APPENDIX D-4

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

State of Connecticut
Diesel Emissions Reduction Act (DERA) Option
Round 2
May 5, 2020

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary The State of Connecticut

Lead Agency Authorized to Act on Behalf of the Beneficiary The Connecticut Department of Energy & Environmental Protection
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	Diesel Emission Reduction Act (DERA) Option
Beneficiary's Project ID:	DERA Option Round 2
Funding Request No.	*(sequential)* 7
Request Type: **(select one or more)**	■ Reimbursement ☐ Advance ☐ Other (specify): _____
Payment to be made to: **(select one or more)**	☐ Beneficiary ■ Other (specify): Grantee
Funding Request & Direction (Attachment A)	☐ Attached to this Certification ■ To be Provided Separately

SUMMARY

Eligible Mitigation Action Action Type	☐ Appendix D-2 item (specify): _____ ■ Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): Attached
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):	
See attached	
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):	
See Attached	
Estimate of Anticipated NOx Reductions (5.2.3):	
See Attached	
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):	
The Connecticut Department of Energy & Environmental Protection (DEEP)	
Describe how the Beneficiary will make documentation publicly available (5.2.7.2).	
See Attached	
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).	
See Attached	
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).	
See Attached	

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).
See Attached

ATTACHMENTS
(CHECK BOX IF ATTACHED)

☐	**Attachment A**	**Funding Request and Direction.**
☑	**Attachment B**	**Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).**
☑	**Attachment C**	**Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).**
☑	**Attachment D**	**Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding $25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding $25,000.]**
☑	**Attachment E**	**DERA Option (5.2.12). [Attach only if using DERA option.]**
☐	**Attachment F**	**Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]**

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. **This application is submitted on behalf of Beneficiary** The State of Connecticut**, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**

2. **Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**

3. **This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**

4. **Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**

5. **Beneficiary will maintain and make publicly available all documentation submitted in**

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: May 6, 2020

Paul E. Farrell
Director of Air Planning

Department of Energy & Environmental Protection

[LEAD AGENCY]

for

State of Connecticut

[BENEFICIARY]

APPENDIX D-4 – Supplemental Information
Beneficiary Eligible Mitigation Action Certification

Beneficiary: State of Connecticut
Lead Agency: Department of Energy and Environmental Protection

In support of funding request No. 7 – DERA Option

Appendix D-4-Summary

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):
Connecticut's 2018 Mitigation Plan, written in accordance with the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) (VW NO_x Mitigation Trust) outlined a protocol for exercising the Diesel Emission Reduction Act (DERA) option. The Connecticut Department of Energy and Environmental Protection (DEEP) intends to implement the DERA Option, utilizing Trust funds to match its State DERA allocation to allow for a greater variety of eligible projects. F & F Concrete Corporation, Gateway Terminal, LLC, Kay's Trucking, Inc., Target Enterprises and the Town of Weston were chosen to receive funds under the DERA Option for the replacement of diesel trucks.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):
Potential air quality benefits are weighted heavily in the selection of projects to be funded through the State's DERA program and such benefits are calculated for all of the projects implemented with State DERA funds. The chosen 2019 DERA Option projects are early replacement of commercial, drayage and municipal trucks which yield emission reductions from the improved technology on the new engines. Idle reduction programs, incorporated into the funded projects, also generate significant air quality benefits.

The F & F Concrete Corporation (F & F Concrete) project will replace three concrete trucks with 2020 Model Year (MY) Oshkosh S-Series units. The trucks will be used to deliver concrete in Hartford, Middlesex and New Haven Counties. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in serious nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone. Replacing the diesel concrete trucks for F & F Concrete will have an annual health benefit of $69,000.

The second DERA Option project grantee, Gateway Terminal, LLC (Gateway), will replace six Class 8 drayage trucks with 2020 MY Peterbilt model 567 units. The trucks will be operating in New Haven, Wallingford, Bridgeport, Milford, and statewide. Gateway Terminal's drayage truck fleet operates in New Haven County, which is a U.S. EPA-designated maintenance area for particulate matter. This project will reduce PM 2.5 emission by 92.7% within the first year of implementation. The annual health benefit from the Gateway project is calculated to be $160,000.

