



The State of New Hampshire
Department of Environmental Services



May 9, 2024

Mr. Michael Bochanski Jr.
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. Bochanski,

The New Hampshire Department of Environmental Services has enclosed the State of New Hampshire's funding request NHDES-24-01, the eleventh funding request for the State of New Hampshire, 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 me – Craig Wright, Director, Air Resources Division at craig.a.wright@des.nh.gov or at (603) 271-1088.

Sincerely,

Craig Wright
Director, Air Resources Division
New Hampshire Department of Environmental Services
P.O. Box 95
Concord, NH 03302-0095

www.des.nh.gov

29 Hazen Drive • PO Box 95 • Concord, NH 03302-0095
(603) 271-1088 • (603) 271-1386 • TDD Access: Relay NH 1-800-735-2964

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 NH Department of Environmental Services

(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:	NH VW EMT DCFC Infrastructure Grant – Colebrook/ReVision Energy
Beneficiary's Project ID:	NHDES-24-01
Funding Request No.	11
Request Type: (select one or more)	<input checked="" type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input checked="" type="checkbox"/> Other (specify): <u>ReVision Energy, Inc.</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 <input checked="" type="checkbox"/> Appendix D-2 item (specify): <u>Item 9 – Light Duty Zero Emission Vehicle Supply Equipment</u>
Action Type <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): See Attachment 1
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 Department of Environmental Services
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). https://www.des.nh.gov/business-and-community/loans-and-grants/volkswagen-mitigation-trust
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)

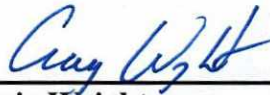
- ☒ **Attachment A** Funding Request and Direction.
- ☒ **Attachment B** Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- ☒ **Attachment C** Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- ☒ **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: 05/09/24



Craig Wright
Director, Air Resources

New Hampshire Department of
Environmental Services

for

State of New Hampshire

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 Solicitations Begin for VW DCFC EVSE RFP	9/17/2021
Project Solicitations Close for VW DCFC EVSE RFP	2/25/2022
Lead Agency Announces Volume of Response to VW DCFC EVSE RFP	4/6/2022
Lead Agency Announces Ranked Eligible Projects	9/28/2022
Subgrantee Receives Governor and Council Approval	6/13/2023
Subgrantee Begins Project	After G&C Approval
Subgrantee Submits Reports to Lead Agency	Monthly until EVSE are online; quarterly through 2029
Lead Agency Reports to Trustee on Status of and Expenditures with Mitigation Actions Completed and Underway	Semi-Annual reports submitted January 30 th and July 30 th .

PROJECT BUDGET

Period of Performance: <u>January 2024 – January 2029</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	\$319,178.66	\$210,342.93	\$108,835.73	\$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	\$0	\$0	\$0	\$0
Project Totals	\$319,178.66	\$210,342.93	\$108,835.73	\$0
Percentage (excl. admin costs)	100%	66%	34%	0%

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

PROJECTED TRUST ALLOCATIONS:

	2019 (Actuals)	2020 (Actuals)	2021 (Actuals)	2022 (Actuals)	2023 (Actuals)	2024 (Estimated)
1. Anticipated Annual Project Funding Request to be paid through the Trust	\$3,731,345	\$761,307	\$2,118,031	\$0 ¹	\$936,978 ³	\$3,400,000
2. Anticipated Annual Cost Share	\$5,033,176	\$828,624	\$529,508	\$459,707	\$1,283,060	\$790,000
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	\$8,764,521	\$1,589,931	\$2,647,539	\$459,707	\$2,220,038	\$4,190,000
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$3,731,345	\$4,492,652	\$6,610,683	\$6,610,683	\$6,650,017	\$6,650,017
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	N/A— Actuals	N/A— Actuals	N/A— Actuals	N/A— Actuals	N/A— Actuals	\$3,400,000
6. Total Funding Allocated to the Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$3,731,345	\$4,492,652	\$6,610,683	\$6,610,683	\$6,650,017	\$10,050,017
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$31,204,145	\$27,472,800	\$26,711,493	\$25,809,908 ²	\$25,809,908	\$24,872,930
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 1)	\$27,472,800	\$26,711,493	\$24,593,462	\$25,809,908	\$24,872,930	\$21,472,930

¹\$73,904.38 of funds allocated to NHDES in 2021 were spent on DERA projects. \$271,532 were requested for disbursement in 2022 but were not received until March 2023.

