

Volkswagen Diesel Emission Settlement

New Hampshire Semi-Annual Report
July 1, 2025 – December 31, 2025

New Hampshire Department of Environmental Services

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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: 1/29/26

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, have relied 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 Volkswagen Mitigation Trust 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 (EMAs) 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 EMA 9.
3. Approximately \$6.2 million (20 percent) of New Hampshire’s allocation will be available to all entities, public and private, through **competitive solicitations for projects** in EMAs 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 EMAs in the manner described above. Historical information is in plain text and activities that occurred during the reporting period are presented in paragraphs that begin in bold text.

New Hampshire Department of Transportation Vehicle Replacement Project

A two phase project, under EMAs 1 and 6, funded the replacement of nine (9) extra-heavy-duty trucks, twenty-four (24) heavy-duty trucks and five (5) medium-duty trucks and was completed by the New Hampshire Department of Transportation (NHDOT) in partnership with the New Hampshire Department of Environmental Services (NHDES) and the New Hampshire Office of Strategic Initiatives (NHOSI). The Trustee disbursed funds in the amounts of \$6,182,968, \$3,208,347 and \$1,361,666 for D-4 Beneficiary EMA Certification "NHOSI-19-01." Administrative funds for NHOSI and the Department of Environmental Services (NHDES) in the amounts of \$4,265 and \$17,958, respectively were also disbursed. This project was completed as of June 30, 2022, and a final report on this project was submitted in July 2022.

NHDES Clean Diesel Grant Program funded by EPA's Diesel Emission Reduction Act (DERA)

DERA grants have historically been awarded annually by the U.S. Environmental Protection Agency (EPA) to NHDES to fund New Hampshire's Clean Diesel (NHCD) Grant Program. Funds from NH's Beneficiary Mitigation Trust were utilized as non-federal match for the Program to secure a 50 percent federal bonus for the DERA award during the Federal Fiscal Years (FFY) 2017-22. New Hampshire did not use funds from NH's Beneficiary Mitigation Trust as match for the FFY 2023-24 DERA State Grants Program, however previous matching funds are still being utilized as reported below.

The NHCD Grant 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. The Program prioritizes projects where the vehicles/equipment operate in areas with economic challenges, 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 currently 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, have contributed to the NHCD Grant Program under EMA 10 in past years.

On October 31, 2018 and December 18, 2020, the New Hampshire Governor and Executive Council (G&C) approved Memorandums of Agreement between NHOSI and NHDES to utilize NH's Beneficiary Mitigation Funds as non-federal match for New Hampshire's FFY 2017-18 and FFY 2019-20 DERA State Grants. On June 18, 2019, and April 29, 2021, NHOSI submitted D-4 Beneficiary EMA Certifications "NHOSI-19-02" and "NHOSI-21-01" respectively, to the Trustee requesting payments of \$500,350 and \$316,427 to NHDES for the NHCD Grant Program and \$425 and \$104 to NHOSI for administrative funds. The disbursement of these funds for the FFY 2017-18 and FFY 2019-20 NHCD Grant Program were completed by the Trustee on October 6, 2021 and the final report was submitted in January 2022.

On June 25, 2024 and February 25, 2025, NHDES submitted D-4 Beneficiary EMA Certifications "NHDES-23-01" and "NHDES-25-02" respectively, to the Trustee requesting payments of \$687,225 and \$329,577 to NHDES for the NHCD Grant Program and \$81,709 to NHDES for administrative funds.

The FFY 2019-20 NHCD Grant Program 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 approved amendments extending the completion date for five existing projects. Additionally, NHDES prepared and facilitated the FFY 2021-22 NHCD Grant Program solicitation, which began on November 1, 2021. Eight (8) proposals were received within the specified submission period.

