



CHRISTOPHER T. SUNUNU
GOVERNOR

**STATE OF NEW HAMPSHIRE
OFFICE OF STRATEGIC INITIATIVES**

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**DIVISION OF PLANNING
DIVISION OF ENERGY**
www.nh.gov/osi

June 1, 2021

Mr. Russell L. Crane
Volkswagen Environmental Mitigation Trust
c/o Wilmington Trust, N.A. as Trustee
1100 North Market Street
Attn: Capital Markets & Agency Services
Wilmington, DE 19890

Dear Mr. Crane,

The New Hampshire Office of Strategic Initiatives has enclosed the State of New Hampshire's submission of its third funding request (NHOSI 21-02) through the Volkswagen Environmental Mitigation Trust. The enclosure is to fulfill the requirement that a hard copy be submitted to you as required by paragraph 5.2 of the Trust Agreement.

Thank you for your attention to this matter. If you have any questions regarding this submission, please contact Lisa Cota-Robles, Deputy Director of OSI at lisa.cota-robles@osi.nh.gov or by phone at (603) 271-2155.

Sincerely,

Jared Chicoine
Director

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary State of New Hampshire

Lead Agency Authorized to Act on Behalf of the Beneficiary Office of Strategic Initiatives
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	DCFC EVSE (Fast-Charging Electric Vehicle Supply Equipment)
Beneficiary's Project ID:	NHOSI-21-02
Funding Request No.	05
Request Type: <i>(select one or more)</i>	<input checked="" type="checkbox"/> Reimbursement <input checked="" type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: <i>(select one or more)</i>	<input type="checkbox"/> Beneficiary <input checked="" type="checkbox"/> Other (specify): <u>OSI, DES, awarded vendors</u>
Funding Request & Direction (Attachment A)	<input checked="" type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action Type	<input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>Class 9: Light Duty ZEV Supply Equipment</u> <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal):
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1): See Attachment 1	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See Attachment 1	
Estimate of Anticipated NOx Reductions(5.2.3):: Unknown. Reduction in NOx dependent upon consumer adoption of electric vehicles.	
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1): New Hampshire Office of Strategic Initiatives	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). Through the NH OSI website (https://www.nh.gov/osi/energy/programs/documents/beneficiary-mitigation-plan.pdf)	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See Attachment 1	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See Attachment 1	

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

See Attachment 1

ATTACHMENTS

(CHECK BOX IF ATTACHED)

- X Attachment A Funding Request and Direction.
- X Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- X Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- X Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

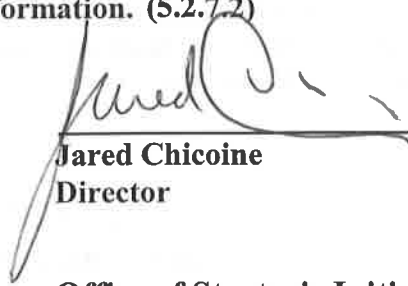
CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary State of New Hampshire, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business

information and personally identifiable information. (5.2.7.2)

DATED: 6/1/2021



Jared Chicoine
Director

Office of Strategic Initiatives
[LEAD AGENCY]

for

State of New Hampshire
[BENEFICIARY]

ATTACHMENT B

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES

Milestone	Date
Lead Agency Provides Notice of Availability of Mitigation Action Funds	9/7/2018
Project Sponsor Submits Proposal to Lead Agency	7/12/2019
First Issuance of RFP	November 22, 2019
Close of RFP	January 24, 2020
Stakeholder Comment Session/RFI (based on no conforming proposals)	March 10, 2020
Issuance of Revised RFP	August 2021
Close of Revised RFP	September 2021
Scoring/Selection of Vendor(s)	October 2021
Contract Negotiations	October 2021
Public Notice of Governor and Council Meeting Agenda	November 2021
Lead Agency Receives Governor and Council Approval	November 2021
Vendor(s) begin installation of EVSE	November 2021
Vendor(s) complete installation of EVSE	Summer/Fall 2022
Lead Agency Reports to Trustee on Status of & Expenditures with Mitigation Actions Completed and Underway	Within six (6) months of first disbursement; Jan. 30 & July 30 thereafter

