

Volkswagen Diesel Emission Settlement

New Hampshire Semi-Annual Report
January 1, 2022 – June 30, 2022

New Hampshire Department of Environmental Services

29 Hazen Drive, PO Box 95
Concord, NH 03302-0095
Lead Agency Contact: Craig A. Wright

In accordance with Section 5.3 of the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries, I hereby attest that the information contained in this report is true and correct and that this submission is made under penalty of perjury.

Signature:  Date: 7/29/22

Craig A. Wright

Background

On January 4, 2016, the United States and the State of California filed a complaint against several Volkswagen companies, referred to herein as Volkswagen, alleging violations of the Clean Air Act with regard to approximately 580,000 model years 2009 to 2015 2.0- and 3.0-liter diesel engines. The complaint alleged that the vehicles contained “defeat devices” in the form of computer software, designed to cheat on federal emissions tests, enabling the vehicles to emit levels of oxides of nitrogen (NOx) as high as forty times the federal standard without detection by the vehicle’s On-Board Diagnostic system, a system that numerous states, including New Hampshire, rely upon to detect and require repairs on vehicles exceeding federal emission standards. On October 2, 2017, the Department of Justice and Volkswagen signed a \$15 billion settlement, a portion of which – \$2.9 billion – will be held by the Mitigation Trust referenced above and shared among the U.S. states and tribes, based on the number of violating vehicles registered in each. New Hampshire’s share is \$30,914,841.09.

In 2017, Governor Sununu directed the former Office of Strategic Initiatives (OSI) to be New Hampshire’s Lead Agency in relation to the Environmental Mitigation Trust funds. OSI worked closely with New Hampshire Department of Environmental Services (NHDES) to develop New Hampshire’s Beneficiary Mitigation Plan that lays out how New Hampshire plans to spend the portion of the Trust allocated to the State. NHDES was subsequently appointed as Lead Agency by the Governor in August 2021.

[New Hampshire’s Beneficiary Mitigation Plan](#) presents the goals, available funding, funding priorities, and anticipated benefits from the state’s use of the Environmental Mitigation Trust funding.

The Plan allocates funding as follows:

1. Approximately \$15.5 million (50 percent) of New Hampshire’s allocation will be used to replace **state and municipal vehicles and equipment** under Eligible Mitigation Actions 1, 2, 6, and 10.
2. Approximately \$4.6 million (15 percent) of New Hampshire’s allocation will be used for the acquisition, installation, operation, and maintenance of **electric vehicle supply equipment** (EVSE) as allowed under Eligible Mitigation Action 9.
3. Approximately \$6.2 million (20 percent) of New Hampshire’s allocation will be available to all entities, public and private, through a **competitive solicitation for projects** in Eligible Mitigation Actions 1, 2, 6, 7, and 10.
4. No more than \$4.6 million (15 percent) of New Hampshire’s allocation will be utilized for **administrative costs**.

The following sections of this report summarize progress implementing Eligible Mitigation Actions in the manner described above.

A. New Hampshire Department of Transportation Vehicle Replacement Project

On January 9, 2019, New Hampshire's Governor & Executive Council (G&C) approved a Memorandum of Agreement (MOA) between the New Hampshire Office of Strategic Initiatives (NHOSI) and Department of Transportation (NHDOT) in the amount of \$6,182,968 to partially fund the replacement of nine extra-heavy-duty ten-wheeled trucks and 21 heavy-duty six-wheeled trucks. The project was funded from the state and municipal vehicles and equipment replacement program described above.

On June 24, 2019, the Trustee disbursed funds for Beneficiary Eligible Mitigation Action Certification "NHOSI-19-01" to the Trustee, which NHOSI had submitted on April 18, 2019. The payments included \$3,208,347 for the NHDOT vehicle replacements and administrative funds for NHOSI and the Department of Environmental Services (NHDES) in the amounts of \$4,265 and \$17,958, respectively.