Kay's Trucking, Inc. (Kay's Trucking), will replace two MY 1995 and 2000 Class 8 tractors The trucks will be used for hauling freight and to support cranes and the items being lifted by the cranes. Replacing these freight delivery trucks with the newest generation of clean diesel power decreases pollution in the communities they serve. Replacing the two diesel tractors will have an annual health benefit of $35,000.

The Target Enterprises (Target) project will replace one MY 2007 Class 7 diesel-powered flatbed truck with hydraulic crane with a 2019 International MV 607. The truck will be used for delivering construction materials throughout Connecticut, mostly to Fairfield County and the Connecticut shoreline. Emissions benefits will come from both the 2019 replacement truck and the new hydraulic crane. Replacing Target's truck and crane will result in an annual health benefit of $27,000.

The final DERA Option project grantee, the Town of Weston (Weston), will replace two MY 1995 & 2001 Class 8 maintenance dump trucks. The trucks will be used year round for hauling, paving support, catch basin repair and for snow and ice operations. The project will enhance air quality by reducing engine emissions and decreasing fuel consumption in Weston because of technology advances on the new trucks. The annual health benefit for Weston's diesel maintenance dump trucks replacement project is calculated to be $3,700.

Estimate of Anticipated NO_x Reductions (5.2.3):
The estimated emissions were calculated using the EPA's Diesel Emissions Quantifier (DEQ.) The anticipated annual NO_x emissions reduction from the DERA Option projects is 3.19 tons per year (tpy). The tons of pollution reduced or avoided over the lifetime of the engines/vehicles selected for the 2019 State DERA Option projects is 17.25 tons of NO_x, and 0.80 tons of $PM_{2.5}$. The net reductions, or avoidance, in diesel fuel use will be, at a minimum, 175,661 gallons per year from the selected DERA Option projects.

Describe how the Beneficiary will make documentation publicly available (5.2.7.2):
Complete information and documentation will be posted on DEEP's Volkswagen incentive program website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home;
promotional materials will also be posted and cross-linked on DEEP's DERA Grants page at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants and on its Drive Clean CT Facebook Page.

Describe any cost share requirement to be placed on each NO_x source proposed to be mitigated (5.2.8):
The mandatory cost share for diesel replacement is dictated by the DERA program and set at a minimum of 75%. Because these grantees were awarded less than 25% of the project cost, their cost share is greater than 75%. The exception is Gateway Terminal which is a drayage truck replacement project eligible under the DERA program for a grant of 50% of the project total, with a 50% cost share. Gateway Terminal was awarded less than 50% of the project cost; therefore, their cost share is greater than 50%.

F& F Concrete is receiving a grant for $172,181.32 toward the replacement of three Class 8 diesel concrete trucks, MY 2000-2007, with 2020 MY diesel equivalents. The projected cost is $787,313.28 and the original grant represents less than 25% of the projected cost of the three 2020 MY replacement trucks.

DEEP is granting a total of $367,372.48 to Gateway Terminal, LLC for the replacement of six Class 8 diesel drayage trucks, MY 2006-2009, with 2021 MY diesel equivalents. **$285,637.60 will come from the "DERA Option" under VW NOx Mitigation Trust Agreement**, $66,675.73 from FY 2017-2018 State DERA allocation and bonus, and $15,059.15 is from State SEP funds. The projected cost is $801,000.00 and the total grant represents less than 50% of the projected cost of the six 2021 MY replacement trucks.

Kay's Trucking in South Windsor will receive $57,733.69 toward the early replacement of two diesel-powered tractors, MY 1995 and 2000, with MY 2020 and 2021 diesel-powered equivalents. This grant represents less than 25% of the $263,988 cost of the project.

Target Enterprises in Thomaston will receive $37,885.74 toward the early replacement of a MY 2007 diesel-powered flatbed truck, with crane, with a MY 2019 diesel-powered equivalent with crane. This grant represents less than 25% of the $173,235.64 cost of the project.