Throughout 2022, NHDES scored and selected projects from the FFY 2021 NHCD Grant Program solicitation and worked with selectees on finalizing grant agreements. Supply chain delays challenged many of these projects, resulting in several project withdrawals; grantee personnel constraints due to COVID-19 have also delayed projects. Funds originally committed to withdrawn projects were rolled into the FFY 2022 solicitation, which NHDES released in Summer 2022. Several projects were selected from Round 1, Round 2, Round 3, and Round 4 of this solicitation and are proceeding.

In early 2023, we learned that one of the 2020 grantees decided to carry out project activities in a location that was not designated by their grant agreement, thus the grant agreement was terminated by mutual agreement. In August 2023, NHDES obtained an extension to the combined FFY 2019-20 DERA grant award to allow for more time to identify new projects for funding. In fall 2023, we learned that an additional 2020 grantee had been unable to execute their grant agreement by the projection completion

date, due to supply chain delays and lack of personnel. Due to these factors, this grant agreement was also terminated by mutual agreement.

In February 2024, NHDES was awarded the FFY 2023-24 DERA State Grant. For the first time since FFY 2017, NHDES did *not* provide 100 percent match to the federal funds using NH Beneficiary Mitigation Trust funds. The DERA Program's funding limit restrictions and federal requirements, such as Build America, Buy America compliance with electric vehicle charging infrastructure, have presented barriers to qualifying projects. However, project types that are not EMAs under the VW Trust are eligible under DERA and NHDES continues to promote the NHCD program and identify new potential applicants. NHDES can opt back into matching funds in any future year and will reassess a matching investment of VW funding into this program if another award becomes available.

From January to May 2025, NHDES conducted two (2) rounds of a new NHCD Grant Program Request for Proposals. Under these new rounds, an additional six (6) projects were selected for funding using FFY 2019-20 and FFY 2021-22 DERA funds matched with NH's Beneficiary Mitigation Trust funds. Four (4) of these projects were approved by the NH Governor and Executive Council (G&C) during the reporting period and are in various stages of implementation. Two (2) projects subsequently withdrew from the program.

Starting in August 2025, NHDES began conducting a new NHCD Grant Program Request for Proposals with rolling application rounds closing each month until all funding has been obligated. Applicant eligibility was restricted to public entities only, and to minimize overlap with our VW Trust Granite State Clean Fleets program, project eligibility was narrowed primarily to non-road units and truck stop electrification projects, along with certain on-road units if replaced by electric units. Under this new RFP, three (3) eligible project proposals have been received and selected for funding so far, pending G&C approval.

Included in this semi-annual report are copies of the quarterly DERA reports submitted to EPA by NHDES for this reporting period for both the FFY 2019-20 grant and the FFY 2021-22 grant. Although both EPA grant awards had a termination date of September 30, 2025, EPA approved a formal NHDES request to extend both grant awards to September 30, 2026. The extensions allow NHDES more time to select new projects with the funds that remain due to withdrawn projects.

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

(NHFG) 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 were funded from the approximately \$15.5 million of the state's allocation for replacement of state and municipal vehicles and equipment under EMAs 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 D-4 Beneficiary EMA Certification "NHOSI-21-03" to the Trustee for payments for the following for vehicle replacements:

- \$173,936 to NHDOC
- \$201,059.20 to NHFG
- \$1,361,666.40 to NHDOT

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

On October 28, 2022, NHDES submitted D-4 Beneficiary EMA Certification "NHDES-22-01" to the Trustee for payment of \$236,115 for replacement of two of NHDOS' vehicles as well as \$35,417 to NHDES for administrative costs.

On January 27, 2023, NHDES submitted D-4 Beneficiary EMA Certification "NHDES-22-02" to the Trustee for payment of \$163,857 for NHDES-WRBP's vehicle replacements and \$4,187 for NHDES' administrative costs.

As of June 30, 2023, all of these projects were complete.

- NHDOS scrapped and replaced all vehicles.
- NHDES-WRBP scrapped both of their vehicles and put their replacements into service.
- NHDOC placed both of their new vehicles into service and scrapped the replaced vehicles.
- NHFG put their new vehicles into service and scrapped the vehicles that had been replaced.