²Per Wilmington trust website's actual market share as of February 2023, inclusive of the Trust's growth.

³ \$231,076.16 of funds allocated to NHDES in 2023 were spent on DERA projects. Funds have been requested and have not yet been received as of May 2024

ATTACHMENT C

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

Information on funding availability, the application process, and status of approved projects under the New Hampshire Beneficiary Mitigation Trust are made available on the New Hampshire Department of Environmental Services' VW webpage in the form of a report that is consistent with Trust requirements. Records may also be requested by contacting the Department of Environmental Services.

ATTACHMENT D

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

Grantee	Project Location	Estimated Total Eligible Project Cost	Trust Portion (80%)	Subgrantee Match of Eligible Costs
Errol General Store	Errol	\$164,627	\$132,350	\$32,277
Irving Oil	Hooksett (1)	\$809,766	\$647,813	\$161,953
Irving Oil	Hooksett (2)	\$851,153	\$680,922	\$170,231
Cumberland Farms	Claremont	\$512,184	\$409,747	\$102,437
Global Montello Group	Lancaster	\$284,342	\$227,474	\$56,868
Irving Oil	Ossipee	\$338,145	\$270,516	\$67,629
Irving Oil	Warner	\$330,353	\$264,282	\$66,071
ReVision Energy	Colebrook*	\$319,179	\$210,343	\$108,836
Monadnock Food Coop	Keene	\$385,887	\$308,710	\$77,177
ReVision Energy	Dover	\$349,288	\$279,430	\$69,858
ReVision Energy	Epping	\$344,846	\$275,876	\$68,970
Global Montello Group	Peterborough	\$317,149	\$253,719	\$63,430
	TOTAL:	\$5,867,586	\$4,694,716	\$1,172,870

*Reference attached cost breakdown for this specific project

Attachment 1

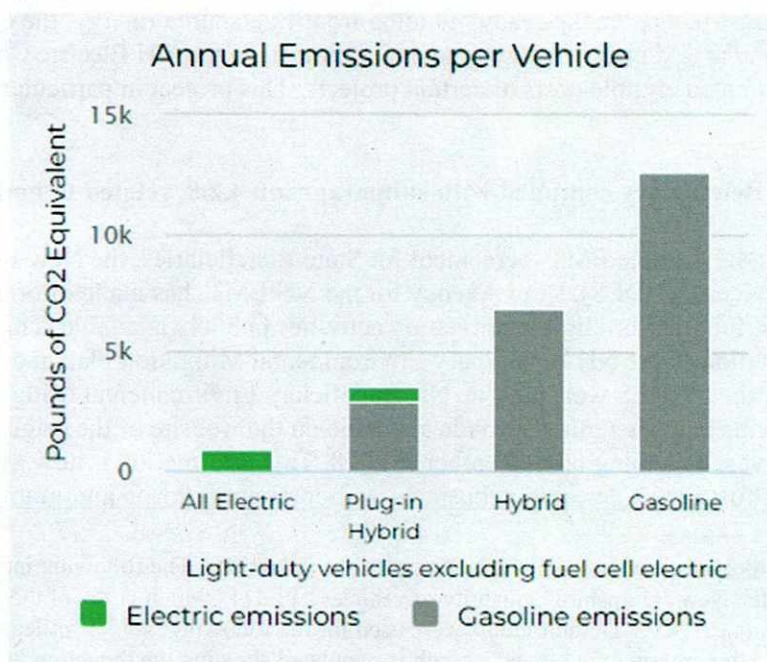
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