A grant was awarded to the Town of Weston to use towards the replacement of two Class 8 dump trucks, MY 1995 & 2001, with MY 2019 diesel-powered equivalents. The grant amount is $83,287.74, **$31,238.49** of which **will come from the "DERA Option" under VW NOx Mitigation Trust Agreement** and $52,049 from the FY 2019 State DERA Allocation and bonus. The grant represents less than 25% of the $380,838 cost of the new trucks.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9):

On February 22, 2018, within 30 days of the State being named a Beneficiary, the Connecticut Department of Energy and Environmental Protection (DEEP), the State's Lead Agency as designated in accordance with the requirements specifed in Appendix D-3, contacted, by U.S. Post and electronic mail, the U.S. Departments of Agricutlture and Interior, as specificed in subparagraph 4.2.8, plus the Bureau of Indian Affairs, the Defense Department and Bureau of Prisons, all of which have lands in the state.

If applicable, describe how the mitigation action will mitigate the impacts of NO_x emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10):

The primary goal of Connecticut's 2018 Mitigation Plan is to improve and protect ambient air quality by reviewing, analyzing and implementing eligible mitigation projects that will support statewide energy, environmental and economic development goals. DEEP's locational criteria for evaluating and selecting projects for State DERA funding have consistently addressed location in environmental justice communities, which are characterized, in part, by disproportionate air pollution impacts, and nearness to diesel transportation hubs, including ports, rail yards and highways. Consideration is also given to projects that are consistent with state energy and clean transportation policies and to applicants with anti-idling policies. Since the F & F Concrete, Gateway, Kay's Trucking, and Target projects meet the locational selection criteria, mitigation funds will be used to mitigate the impacts of NO_x emissions on communities that have historically experienced a disproportionate share of the state's air pollution burden. The Gateway Terminal drayage truck fleet primarily operates at the Port of New Haven Terminal transportation hub. The City, County and Port of New Haven receive a disproportionate quantity of air pollution from diesel fleets operating near the port, including diesel powered vessels, material handling equipment and port drayage trucks. The Gateway project will enhance air quality in the New Haven port area and in surrounding environmental justice residential neighborhoods by reducing diesel emissions and fuel consumption.

Additionally, Gateway, Kay's Trucking and Weston implement anti-idling programs, satisfying a preferential criteria as outlined in Connecticut's 2018 Mitigation Plan and during the selection process. The new Gateway, Kay's Trucking and Weston trucks will reduce idling and will be equipped with Diesel Particulate Filters (DPFs) and Selective Catalytic Reduction (SCR) that will further reduce NOx emissions.

ATTACHMENT B

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN INCLUDING DETAILED BUDGET AND IMPLEMENTATION AND EXPENDITURES TIMELINE

ATTACHEMENT B

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES
DERA OPTION CATEGORY

Project Management Plan– Project Schedule and Milestones

Milestone	Date
Connecticut submitted its beneficiary form to US District Court, CA Northern District and to the Trustee	October 2017
Connecticut certified as a Designated Beneficiary under the VW Trust	January 29, 2018
Connecticut submitted its final mitigation plan to Wilmington Trust (the Trustee).	April 26, 2018
Request for Round 2 Proposals Announced	August 1, 2019
DEEP Informational Webinar	August 7, 2019
Request for Round 2 Proposals Closing - Application Deadline	September 16, 2019
Round 2 Awards Selected and Notification sent to Awardees/Recipients	November 22, 2019
Recipients enter into Contracts, Purchase Orders	CY 2020, Q1
New Vehicles Delivered	CY 2020, Q2 – Q4
Recipients submit proof of destruction and scrappage documentation	CY 2021, Q1- Q2
DEEP Receives all required invoices and documentation	Upon completion but no later than May 31, 2021
DEEP reviews, requests corrections if necessary, certifies project completion, and provides reimbursement.	CY2020, Q4 – CY2021, Q1-Q2
DEEP reports to Trustee on status of and expenditures with Mitigation Actions completed and underway	Within 6 months of first disbursement; January 30 and July 30 thereafter

