2021 Diesel Emissions Reduction Act (DERA) State Grants

Work Plan and Budget Narrative Template

INSTRUCTIONS: States and territories applying for 2021 DERA State Grants should use this template to prepare their Work Plan and Budget Narrative.

Please refer to the 2021 DERA State Grants Program Guide full program details, eligibility criteria and funding restrictions, and application instructions.
SUMMARY PAGE

Project Title: New Hampshire State Clean Diesel FY 2021 Program Plan

PROJECT MANAGER AND CONTACT INFORMATION

Organization Name: New Hampshire Department of Environmental Services

Project Manager: Timothy White

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Phone: (603) 271-5552

Fax: (603) 271-1381

Email: timothy.white@des.nh.gov

PROJECT BUDGET OVERVIEW:

<table>
<thead>
<tr>
<th></th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>EPA Base Allocation</td>
<td>$339,117</td>
</tr>
<tr>
<td>EPA Match Bonus (if applicable)</td>
<td>$169,559</td>
</tr>
<tr>
<td>Voluntary Matching Funds (if applicable)</td>
<td>$339,117</td>
</tr>
<tr>
<td>Mandatory Cost-Share</td>
<td>$TBD</td>
</tr>
<tr>
<td>TOTAL Project Cost</td>
<td>$847,793</td>
</tr>
</tbody>
</table>

PROJECT PERIOD

October 1, 2021 – September 30, 2023

SUMMARY STATEMENT

New Hampshire’s State Clean Diesel Grant Program is a sub-grant program designed to reduce diesel emissions. The program will be applied broadly across various sectors in the state, employing a variety of diesel reduction strategies. The program will target projects that reduce emissions in economically challenged communities; areas with historical air quality issues; projects that reduce emissions in highly populated areas, areas with sensitive receptor groups.
such as schools or hospitals, or areas that receive a disproportionate quantity of air pollution from diesel vehicles and equipment; and projects in areas that are near non-attainment for other pollutants such as particulate matter. New Hampshire intends to use Volkswagen Environmental Mitigation Trust funds (VW Trust Funds) to match the federal funds for the fiscal year 2021. More information about New Hampshire’s Clean Diesel Grant Program is available online.

**SCOPE OF WORK**

New Hampshire Department of Environmental Services (NHDES) will institute a sub-grant program to fund projects that reduce on-and non-road (including stationary) diesel engine emissions in the state. This will be accomplished via a solicitation whereby projects are rated based on a combination of emission reductions, cost-effectiveness, health and other environmental benefits, location in the state and any ancillary benefits. New Hampshire will utilize VW Trust Funds as non-federal voluntary match for the fiscal year 2021 grant pursuant to the “DERA Option” \(^1\) specified in Appendix D-2 of the Volkswagen Partial Consent Decree. Use of all funds will be in line with the scope of work outlined in this plan and the funding restrictions outlined in the 2021 Diesel Emissions Reduction Act (DERA) State Grants Program Guide and the VW Environmental Mitigation Trust Agreement for State Beneficiaries.

**STATE/TERRITORY GOALS AND PRIORITIES:**

Per the 2017 National Emissions Inventory (NEI) diesel sources are a significant contributor to NOx and PM2.5, accounting for about 25% of the total for NH. A breakdown of the diesel sources for NOx and PM2.5 shows that heavy-duty highway vehicles and construction equipment are the primary sectors, followed by intercity and transit buses. Therefore, NHDES seeks opportunities to reduce emissions from these sources statewide.

Currently, all of New Hampshire is unclassifiable/attainment under the 2008 8-Hour Ozone National Ambient Air Quality Standard (NAAQS). Over the past five years, New Hampshire has experienced an annual average of 2.2 ozone “Air Quality Action Days;” days with unhealthy concentrations of ground-level ozone for sensitive individuals. New Hampshire’s goal is to reduce this to zero days.

\(^1\) The DERA Option: Eligible Mitigation Action #10 under the Volkswagen Settlement, Appendix D
New Hampshire is in attainment statewide for the current primary and secondary fine particulate NAAQS. However, concentrations of fine particle pollution continue to reached unhealthy levels in certain locations. Valley areas during cold-season temperature inversions are particularly susceptible to elevated PM2.5 concentrations. New Hampshire continues to seek means to reduce PM2.5 in these areas.