During the second quarter of 2021, G&C approved a second phase of the NHDOT Vehicle Replacement Project in the amount of \$1,361,666 for the replacement of three heavy vehicles and five medium-duty vehicles. **As of June 30, 2022**, both phases of the project were complete with all 38 replaced vehicles scrapped and replacement vehicles in service. NHDOT will provide an annual reporting update in January 2023.

B. NHDES State Clean Diesel Program funded by EPA's Diesel Emission Reduction Act (DERA)

DERA grants are awarded annually by EPA to NHDES to fund New Hampshire's State Clean Diesel Program. Funds from NH's Beneficiary Mitigation Trust are utilized as non-federal match for the Program to secure a 50 percent federal bonus. The Program is a competitive sub-grant program which targets replacement of vehicles, engines, and equipment (public or privately owned), as well as installation of idle reduction technologies and certain on-board upgrades, favoring projects where the vehicles/equipment operate in areas of Environmental Justice concern, in areas with sensitive receptor groups such as schools or hospitals, in areas that receive a disproportionate quantity of air pollution from diesel fleets, and/or in areas that are near non-attainment for other pollutants such as particulate matter (note that all of NH is considered in attainment).

Funds from the approximately \$15.5 million allocation earmarked for replacement of state and municipally-owned vehicles and equipment in New Hampshire's Beneficiary Mitigation Plan, and from the approximately \$6.2 million earmarked for public and private vehicle and equipment replacement, contribute to the State Clean Diesel Program under Eligible Mitigation Action 10.

On December 18, 2020, G&C approved a Memorandum of Agreement between NHOSI and NHDES in the amount of \$316,427 to utilize NH's Beneficiary Mitigation Trust funds as non-federal match for New Hampshire's federal fiscal year (FFY) 2019 DERA grants. On April 29, 2021, NHOSI submitted Beneficiary Eligible Mitigation Action Certification "NHOSI-21-01" to the Trustee. The payments requested in NHOSI-21-01 included \$316,427 to NHDES for the State Clean Diesel Program and \$104 in administrative funds for NHOSI. The disbursement of these funds was completed by the Trustee on October 6, 2021.

The FY 2019/2020 New Hampshire State Clean Diesel Program Plan began on October 1, 2019. The total budget for the program was \$1,615,011, including \$646,004 in NH Beneficiary Mitigation Trust matching funds. During 2021, G&C approved two new projects and also approved amendments extending the completion date for five existing projects. Additionally, NHDES prepared and facilitated the FY 2021 State Clean Diesel program solicitation, which began on November 1, 2021. Eight proposals were received within the specified submission period.

During the first half of 2022, NHDES scored and selected projects from the FY 2021 State Clean Diesel program solicitation and worked with selectees on finalizing contracts. Supply chain delays challenged many of these projects, resulting in three project withdrawals; selectee personnel strains due to COVID-19 have also delayed two projects. Funds originally committed to withdrawn projects will roll into the FY 2022 solicitation, which NHDES readied for release in Summer 2022. Three projects from the FY 2019/2020 solicitations, originally delayed due to COVID and supply chain issues, were completed and reimbursements were processed in this reporting period. Three other projects from FY 2020 requested extensions due to supply chain delays.

Included in this semi-annual report are copies of the two quarterly DERA reports submitted to EPA by NHDES for the reporting period from January 1, 2022 to June 30, 2022. The projected termination date for the 2021/2022 NHDES DERA agreement with EPA is September 30, 2023.

C. Other New Hampshire State Agency Vehicle Replacement Projects

On January 22, 2020, G&C approved MOAs between NHOSI and the New Hampshire Department of Corrections (NHDOC), Department of Safety (NHDOS), and New Hampshire Fish & Game (F&G) utilizing approximately \$1,160,000 in funding from NH's Beneficiary Mitigation Trust to partially fund the purchase and replacement of existing diesel vehicles. These projects are funded from the approximately \$15.5 million of the state's allocation for replacement of state and municipal vehicles and equipment under Eligible Mitigation Actions 1 and 6.

On May 7, 2020, G&C approved a fourth MOA for replacement of state diesel vehicles operated by NHDES' Winnepesaukee River Basin Program (WRBP) for \$184,000.