Project Budget – DERA Option

Budget Category	Total Approved Project Budget	Share of Total Budget Funded by the Trust	Cost Share Paid by Recipient[2]
Expenditure:			
F&F Concrete–Recipient #1	$787,313.28	$172,181.32	$615,131.96
Gateway Terminal *(drayage)*–Recipient #2	$801,000.00	$285,637.60	$515,362.40
Kay's Trucking – Recipient #3	$263,988.00	$57,733.69	$206,254.31
Target Enterprises –Recipient #4	$173,235.64	$37,885.74	$135,349.90
Town of Weston–Recipient #5	$380,838.00	$52,049.25	$328,788.75
Project Totals	$2,406,374.92	$605,487.60	$1,800,887.32
Percentage of Total Project Cost	100%	25%	75%
DEEP Administrative[1]	$90,823.14	$90,823.14	$0
Project Totals with DEEP Administrative	$2,497,198.06	$696,310.74	$1,800,887.32

[1]Subject to Appendix D-2 15% administrative cap

[2]This column represents cost share paid by the recipient and funding obtained from other sources.

PROJECTED TRUST ALLOCATIONS

	2017	2018	2019 - 2020	2020-2021
1. Anticipated Annual Project Funding Request to be paid through the Trust	$0	$0	$0	$696,310.74
2. Anticipated Annual Cost Share	$0	$0	$0	$1,800,887.32
3. Anticipated Total Project Funding by Year (line 1 plus line 2)	$0	$0	$0	$2,497,198.06
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	$0	$0	$521,190.94	$0
5. Current Beneficiary Project Funding to be paid through the Trust (line 1)	$0	$0	$0	$696,310.74
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	$0	$0	$0	$1,217,501.68
7. Beneficiary Share of Estimated Funds Remaining in the Trust	$0	$0	$0	$48,975,019.71
8. Net Beneficiary Funds Remaining in Trust, net of cumulative Beneficiary Funding Actions (line 7 minus line 6)	$0	$0	$0	$48,278,708.97

ATTACHMENT B

ELIGIBLE MITIGATION ACTION MANAGEMENT PLANS

ATTACHMENT B-1

ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR F & F CONCRETE

Scope of Work

Purpose: The purpose of this project is to replace, for the F & F Concrete Corporation (F & F Concrete), three concrete trucks identified below with 2020 MY Terex FD-4000 units. The trucks will be used to deliver concrete in Hartford, Middlesex and New Haven Counties. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Unit Number	Vehicle Class or Type of Equipment	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number(VIN)	Engine Serial Number
107	Class 8	Detroit	Series 60	2005	5DG8AD4T550010623	06RO836516
109	Class 8	Detroit	Series 60	2006	5DG8AD4G760011483	06R0908034
111	Class 8	Detroit	Series 60	2007	5DG8AD4T870012014	06RO960056

F & F Concrete shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: ***Three Concrete Truck Replacement***

Description: Following issuance of this purchase order, F & F Concrete shall begin providing the services outlined in this Scope of Work, and continue to provide services through the completion of the project, which will be no later than August 31, 2020.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting $172,181.32 in 2019 Diesel Emission Reduction Act (DERA) funding to F & F Concrete, the grantee. F & F Concrete has agreed to contribute an estimated additional $615,131.96 to the above referenced project through a combination of cash and in kind services, bringing the estimated total value of the project to $787,313.28. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of F&F Concrete's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement
Task 2: Delivery and Scrappage
Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

F & F Concrete shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, F & F Concrete shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

F & F Concrete may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Part 3, Grant Conditions, below). F & F Concrete will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars ($1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Trucks, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new trucks, F & F Concrete will track the progress of the manufacturing and outfitting of the new trucks for their intended use. When that process is complete, F & F Concrete shall take delivery of the vehicles.