NHDES conducts a regular greenhouse gas (GHG) emissions inventory that tracks six main GHGs. The inventory relies on data provided by the U.S. Department of Energy and the U.S. Environmental Protection Agency. As per the most recent data (2018), CO2 emissions make up the vast majority of New Hampshire's greenhouse gas emissions (91.5%). The transportation sector is the largest source of GHG emissions in NH (45.3%). NHDES evaluates DERA project proposals for their CO2 emissions and considers that during project selection.

NHDES chooses to support a variety of emission reduction strategies and project partners in order to maximize our success. In recent years, grantees with the State Clean Diesel program favored vehicle and engine replacements. In addition to continuing to support engine and vehicle replacement projects that utilize new, cleaner diesel engines, NHDES will increase our efforts to support projects that propose use of zero-emission or Low-NOx technology, and cleaner alternative fuels.

VEHICLES AND TECHNOLOGIES:

1. Eligible Applicants

   This solicitation will be open to all New Hampshire municipalities, school districts, and state agencies and departments, and to private sector businesses operating in New Hampshire.
II. Eligible Diesel Vehicles, Engines, and Equipment

| School Buses | Includes diesel powered school buses of Type A, B, C and D. To be eligible as a school bus a vehicle should meet the definition of a school bus as defined by the National Highway Transportation Safety Administration. This definition includes but is not limited to: 1) A bus that is used for purposes that included carrying students to and from school or related events on a regular basis; 2) Be identified with the words “School Bus”; and 3) Be painted National School Bus Glossy Yellow. |
| Transit Buses | Includes Class 5+ diesel powered medium-duty and heavy-duty transit buses. |
| Medium-duty or heavy-duty trucks | Includes diesel powered medium-duty and heavy-duty highway vehicles with gross vehicle weight rating (GVWR) as defined below:  
Class 5 (16,001 - 19,500 lbs GVWR);  
Class 6 (19,501 - 26,000 lbs GVWR);  
Class 7 (26,001 - 33,000 lbs GVWR);  
Class 8 (33,001 lbs GVWR and over) |
| Marine Engines | Includes diesel powered Category 1, 2, and 3 marine engines and vessels. |
| Locomotives | Includes diesel powered line-haul, passenger, and switch engines and locomotives. |
| Nonroad engines, equipment or vehicles | Includes diesel powered engines, equipment and vehicles used in construction, handling of cargo (including at ports and airports), agriculture, mining, or energy production (including stationary generators and pumps). |

III. Eligible Diesel Emission Reduction Solutions

The New Hampshire Clean Diesel Grant Program estimates that it will fund at least ten (10) projects targeted for emission reductions. To be eligible for funding, the existing vehicles/engines/equipment must have a minimum of three years of remaining life at the time of upgrade (Remaining life is the fleet owner’s estimate of the number of years until the unit would have been retired from service if the unit were not being upgraded or scrapped because of the grant funding. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance and climate).

Projects must include one or more of the following diesel emission reduction solutions that
utilize a certified engine configuration and/or a verified technology:

1. **Vehicle and Equipment Replacements**: Nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels can be replaced with newer, cleaner vehicles and equipment. Eligible replacement vehicles and equipment include those powered by diesel or clean alternative fuel engines (including gasoline), electric generators (gensets), hybrid engines, and zero tailpipe emissions power sources (grid, battery or fuel cell).

   To be eligible for funding, vehicles and equipment must be powered by engines certified by EPA and, if applicable, CARB emission standards. Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification. Information found online:

   - [EPA’s annual certification data](#) for vehicles, engines, and equipment.
   - [EPA’s engine emission standards](#).

   Engines certified by CARB may be found by searching CARB’s Executive Orders for Heavy-duty Engines and Vehicles.

   Please see the [Low-NOx Engine Factsheet](#) for guidance on identifying engines certified to meet CARB’s Optional Low NOx Standards.

