



THE STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION



09-17-17
SAM
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Victoria F. Sheehan
Commissioner

William Cass, P.E.
Assistant Commissioner

The Honorable Neal M. Kurk, Chairman
Fiscal Committee of the General Court
State House
Concord, New Hampshire 03301

Division of Operations
September 21, 2017

[Signature]
Approved by Fiscal Committee Date

His Excellency, Governor Christopher T. Sununu
and the Honorable Council
State House
Concord, New Hampshire 03301

REQUESTED ACTION

Pursuant to RSA 14:30-a, VI, authorize the New Hampshire Department of Transportation to accept and expend revenue in the amount of \$789,750 from US Environmental Protection Agency for the New Hampshire Clean Diesel Emissions Reduction Program upon the date of Fiscal Committee and Governor and Council approval through June 30, 2019. 100% Federal Funds.

04-096-096-960515-30050000 Mechanical Services	FY 2018 Budget	Requested Change	FY 2018 Revised Budget
Expenses:			
010 500100 Personal	\$3,782,787	\$0	\$3,782,787
017 500147 PT Employees Special Payment	24,840	0	24,840
018 500106 Overtime	60,000	0	60,000
019 500105 Holiday Pay	1,500	0	1,500
020 500200 Current Expense	3,236,538	0	3,236,538
022 500257 Rents-Leases Other than State	29,080	0	29,080
023 500264 Heat Electricity Water	36,971	0	36,971
024 500225 Maint Other Than Bld & Grounds	348,598	0	348,598
026 500251 Organizational Dues	500	0	500
028 582814 Transfers to General Services	370,472	0	370,472
030 500311 Equipment New Replacement	4,776,798	789,750	5,566,548
037 500174 Technology-Hardware	4,000	0	4,000
038 500175 Technology-Software	113,904	0	113,904
039 500180 Telecommunications	30,200	0	30,200
046 500416 Consultants	199	0	199
047 500240 Own Forces Maint Bld & Grounds	32,200	0	32,200
048 500226 Contractual Maint Bld & Grounds	86,800	0	86,800
057 500531 Books Periodicals Subscriptions	800	0	800
060 500601 Benefits	2,323,042	0	2,323,042

04-096-096-960515-30050000 Mechanical Services	FY 2018 Budget	Requested Change	FY 2018 Revised Budget
066 500543 Employee Training	8,450	0	8,450
070 500704 In State Travel Reimbursement	1,000	0	1,000
080 500710 Out of State Travel Reimbursement	10,875	0	10,875
103 500741 Contracts for OP Services	6,500	0	6,500
Total	\$15,286,054	\$789,750	\$16,075,804
Source of Funds			
Revenue:			
000 400338 Federal Funds	\$0	\$789,750	\$789,750
004 403631 Intra-Agency Transfers	826,000	0	826,000
007 407073 Agency Income	400,000	0	400,000
009 405698 Agency Income	224,077	0	224,077
Highway Fund	13,835,977	0	13,835,977
Total	\$15,286,054	\$789,750	\$16,075,804

EXPLANATION

The Department requests authorization to accept and expend the proceeds from a US Environmental Protection Agency DERA Grant in the amount of \$789,750 to be used towards the replacement of 18 wheeled loaders, 1 motor grader and 2 pavement striping trucks used on highway maintenance throughout the State of New Hampshire. State bonded Highway funds in Fund 30 for equipment (Accounting Unit 1686) will provide the \$2,790,250 match for this equipment. The US Environmental Protection Agency DERA Grant is valid through December 30, 2019.

Total Project Cost:	\$3,580,000
EPA Funds Requested:	\$789,750
NHDOT Budgeted Match:	\$2,790,250

The NHDOT proposes to replace the following vehicles to improve fuel efficiency and emissions control:

- 1 -1998 Tier 1 Motor Grader used for rural roadway surface, drainage and winter storm maintenance and the average annual usage for this Grader exceeds 500 hours per year. Based on current equipment funding and Department priorities, the replacement of this grader is not foreseen in the next 3 years.
- 2 -1997 to 1999 Tier 1 Pavement striping trucks used for annual long line pavement marking of all state highways to define travel ways and promote safety. Based on current funding and Department priorities, the replacement of these trucks is not foreseen in the next 3 years.
- 18 -1998 to 2006 Tier 1 & 2 Front end loaders used for moving material around the maintenance patrol yards, assist in operation's construction projects and loading winter highway maintenance material such as salt and sand into the spreader trucks. The average annual usage for these Loaders exceeds 500 hours per year. Based on current funding availability and Department priorities, the replacement of these loaders is not foreseen in the next 3 years.

Equipment replaced as a result of the Clean Diesel Funding Assistance Program will be sent to Administrative Services-State Surplus. Prior to spending any of the DERA funds for the purchase of the vehicles noted above, the NHDOT will obtain a formal waiver from Administrative Services rule 611.03 Property Delivered to State Surplus Management to prevent the engine from operating again. Once the said waiver is received, the NHDOT will be able to use the DERA funds to assist in the purchase of the noted vehicles. After the new vehicles are received, fitted up, and put into service, mechanics from the Bureau of Mechanical Services will destroy the engines of all vehicles replaced using DERA funds by fracturing or penetrating the engine block to create a minimum 3-inch hole and cutting the frame into at least two pieces rendering it unusable and irreparable. The remaining, inoperable unit would then be sold as scrap metal via the normal surplus process.

The U.S. Environmental Protection Agency (EPA) has established low-emission standards for new diesel engines that will power the Department's heavy fleet including construction equipment.

Your approval is respectfully requested.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria F. Sheehan". The signature is fluid and cursive, with a large initial "V" and a distinct "F".