In July 2023, NHDES submitted D-4 Beneficiary EMA Certification "NHDES-23-02" to the Trustee for payment of \$235,899.20 for NHDOS' remaining vehicle replacement. This request was approved, and the payment was processed in January 2024.

In early 2025, NHDES conducted an analysis of the NH state vehicle fleet to help inform the development of a strategy to expend the remaining funding in the Public/Government Vehicles and Equipment allocation. NHDES identified a suite of vehicles that met the criteria of the program and worked with state agency partners in Q3 and Q4 2025 to develop MOUs for vehicle replacement projects and expend the remaining funds. In October, G&C approved MOUs obligating nearly \$1.2 million to replace eight (8) vehicles of various vocation between NHDES and NHDOS, NHFG, NHDES Dam

Bureau, the New Hampshire Judicial Branch, and White Mountains Community College. As of December 31, 2025, these projects and are in the implementation phase.

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 funding from NH's Beneficiary Mitigation Trust, under EMA 2, to partially fund the purchase and replacement of fourteen (14) diesel school buses with propane school buses. On March 16, 2020, NHOSI submitted D-4 Beneficiary EMA Certification "NHOSI-20-01" to the Trustee, requesting \$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 placed all fourteen (14) replacement school buses into regular service. This project was completed as of June 30, 2021, and the final report on this project was submitted in July 2022.

NHDES Congestion Mitigation & Air Quality (CMAQ) Improvement Program: Electric Vehicle (EV) 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. This project proposed to install three dual-nozzle Level 2 charging stations at State-owned properties at 29 Hazen Drive (Concord), 21 South Fruit Street (Concord) and Cannon Mountain Ski Area (Franconia). VW funding would 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 was 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 December 31, 2025, these CMAQ projects are on hold indefinitely due to Title 23 Federal Aid Requirements, including BABA restrictions. NHDES is considering redirecting the funds towards other EV charging projects or programs.

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 VW 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 D-4 Beneficiary EMA 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, when NHDES became the Lead Agency, it launched a 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.

NHDES received thirty (30) application packets containing a total of fifty-three (53) proposed EVSE deployment options. NHDES determined that forty-three (43) of these proposed options—representing thirty-five (35) sites across twenty-five (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 completed grant agreement negotiations with the highest scoring applicants.

As of December 31, 2025, the NH Governor and Executive Council (G&C) has approved eight (8) grant agreements under this program. The approved sites are in Claremont, Colebrook, Dover, Epping, Errol, Keene, Lancaster and Peterborough, New Hampshire. Sites in Claremont, Colebrook, Keene, Lancaster, and Peterborough are currently operational. The other three (3) approved sites in Dover, Epping, and Errol are in various stages of project implementation. NHDES has submitted three (3) D-4 Beneficiary EMA Certifications to the trustee for payment. “NHDES-24-01” for \$210,343 was submitted in May 2024 for the Colebrook project and “NHDES-24-02” for \$233,888 was submitted in June 2024 for the Keene project. Partial reimbursements for the projects in Dover and Epping were submitted as

Attachment A forms in April 2025 under the open D-4 “NHOSI-21-02”, which allocated \$2,125,000 for EVSE installation. Two (2) Attachment A forms for the Lancaster and Peterborough projects were submitted in September 2025, totaling \$472,399. Subsequent reimbursements will also be submitted under this D-4 to fully expend the allocated funding before submitting any further D-4s for this EMA.

Level 2 EVSE Rebate Program Request for Information

In December 2025, NHDES released a Request for Information (RFI) soliciting public feedback on the design and parameters of a prospective rebate program for public Level 2 EVSE, and for qualifications for a potential third-party administrator of such a program. NHDES is considering applying approximately \$3 million of its remaining allocation for light-duty EVSE to the potential program, with an eye towards the more efficient disbursement of the available funding. NHDES seeks to address charging needs in NH communities and travel and tourism areas that have not been met through former public or private sector investment. Responses to the RFI are due on January 31, 2026, and NHDES anticipates public feedback to inform strategy development in Q1 and Q2 2026 to expend remaining funds.