2. **Engine Replacement**: Nonroad and highway diesel vehicles and equipment, locomotives, and marine vessels can have their engines replaced with newer, cleaner engines. Eligible replacement engines include those certified for use with diesel or clean alternative fuel (including gasoline), electric generators (gensets), hybrid engines, and zero tailpipe emissions power sources (grid, battery or fuel cell).

   To be eligible for funding, replacement engines must be certified to EPA or, if applicable, CARB emission standards. However, zero tailpipe emissions engine replacements do not require EPA or CARB certification. Information found online:

   - [EPA’s annual certification data](#) for vehicles, engines, and equipment.
   - [EPA’s engine emission standards](#).

   Engines certified by CARB may be found by searching CARB’s Executive Orders for Heavy-duty Engines and Vehicles.

   Please see the [Low-NOx Engine Factsheet](#) for guidance on identifying engines certified to meet CARB’s Optional Low NOx Standards.
3. **Certified Remanufacture Systems:** Generally, a certified remanufacture system is applied during an engine rebuild and involves the removal of parts on an engine and replacement with parts that cause the engine to represent an engine configuration which is cleaner than the original engine. Some locomotives and marine engines can be upgraded through the application of a certified remanufacture system (i.e., kit). Engine remanufacture systems may not be available for all engines, and not all remanufacture systems may achieve an emissions benefit. Applications for certified remanufacture systems should include a discussion of the availability of engine remanufacture systems and indicate the pre- and post-project emission standard levels of the engines to demonstrate that the upgrade will result in a PM and/or NOx emissions benefit. If a certified remanufacture system is applied at the time of rebuild, funds under this award cannot be used for the entire cost of the engine rebuild, but only for the cost of the certified remanufacture system and associated labor costs for installation of the kit.

To be eligible for funding, remanufacture systems for locomotives and marine engines must be certified by EPA at the time of acquisition. Lists of certified remanufacture systems and additional information on remanufacture systems are available online.

4. **Verified Idle Reduction Technologies:** An idle reduction project is generally defined as the installation of a technology or device that reduces unnecessary idling of diesel engines and/or is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive or auxiliary engine(s) while the vehicle is temporarily parked or remains stationary.

The eligible idle reduction technologies by associated vehicle type are below. To be eligible for funding under (a) through (d) below, these technologies must be on EPA’s SmartWay Verified Technologies list at the time of acquisition.

a. Long haul Class 8 trucks equipped with sleeper cabs:
   1) Auxiliary power units and generator sets
   2) Battery air conditioning systems
   3) Thermal storage systems
   4) Fuel operated heaters (direct fired heaters)
   5) Electrified parking spaces (truck stop electrification)

b. School buses: Fuel operated heaters (direct fired heaters)

c. Transport refrigeration units: Electrified parking spaces. Please see the TRU Factsheet for information on TRUs and eligible TRU projects.

d. Locomotives:
   1) Automatic engine shut-down/start-up systems
   2) Auxiliary power units and generator sets
   3) Fuel operated heaters (direct fired heaters)
4) Shore power connection systems
No funds awarded under this grant shall be used for locomotive shore connection system projects that are expected to be used less than 1,000 hours/year.

e. Marine vessels: Shore power connection systems. Funding may support new installations, or expansions of existing shore power systems. More information on marine shore power connection systems may be found online. Due to the unique nature and custom design of marine shore power connection systems, NHDES will review and approve the marine shore power connection system proposed by the applicant on a case-by-case basis. If the project application is selected for funding, the final design of the marine shore power connection system will require specific EPA approval prior to purchase and installation.

5. **Verified Retrofit Technologies:** Diesel engine retrofits are one of the most cost-effective solutions for reducing diesel engine emissions. Retrofits include engine exhaust after-treatment technologies, such as diesel oxidation catalysts (DOCs), diesel particulate filters (DPFs), closed crankcase filtration systems (CCVs), and selective catalytic reduction systems (SCRs). Manufacturer engine upgrades which achieve specific levels of emission reductions by applying a package of components have been verified as retrofits for some nonroad and marine engines. Several systems which convert a conventional diesel engine configuration to a hybrid-electric system have been verified as retrofits for some nonroad and marine engines. Some cleaner fuels and additives have been verified as retrofits by EPA and/or CARB to achieve emissions reductions when applied to an existing diesel engine. Older, heavy-duty diesel vehicles that will not be retired for several years are good candidates for verified retrofit technologies. NHDES suggests that applicants proposing to install verified retrofit technologies consult with suppliers to confirm that the proposed vehicles/engines and their duty-cycles are good candidates for the technology.