PROJECT BUDGET

Period of Performance: <u>November 2019 – October 2022</u>				
Budget Category	Total Approved Budget	Share of Total Budget to be Funded by the Trust	Cost-Share, if applicable (Entity #1)	Cost-Share, if applicable (Entity #2)
1. Equipment Expenditure	\$0*	\$2,125,000	\$0*	\$0*
2. Contractor Support <i>(Provide List of Approved Contractors as Attachment with approved funding ceilings)</i>	\$0	\$0	\$0	\$0
3. Subrecipient Support <i>(Provide List of Approved Subrecipients or Grant Awardees as Attachment with approved funding ceilings)</i>	\$0	\$0	\$0	\$0
4. Administrative ¹	\$375,000	\$375,000	\$0	\$0
Project Totals	\$0*	\$2,500,000	\$0*	\$0*
Percentage (excl. admin costs)	0%	0%	0%*	0%*

¹ Subject to Appendix D-2 15% administrative cap.

*Cost-share unknown. Vendors and locations have not yet been selected the competitive bid solicitation. We anticipate EVSE will be installed on a combination of privately-owned and government-owned land.

PROJECTED TRUST ALLOCATIONS:

	2019 (Actuals)	2020 (Actuals)	2021 (Estimated)	2022
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$3,731,345	\$761,307	\$5,863,820	\$
2. Anticipated Annual Cost Share	\$5,033,176	\$828,624	\$1,172,764*	
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$8,764,521	\$1,578,624	\$7,036,584	
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$3,731,345	\$4,492,652	\$4,492,652	
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	\$0	\$0	\$5,863,820	
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$3,731,345	\$761,307	\$10,356,472	
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$31,204,145	\$27,472,800	\$27,472,800	
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	\$27,472,800	\$26,711,493	\$21,608,980	

*20% estimated cost match for all 2021 projects.

ATTACHMENT C

Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).

Information on the application process and status of eligible mitigation actions under the Volkswagen Environmental Mitigation Trust will be made available on the New Hampshire Office of Strategic Initiatives' VW webpage in the form of a report with reporting requirements consistent with the Trust. Record may also be requested by contacting the Office of Strategic Initiatives, or through the State of New Hampshire's Right-to-Know Law, codified as RSA 91-A.

ATTACHMENT D

Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6)

Not available at this time. A competitive bid solicitation must be completed prior to estimating costs and number of vendors.

Attachment 1

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

The project fits into the Mitigation Plan by addressing the principal goal of New Hampshire's Mitigation Trust to alleviate excess nitrogen oxide emissions caused by the Volkswagen violations through implementation of cost-effective projects in all regions of the state. Utilizing Mitigation Trust funds for installation of fast-charging electric vehicle supply equipment (DCFC EVSE) encourages adoption of the use of electric vehicles (EVs) within the state. EVs do not produce any direct emissions, which confers benefits to the state wherever they are driven, including historically disadvantaged communities. Widespread adoption of EVs maximizes air quality benefits by reducing particulate emissions, greenhouse gas emissions and the carcinogens associated with diesel exhaust.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

The project involves the installation of fast-charging electric vehicles supply equipment (DCFC EVSE). This infrastructure will encourage widespread adoption of EVs, which do not produce any direct emissions. Widespread adoption of EVs maximizes air quality benefits by reducing particulate emissions, greenhouse gas emissions and the carcinogens associated with fossil fuel exhaust.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).

Cost Share Requirement for EVSE installed on privately-owned property: 20%; cost share for EVSE installed on government-owned property: 0%. These installations along major corridors within the state will be competitively bid, so we hope and anticipate that at least some of the vendors will provide a greater-than-required cost match.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9):

Pursuant to Section 4.2.8 of the Environmental Mitigation Trust Agreement for State Beneficiaries, the New Hampshire Office of Strategic Initiatives (OSI), Lead Agency for the Environmental Mitigation Trust, made information pertaining to the availability of Trust funding for eligible mitigation activities publically available. This notification was accomplished through the presentation of the New Hampshire Beneficiary Environmental Mitigation Plan and State Trust Agreement documents on the Volkswagen page of the OSI website. The New Hampshire Beneficiary Environmental Mitigation Plan and State Trust Agreement documents were made available on the OSI website beginning on September 7, 2018.

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10):

The installation of EVSE will encourage the adoption of EVs statewide. Because EVs produce no tailpipe emissions, air quality benefits will be conferred wherever they are driven when compared to traditional fossil-fuel burning vehicles. As more people elect to purchase and drive EVs, the costs for purchasing them will decrease, making them more affordable for those in low-income (disadvantaged) area.