On June 30, 2021, NHOSI submitted Beneficiary Eligible Mitigation Action Certification "NHOSI-21-03" to the Trustee for payments for the following for vehicle replacements:

- \$174,064 to NHDOC
- \$201,059.20 to F&G
- \$1,361,666.40 to NHDOT

Additionally, NHOSI-21-03 included a request for \$4,151.25 for administrative costs to NHOSI.

As of June 30, 2022, three of these projects were complete and one nearly so.

- NHDOS had scrapped and replaced two vehicles and both of the replacement vehicles were placed into service; the third replacement vehicle was in the process of being up-fit for their specific needs.
- NHDES-WRBP had scrapped both of their vehicles and put their replacements into service.
- NHDOC had placed into service both of their new vehicles and scrapped the replaced vehicles.
- F&G had put their new vehicles into service and scrapped the vehicles that had been replaced.

NHDOC, NHDES-WRBP, and F&G have completed their vehicle replacements. Reimbursement requests for NHDES-WRBP and NHDOS will be submitted in a subsequent reporting period.

D. Manchester Transit Authority School Bus Replacement Project

On February 5, 2020, G&C approved an agreement between NHOSI and the Manchester Transit Authority (MTA) to utilize approximately \$750,000 in funding from NH's Beneficiary Mitigation Trust to partially fund the purchase and replacement of fourteen diesel school buses with propane school buses. This project is funded from the approximately \$15.5 million of the state's allocation for replacement of state and municipal vehicles and equipment under Eligible Mitigation Action 2.

On March 16, 2020, NHOSI submitted Beneficiary Eligible Mitigation Action Certification "NOSI-20-01" to the Trustee. The payments requested in NHOSI-20-01 include \$750,000 for the MTA school bus replacements plus \$4,816 and \$6,491 for administrative funds for NHOSI and NHDES, respectively.

In September 2020, MTA put all fourteen replacement school buses into regular service. In 2021 they reported that the school buses had traveled approximately 22,000 miles. The project completion date was June 30, 2021.

E. NHDES Congestion Mitigation & Air Quality Improvement Program (CMAQ) Electric Vehicle Charging Station Project

In 2020, NHDES entered into a CMAQ Improvement Program Project Agreement with New Hampshire Department of Transportation (NHDOT) to install Level 2 EV charging stations at three State-owned properties: two in Concord and one in Franconia. Through this project, three dual-nozzle Level 2 charging stations will be installed at State-owned properties at 29 Hazen Drive (Concord), 21 South Fruit Street (Concord) and Cannon Mountain Ski Area (Franconia). VW funding will be used to provide \$47,946 in funds to match CMAQ funding provided to the state by the Federal Highway Administration (FHWA). The total project cost is projected to be \$239,730.

In 2021, NHDES staff attended a Project Scoping meeting with staff from NHDOT. NHDES began coordinating with the New Hampshire FHWA Field Office on the resolution of issues regarding “Buy America” requirements related to this project.

As of June 30, 2022, NHDES continues to navigate the “Buy America” requirements and coordinate project development with the host agencies. NHDES anticipates that these issues will be resolved in the near term and construction for this project will be advertised and bid in 2023.

F. Direct Current Fast Charging Infrastructure Request for Proposals/Request for Information

In November 2019, NHDES, serving as a representative of NHOSI, released an RFP for the installation and operation of electric vehicle supply equipment (EVSE), including both direct current fast charging (DCFC) and Level 2 chargers. The purpose of this RFP was to select qualified applicants to provide a strategic network of EVSE and associated operations, maintenance, and management services along specified corridors in New Hampshire. NHDES and NHOSI were funding this solicitation, consistent with the New Hampshire Beneficiary Mitigation Plan, through the beneficiary Mitigation Trust. Because NHDES received no responses that met the minimum qualifications of the RFP, in February 2020 NHDES released a subsequent Request for Information in an effort to receive feedback on the RFP and additional input on the RFP requirements.