To be eligible for funding, verified retrofit technologies must be on EPA’s or CARB’s Verified Technologies lists at the time of acquisition, must be used only for the vehicle/engine application specified on the lists, and must meet any applicable verification criteria. NHDES will not fund stand-alone cleaner fuel/additive use. To be eligible for funding, verified fuels and additives must be for new or expanded use, and must be used in combination, and on the same vehicle, with a new eligible verified engine retrofit or an eligible engine upgrade or an eligible certified engine, vehicle, or equipment replacement funded under this grant.

6. **Verified Aerodynamic Technologies and Verified Low Rolling Resistance Tires:** To improve fuel efficiency, long haul Class 8 trucks can be equipped with aerodynamic trailer fairings and/or low rolling resistance tires.
To be eligible for funding, technologies must be on EPA’s verified aerodynamic technologies list and verified list for low rolling resistance new and retread tire technologies list at the time of acquisition, must be used only for the application specified on the lists, and must meet any applicable verification criteria. NHDES will not fund stand-alone aerodynamic technologies or low rolling resistance tires. To be eligible for funding, these technologies must be combined on the same vehicle with the new installation of an exhaust after-treatment retrofit funded under this grant.

**ROLES AND RESPONSIBILITIES:**

As with prior projects, NHDES will collaborate with other state agencies, municipalities and school districts, public and private transit companies, and marine operators and private fleets. We believe that making the sub-grants and participant support costs available to the widest possible audience will help with our success. Subawards will be selected through a solicitation for projects and the participant support costs will be disbursed through a grant program.

**TIMELINE AND MILESTONES:**

Not surprisingly, the Covid-19 pandemic has impacted progress on the FY 2020 New Hampshire State Clean Diesel program, and a few selected projects were unable to proceed. At the time of the drafting of this document, the planned completion dates for three (3) FY 2020 tentatively selected projects have been extended to either March 31, 2022 and September 30, 2022.

The timeline and milestones presented in this section are based on the EPA amendment to our award that extended the FY 2019-2020 project period through September 30, 2022. The following list provides anticipated milestones for the FY 2021 Work Plan and the extended FY 2020 Work Plan. It should be noted that these dates are only an estimate based on the current situation at the time of the drafting of this report and are provided to EPA for planning purposes only:

- **09/30/21** – Original completion date for FY 2019-FY 2020 contract.

- **10/01/21** – A Request for Proposals (RFP) for the FFY 2021 funds will be released by NHDES. In addition to posting on the NHDES website, the open solicitation will be publicized via a monthly newsletter geared to municipalities, and via relationships with NH Local Energy Solutions Workgroup, New Hampshire School Transportation Association, NH Local Government Center, NH Municipal Association, NH Motor Transit Association, NH Association of General Contractors, Regional Planning Commissions, Granite State Clean Cities Coalition and others. The list of publications to target and groups to contact will be developed prior to the start of the FFY 2021 Program.

- **January 2022** – Submit Round 1 grant agreements for approval by Governor and Council.
• **Early Winter 2022** – Round 2 RFP – If all program funding is not obligated during an initial round, a subsequent RFP will be released.

• **Spring 2022** – Submit Round 2 grant agreements for approval by Governor and Council.

• **February 2022 through September 2023** – Round 1 and Round 2 project implementation. All projects will be completed by September 30, 2023.

• **09/30/22** – Completion date of FY 2020 contract and FY 2019 extended contract.

• **01/31/22, 04/30/22, 07/31/22, 10/31/22, 01/31/23, 04/30/23, 07/31/23, 10/31/23** – Submit quarterly reports to EPA.