Victoria F. Sheehan
Commissioner

Attachments

Department of Transportation
GRANTS FISCAL SITUATION FISCAL YEAR 2018
04-096-096-9605-30050000

Total Federal Authorization	\$ 789,750.00
Less Expenditures thru 6/30/18	\$ -
Remaining Authorizatin to Budget	\$ 789,750.00

Less Current FY18 Budget Authorization	\$ -
Total Available for Budgeting	\$ 789,750.00

Available to Budget at Later Date	\$ -
REQUESTED ACTION	\$ 789,750.00

Grant Award Number	Award Amount	Expenses to 6/30/18	Balance
00A00263	\$ 789,750.00	\$ -	\$ 789,750.00

	U.S. ENVIRONMENTAL PROTECTION AGENCY Cooperative Agreement	GRANT NUMBER (FAIN): 00A00263 MODIFICATION NUMBER: 0 PROGRAM CODE: DE	DATE OF AWARD 09/06/2017
		TYPE OF ACTION New	MAILING DATE 09/13/2017
		PAYMENT METHOD: ASAP	ACH# pend
		RECIPIENT TYPE: State	
RECIPIENT: New Hampshire Department of Transportation 7 Hazen Drive Concord, NH 03302 EIN: 02-6000618		PAYEE: New Hampshire Department of Transportation 7 Hazen Drive Concord, NH 03302	
PROJECT MANAGER Christopher Waszczuk 7 Hazen Drive Concord, NH 03302 E-Mail: Christopher.Waszczuk@dot.nh.gov Phone: 603-271-1484		EPA PROJECT OFFICER Gary Rennie 5 Post Office Square, Suite 100, OEP05-2 Boston, MA 02109-3912 E-Mail: Rennie.Gary@epa.gov Phone: 617-918-1525	
		EPA GRANT SPECIALIST Brian Tocci Grants Management Office, OARM05-5 E-Mail: Tocci.Brian@epa.gov Phone: 617-918-1979	
PROJECT TITLE AND DESCRIPTION New Hampshire Clean Diesel Emissions Reduction Program New Hampshire Department of Transportation will replace 18 wheeled loaders, one motor grader and two pavement striping trucks used on highway maintenance throughout the State of New Hampshire.			
BUDGET PERIOD 10/01/2017 - 12/30/2019	PROJECT PERIOD 10/01/2017 - 12/30/2019	TOTAL BUDGET PERIOD COST \$3,580,000.00	TOTAL PROJECT PERIOD COST \$3,580,000.00
NOTICE OF AWARD			
Based on your Application dated 07/05/2017 including all modifications and amendments, the United States acting by and through the US Environmental Protection Agency (EPA) hereby awards \$789,750. EPA agrees to cost-share 22.06% of all approved budget period costs incurred, up to and not exceeding total federal funding of \$789,750. Recipient's signature is not required on this agreement. The recipient demonstrates its commitment to carry out this award by either: 1) drawing down funds within 21 days after the EPA award or amendment mailing date; or 2) not filing a notice of disagreement with the award terms and conditions within 21 days after the EPA award or amendment mailing date. If the recipient disagrees with the terms and conditions specified in this award, the authorized representative of the recipient must furnish a notice of disagreement to the EPA Award Official within 21 days after the EPA award or amendment mailing date. In case of disagreement, and until the disagreement is resolved, the recipient should not draw down on the funds provided by this award/amendment, and any costs incurred by the recipient are at its own risk. This agreement is subject to applicable EPA regulatory and statutory provisions, all terms and conditions of this agreement and any attachments.			
ISSUING OFFICE (GRANTS MANAGEMENT OFFICE)		AWARD APPROVAL OFFICE	
ORGANIZATION / ADDRESS EPA New England 5 Post Office Square, Suite 100 Boston, MA 02109-3912		ORGANIZATION / ADDRESS U.S. EPA, Region 1 5 Post Office Square, Suite 100 Boston, MA 02109-3912	
THE UNITED STATES OF AMERICA BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY			
Digital signature applied by EPA Award Official Michael Kenyon - Director, Office of Administration and Resource Management			DATE 09/06/2017

EPA Funding Information

FUNDS	FORMER AWARD	THIS ACTION	AMENDED TOTAL
EPA Amount This Action	\$	\$ 789,750	\$ 789,750
EPA In-Kind Amount	\$	\$	\$ 0
Unexpended Prior Year Balance	\$	\$	\$ 0
Other Federal Funds	\$	\$	\$ 0
Recipient Contribution	\$	\$ 2,790,250	\$ 2,790,250
State Contribution	\$	\$	\$ 0
Local Contribution	\$	\$	\$ 0
Other Contribution	\$	\$	\$ 0
Allowable Project Cost	\$ 0	\$ 3,580,000	\$ 3,580,000

Assistance Program (CFDA)	Statutory Authority	Regulatory Authority
66.039 - National Clean Diesel Funding Assistance Program (B)	Diesel Emissions Reduction Act of 2010 codified at 42 U.S.C. 16131 et seq	2 CFR 200 2 CFR 1500 and 40 CFR 33

Fiscal									
Site Name	Req No	FY	Approp. Code	Budget Organization	PRC	Object Class	Site/Project	Cost Organization	Obligation / Deobligation
-	17010CG048	17	E4	014	102AH4	4122			789,750
									789,750

Budget Summary Page

Table A - Object Class Category (Non-construction)	Total Approved Allowable Budget Period Cost
1. Personnel	\$0
2. Fringe Benefits	\$0
3. Travel	\$0
4. Equipment	\$3,580,000
5. Supplies	\$0
6. Contractual	\$0
7. Construction	\$0
8. Other	\$0
9. Total Direct Charges	\$3,580,000
10. Indirect Costs: % Base	\$0
11. Total (Share: Recipient <u>77.94</u> % Federal <u>22.06</u> %.)	\$3,580,000
12. Total Approved Assistance Amount	\$789,750
13. Program Income	\$0
14. Total EPA Amount Awarded This Action	\$789,750
15. Total EPA Amount Awarded To Date	\$789,750

Administrative Conditions

1. GENERAL ADMINISTRATIVE TERMS AND CONDITIONS

The recipient agrees to comply with the current EPA general terms and conditions available at:

https://www.epa.gov/sites/production/files/2017-04/documents/epa_general_terms_and_conditions_effective_april_27_2017_or_later.pdf

These terms and conditions are in addition to the assurances and certifications made as a part of the award and the terms, conditions or restrictions cited throughout the award.

The EPA repository for the general terms and conditions by year can be found at:

<http://www.epa.gov/grants/grant-terms-and-conditions>.

2. UTILIZATION OF SMALL, MINORITY AND WOMEN'S BUSINESS ENTERPRISES

GENERAL COMPLIANCE, 40 CFR, Part 33

The recipient agrees to comply with the requirements of EPA's Disadvantaged Business Enterprise (DBE) Program for procurement activities under assistance agreements, contained in 40 CFR, Part 33.

