lifetime Baseline of Vehicles Retrofitted (PM2.5, short tons)	Lifetime Amount Reduced (PM2.5, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (PM2.5, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (PM2.5)
0.0155	0.0952	0.0933	0.0019	1,951,413.81

Annual Baseline of Vehicles (HC, short tons)	Lifetime Baseline of Vehicles (HC, short tons)	Percent Reduced (HC, %)	Baseline of Vehicles Retrofitted per year (HC, short tons/year)	Amount Reduced per Year(HC, short tons)	Lifetime Baseline of Vehicles Retrofitted (HC, short tons)
0.026019989	0.156119931	91.40%	0.026	0.0238	0.1561

Lifetime Amount Reduced (HC, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (HC, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (HC)	Annual Baseline of Vehicles (CO, short tons)	Lifetime Baseline of Vehicles (CO, short tons)	Percent Reduced (CO, %)
0.1427	0.0134	1,275,459.96	0.095047748	0.573686487	91.20%

Baseline of Vehicles Retrofitted per year (CO, short tons/year)	Amount Reduced per Year(CO, short tons)	Lifetime Baseline of Vehicles Retrofitted (CO, short tons)	Lifetime Amount Reduced (CO, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (CO, short tons)
0.0959	0.0875	0.5757	0.525	0.0507

Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (CO)	Annual Baseline of Vehicles (CO2, short tons)	Lifetime Baseline of Vehicles (CO2, short tons)	Percent Reduced (CO2, %)	Baseline of Vehicles Retrofitted per year (CO2, short tons/year)	Amount Reduced per Year(CO2, short tons)
346,649.45	30.6	183.6	7.40%	30.6	2.25

Lifetime Baseline of Vehicles Retrofitted (CO2, short tons)	Lifetime Amount Reduced (CO2, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (CO2, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (CO2)
183.6	13.5	170.1	13,481.48

ATTACHMENT B DETAILED RESULTS FILE BUS 18

Dale Porter	6/30/2016	Detailed Report from the Diesel Emissions Quantifier
Regional School Unit 67		
Dale	Porter	
dporter@rsu67.org		
888-888-8888		

Type	Target Fleet	Class/Equipment	Number of Vehicles	Model Year	Retrofit Year	Technology Description	Fuel Type	Fuel Volume	Calculated Fuel Volume	Vehicle Miles Traveled/Year (VMT)
Onroad	School Bus	School Buses	1	2006	2019	Vehicle Replacement - Diesel	ULSD	2720	2770	14084

Idling Hours/Year	Horsepower	Usage Rate/Year	Number of Vehicles Retrofitted	New Model Year	Diesel Fuel Reduced (gallons)	Reduced Idling (hours)	Installation Cost	Unit Cost	Annual Baseline of Vehicles (NOx, short tons)
107			1	2019	100	0	$0	$91,000	0.193401099

Lifetime Baseline of Vehicles (NOx, short tons)	Percent Reduced (NOx, %)	Baseline of Vehicles Retrofitted per year (NOx, short tons/year)	Amount Reduced per Year(NOx, short tons)	Lifetime Baseline of Vehicles Retrofitted (NOx, short tons)	Lifetime Amount Reduced (NOx, short tons)
1.160406592	89.60%	0.1934	0.1733	1.1604	1.0397

Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (NOx, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (NOx)	Annual Baseline of Vehicles (PM2.5, short tons)	Lifetime Baseline of Vehicles (PM2.5, short tons)	Percent Reduced (PM2.5, %)	Baseline of Vehicles Retrofitted per year (PM2.5, short tons/year)
0.1207	175,046.40	0.015861516	0.095169095	98.00%	0.0159

Amount Reduced per Year(PM2.5, short tons)	Lifetime Baseline of Vehicles Retrofitted (PM2.5, short tons)	Lifetime Amount Reduced (PM2.5, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (PM2.5, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (PM2.5)
0.0155	0.0952	0.0933	0.0019	1,951,413.81

Annual Baseline of Vehicles (HC, short tons)	Lifetime Baseline of Vehicles (HC, short tons)	Percent Reduced (HC, %)	Baseline of Vehicles Retrofitted per year (HC, short tons/year)	Amount Reduced per Year(HC, short tons)	Lifetime Baseline of Vehicles Retrofitted (HC, short tons)
0.026019989	0.156119935	91.40%	0.026	0.0238	0.1561

Lifetime Amount Reduced (HC, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (HC, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (HC)	Annual Baseline of Vehicles (CO, short tons)	Lifetime Baseline of Vehicles (CO, short tons)	Percent Reduced (CO, %)
0.1427	0.0134	1,275,459.96	0.095947748	0.575686487	91.20%

Baseline of Vehicles Retrofitted per year (CO, short tons/year)	Amount Reduced per Year(CO, short tons)	Lifetime Baseline of Vehicles Retrofitted (CO, short tons)	Lifetime Amount Reduced (CO, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (CO, short tons)
0.0959	0.0875	0.5757	0.525	0.0507

Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (CO)	Annual Baseline of Vehicles (CO2, short tons)	Lifetime Baseline of Vehicles (CO2, short tons)	Percent Reduced (CO2, %)	Baseline of Vehicles Retrofitted per year (CO2, short tons/year)	Amount Reduced per Year(CO2, short tons)
346,649.45	30.6	183.6	7.40%	30.6	2.25

Lifetime Baseline of Vehicles Retrofitted (CO2, short tons)	Lifetime Amount Reduced (CO2, short tons)	Lifetime Amount Emitted After Retrofit, Retrofitted Vehicles (CO2, short tons)	Capital Cost Effectiveness ($/short ton), Retrofitted Vehicles (CO2)
183.6	13.5	170.1	13,481.48

ATTACHMENT C

Health benefits include reduction of particulate matter and NOx in and around our schools and bus yard and all of the areas in our state where will be travelling and beyond.