The New Hampshire (NH) Volkswagen (VW) Environmental Mitigation Trust (EMT) Direct Current Fast Charging (DCFC) Infrastructure Grant Program, which is designed to fund the installation of DCFC and co-located Level 2 chargers, fits into the Mitigation Plan by addressing the principal goal of NH's EMT to alleviate excess nitrogen oxide emissions caused by the VW violations through implementation of cost-effective projects in all regions of the state. The installation of DCFC on key travel corridors throughout the state will enable electric vehicle (EV) travel to and within NH by residents and visitors and encourage EV adoption in order to reduce harmful emissions. This critical site in particular, is in NH's rural and remote North Country, which is widely considered to be a 'charging desert' due to the severe lack of EV charging infrastructure.

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

Projects funded under the NH VW EMT DCFC Infrastructure Grant Program consist of grantees across the state who will establish EV charging station sites on each of NH's designated Alternative Fuel Corridors (AFC). The subgrantee projects will install approximately 25 DCFC pedestals, each with both a CCS and CHAdeMO (or other non-proprietary charging system connector), each providing between 62.5 and 180 kW of power, as well as approximately 12 Level 2 pedestals, most of which will be able to serve two vehicles at once and provide each at least 7.2 kW of power. The selected sites are distributed around the entire state from the North Country to major population concentrations in southern regions. Recipients range from large international corporations to small local businesses, will help to attract EV-driving tourists, and support travel to and throughout New Hampshire.

EVs emit far fewer harmful emissions than internal combustion engine vehicles, even when including the electric grid emissions. The Alternative Fuels Data Center provides the following comparison, specific to New Hampshire's grid:



Investing in EV charging infrastructure will help to accelerate EV adoption and improve the air quality along key corridors and within communities.

Estimate of Anticipated NOx Reductions(5.2.3):

New Hampshire is widely considered to be lagging behind the other New England states in terms of EV adoption. As drivers frequently cite 'range anxiety' (the fear that their vehicle will not have enough charge to complete the day's

journeys) which is alleviated by the presence of a robust charging network, it is reasonable to correlate some of the lack of EV adoption with the lack of EV infrastructure. By installing publicly available DCFC, NH may see EV adoption increase. Table 1 provides estimates of how this might reduce NOx based on scenarios reflecting different percentages of vehicles being electric in 2025. Table 2 shows the parallel resulting CO2 emission reductions:

Table 1.¹

% of Light-Duty Vehicles that are fully Battery-Electric Vehicles	NOx reduced per year	NOx reduced over 7 years	NOx reduced over 15 years
1%	5.54 tons	38.78 tons	83.1 tons
3%	16.62 tons	116.34 tons	249.3 tons
5%	27.7 tons	193.9 tons	415.5 tons
7%	38.78 tons	271.46 tons	581.7 tons

Table 2.²

% of Light-Duty Vehicles that are fully Battery-Electric Vehicles	CO2 reduced per year	CO2 reduced over 7 years	CO2 reduced over 15 years
1%	48,780.4 tons	341,462.8 tons	731,706 tons
3%	146,341.2 tons	1,024,388.4 tons	2,195,118 tons
5%	243,902 tons	1,707,314 tons	3,658,530 tons
7%	341,462.8 tons	2,390,239.6 tons	5,121,942 tons

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

Subgrantees selecting sites that are not government owned must share no less than 20% of the estimated total eligible cost. The table in Attachment D details the cost share “match” of 20% of each project’s estimated eligible cost. Site preparation and infrastructure “make-ready” funding from Eversource Energy, the electric utility serving many of the selected projects, and/or EV infrastructure rebates for projects in the NH Electric Cooperative (NHEC) territory will reduce the total estimated eligible costs of certain projects. This project in particular received a rebate of \$45,000.00 from NHEC.