MBE/WBE REPORTING, 40 CFR, Part 33, Subpart E

MBE/WBE reporting is required in annual reports. Reporting is required for assistance agreements where there are funds budgeted for procuring construction, equipment, services and supplies, including funds budgeted for direct procurement by the recipient or procurement under subawards or loans in the "Other" category that exceed the threshold amount of \$150,000, including amendments and/or modifications.

Based on EPA's review of the planned budget, this award meets the conditions above and is subject to the Disadvantaged Business Enterprise (DBE) Program reporting requirements. However, if recipient believes this award does not meet these conditions, it must provide **Larry Wells** with a justification and budget detail within 21 days of the award date clearly demonstrating that, based on the planned budget, this award is not subject to the DBE reporting requirements.

The recipient agrees to complete and submit a "MBE/WBE Utilization Under Federal Grants, Cooperative Agreements and Interagency Agreements" report (EPA Form 5700-52A) on an annual basis. All procurement actions are reportable, not just that portion which exceeds \$150,000.

When completing the annual report, recipients are instructed to check the box titled "annual" in section 1B of the form. For the final report, recipients are instructed to check the box indicated for the "last report" of the project in section 1B of the form. Annual reports are due by October 30th of each year. Final reports are due by October 30th or 90 days after the end of the project period, whichever comes first.

The reporting requirement is based on total procurements. Recipients with expended and/or budgeted funds for procurement are required to report annually whether the planned procurements take place during the reporting period or not. If no budgeted procurements take place during the reporting period, the recipient should check the box in section 5B when completing the form.

MBE/WBE reports should be sent to:

**U.S. Environmental Protection Agency – Region I
5 Post Office Square – Suite 100 (OARM16-2)**

Boston, MA 02109-3912

Attn: Mr. Larry Wells, Disadvantaged Business Utilization Program Manager

The current EPA Form 5700-52A can be found at the EPA Office of Small Business Program's Home Page at http://www.epa.gov/osbp/dbe_reporting.htm

This provision represents an approved deviation from the MBE/WBE reporting requirements as described in 40 CFR, Part 33, Section 33.502; however, the other requirements outlined in 40 CFR Part 33 remain in effect, including the Good Faith Effort requirements as described in 40 CFR Part 33 Subpart C, and Fair Share Objectives negotiation as described in 40 CFR Part 33 Subpart D and explained below.

FAIR SHARE OBJECTIVES, 40 CFR, Part 33, Subpart D

A recipient must negotiate with the appropriate EPA award official, or his/her designee, fair share objectives for MBE and WBE participation in procurement under the financial assistance agreements.

In accordance with 40 CFR, Section 33.411 some recipients may be exempt from the fair share objectives requirements as described in 40 CFR, Part 33, Subpart D. Recipients should work with their DBE coordinator, if they think their organization may qualify for an exemption.

Accepting the Fair Share Objectives/Goals of Another Recipient

The dollar amount of this assistance agreement, or the total dollar amount of all of the recipient's financial assistance agreements in the current federal fiscal year from EPA is \$250,000, or more. The recipient accepts the applicable MBE/WBE fair share objectives/goals negotiated with EPA by the New Hampshire Department of Environmental Services as follows:

New Hampshire	MBE	WBE
Combined Goals	0.77%	6.22%

By signing this financial assistance agreement, the recipient is accepting the fair share objectives/goals stated above and attests to the fact that it is purchasing the same or similar construction, supplies, services and equipment, in the same or similar relevant geographic buying market as New Hampshire Department of Environmental Services.

Negotiating Fair Share Objectives/Goals, 40 CFR, Section 33.404

The recipient has the option to negotiate its own MBE/WBE fair share objectives/goals. If the recipient wishes to negotiate its own MBE/WBE fair share objectives/goals, the recipient agrees to submit proposed MBE/WBE objectives/goals based on an availability analysis, or disparity study, of qualified MBEs and WBEs in their relevant geographic buying market for construction, services, supplies and equipment.

The submission of proposed fair share goals with the supporting analysis or disparity study means that the recipient is **not** accepting the fair share objectives/goals of another recipient. The recipient agrees to submit proposed fair share objectives/goals, together with the supporting availability analysis or disparity study, to the Regional MBE/WBE Coordinator within 120 days of its acceptance of the financial assistance award. EPA will respond to the proposed fair share objective/goals within 30 days of receiving the submission. If proposed fair share objective/goals are not received within the 120 day time frame, the recipient may not expend its EPA funds for procurements until the proposed fair share objective/goals are submitted.

SIX GOOD FAITH EFFORTS, 40 CFR, Part 33, Subpart C

Pursuant to 40 CFR, Section 33.301, the recipient agrees to make the following good faith efforts whenever

procuring construction, equipment, services and supplies under an EPA financial assistance agreement, and to require that sub-recipients, loan recipients, and prime contractors also comply. Records documenting compliance with the six good faith efforts shall be retained:

(a) Ensure DBEs are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local and Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.

(b) Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.

(c) Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.

(d) Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.

(e) Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce.

(f) If the prime contractor awards subcontracts, require the prime contractor to take the steps in paragraphs (a) through (e) of this section.

CONTRACT ADMINISTRATION PROVISIONS, 40 CFR, Section 33.302

The recipient agrees to comply with the contract administration provisions of 40 CFR, Section 33.302.

BIDDERS LIST, 40 CFR, Section 33.501(b) and (c)

Recipients of a Continuing Environmental Program Grant or other annual reporting grant, agree to create and maintain a bidders list. Recipients of an EPA financial assistance agreement to capitalize a revolving loan fund also agree to require entities receiving identified loans to create and maintain a bidders list if the recipient of the loan is subject to, or chooses to follow, competitive bidding requirements. Please see 40 CFR, Section 33.501 (b) and (c) for specific requirements and exemptions.

3. CYBERSECURITY TERM AND CONDITION

(a) The recipient agrees that when collecting and managing environmental data under this assistance agreement, it will protect the data by following all applicable State law cybersecurity requirements.

(b)

(1) EPA must ensure that any connections between the recipient's network or information system and EPA networks used by the recipient to transfer data under this agreement, are secure.

For purposes of this Section, a connection is defined as a dedicated persistent interface between an Agency IT system and an external IT system for the purpose of transferring information. Transitory, user-controlled connections such as website browsing are excluded from this definition.