F & F Concrete shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frames and drilling a 3-inch hole in the engines or performing other procedures to render the vehicles inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or

salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

F & F Concrete shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the trucks before and after cutting the chassis. F & F Concrete shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered trucks and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
  - VIN plate
  - Engine plate showing serial number
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Delivery Confirmation (Certificates of Origin and photos of engine plates for new trucks)
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

F & F Concrete shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2020 and July 1, 2020). F & F Concrete will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2020. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

F & F Concrete commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-0, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.
The Project must be completed as soon as possible, but no later than August 31, 2020.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed $172,181.32.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	F & F Concrete Cost-Share	Project Total
1. Planning & Procurement: • Approved work plan with project timeline/schedule • Summary of criteria used for selecting Vendor and name of Vendor selected	January 2020	$0	$0	$0
• Copy of Purchase Order issued for new trucks • Documentation of any advance payments if applicable	February, 2020	$0	$0	$0
2. Delivery of New Trucks, Scrappage of Replaced Trucks, Completion of Project • Invoice from the Vendor for delivered trucks and documentation of payment to Vendor	August 15, 2020	$0	$787,313.28	$787,313.28
• EPA-required photographic scrappage documentation for replaced trucks • Completed copy of EPA Certificate of Engine/Chassis Destruction • Receipt for scrap value or any other income from the scrapped trucks • Delivery Confirmation • Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use • An invoice to DEEP for reimbursement under the grant	August 31, 2020	$172,181.32	-$172,181.32	$0
3. Provide Updates and Information for Quarterly and Other Reports • Status Update for Second Quarter Report • Status Update for Third Quarter Report • EPA-required material for Final Report (upon completion but no later than 08/31/20)	04/01/20 07/01/20 08/31/20	$0	$0	$0
Total:		$172,181.32	$615,131.96	$787,313.28

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of $172,181.32, which shall constitute full and complete compensation from the DEEP for the replacement of three concrete trucks. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-0 between DEEP and EPA, which is attached as Appendix B.

Signature, F & F Concrete's Authorized Representative	Lauren Forgione	March 4, 2020
Typed Name:	Lauren Forgione, Treasurer	Date
Signature, DEEP Assigned Project Manager		3/4/20
Typed Name:	Patrice P. Kelly	Date

ATTACHMENT B-2

ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR GATEWAY TERMINAL

Scope of Work

Purpose: The purpose of this project is to replace, for Gateway Terminal, LLC (Gateway), six Class 8 drayage trucks identified below with 2020 MY Peterbilt model 567 units. The trucks will be operating in New Haven, Wallingford, Bridgeport, Milford, and statewide. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Unit Number	Vehicle Class or Type of Equipment	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number (VIN)	Engine Serial Number	Replacement Cost
49	Class 8	Caterpillar	C13	2006	1XPFDU9X27N734432	KCB81918	$130,000.00
52	Class 8	Cummins	ISM	2009	1XPTD09X2AD109571	35259382	$130,000.00
53	Class 8	Cummins	ISM	2009	1XPTD09X4AD109572	35258381	$130,000.00
57	Class 8	Cummins	ISX	2008	1XPTD40X49D787786	79332708	$130,000.00
58	Class 8	Caterpillar	C13	2006	1XP5DU9X17D647266	KCB67758	$140,500.00
59	Class 8	Cummins	ISX	2009	1XPTD40X6AD796283	79389896	$140,500.00

Gateway shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: ***Gateway Terminal's Clean Drayage Truck Initiative***

Description: Following issuance of this purchase order, Gateway shall begin providing the services outlined in this Scope of Work, and continue to provide services through the completion of the project, which will be no later than August 31, 2020.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting $367,372.48 in 2019 Diesel Emission Reduction Act (DERA) funding to Gateway, the grantee. Gateway has agreed to contribute an estimated additional $433,627.52 to the above referenced project through a combination of cash and in kind services, bringing the estimated total value of the project to $801,000.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work. Funds for this project will be from both the Connecticut State DERA Allocation and the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment of VW settlement funds will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is

contingent upon DEEP's approval of Gateway's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement
Task 2: Delivery and Scrappage
Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Gateway shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Gateway shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Gateway may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (see Part 3, Grant Conditions, below).

Gateway will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars ($1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected: Submitted with this Scope of Work as Appendix C
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Trucks, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new trucks, Gateway will track the progress of the manufacturing and outfitting of the new trucks for their intended use. When that process is complete, Gateway shall take delivery of the vehicles.