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 EMT Agreement for State Beneficiaries, the New Hampshire Department of Environmental Services (NHDES), Lead Agency for the NH EMT, has made information pertaining to the availability of Trust funding for eligible mitigation activities publicly available. This notification was accomplished through the presentation of the NH Beneficiary Environmental Mitigation Plan and State Trust Agreement documents on the VW page of the NHDES website. The NH Beneficiary Environmental Mitigation Plan and State Trust Agreement documents had been initially made available on the website of the original Lead Agency, the NH Office of Strategic Initiatives, beginning on September 7, 2018. This information is now available on the VW page of the NHDES website: <https://www.des.nh.gov/business-and-community/loans-and-grants/volkswagen-mitigation-trust>

¹ The [AFLEET web tool](#) was used to calculate NOx emissions reductions. The following inputs were used: vehicle type “Passenger Car”; state “New Hampshire”; quantity of vehicles “13,411” which is 1% of the statewide light duty vehicle fleet; and powertrain to compare “EV.” Default inputs were used for the following: vehicle mileage; fuel economy; purchase price; and maintenance inputs. After entering the inputs, a graph is populated showing the reduction in each category of air pollutants over an annual basis for the fleet. These were multiplied as necessary to derive the reduction estimates in metric tons for each permutation in the chart.

² The [CMAQ “Unrestricted Access EV Charging Infrastructure” tool](#) was used to calculate the CO2 emissions reductions, because AFLEET does not calculate CO2 emissions. To ensure standardization of inputs across the two tools, only passenger cars were selected as a unit of measurement in the CMAQ tool. Average annual mileage was entered as “12,400” to synchronize with the AFLEET inputs. The resulting CO2 emissions reduction estimate was multiplied as necessary to derive the reduction estimates in metric tons for each permutation in the chart.

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):

Several of the locations selected for EVSE development are in or abut areas of Environmental Justice (EJ) concern, including towns which historically have been affected disproportionately by air pollution in adverse ways. Eligible projects were scored competitively (see RFP for full details) with points awarded in the Other NH Benefits criterion if the location was in an EJ community. As per Argonne National Laboratory's Electric Vehicle Charging Justice40 Map, this project is located in an EJ community:

<https://anl.maps.arcgis.com/apps/webappviewer/index.html?id=33f3e1fc30bf476099923224a1c1b3ee>

Additionally, because most EV charging occurs at home, DCFC use benefits travelers, drivers with long commutes, and EV drivers who live in homes without dedicated parking, such as multi-unit dwellings and small houses in high-density areas which historically experience higher-than-average emissions.

Cost Breakdown

Eligible Cost Categories	Proposal Eligible Costs	Schedule C with allowed 5% increase	Documented Eligible Costs
Charger	\$135,000.00	\$141,750.00	\$161,606.50
Console wired to electrical supply			\$0.00
Payment module/kiosk			\$0.00
Upgrades to customer-side electric supply	\$7,232.00	\$7,593.60	\$8,149.55
Cable and connector		\$ -	\$0.00
Cable management strategy		\$ -	\$0.00
Mounting equipment		\$ -	\$0.00
Onsite signage and pavement marking	\$853.00	\$895.65	\$250.00
Shipping/Freight charges	\$9,511.00	\$9,986.55	\$8,280.00
Non-labor construction costs related to site preparation and installation	\$16,337.00	\$17,037.70	\$17,849.76
Labor costs related to construction phase	\$81,406.00	\$85,476.30	\$81,777.25
Planning and permit fees	\$13,376.00	\$14,044.80	\$10,800.00
Five-year warranty and maintenance agreement for EVSE	\$55,250.00	\$58,012.50	\$23,063.70
Five-year software/network service agreement	\$9,598.00	\$10,077.90	\$7,401.90
Five-year customer support service agreement		\$ -	\$0.00
Subtotal without Charger	\$193,563.00	\$203,125.00	\$157,572.16
Total Eligible Costs	\$328,563.00	\$344,875.00	\$319,178.66
80% reimbursement amount	\$262,850.40	\$275,900.00	\$255,342.93
		NHEC Rebate	-\$45,000.00
		Requested NHDES Reimbursement	\$210,342.93

[illegible]