If the recipient's connections as defined above do not go through the Environmental Information Exchange Network or EPA's Central Data Exchange, the recipient agrees to contact the EPA Project Officer (PO) and

work with the designated Regional/Headquarters Information Security Officer to ensure that the connections meet EPA security requirements, including entering into Interconnection Service Agreements as appropriate. This condition does not apply to manual entry of data by the recipient into systems operated and used by EPA's regulatory programs for the submission of reporting and/or compliance data.

(2) The recipient agrees that any subawards it makes under this agreement will require the subrecipient to comply with the requirements in (b)(1) if the subrecipient's network or information system is connected to EPA networks to transfer data to the Agency using systems other than the Environmental Information Exchange Network or EPA's Central Data Exchange. The recipient will be in compliance with this condition: by including this requirement in subaward agreements; and during subrecipient monitoring deemed necessary by the recipient under 2 CFR 200.331(d), by inquiring whether the subrecipient has contacted the EPA Project Officer. Nothing in this condition requires the recipient to contact the EPA Project Officer on behalf of a subrecipient or to be involved in the negotiation of an Interconnection Service Agreement between the subrecipient and EPA.

4. EXTENSION OF PROJECT/BUDGET PERIOD EXPIRATION DATE

EPA has not exercised the waiver option to allow automatic one-time extensions for non-research grants under 2 CFR 200.308 (d)(2). Therefore, if a No-Cost Time Extension is necessary to extend the period of availability of funds the recipient must submit a written request to the EPA at least 10 days prior to the budget/project period expiration dates. **The written request must include:** a written justification describing the need for additional time, an updated 424 reflecting the requested end dates, and a revised schedule for project completion including updated milestone target dates for the approved workplan activities. In addition, if there are overdue reports required by the administrative and programmatic terms and conditions of this assistance agreement, the recipient must ensure that they are submitted along with or prior to submitting the no cost time extension request.

The extension request must be submitted to the EPA Project Officer and EPA Grants Specialist listed on Page 1 of your Award Document.

Programmatic Conditions

A. Fiscal Year 2017 Clean Diesel Funding Assistance Programmatic Terms and Conditions.

The recipient agrees to comply with the Fiscal Year 2017 Clean Diesel Funding Assistance (DERA) Programmatic Terms and Conditions available at:

<https://www.epa.gov/grants/fy2017-national-clean-diesel-diesel-emissions-reduction-act-programmatic-terms-and-conditions>

These terms and conditions are in addition to any award specific programmatic terms and conditions outlined directly on the award document.

N. Leveraging

The recipient agrees to provide the proposed leveraged funding, including any voluntary cost-share contribution or overmatch that is described in its final approved workplan. If the proposed leveraging does not materialize during the period of award performance, and the recipient does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the proposed leveraging does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the leveraged funding the recipient described in its final approved workplan. EPA may take action as authorized by 2 CFR Part 200 and/or 2 CFR Part 180 as applicable.

O. Voluntary Cost-Share or Overmatch

This award and the resulting federal funding of \$789,750 is based on estimated costs requested in the recipient's final approved workplan. Included in these costs is a voluntary cost-share contribution of \$105,250 by the recipient in the form of a voluntary cost-share or overmatch (providing more than any minimum required cost-share) that the recipient included in its final approved workplan. The recipient must provide this voluntary cost-share contribution during performance of this award unless the EPA agrees otherwise in a modification to this agreement. While actual total costs may differ from the estimates in the recipient's application, EPA's participation shall not exceed the total amount of federal funds awarded.

If the recipient fails to provide the voluntary cost-share contribution during the period of award performance, and does not provide a satisfactory explanation, the Agency may consider this factor in evaluating future proposals from the recipient. In addition, if the voluntary cost-share contribution does not materialize during the period of award performance then EPA may reconsider the legitimacy of the award; if EPA determines that the recipient knowingly or recklessly provided inaccurate information regarding the voluntary cost-share or overmatch the recipient described in its final approved workplan, EPA may take action as authorized by 2 CFR Part 200 and/or 2 CFR Part 180 as applicable.

**ENVIRONMENTAL PROTECTION AGENCY (EPA)
Clean Diesel Funding Assistance Program FY 2017
Request for Proposals (RFP)
EPA-OAR-OTAQ-17-04**

EPA Region: Region 1

Project Title: Clean Diesel Funding Assistance Program FY 2017

Applicant Information:

- *Applicant Name: State of New Hampshire, Department of Transportation*
- *Address: 7 Hazen Drive, P.O. Box 483, Concord, NH 03302-0483*
- *Office Phone (603) 271-1484 and Fax Number (603) 271-3914*
- *Contact: Christopher Waszczuk, Christopher.Waszczuk@dot.nh.gov*
- *DUNS number: 808591697*

Eligible Entity:

The New Hampshire Department of Transportation (NHDOT) is the State Agency responsible for the safe, efficient, reliable and well maintained operation of the state highway system in support of Transportation excellence. The Department is responsible for over 4,600 miles of roadway, 2,159 bridges, 443 traffic signals and over 96,000,000 feet of pavement markings.

Total Project Cost: \$3,580,000
EPA Funds Requested: \$789,750
Mandatory Cost-Share: \$2,369,250
Voluntary Cost Share: \$421,000

Target fleet:

- Construction: Motor Grader and Wheeled Loaders
- Short Haul Single Unit: pavement Marking Striping Trucks

Type of Upgrade (i.e. Technology):

Replace Tier 1 & 2 engine equipped highway maintenance vehicles to include:
1 Motor Grader, 2 Pavement striping trucks and 18 Front end Loaders

Short Project Description:

The NHDOT is seeking to replace; 1 motor grader, 2 pavement striping trucks and 18 wheeled front end loaders which currently meet the DERA replacement goals of removing older diesel vehicles from the work force. The equipment will be replaced in-kind with the same number of newer Tier 4 engine equipped 2017/2018 vehicles.