• **Prior to 12/31/22 and 12/31/23** – Submit annual and final reports to EPA.

Recipients will be required to submit Project Status Reports. Quarterly reporting will be required for two (2) years from project start, which is defined as approval by Governor & Council. Yearly reporting will be required for five (5) years from project start. Failure to report will be considered a violation of the terms of the agreement.

In order to ensure that up to date project information continues to be available, periodic reviews and updates of program information on the NHDES website will be completed.

**DERA PROGRAMMATIC PRIORITIES:**

New Hampshire will ensure that the programmatic priorities, as outlined in the [2021 Diesel Emissions Reduction Act (DERA) State Grants Program Guide](#) will be met by selecting cost-effective diesel emission reduction projects that achieve significant reductions from vehicles, engines, and equipment operating in New Hampshire. NH’s Clean Diesel Program will prioritize projects for diesel vehicles and equipment operating in highly populated areas, areas with sensitive receptor groups such as schools or hospitals, areas that receive a disproportionate quantity of air pollution from diesel fleets, such as truck stops; ports and airports; rail yards; terminals; construction sites; and school bus depots/yards, and in areas that are near non-attainment for other pollutants such as particulate matter.

Vehicle and equipment replacements are an effective option because they eliminate the need for matching retrofit equipment to the engine or vehicle, and provide the highest emission reduction over the useful life of the engine. Zero Emission, Low NOx, and clean, alternative fuel vehicles accomplish emission reductions and increase fuel diversity in the region. Replacing a diesel powered vehicle with a vehicle fueled by electricity, propane, or compressed natural gas can also reduce high maintenance costs associated with the newer diesel engine systems.
Engine replacements can be a cost effective means of reducing emissions in existing vehicles, particularly for non-road equipment. Exhaust controls are another lower cost option, but they do not offer the economic incentive of fuel savings or maximizing the useful life of the vehicle or engine. NHDES seeks to promote all diesel reduction strategies outlined in this document, to promote emissions reduction and further the improvement of promising technologies.

As in FY 2019 and FY 2020, New Hampshire intends to use VW Trust Funds to match the federal funds for the federal fiscal year 2021 grant. Projects utilizing VW Trust Funds will reduce emissions of NOx and PM and also support the goals of the New Hampshire Beneficiary Environmental Mitigation Plan\(^2\), which aligns closely with the programmatic priorities identified above.

**EPA’S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS:**

Linkage to EPA Strategic Plan

NHDES intends to reduce emissions from MY 2009 and older diesel vehicles and equipment through judicious project selection and, in doing so, will assist in reducing the amount of NOx and PM that is emitted to the air. This aligns with Objective 1.1 in the EPA’s FY 2018 – FY 2022 Strategic Plan which is to improve air quality.

1. Outputs
   Some specific outputs of the NH Clean Diesel Program include:

   A. NHDES will issue an RFP as described in the Project Description section of this work plan. NHDES will evaluate the proposals based on program goals.
      - We anticipate funding one to two engine repower projects in FY 2021.
      - We anticipate funding a project/projects that reduce approximately 500 hours of idling annually in FY 2021.
      - We anticipate funding seven (7) to ten (10) vehicle or equipment replacement projects in FY 2021.

   B. The Diesel Emission Quantifier (DEQ) and, as needed, Argonne National Lab's Alternative Fuel Life-Cycle Environmental and Economic Transportation (AFLEET) tool or Heavy-Duty Vehicle Emissions Calculator (HDVEC), will be used to quantify project benefits before project selections are made.

   C. NHDES will encourage the use of the funds for municipal and state fleets as well as other publically owned fleets, which is in alignment with the goals of NH’s Volkswagen Trust Beneficiary Mitigation Plan.

\(^2\) State of New Hampshire Beneficiary Environmental Mitigation Plan September 7, 2018
D. NHDES will continue to support the Granite State Clean Cities Coalition and engage its stakeholders when requesting project proposals.

E. NHDES will produce quarterly reports to the EPA identifying the progress of the program.

F. **Program Completion Report:** NHDES will undertake a full evaluation of the program. The program completion report will include the number of miles or hours replaced units have been in service since the project occurred, fuel consumption since the beginning of the project, emissions reduced or eliminated, maintenance issues (if any), and documentation of outreach conducted in support of the project.