On June 1, 2021, NHOSI submitted Beneficiary Eligible Mitigation Action Certification “NHOSI-21-02” to the Trustee for reimbursement of administrative costs incurred by NHOSI and NHDES during the course of this project. The payments requested in NHOSI-21-02 include funds for NHOSI and NHDES in the amounts of \$3,250 and \$57,308.66, respectively. The disbursement of these funds was completed by the Trustee on October 6, 2021.

In 2021, NHDES launched its own VW Mitigation Trust webpage to replace the VW webpage of NHOSI. The webpage provides information related to the RFP in addition to other Trust-related

information and documentation. On September 17, 2021, NHDES released a second RFP for the New Hampshire VW Environmental Mitigation Trust Direct Current Fast Charging Infrastructure project. NHDES personnel also conducted an informational webinar and responded to questions related to the RFP. Proposals were due on February 25, 2022.

During the first half of 2022, NHDES received thirty application packets containing a total of 53 proposed EVSE deployment options. NHDES determined that 43 of these proposed options—representing 35 sites across 25 New Hampshire towns and cities—met the minimum qualifications of the RFP and were thus advanced to the scoring phase. These proposals have been scored and evaluated and NHDES has begun contract negotiation with the highest scoring applicants.

**U. S. Environmental Protection Agency
State Clean Diesel Grant Program - Quarterly Report**

Grant Recipient	New Hampshire DES
Grant #	00A00175
Reporting Period	01/01/2022-3/31/2022

Instructions: Complete all relevant fields in this worksheet and use the other worksheets in this excel file to provide your project fleet descriptions.

WORKPLAN BUDGET	FY19	FY20
Total EPA Funds Awarded	\$474,614.00	\$494,366.00
Total Mandatory Cost-Share	TBD	TBD
Total Voluntary Matching Funds	\$316,427.00	\$329,577.00
Total Project Costs	\$791,041.00	\$823,943.00

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			vw Mitigation Funds	Other Funds			vw Mitigation Funds	Other Funds
Personnel	\$16,241.78				\$66,300.14			
Fringe Benefits	\$7,712.04				\$28,494.20			
Travel								
Equipment								
Supplies								
Contractual								
Subawards	\$47,212.36	\$238,574.51	\$39,242.00		\$141,210.05	\$542,922.71	\$92,678.00	
Participant Support Costs (e.g., Rebates)								
Other								
Indirect Charges	\$577.06				\$1,831.96			
TOTALS	\$71,743.24	\$238,574.51	\$39,242.00	\$0.00	\$237,836.35	\$542,922.71	\$92,678.00	\$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	NHDES executed reimbursement to two entities, Cora Beth Fisheries and the City of Berlin. NHDES received a request for extension for two projects from First Student, Inc., who have experienced delays due to supply chain disruptions. Additionally, NHDES scored and selected FY2021 proposals for funding and is undergoing contracting.