Section 1. Project Summary and Overall Approach

A. VEHICLES AND TECHNOLOGIES:

The NHDOT proposes to replace the following vehicles to improve fuel efficiency and emissions control:

- *1 -1998 Tier 1 Motor Grader used for rural roadway surface, drainage and winter storm maintenance and the average annual usage for this Grader exceeds 500 hours per year. Based on current equipment funding and Department priorities, the replacement of this grader is not foreseen in the next 3 years.*
- *2 -1997 to 1999 Tier 1 Pavement striping trucks used for annual long line pavement marking of all state highways to define travelways and promote safety. Based on current funding and Department priorities, the replacement of these trucks is not foreseen in the next 3 years.*
- *18 -1998 to 2006 Tier 1 & 2 Front end loaders used for moving material around the maintenance patrol yards, assist in operation's construction projects and loading winter highway maintenance material such as salt and sand into the spreader trucks. The average annual usage for these Loaders exceeds 500 hours per year. Based on current funding availability and Department priorities, the replacement of these loaders is not foreseen in the next 3 years.*

The U.S. Environmental Protection Agency (EPA) has established low-emission standards for new diesel engines that will power the Department's heavy fleet including construction equipment.

"Tier 4 compliant engines significantly reduce emissions of particulate matter (PM) and oxides of nitrogen (NOx) to near zero levels. Tier 4 compliant engines reduce emissions by over 95 percent for most agricultural and construction equipment" (source: <http://www.dieselforum.org/policy/tier-4-standards> -June 2017). Based on calculations completed in the EPA's Diesel Emissions Quantifier (DEQ) program, the reduction in PM and NOx over the lifetime of the construction vehicles would be 4.64 tons and 60.26 tons respectively.

Additionally, this project proposes the replacement of two (1997 and 1999) on road striper trucks with 2017 or newer diesel trucks that will meet more stringent emission standards. Based on calculations completed in the EPA's DEQ program, the reduction of PM and NOx over the lifetime of the on road vehicles would be 0.19 tons and 4.34 tons respectively

The NHDOT Bureau of Mechanical Services is responsible for the operation and maintenance of the Department fleet and will be the owners of the vehicles purchased with this funding.

At the start of Fiscal Year 2017 (July 1, 2016), 37% (443 fleet units) of the Department's fleet exceeded recommended trade parameters having an estimated replacement cost exceeding \$37 million. To remain in status quo, nearly \$8 million per year needs to be appropriated for vehicle replacement whereas only \$2.9 million is the 10 year average annual appropriation. The trend of the funding shortfall isn't likely to change; therefore the units in this request would not be replaced through normal attrition/fleet turnover or within three years of the project start date. The Department is seeking additional funding from a variety of sources to help address the years of funding shortfalls. However, the equipment backlog is so large that even with a large infusion of funds over the next year or two, its anticipated that the vehicles identified in this application would not be replaced without the DERA grant funding assistance.

The applicant's plans for vehicle/equipment scrappage

Equipment replaced as a result of the Clean Diesel Funding Assistance Program would be sent to Administrative Services-State Surplus in accordance with Administrative Services Rule 611. Prior to

spending any of the DERA funds for the purchase of the vehicles noted in this application, the NHDOT will obtain a formal waiver from the following Administrative Services rule to prevent the engine from operating again:

Adm 611.03 Property Delivered to State Surplus Management.

(c) Except as provided in Adm 611.05 or in (d) below, no agency or other entity submitting property for redistribution or disposal by state surplus management shall remove parts, pieces or portions of vehicles, machinery, equipment or other items which will be submitted to state surplus management, nor in any way diminish the item so as to render it less useful to another owner.

(d) If, at any time, an agency wishes to remove parts, pieces or portions of vehicles, machinery, equipment or other items which may ultimately be subject to surplus under these rules, the agency shall request permission to do so by submitting a writing to state surplus management which states:

- (1) The part, piece or portion of the property that the agency wishes to remove;*
- (2) The approximate value of the item to be removed and whether or not it will be included on the agency's inventory of property under RSA 21-I: 11, I (a) (5);*
- (3) What the agency intends to do with the removed item; and*
- (4) Why the agency wishes to remove the item, including a description of why the agency believes that the removal and proposed use would be financially beneficial to the agency.*

Once the said waiver is received, the NHDOT will be able to use the DERA funds to assist in the purchase of the noted vehicles. After the new vehicles are received, fitted up, and put into service, mechanics from the Bureau of Mechanical Services will destroy the engines of all vehicles replaced using DERA funds by fracturing or penetrating the engine block to create a minimum 3-inch hole and cutting the frame into at least two pieces rendering it unusable and irreparable. The remaining, inoperable unit would then be sold as scrap metal via the normal surplus process.

B. ROLES AND RESPONSIBILITIES

Personnel at the NHDOT Bureau of Mechanical Services manage the Department's fleet of approximately 1,208 vehicles and equipment. An additional 1,000+- fleet units, such as Turnpike funded vehicles and equipment, are also maintained and repaired by the Bureau. The services provided by the Mechanical Services staff range from specification development and acquisition of fleet vehicles and equipment, to regular maintenance, mechanical repair, accident repair & body work to fabrication & assembly of plow trucks and specialty equipment. The acquisition, maintenance & repair of the Department's fleet are essential to fulfilling the Department's capital and operating programs.

Equipment Acquisition Timeline		
Month	Year	Description
Ongoing	2017	Identify fleet units qualifying for replacement based on established parameters (age & usage) Identify funding available and develop an Equipment Acquisition Plan based on condition and work priority

Equipment Acquisition Timeline		
Month	Year	Description
July	2017	Specification development & review Hold pre-bid meeting for heavy fleet and obtain comments from potential bidders (requested changes to specification)
September	2017	Submit the Equipment Acquisition Plan to G&C and CBOC for informational purposes Submit final specifications to Purchase & Property to advertise and receive bids
October	2017	Purchase & Property receives bids and awards contracts to vendors Mechanical Services generates Requisitions for NHDOT Director approval then forwards to the Dept. of Admin Services (DAS) for fleet approval
November	2017	DAS-Purchase & Property generates a Purchase Order and distributes to vendors
December	2017	Vendors order the fleet units and tentative delivery schedule is known (120 days +) Fleet manufacturer is now known and up fitting specifications are finalized/advertised and bid through Purchase & Property Required up fitting parts are ordered (strobe lights, etc.)
April	2018	Fleet Vehicles begin to arrive at Mechanical Services Purchase & Property receives bids and awards contracts to up fitter vendors Mechanical Services generates Requisitions for NHDOT Director approval then forwards to the Dept. of Admin Services (DAS) for fleet approval DAS-Purchase & Property generates a Purchase Order and distributes to fitter vendors
April	2018	Mechanical Services performs specification compliance on delivered units
May	2018	Fleet units are prepared for DOT use Fleet units requiring up-fitter services are picked up by the vendor to perform services
December	2018	Fleet vehicles requiring up fitting services begin to arrive at Mechanical Services Mechanical Services performs specification compliance on delivered units Fleet units are prepared for DOT use
December	2018	Fleet units to be surplusd are prepared to be delivered to State Surplus for auction