Gateway shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frames and drilling a 3-inch hole in the engines or performing other procedures to render the vehicles inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

Gateway shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the trucks before and after cutting the chassis. Gateway shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered trucks and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
  - VIN plate
  - Engine plate showing serial number
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Delivery Confirmation (Certificates of Origin and photos of engine plates for new trucks)
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Gateway shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2020 and July 1, 2020). Gateway will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2020. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;

- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Gateway commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-0, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Patrice Kelly
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: patrice.kelly@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.
The Project must be completed as soon as possible, but no later than August 31, 2020.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed $367,372.48.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Gateway Cost-Share	Project Total
1. Planning & Procurement: • Approved work plan with project timeline/schedule	March 2, 2020	$0	$0	$0
• Summary of criteria used for selecting Vendor and name of Vendor selected (Appendix C) • Copy of Purchase Order issued for new trucks • Documentation of any advance payments if applicable	March - April, 2020	$0	$0	$0
2. Delivery of New Trucks, Scrappage of Replaced Trucks, Completion of Project • Invoice from the Vendor for delivered trucks and documentation of payment to Vendor	August 1, 2020	$0	$801,000.00	$801,000.00
• EPA-required photographic scrappage documentation for replaced trucks • Completed copy of EPA Certificate of Engine/Chassis Destruction • Receipt for scrap value or any other income from the scrapped trucks • Delivery Confirmation • Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use • An invoice to DEEP for reimbursement under the grant	August 31, 2020	$367,372.48	-$367,372.48	$0
3. Provide Updates and Information for Quarterly and Other Reports • Status Update for Second Quarter Report • Status Update for Third Quarter Report • EPA-required material for Final Report (upon completion but no later than 08/31/20)	04/01/20 07/01/20 08/31/20	$0	$0	$0
Total:		$367,372.48	$433,627.52	$801,000.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of $367,372.48, which shall constitute full and complete compensation from the DEEP for the replacement of six Class 8 drayage trucks. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-0 between DEEP and EPA, which is attached as Appendix B.

Signature, Gateway Terminal's Authorized Representative _____ 3-2-20

Typed Name: James Dillman, President Date

Signature, DEEP Assigned Project Manager _____ 3/2/20

Typed Name: Patrice P. Kelly Date

ATTACHMENT B-3

ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR KAY'S TRUCKING, INC.

Scope of Work

Purpose: The purpose of this project is to replace, for Kay's Trucking, Inc. (Kay's Trucking), two model year (MY) 1995 and 2000 Class 8 tractors, listed below, with 2020 and 2021 MY Volvo VNRs. Kay's trucking originally proposed to purchase two 2019 MY Volvo VNRs and the grant was based on the proposed amount. Kay's trucking has now decided to purchase a 2020 MY and 2021 MY Volvo VNRs instead. The grant amount has stayed the same despite the increase in the total project cost. The trucks will be used for hauling freight and to support cranes and the items being lifted by the cranes. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Unit Number	Vehicle Class	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number(VIN)	Engine Serial Number
T-16	Class 8	Caterpillar	C12	2000	1FUYTWEB6YHG07052	2KS24975
T-18	Class 8	Detroit Series 50	6047GK60	1995	1FUY8HCB7TL794515	04R0010751

Kay's Trucking shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: ***Kay's Diesel Decrease***

Description: Following issuance of this purchase order, Kay's Trucking shall begin providing the services outlined in this Scope of Work, and continue to provide services through the completion of the project, which will be no later than August 31, 2020.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting $57,733.69 in 2019 Diesel Emission Reduction Act (DERA) funding to Kay's Trucking, the grantee. Kay's Trucking has agreed to contribute an estimated additional $206,254.31 to the above referenced project through a combination of cash and in kind services, bringing the estimated total value of the project to $263,988.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment

by Wilmington Trust is contingent upon DEEP's approval of Kay's Trucking documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement
Task 2: Delivery and Scrappage
Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Kay's Trucking shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Kay's Trucking shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Kay's Trucking may use their own procurement processes to identify possible vendors for the purchase of the trucks. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations, and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Part 3. DERA Grant Conditions below). Kay's Trucking will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars ($1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor and name of Vendor selected
- Copy of Purchase Order issued for new trucks
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Trucks and Scrappage of Replaced Trucks, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new trucks, Kay's Trucking will track the progress of the manufacturing and outfitting of the new trucks for their intended use. When that process is complete, Kay's Trucking shall take delivery of the vehicles.