<p>Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.</p>	<p>Reimbursements were executed for Cora Beth Fisheries and City of Berlin for the following projects: Cora Beth Fisheries: \$40,000 to repower a fishing vessel with two new diesel engines City of Berlin: \$44,076 to replace a diesel snowblower and a diesel municipal truck</p>
<p>Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.</p>	<p>The Towns of Lisbon and Barnstead received extensions as they had not replaced their units due to COVID-19 complications and First Student has requested an additional extension due to supply chain disruptions. NH Division of Ports & Harbors and the Town of Whitefield previously notified NHDES that they wish to withdraw from their grants due to COVID-19 financial impacts. Based on DEQ calculations, the Pease Development Authority, Salem, and Lyndeborough projects will result in annual and lifetime reductions of 0.7934 short tons of NOx and 0.1103 tons of PM2.5. Based on DEQ calculations, the Fall Mountain RSD, Berlin, Lisbon, and Barnstead projects will result in annual and lifetime reductions of 1.52 short tons of NOx and 0.11 tons of PM2.5. Based on DEQ calculations, the First Student and Two Devine Lobster projects will result in annual reductions of 5.19 short tons of NOx and lifetime reductions of 7.27 short tons of NOx. The First Student and Two Devine Lobster projects will result in annual reductions of 0.06 short tons of PM2.5 and lifetime reductions of 0.08 short tons of PM2.5. The Eversource and the Cora Beth projects will result in annual reductions of 9.42 short tons of NOx and lifetime reductions of 37.27 short tons of NOx, and annual reductions of 0.1196 short tons of PM2.5 and lifetime reductions of 0.473 short tons of PM2.5. These reductions are consistent with the outcomes presented in the project work plan.</p>
<p>If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?</p>	<p>Extensions were granted to the towns of Lisbon and Barnstead to allow them to complete their projects despite COVID-19-related delays. Extensions for First Student's contracts are in the works (approved by EPA, now to be decided by G&C).</p>
<p>How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.</p>	<p>Extensions have been granted and we will check in on the grantees at reasonable intervals to make sure they're on target for completion.</p>
<p>If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.</p>	<p>General funds/cash match from City of Berlin totalling \$177,133 and cash match from Cora Beth Fisheries totalling \$61,441.50.</p>
<p>Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.</p>	<p>No program income was reported during this reporting period.</p>
<p>Did any public relations events regarding this grant take place during the reporting period?</p>	<p>Specific general outreach related to the State Clean Diesel Program and the progress of the project solicitations completed during this period was provided during meetings of the NH Regional Planning Commissions and Metropolitan Planning Organizations and their Technical Advisory Committees. The program was also promoted through Granite State Clean Cities Coalition to fleet managers, municipalities, and businesses.</p>

<p>What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.</p>	<p>New Hampshire DERA Program Website</p>
<p>What project activities are planned for the next reporting period?</p>	<p>NHDES will continue to steward grantees to complete their projects and continue reporting. NHDES is also contracting projects for the 00A00749 FY21 grant.</p>

Table 3. Subaward Reporting Requirements	
Requirement	Response
Summaries of results of reviews of financial and programmatic reports	No site visits have been completed under this grant to date. Due to COVID-19, we have been accepting photographic evidence in lieu of site visits.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	There currently is not enough information to calculate emissions reductions at this time.
Environmental results the subrecipient achieved	As these projects have not yet been completed, audits have not been conducted.
Summaries of audit findings and related pass-through entity management decisions	No deficiencies were identified during review of the sub award grantees.
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR 200.338 Remedies for Noncompliance	Not applicable - no deficiencies identified.

Note: Similar engines may be grouped together or entered as separate engine groups.

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Fiscal Year of EPA Funds Used:	2020	2020		
	Vehicle Or Engine Group Name:	Multiuse truck	Snow blower		
	Fleet Owner:	City of Berlin	City of Berlin		
	Vehicle or Engine Group Type:	Highway	Off-Road		
	Primary Place of Performance				
	- State(s):	NH	NH		
	- County:	Coos	Coos		
	- City:	Berlin	Berlin		
	- Zip Code:	03570	3570		
	Target Fleet:	Short Haul - Single Unit	Support Equipment		
	Vehicle Class or Equipment Type:	Class 8B	Non-road municipal equipment		
	Quantity:	1	1		
	Vehicle Identification Number(s):	2FZNRJCB4XAF35688	LMX6690R		
	Vehicle Make:				
	Vehicle Model:				
	Vehicle Model Year:	1999	1999		
	Engine Serial Number(s):	7AS48286	45761853		
	Engine Make:	Caterpillar	Cummings		
	Engine Model:	Cat 3126	C8.3C		
	Engine Model Year:	1999	1999		
Nonroad and locomotive only	Engine Tier:		2		
	Engine Horsepower:		275HP		
Liters per cylinder; Nonroad and locomotive only	Engine Cylinder Displacement:				
Number of Cylinders per engine; Nonroad and locomotive only	Engine Number of Cylinders:				
If unregulated, then NA	Engine Family Name:		45761853		
	Engine Fuel Type:	ULSD	ULSD		
Gallons per year per engine	Annual Amount of Fuel Used:	5000	3000		
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Rate:		650 hrs		
Miles per vehicle; On-Highway only	Annual Miles Traveled:	10000			
Hours per engine; On-Highway only	Annual Idling Hours:	200			
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:				
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:	1	1		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2020	2020		
	Year of Upgrade Action:	2021	2021		
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
	Upgrade:	Vehicle Replacement - Diesel	Equipment Replacement - Diesel		
Equipment price not including labor for installation	Upgrade Cost Per Unit:	\$119,467	\$101,742		
Labor cost for installation	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:	2020	2021		
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:	300	326		
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine; Nonroad and locomotive only	New Engine Cylinder Displacement:				
Per engine; Nonroad and locomotive only	New Engine Number of Cylinders:				