G. Notification of grants awarded will be posted on a public facing website along with a complete list of awardees.

2. Outcomes
Some specific outcomes of the NH Clean Diesel Program include:

A. Emission reduction from diesel fleets; (potential outcomes presented below were estimated using the DEQ):
   - **Engine Repower:** Engine repowers can provide up to one ton of NO\textsubscript{x} and 500 lbs. PM\textsubscript{2.5} of annual emission reductions.
   - **Idle Reduction:** Transit buses and long distance haulers can provide 4 and 6 tons respectively of NO\textsubscript{x} emission reductions in their lifetime. Idle reduction devices also provide cost effective reductions in greenhouse gas and result in fuel savings.
   - **Vehicle Replacements:** Vehicle replacements can yield cost-effective NO\textsubscript{x} reductions and can provide sustained clean air benefits in a community. Deployment of alternative fuel vehicles and associated infrastructure promotes adoption by others and reduces petroleum imports.

B. Community engagement and partnership;

C. Better understanding, knowledge and acceptance of currently available pollution control technology and equipment by state and municipal fleet managers, fleet owners and the public and school transportation sectors;

D. Increased data and information on verified emissions control equipment/technology for use by other potential users;

E. Expansion of zero emission and Low-NO\textsubscript{x} technology, and alternative fuel vehicle use in the state;
F. Increased awareness of the health and climate change benefits of particulate controls, alternative fuels, and reduced idling in the state’s transportation sector and by the traveling public who will be made aware of the program through outreach; and

G. Sustained compliance with National Ambient Air Quality Standards in New Hampshire.

3. Performance Measures
Specific Performance Measures include:

A. NHDES will require grantees to submit quarterly reports for two years and yearly reports for an additional three years in order to track project progress and outcomes;

B. NHDES will track and report project progress on expenditures, purchases, and other fiscal activities;

C. NHDES will track and report actual accomplishments versus proposed outputs/outcomes and proposed timelines/milestones;

D. NHDES will track and report project progress on installations/replacements by maintaining an accurate Project Fleet Description; and

E. NHDES will measure and report on outcomes by maintaining an accurate Project Fleet Description and using EPA’s Diesel Emissions Quantifier

SUSTAINABILITY OF THE PROGRAM:

NHDES’ Mobile Sources Section administers the Program. Administrative staff include a Grant Manager who will manage the business end of this program, and New Hampshire’s Granite State Clean Cities Coordinator who is acquainted with many of the state’s public and private fleet managers and will actively promote the program and support project implementation. Technical support is provided by the other Technical Service’s Bureau staff.

NHDES is committed to continue to educate diesel equipment users about the environmental, health, and monetary benefits of utilizing zero emission and emission reduction technology, cleaner fuels, cleaner vehicles, and modifying driver behavior.

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### 2021 Itemized Project Budget

<table>
<thead>
<tr>
<th>Budget Category</th>
<th>EPA Allocation</th>
<th>Mandatory Cost-Share</th>
<th>Voluntary Match (if applicable)</th>
<th>Line Total</th>
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<tr>
<td></td>
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<td>VW Mitigation Trust Funds</td>
<td>Other Funds</td>
</tr>
<tr>
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<td>2. Fringe Benefits</td>
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<td>3. Travel</td>
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<td>4. Equipment</td>
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<td>5. Supplies</td>
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<tr>
<td>6. Contractual</td>
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<td>2,147</td>
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<td>508,676</td>
<td>To be determined</td>
<td>339,117</td>
<td>847,793</td>
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### Personnel

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<thead>
<tr>
<th>Position</th>
<th>Annual Salary</th>
<th>% of Time</th>
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<tbody>
<tr>
<td>Grant Manager</td>
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<tr>
<td>Transportation Program Specialist</td>
<td>$63,180</td>
<td>20.10%</td>
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<td>Mobil Sources Supervisor</td>
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<td>Administrator, Tech Services</td>
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<td><strong>Total</strong></td>
<td></td>
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<td><strong>$46,231</strong></td>
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### Fringe Benefits

FICA: 6.2%
Health Insurance: Percentage Varies – benefits are not paid by a % but based on the plan employees have.
Medicare: 1.45%
Retirement: 11.93%
Additional Fringe Benefits: 9.89%
Dental: Percentage Varies – benefits are not paid by a % but based on the plan employees have.
Life Insurance: Percentage Varies – benefits are not paid by a % but based on the plan employees have.