Section 2. Project Location

A. PROJECT LOCATION:

NHDOT is the state agency responsible for the safe, efficient, reliable and economical movement of people, goods and services over approximately 4,600 miles of state highway. The vehicle fleet needed to maintain the highway system includes but is not limited to, trucks (from ½ ton pickups to 10 wheel plow/ dump trucks), frontend loaders and graders, to crane trucks. These vehicles are assigned to one of the Highway or Bridge Maintenance patrol sheds within the State of NH.

The two striper trucks that are proposed for replacement will be housed at NHDOT headquarters in Concord, and will operate on roads throughout the State of New Hampshire. The Interstate highways state highway corridors (Tier 1 & 2 roadway) in NH are predominately located in the southern counties of Rockingham, Hillsborough and Strafford which are the most heavily populated and urbanized areas of NH. Forty-seven percent of the Tier 1 highways and 29% of the Tier 2 roadways are located in these 3 counties.

The motor grader would be housed at NHDOT Wentworth (Grafton County) Shed and operates in District 2. The motor grader is typically used for grading rural, gravel roads and will likely be used for the majority of the year in the northern counties; however, it is also used to scrape snow from the highway system during the winter months.

The Wheeled front end loaders are stationed at specific yards and are used to move aggregate around the yard and load salt and sand into trucks during the winter months. The proposed replacement vehicles are stationed at the following yards (subsequent county is listed as well):

Epping, NH (Rockingham County)
Newfields, NH (Rockingham County)
Derry, NH (Rockingham County)
Lee, NH (Strafford County)
Milford, NH (Hillsborough County)

Davisville, NH (Merrimack County)
New London, NH (Merrimack County)
Canterbury, NH (Merrimack County)

New Hampton, NH (Belknap County)
Meredith, NH (Belknap County)

Conway, NH (Carroll County)
Moultonborough/Sandwich, NH (Carroll County)
Tamworth, NH (Carroll County)
Wakefield, NH (Carroll County)
Crawford Notch, NH (Carroll County)

Pinkham Notch, NH (Coos County)
Twin Mountain, NH (Coos County)
Lancaster, NH (Coos County)

B. NONATTAINMENT AREAS:

While most areas of New Hampshire have attained, and continue to meet, the National Ambient Air Quality Standards (NAAQS), this has not always been the case. At various times, EPA has

designated certain areas of New Hampshire as nonattainment areas. Portions of the state were previously designated as nonattainment areas for CO and ozone, but the state currently meets the NAAQS for those pollutants. Currently, only one area of the state was designated nonattainment for any pollutant, SO₂. Because the vehicles to be replaced as a result of this grant will be operating on a statewide basis, it is anticipated that the emission reductions occurring as a result of these vehicle replacements will benefit these areas.

Prior to July 20, 2013, the Boston-Manchester-Portsmouth (SE) area of New Hampshire was classified as non-attainment for the 2008 8-Hour Ozone National Ambient Air Quality Standard. On March 10, 2014, the U.S. Environmental Protection Agency approved the *Carbon Monoxide Limited Maintenance Plan for the City of Manchester and the City of Nashua Carbon Monoxide Maintenance Areas*. This limited maintenance plan has a 2021 horizon year, (the second-ten year carbon monoxide (CO) maintenance period terminates on January 29, 2021).

Although New Hampshire has been re-designated to attainment with the Ozone NAAQS, we continue to have several unhealthy air quality days due to ozone each year (five in 2016). In 2017 NH has already recorded ozone levels in exceedance of the ozone standards on four different occasions.

The striper truck proposed to be replaced works throughout the state and the reduction of emissions from this vehicle will assist in keeping NH in attainment. Additionally, seven of the wheeled loaders proposed for replacement will be located in the four southeast counties (Rockingham, Merrimack, Strafford, and Hillsborough). These four southeast counties are heavily populated with the majority of roadways in New Hampshire; therefore, they are at risk of non-attainment in the future. Replacing older vehicles working in these areas will assist in keeping the four counties in attainment.

AIR TOXICS ASSESSMENT AREAS:

The vehicles to be replaced as a result of this grant will be operating on a statewide basis, therefore it is anticipated that the emission reductions occurring as a result of these vehicle replacements will benefit these areas. Rockingham County, NH is included in the areas anticipated to benefit from the vehicle replacements. Rockingham County is included in the 2017 National Priority County List included in the RFP. This designation identifies Rockingham County as an area where all or part of the population is exposed to more than 2.0 ug/m³ of diesel particulate matter emissions in the 2011 National Scale Air Toxics Assessment. The striper truck will be used extensively in Rockingham County as this county represents a large percentage of the 4,600 miles of roadways maintained by the NHDOT. Additionally, three of the wheeled loaders proposed for replacement will be located in Rockingham County and operate solely in Rockingham.

Section 3. Project Sector

A. PROJECT SECTOR:

The entire State of NH is the economic sector serviced by the vehicles to be replaced under this project. The NHDOT is responsible for the safe, efficient and reliable operation of the state highway system for the movement of people, services and goods. The replacement of the targeted older equipment will not only improve its reliability to do its assigned tasks without breakdown but the newer equipment should be able to do the task more energy efficiency and with less exhaust emissions.

The pavement striping vehicles proposed for replacement are assigned to the Department's Bureau of Traffic and based in the Bureau's Concord, NH facility. The pavement marking vehicles are responsible in part for the annual replacement of the highway pavement marking. The goal is to replace all the pavement markings on the entire state highway system. Weather permitting, they begin the pavement marking activities in mid-April and wrap up in late October. The striping equipment is then disassembled, cleaned and rebuilt over the winter by the Pavement marking crews.

The Wheeled loaders and motor grader will be assigned to a single patrol shed and will be used as needed for summer and winter roadway maintenance activities.