	NEW VEH	New Engine Family Name:	Cummings	Cummings		
		New Engine Fuel Type:	ULSD	ULSD		
Hours per vehicle; On-Highway only		Annual Idling Hours:				
Hours per vehicle; Class 8 Long-Haul Combination only		Annual Hoteling Hours Reduced:				
Gallons per year per engine		Annual Amount of Fuel Used:				

COPY AND PASTE ADDITIONAL COLUMNS AS NEEDED TO CAPTURE ALL ENGINE/VEHICLE GROUPS

Note: Each Vessel should be entered on a separate tab (e.g. Marine Vessel #1, Marine Vessel #2, etc). Please copy and create new tabs as needed. Similar engines may be grouped together or entered as separate engine groups. Auxiliary engines and propulsion engines must be entered as separate engine groups.

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Fiscal Year of EPA Funds Used:	2020			
	Name of Vessel:	Cora Beth Fisheries			
Per Vessel	Total # of Propulsion Engines	2			
Per Vessel	Total # of Auxiliary Engines	0			
	Vehicle Or Engine Group Name:	Detroit engines			
	Fleet Owner:	Cora Beth Fisheries			
	Application:	Commercial Fishing			
	Primary Place of Performance				
	- State(s):	New Hampshire			
	- County:	Rockingham			
	- City:	Hampton			
	- Zip Code:	3827			
	Engine Group Type:	propulsion			
Number of engines in group	Quantity:	2			
	Engine Serial Number(s):	133944, 5100572			
	Engine Make:	Detroit			
	Engine Model:	8V92			
	Engine Model Year:	1980			
	Engine Tier:	0			
	Engine Horsepower:	550			
Liters per cylinder per engine	Engine Cylinder Displacement:	5.0<= size <15.0			
Per engine	Engine Number of Cylinders:				
Liters per engine	Engine Total Displacement:				
If unregulated, then NA	Engine Family Name:				
	Engine Fuel Type:	Diesel			
Gallons per year per engine	Annual Amount of Fuel Used:	23,200			
Hours per year per engine	Annual Usage Rate:	725			
Years; Total number of years of engine life remaining at time of upgrade action	Remaining Life:				
Year in which engines would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:				
	Year of Upgrade Action:	2021			
	Upgrade Type:	Engine Replacement			
	Upgrade:	Engine Replacement - Diesel			
Equipment price not including labor/installation	Upgrade Cost Per Unit:	\$43,465.00			
Labor cost for installation	Upgrade Labor Cost Per Unit:	\$14,511.51			
	New Engine Model Year:	2021			
	New Engine Tier:	Tier 3			
Per engine	New Engine Horsepower:	450hp			
Liters per cylinder	New Engine Cylinder Displacement:				
Per engine	New Engine Number of Cylinders:				
Liters per engine	New Engine Total Displacement:				
	New Engine Family Name:	Cummins QSL9			
	New Engine Fuel Type:	Diesel			
Gallons per year per engine	Annual Diesel Gallons Reduced:				

COPY AND PASTE ADDITIONAL COLUMNS AS NEEDED TO CAPTURE ALL ENGINE/VEHICLE GROUPS

**U. S. Environmental Protection Agency
State Clean Diesel Grant Program - Quarterly Report**

Grant Recipient	New Hampshire DES
Grant #	00A00175
Reporting Period	04/01/2022-6/30/2022

Instructions: Complete all relevant fields in this worksheet and use the other worksheets in this excel file to provide your project fleet descriptions.