<table>
<thead>
<tr>
<th></th>
<th>Benefits - % of Salary</th>
<th>Total</th>
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<tbody>
<tr>
<td>Grant Manager</td>
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<tr>
<td>Transportation Program Specialist</td>
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<td>Administrator, Tech Services</td>
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<tr>
<td></td>
<td><strong>Total</strong></td>
<td><strong>$23,245</strong></td>
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</tbody>
</table>

Travel

No travel expenses will be charged to this grant for program implementation. Existing state funds will be used to cover such expenses if any are incurred.

Supplies

No supplies will be purchased using these funds.

Equipment

No equipment purchases beyond the subawards for equipment specified under “other” below will be made using these funds.

Contractual

No contractual/consultant services are anticipated to be needed for this project.

Other

Subawards and administrative costs will be made under this category. The details of the subawards will not be known prior to the completion of a solicitation for project proposals. NHDES intends to issue subawards via grant agreements with eligible applicants and for eligible projects as described in New Hampshire’s Program Plan, which is consistent with
EPA’s DERA program requirements. All subawards will be made according to the Terms and Conditions of the award agreement.

<table>
<thead>
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<th>Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Other (Administrative Costs)</td>
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<td>Subawards</td>
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<td>Total</td>
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Indirect Charges

Indirect Costs = 2.53% of the sum of personnel and fringe benefits.

<table>
<thead>
<tr>
<th>Total Indirect Costs</th>
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</thead>
<tbody>
<tr>
<td>Total</td>
</tr>
<tr>
<td>$2,147</td>
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</tbody>
</table>

Administrative Costs Expense Cap

Based on the calculations completed in the tables above and illustrated below, the administrative cost is in line with the 15% allowable cap.

<table>
<thead>
<tr>
<th>Total Personnel</th>
<th>$46,231</th>
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<tbody>
<tr>
<td>Fringe Benefits</td>
<td>$23,245</td>
</tr>
<tr>
<td>Indirect</td>
<td>$2,147</td>
</tr>
<tr>
<td>Other (Administrative Costs)</td>
<td>$4,677</td>
</tr>
<tr>
<td>Total Administrative</td>
<td>$76,300</td>
</tr>
<tr>
<td>15% of Budget ($508,676)</td>
<td>$76,301</td>
</tr>
</tbody>
</table>

Matching Funds and Cost-Share Funds

New Hampshire will utilize VW Trust Funds as non-federal voluntary match for the fiscal year 2021 grant pursuant to the “DERA Option” specified in Appendix D-2 of the Volkswagen Partial Consent Decree. Use of all funds will be in line with the scope of work outlined in this plan and the funding restrictions outlined in the 2021 Diesel Emissions Reduction Act (DERA) State Grants Program Guide and the VW Environmental Mitigation Trust Agreement for State Beneficiaries.

The DERA Option: Eligible Mitigation Action #10 under the Volkswagen Settlement, Appendix D
In the event that the Volkswagen settlement funds are not made available during the project period of this assistance agreement and New Hampshire decides to not match the DERA base allocation, the State will submit an amendment to the award to decrease the total award amount down to the EPA base allotment of $339,117 and return the state Match Bonus funds totaling $169,559.

The mandatory cost-share funds will be determined after a solicitation of projects has been completed. The solicitation of projects will be completed with a focus on public fleets (municipal and state) and the cost share funds will be provided by the subaward grantees.

**Funding Partnerships**

NHDES will collaborate with other state agencies, municipalities and school districts, public and private transit companies, and marine operators and private fleets. As noted, we believe that making the subawards and participant support costs available to the widest possible audience will continue to be the key to the Program’s success.