B. GOODS MOVEMENT:

Maintenance of the state highway system is critical to the efficient and safe movement of good for the entire state. The replacement of the requested vehicles will assist the Department meet its transportation responsibilities using more reliable and emissions efficient equipment than would be possible using solely state funding.

Section 4. Benefits to the Community

The NHDOT Highway Maintenance equipment slated for replacement using the DERA funds will service all the communities in NH. The Department tries to place centerline and edge line pavement markings using the striper trucks on all of the approximately 4,600 miles of state highway which touch all parts of the state. The motor grader is used to maintain gravel roads; shoulder and ditch lines in rural areas of the state, improving roadway quality to these otherwise underserved low volume roadways. It is also used for snow removal on roadways throughout New Hampshire during the winter. The Wheeled loaders will be placed at patrol sheds around the state to include seven in the southeast counties with the remainder located in the more sparsely and economically depressed northern and western sections, where they will be loading salt and sand for winter roadway treatment as well as yard aggregate movement in the summer to assist with drainage maintenance and ditching operations.

As a result, it is anticipated that the emission reductions occurring from the vehicle replacements will help reduce emission levels in communities facing environmental justice concerns in New Hampshire. This includes communities in the state that because of socio-economic factors such as household location and income level, are currently more adversely, disproportionately and historically impacted by environmental pollutants. A review of the EPA's environmental justice mapping and screening tool indicates that six of the towns where loaders will be located have areas that are in the 90th percentile or greater of the environmental justice index when compared to the rest of the state. Additionally, another four towns have areas that register as 80-90 percentiles on the EJ Index. Wentworth, NH, where the motor grader will be located scored an 83 percentile on the EJ index.

Section 5. Community Engagement and Partnerships

The vehicles proposed for replacement using the funding available through this Clean Diesel program will be solely owned, operated and maintained by the NHDOT. The vehicles will be used to the benefit of the citizens of NH by maintaining the state highway system so it can safely, efficiently and reliably move people, goods and materials around and through the state. This provides an economic benefit to the business and the citizens of the state. The replacement of older less efficient equipment with newer more reliable and emission compliant versions is a benefit to air quality as well as the safety and mobility on the roadway.

The Department has a strong history with community outreach through the Operations and Project Development Divisions. The Operations District Engineers routinely meet with community leaders and concerned citizens to review local projects or provide guidance on the use of the State own Right of Way. Project Development staff hold local meetings to solicit projects from municipalities and regional planning commissions to include in the State Ten Year Plan, and for evaluation to include in the federally funded Highway Safety, CMAQ, Municipal Bridge and pedestrian and bicycle facility programs.

Section 6. Project Sustainability

The implementation of this grant will represent an additional element in an effort undertaken by NHDOT to reduce emissions in New Hampshire. It is anticipated that these efforts will continue after EPA funding for the project has ended.

The NHDOT Bureau of Mechanical Services, in conjunction with the other state agencies, has a goal to improve air quality through the management of their respective fleet vehicles. The Department's light fleet is subject to state established fuel economy targets and emission standards to guide fleet replacement. While the Department's heavy fleet does not have established emission goals, the replacement of Tier 1 and 2 equipment and trucks with newer Tier 4 versions will have a positive impact on air quality.

The Department has an Anti-Idling policy, (502.01), that has been in effect since December 2007. All of the Department's heavy trucks are set up right from the factory with a programmed maximum idle time before the engine shuts down. Vehicles that are not set up like that are aerial, crane or other trucks that need to keep running to do their job without shutting down and impeding the person from doing their job. Additionally, all operators of Department vehicles are encouraged to shut their equipment off when not in production mode unless they are operating under certain conditions that require the vehicle to idle such as low temperatures or poor weather conditions to keep the windshield free of ice or during emergency operations keeping power to flashing lights or other emergency equipment.

The Department has a very active Transportation Systems Management & Operations Bureau which oversees and promotes traffic incident management to improve mobility and safety on the major highways and disseminates highway system information regarding incidents which may restrict traffic flow so alternate routes can be taken. Through incident management a reduction in slow and non-moving vehicles is sought which will result less exhaust emissions and improved air quality.

Improved mobility and therefore reduced exhaust emissions are also gained through the Department's past and continued promotion of intersection improvement projects, which include the construction of roundabouts and upgrades to traffic signal systems. These improvements also help to reduce the number of slow moving and idling vehicles.

NHDOT is currently involved in the implementation of Executive Order 2016-03 signed into law by the Governor in May 2016. Executive Order 2016-03 requires state government to continue to lead by example in energy efficiency, conservation and renewable energy. The Order is designed to enable the State to build upon its success in achieving significant reductions in fossil fuel use which has resulted in reducing passenger vehicle miles traveled by approximately 2.4 million miles and reducing pollution emissions by 1,200 metric tons since 2009.

Additionally, NHDOT is currently serving on a Fleet Managers Workgroup which reports to the State Government Energy Committee (SGEC) responsible for implementation of the Executive Order. The Fleet Managers Workgroup, which is just forming a sub-committee to facilitate implementation of Executive Order 2016-03 will continue to be involved in related initiatives in support of the SGEC. The committee is considering the use of telematics to provide improved data on state vehicle use and performance and the use of emissions data in vehicle procurement processes.

Section 7. Environmental Results—Outputs, Outcomes and Performance Measures

A. OUTPUTS AND OUTCOMES:

Anticipated Outputs and Outcomes		
Activities	Outputs	Outcomes
Replace One 1998 Motor Grader	# of engines replaced = 1	Lifetime Emissions Reductions = 3.6 tons (NOx); 0.3 tons (PM2.5)
Replace Three 1999 Wheeled Loaders	# of engines replaced = 3	Lifetime Emissions Reductions = 8.4 tons (NOx); 0.7 tons (PM2.5)
Replace Three 2001 Wheeled Loaders	# of engines replaced = 3	Lifetime Emissions Reductions = 12.0 tons (NOx); 1.1 tons (PM2.5)
Replace Nine 2003 Wheeled Loaders	# of engines replaced = 9	Lifetime Emissions Reductions = 25.2 tons (NOx); 1.8 tons (PM2.5)
Replace two 2006 Cat Wheeled Loaders	# of engines replaced = 2	Lifetime Emissions Reductions = 8.0 tons (NOx); 0.5 tons (PM2.5)
Replace one 2006 Komatsu Wheeled Loader	# of engines replaced = 1	Lifetime Emissions Reductions = 3.1 tons (NOx); 0.2 tons (PM2.5)
Replace one 1999 Striper Truck	# of engines replaced = 1	Lifetime Emissions Reductions = 1.8 tons (NOx); 0.1 tons (PM2.5)
Replace one 2001 Striper Truck	# of engines replaced = 1	Lifetime Emissions Reductions = 2.5 tons (NOx); 0.1 tons (PM2.5)

This application includes calculations summarizing the estimated emission reductions from the implementation of the proposed project. The calculations were developed utilizing the Diesel Emissions Quantifier (DEQ) in the manner described in Appendix C of the application instructions.