WORKPLAN BUDGET	FY19	FY20
Total EPA Funds Awarded	\$474,614.00	\$494,366.00
Total Mandatory Cost-Share	\$890,962.27	TBD
Total Voluntary Matching Funds	\$316,427.00	\$329,577.00
Total Project Costs	\$1,682,003.27	\$823,943.00

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			VW Mitigation Funds	Other Funds			VW Mitigation Funds	Other Funds
Personnel	\$ 6,734.49				\$73,034.63			
Fringe Benefits	\$ 3,643.76				\$32,137.96			
Travel								
Equipment								
Supplies								
Contractual								
Subawards	\$29,987.13	\$162,104.95	\$34,662.38		\$171,197.18	\$705,027.66	\$153,628.19	
Participant Support Costs (e.g., Rebates)								
Other								
Indirect Charges	\$542.05				\$2,374.01			
TOTALS	\$40,907.43	\$162,104.95	\$34,662.38	\$0.00	\$278,743.78	\$705,027.66	\$153,628.19	\$0.00

Table 2. Narrative Responses

Question	Answer
What actual accomplishments occurred during the reporting period?	NHDES processed a request for extension for two projects from First Student, Inc., who have experienced delays due to supply chain disruptions. Eversource has informed NHDES that they will require an extension for their project due to supply chain delays; they are in the process of furnishing a formal request. Additionally, NHDES continued to develop contracts with the FY2021 selectees, although several withdrew from the process due to supply chain disruptions.

<p>Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.</p>	<p>Reimbursements were executed for the towns of Lisbon and Barnstead for the following projects: Town of Lisbon: \$19,659.20 to replace a 1977 diesel-powered generator with a propane-powered generator Town of Barnstead: \$43,362.50 to replace a 1997 diesel plow truck with a 2022 diesel plow truck</p>
<p>Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.</p>	<p>The Towns of Lisbon and Barnstead received extensions as they had not replaced their units due to COVID-19 complications and First Student has requested an additional extension due to supply chain disruptions. NH Division of Ports & Harbors and the Town of Whitefield previously notified NHDES that they wish to withdraw from their grants due to COVID-19 financial impacts. Based on DEQ calculations, the Pease Development Authority, Salem, and Lyndeborough projects will result in annual and lifetime reductions of 0.7934 short tons of NOx and 0.1103 tons of PM2.5. Based on DEQ calculations, the Fall Mountain RSD, Berlin, Lisbon, and Barnstead projects will result in annual and lifetime reductions of 1.52 short tons of NOx and 0.11 tons of PM2.5. Based on DEQ calculations, the First Student and Two Devine Lobster projects will result in annual reductions of 5.19 short tons of NOx and lifetime reductions of 7.27 short tons of NOx. The First Student and Two Devine Lobster projects will result in annual reductions of 0.06 short tons of PM2.5 and lifetime reductions of 0.08 short tons of PM2.5. The Eversource and the Cora Beth projects will result in annual reductions of 9.42 short tons of NOx and lifetime reductions of 37.27 short tons of NOx, and annual reductions of 0.1196 short tons of PM2.5 and lifetime reductions of 0.473 short tons of PM2.5. These reductions are consistent with the outcomes presented in the project work plan.</p>
<p>If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?</p>	<p>Extensions for First Student's contracts are in the works (approved by EPA, now to be decided by G&C). An extension for Eversource is in the works (awaiting formal request and documentation).</p>
<p>How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.</p>	<p>First Student's extension was submitted for July review. Eversource's extension will be submitted once requested.</p>
<p>If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.</p>	<p>General funds/cash match from the Town of Barnstead totalling \$130,087.50 and general funds/cash match from the Town of Lisbon totalling \$32,017.45.</p>
<p>Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.</p>	<p>No program income was reported during this reporting period.</p>
<p>Did any public relations events regarding this grant take place during the reporting period?</p>	<p>Specific general outreach related to the State Clean Diesel Program and the progress of the project solicitations completed during this period was provided during meetings of the NH Regional Planning Commissions and Metropolitan Planning Organizations and their Technical Advisory Committees. The program was also promoted through Granite State Clean Cities Coalition to fleet managers, municipalities, and businesses.</p>