Granite State Clean Fleets

In June 2023, NHDES launched Granite State Clean Fleets (GSCF), a competitive solicitation for local governments to replace diesel vehicles/equipment with newer, cleaner diesel or electric versions and/or install marine shore power under EMAs 1-8. Projects engaging or benefiting rural and resource-strapped communities were prioritized. Projects proposing electrification or renewable energy sources were eligible for bonus points. NHDES completed various outreach activities through the project solicitation phase of the program. The first round of the program is expected to expend approximately \$4.6 million.

NHDES received thirty-two (32) applications, containing forty-four (44) vehicle replacement proposals and one (1) marine shore power project. Of these, forty-three (43) were eligible project proposals, representing twenty-six (26) local governments across New Hampshire. Eligible proposals were scored and fifteen (15) were selected to move forward. Of these, fourteen (14) projects have been approved by G&C and are currently in progress. One (1) project was not approved by G&C.

During the reporting period, two (2) projects were completed, one (1) project amended its grant agreement to extend the completion date, and three (3) projects submitted for reimbursement. The Towns of Greenville and Hillsborough completed their projects, replacing two (2) plow trucks. These projects join the Towns of Belmont, Farmington, Goshen, Lee and Litchfield, who have also completed

projects replacing seven (7) plow trucks under the program. The University of New Hampshire has also completed its project to install six (6) marine shore power pedestals at its docks in New Castle, NH. To date, the projects that have submitted for reimbursement under this initial solicitation have requested a total of \$1,776,080 to be reimbursed by the Trust.

NHDES released its second GSCF RFP in April 2025, utilizing approximately \$5.1 million in funding that remained in the Beneficiary Mitigation Plan allocations for Municipal Vehicle Replacements and Competitive Project Solicitations. Project eligibility remained similar to the first GSCF RFP, but applicant eligibility was expanded to include private and non-profit entities in addition to public entities. This RFP closed in late May, 2025 with nineteen (19) vehicle replacement projects received from sixteen (16) applicants. Two (2) proposals were subsequently withdrawn.

During the reporting period, NHDES finalized the scoring process and selected the remaining seventeen (17) projects for funding. As of December 31, 2025, fifteen (15) of these projects have had grant agreements approved by G&C and are in various stages of implementation, while two (2) projects were not approved by G&C. One (1) of the approved projects, replacing a dump truck owned and operated by the Mount Washington Auto Road in Gorham, NH, has been completed and submitted for reimbursement. Approximately \$3.4 million in additional funding is expected to be expended from this second GSCF RFP.

In August 2025, NHDES released its third GSCF RFP, utilizing approximately \$7.5 million in funding that remained in the Beneficiary Mitigation Plan allocations for Municipal Vehicle Replacements and Competitive Project Solicitations. Project eligibility remained similar to the prior GSCF RFPs, but applicant eligibility was once again restricted to public entities only. This GSCF RFP solicits proposal on a rolling monthly basis, with application windows closing at the end of each month. The RFP is scheduled to remain open until March 30, 2026, or until all available funding has been obligated, whichever occurs first.

As of December 31, 2025, a total of twenty-six (26) applications have been received from twenty-two (22) discrete applicants. Twenty-three (23) applications from twenty (20) applicants have been selected for funding, four (4) of which have had grant agreements approved by G&C. Contracting is progressing for the other nineteen (19) projects. Combined, these projects are expected to expend \$6.04 million in VW Trust funds.

To date, NHDES has obligated almost \$9.4 million of the funding currently budgeted for this program. Between December 2024 and August 2025, NHDES submitted D-4 Beneficiary EMA Certifications “NHDES-24-05,” “NHDES-25-01,” and “NHDES-25-03”. These D-4s requested amounts of \$7,822,575 for EMA 1, \$1,181,856 for EMA 6, and \$40,037 for EMA 5, respectively, and \$355,288 in administrative funds.