The DEQ utilized vehicle characteristics (i.e vehicle unit cost, fuel usage, vehicle miles, traveled, idling hours, etc.) to calculate the annual and lifetime emissions savings in short tons per year of NOx, PM_{2.5}, HC and CO resulting from the implementation of the project.

The results of the calculations indicated that the implementation of the project would result in a 94.0 percent reduction in NOx emissions both on an annual basis as well as over the assumed lifetime of the vehicles. This reduction represents an emissions savings of 4.96 short tons per year and 68.82 short tons over the lifetime of the vehicles.

The implementation of the project would result in a 97.3 percent reduction in PM_{2.5} emissions both on an annual basis as well as over the assumed lifetime of the vehicles. This reduction represents an emissions savings of 0.37 short tons per year and 4.97 short tons over the lifetime of the vehicles.

As part of the Department's FY 2018 vehicle acquisition plan, specifications for the vehicles to be replaced or acquired during the fiscal year are developed. In anticipation of receiving DERA funding the Bureau of Mechanical Services will prepare specifications for a motor grader, striping truck and wheeled loader so bid prices can be solicited with the rest of the fleet vehicles this summer. Once the Department has received notice of approval for the grant, the vehicles will be ordered. We would like to place the order in Oct or Nov. 2017 in order to receive the new equipment by the following summer as outlined in the Vehicle Acquisition Timeline in Section 1.

The Department can provide monthly updates on the DERA funded vehicle acquisition process. The Department tracks all fleet equipment by the vehicle license plate (H-plate) since the new vehicle takes the plate of the one it replaces. This also assures no additions are made to the fleet through the purchase of replacement vehicles. A tracking system could be set up that includes columns for the H-plate, vehicle type, the existing vehicle year, make and model, the replacement vehicle year, make and model, the order date, received date, in service date and a monthly status.

Once in service, the Bureau of Mechanical Services will track the usage of the DERA funded vehicles along with the rest of the fleet. The information is associated with the vehicle plate and includes, equipment location, in service date, miles and/or hours used in the current year, total miles and/or hours cumulative to date, fuel use in the current year and cumulative to date. This information will be used to report the annual vehicle usage miles traveled or hours in operation depending on the vehicle, and fuel used for the replacement vehicles

The goals of the project are the replacement of older diesel fleet equipment with newer generation models that produce less emissions and are more fuel efficient. These goals will be measured by the number of vehicles that are replaced per year which will be tracked by the Bureau of Mechanical Services in the fleet management database. Mechanical Services is responsible for the fleet management which includes the ordering, setup, repair and maintenance and ultimately the salvaging of the fleet equipment. They are tasked to prepare annual equipment acquisition plans for review by other state agencies and oversight committees before anything is ordered. They are well versed in maximizing equipment replacement with the limited available funding.

Section 8. Programmatic Capability and Past Performance

- A. **PAST PERFORMANCE:** The Department does not have a recent history of federally funded EPA Assistance Agreements. However the Department does have a successful history using Federal Highway funding for the design and construction of State and Municipal highway and bridge projects.
- B. **REPORTING REQUIREMENTS:** The Department does not have any relevant or available past performance or reporting information,
- C. **ORGANIZATIONAL EXPERIENCE:** The NHDOT prepares and implements a vehicles acquisition plan annually to meet the allotted funding through the biennial budget or through the capital improvement funding.
- D. **STAFF AND RESOURCES:** The Bureau of Mechanical Services staff will be the primary group responsible for the acquisition, oversight and maintenance of the vehicles purchased in part with the DERA Grant. They are wholly responsible for the management of the Department's fleet of vehicles and equipment and, as such, have the knowledge and experience to successfully undertake the purchase, in service preparation, maintenance and ultimately the disposal of fleet vehicles. The bureau has a staff of 78 that includes an administration & support staff of 10, a vehicle maintenance and repair staff of 32 located in Concord, NH and a staff of 25 at the 7 satellite repair facilities.

Section 9. Budget Narrative and Detail

A. EXPENDITURE OF AWARDED GRANT FUNDS

The Bureau of Mechanical Services is responsible for the procurement of fleet vehicles. The staff develops and submits a vehicle procurement list to the NH Department of Administrative Services for competitive bidding. Once the low bid prices are received, the number and type of vehicles to be ordered is determined based on funding source, and any conditions attached to that source, in order to maximize the number of vehicles and equipment to be replaced.

B. BUDGET NARRATIVE:

The current FY 2018 & FY 2019 proposed NHDOT budget for the vehicle/equipment replacement is \$2 million per year. Additionally, the Department has requested and received approval of \$10 million per year of capital improvement funding for FY 2018 & FY 2019. Funding from the capital improvement funds will be used as the voluntary contribution and 75% match for the DERA grants program funds for vehicle procurement.

The requested budget and capital improvement funding for vehicle/equipment replacement has been passed by the Legislature and signed by the Governor as of June 27, 2017.

C. BUDGET TABLE:

	EPA Funding	Cost-Share
Equipment		
1 -1998, Tier 1 engine motor Grader	\$69,750	\$240,250
2 -1999 & 2001 Tier 1 engine Pavement Striping trucks	\$ 67,500	\$232,500
18 -1999 to 2006, Tier 1-2 engine Wheeled Loaders	\$ 652,500	\$2,317,500
TOTAL EQUIPMENT		
TOTAL FUNDING	\$789,750	\$2,790,250
TOTAL PROJECT COST	\$3,580,000	

Attachments:

fy17-DETA GRANT NHDOT.xlsx

NHDES Letter of Support – 06-28-17.pdf