The newer busses will heat-up faster in the winter mornings than the old busses making the idling times less. They will also be using programmed fuel savings when applicable, Such as Allison Transmission's "shift to neutral at stop signs" and the other fuel saving parameters that are available from the manufacturers to reduce fuel usage.

ATTACHMENT C-2 HEALTH BENEFIT RESULTS

Fleet Information

Vehicle Class Number	Model Year	Sector	Vehicle/Equipment Code	Technology	Number of Vehicles Retrofitted
3	2006	School Bus	School Buses	Vehicle Replacement - Diesel	2

Health Impacts Allocation

County and State	Percent Reduction
Washington, Maine	7%
Hancock, Maine	14%
Penobscot, Maine	79%

Health Impacts Estimation Tool Results

County and State	Annual Diesel PM2.5 Reduction (short tons)	Annual Cost	Annual Benefits
Washington, Maine	0.0011	-	$47
Hancock, Maine	0.0022	-	$200
Penobscot, Maine	0.0123	-	$1,800
Total	0.0156	$34,000	$2,000

ATTACHMENT D

The majority of the bus's emissions differences will be noticed around the school yards and the bus yard.

When the fleet is getting ready for either the AM or PM runs in cold weather we will have between 4 and 8 busses warming up at a time. They line up in front of the schools 3 to 5 at a time, the older busses do smell up the yard noticeably, especially to the students walking by and getting into the busses behind them. The difference between the 2006's and our newer busses is significant. These older busses stand out from the rest by smell and noticeable smoke and eye irritation.

By removing these older busses from our fleet we will be able to provide a safer workplace and location for the students.

ATTACHMENT E

Our busses go on sports and field trips to other areas in the state: the Acadia National Park area (Bar Harbor 3 times a year for 3 sports, Bluehill 3 times for 3 sports, and Ellsworth 4 times a year for 3 sports (Jr High and High School)), and through the Moosehorn Wildlife Reserve (Calais 2 trips a year for 2 sports and E. Machias for Football). It would also lessen the pollutants on all the mileage to and from these Class 1 areas.

ATTACHMENT F

!. Total Estimated Cost of the Proposed Action	$186.000
2. Minimum required cost share or leverage funding for this action (20%)	$37,200
Funds are to come from current year budget	
3. Actual cost share and cost overage committed by the Action Proponent	$37,200
4. Funds requested from Maine's VW environmental Mitigation Settlement	$178,800

Our share of the funds will come out of the RSU #67 Transportation Budget F/Y 18-19. We will postpone some planned maintenance projects to enable us to receive new busses with this program.

ATTACHMENT G

Date are Estimated

July 9, 2018

Maine DOT Requests Round 1 Proposals for Actions to be funded by VW Environmental Mitigation Settlement.

September 15, 2018

Action Proponent or Agent Submits Proposal to Maine DOT

October 31, 2018

Maine DOT Provides Written Approval of Action Proponent's Proposal

November 30, 2018

Action Proponent Enters Contract with Maine DOT

December 15, 2018

Maine DOT Verifies Funding approval by incorporating Action into Maine Beneficiary Mitigation Plan

December 18, 2018

Action Proponent Obtains Cost Share, Notifies or Certifies to Maine DOT

December 20, 2018

Action Proponent Orders Busses from Dealer

April 15, 2019

Busses Received from Dealer

April 16, 2019

Submit Proof of Delivery to Maine DOT by providing Copies of the Vehicle Title and Receipt for Vehicle

April 25, 2019

Submit Proof of Scrapping of Replaced Vehicle or Engine to Maine DOT

April 30, 2019

Maine DOT Remits Committed Funding to Action Proponent

October 30, 2019

Due Date of first Status Report And Maintenance Record to Maine DOT (six months after funding award)

ATTACHMENT H

We use the state provided Servicefinder maintenance program for our fleet of 18 busses.

The service intervals recommended by the manufacturer are programmed into the software to give a reminder to preform preventative maintenance on our vehicles when due.

Our drivers report any problems to the shop either by radio or by submitting a written note (or both) for all problems with the bus including "check engine" and "MIL" lights.

We have the necessary software to diagnose and perform most necessary repairs, including the emissions systems, on our fleet of busses. If we have a problem that we cannot do in-house we send the bus to Freightliner of Maine or W. C. Cressey Inc.

The busses that we are proposing to retire under this program are 12+ years old and have 150,000 miles on them and the only problem they have is some corrosion to the body and chassis. The running gear is in excellent condition on both of these and we will have to keep using them for a few years if we do not receive these funds.

ATTACHMENT I

Authorized Agent Certification

The Authorized Agent certifies that they have been authorized by the Project Proponent to submit this application, that the Project Proponent agrees to all the program requirements, and that the information provided is an accurate representation of the project.

Action Proponent's Signature: _____

Date: 9/5/18

Authorized Agent's Signature: _____
(if different from Action Proponent)

Date: 9-5-18

Action Proponent Signature

The Action Proponent certifies that the action(s) is/are accurately described in this application. Signature indicates that the action(s) comply with all requirements of the Volkswagen Environmental Mitigation Settlement, provides the designated level of cost share funds, and a willingness to enter an agreement with the Maine Department of Transportation requiring the Action Proponent to administer the project abiding to federal, State, and local requirements. The Action Proponent also accepts responsibility for submitting progress reports during the term of the project and providing future maintenance of the completed action through 2027.

Action Proponent(s): David Ham **Title:** Transportation Director

Phone#: 207-290-1869 **Email:** dham@rsu67.org

_____ 9/5/18

Signature(s) ***Date***