<p>What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.</p>	<p>New Hampshire DERA Program Website</p>
<p>What project activities are planned for the next reporting period?</p>	<p>NHDES will continue to steward grantees to complete their projects and continue reporting. NHDES is also contracting projects for the 00A00749 FY21 grant. NHDES plans to open the 00A00749 FY22 grant in the next reporting period (July-Sept).</p>

Table 3. Subaward Reporting Requirements	
Requirement	Response
Summaries of results of reviews of financial and programmatic reports	No site visits have been completed under this grant to date. Due to COVID-19, we have been accepting photographic evidence in lieu of site visits.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	There currently is not enough information to calculate emissions reductions at this time.
Environmental results the subrecipient achieved	As these projects have not yet been completed, audits have not been conducted.
Summaries of audit findings and related pass-through entity management decisions	No deficiencies were identified during review of the sub award grantees.
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR 200.338 Remedies for Noncompliance	Not applicable - no deficiencies identified.

Note: Similar engines may be grouped together or entered as separate engine groups.

Instructions / Units	Fleet Information	Group 1	Group 2	Group 3	Group 4
	Fiscal Year of EPA Funds Used:	2019	2019		
	Vehicle Or Engine Group Name:	Barnstead's plow truck	Lisbon's generator		
	Fleet Owner:	Town of Barnstead	Town of Lisbon		
	Vehicle or Engine Group Type:	On Highway	NonRoad		
	Primary Place of Performance				
	- State(s):	New Hampshire	New Hampshire		
	- County:				
	- City:	Barnstead	Lisbon		
	- Zip Code:	03225	03585		
	Target Fleet:	Long Haul - Single Unit	Stationary		
	Vehicle Class or Equipment Type:	Class 8	Stationary - Power Generation		
	Quantity:	1	1		
	Vehicle Identification Number(s):	1HTSDAAR8VH478324			
	Vehicle Make:	International	Onan		
	Vehicle Model:	4900			
	Vehicle Model Year:	1997			
	Engine Serial Number(s):	1820494.04	17b0174815		
	Engine Make:	International	Cummins		
	Engine Model:	4900	155 DFE		
	Engine Model Year:	1996	1977		
Nonroad and locomotive only	Engine Tier:		Uncontrolled		
	Engine Horsepower:	275	355		
Liters per cylinder; Nonroad and locomotive only	Engine Cylinder Displacement:				
Number of Cylinders per engine; Nonroad and locomotive only	Engine Number of Cylinders:				
If unregulated, then NA	Engine Family Name:				
	Engine Fuel Type:	ULSD	ULSD		
Gallons per year per engine	Annual Amount of Fuel Used:	2750	300		
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Rate:		250 (waiver granted May 2021)		
Miles per vehicle; On-Highway only	Annual Miles Traveled:	8000			
Hours per engine; On-Highway only	Annual Idling Hours:	650	20		
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:				
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:	1	1		
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2023	2023		
	Year of Upgrade Action:	2022	2022		
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement		
	Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - LPG/Propane		
Equipment price not including labor for installation	Upgrade Cost Per Unit:	173450	66568.65		
Labor cost for installation	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:	2022	2022		
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:		100 KW		
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine; Nonroad and locomotive only	New Engine Cylinder Displacement:				
Per engine; Nonroad and locomotive only	New Engine Number of Cylinders:				

	NEW VEH	New Engine Family Name:	International	Generac		
		New Engine Fuel Type:	ULSD	LPG		
Hours per vehicle; On-Highway only		Annual Idling Hours:				
Hours per vehicle; Class 8 Long-Haul Combination only		Annual Hoteling Hours Reduced:				
Gallons per year per engine		Annual Amount of Fuel Used:		New fuel efficiency: 75 CFH		

COPY AND PASTE ADDITIONAL COLUMNS AS NEEDED TO CAPTURE ALL ENGINE/VEHICLE GROUPS