Kay's Trucking shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the

frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

Kay's Trucking shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the truck before and after cutting the chassis. Kay's Trucking shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
  - VIN plate
  - Engine plate showing serial number
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new trucks)
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Kay's Trucking shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2020 and July 1, 2020). Kay's Trucking will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2020. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and

- Jobs preserved or created.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Kay's Trucking commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS00A00174-0, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Jennifer Arienti
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: Jennifer.Arienti@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.
The Project must be completed as soon as possible, but no later than August 31, 2020.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed $57,733.69.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Kay's Trucking Cost-Share	Project Total
1. Planning & Procurement: • Approved work plan with project timeline/schedule • Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected	January – March , 2020	$0	$0	$0
• Copy of Purchase Order issued for new trucks • Documentation of any advance payments if applicable	February - March, 2020	$0	$0	$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project • Invoice from the Vendor for delivered trucks and documentation of payment to Vendor	July 31, 2020	$0	$263,988.00	$263,988.00
• EPA-required photographic scrappage documentation for replaced trucks • Completed copy of EPA Certificate of Engine/Chassis Destruction • Receipt for scrap value or any other income from the scrapped trucks • Delivery Confirmation • Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use • An invoice to DEEP for reimbursement under the grant	August 31, 2020	$57,733.69	-$57,733.69	$0
3. Provide Updates and Information for Quarterly and Other Reports • Status Update for Second Quarter Report • Status Update for Third Quarter Report • EPA-required material for Final Report (upon completion but no later than 08/31/20)	04/01/20 07/01/20 08/31/20	$0	$0	$0
Total:		$57,733.69	$206,254.31	$263,988.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of $57,733.69, which shall constitute full and complete compensation from the DEEP for the early replacement of two Class 8 tractors. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-0 between DEEP and EPA, which is attached as Appendix B.

Signature, Kay's Trucking's Authorized Representative: Norman Bolduc — 3/2/2020

Typed Name: Norman Bolduc, President — Date

Signature, DEEP Assigned Project Manager: Jennifer W. Arienti — 3/10/2020

Typed Name: Jennifer W. Arienti — Date

ATTACHMENT B-4

ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR TARGET ENTERPRISES

Scope of Work

Purpose: The purpose of this project is to replace, for Target Enterprises (Target), one model year (MY) 2007 Class 7 diesel-powered flatbed truck with hydraulic crane, VIN 1FVACXDJ27HX13456; the engine is a 2006 MY Mercedes Benz, Engine Model MBE900, Serial Number 0906543765. The vehicle will be replaced with a 2019 International MV 607. Target originally proposed to purchase a 2020 MY International 607 flatbed truck with crane and the grant was based on the proposed amount. Target has now decided to purchase a 2019 MY International flatbed truck with crane instead; the funding amount will be subject to adjustment in the reimbursement process. The truck will be used for delivering construction materials throughout Connecticut, mostly to Fairfield County and the Connecticut shoreline. Because of technology advances on the new truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Target shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: ***Truck 10 with Crane Replacement***

Description: Following issuance of this purchase order, Target shall begin providing the services outlined in this Scope of Work, and continue to provide services through the completion of the project, which will be no later than August 31, 2020.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting $37,885.74 in 2019 Diesel Emission Reduction Act (DERA) funding to Target, the grantee. Target has agreed to contribute an estimated additional $135,349.90 to the above referenced project through a combination of cash and in kind services, bringing the estimated total value of the project to $173,235.64. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Target's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement
Task 2: Delivery and Scrappage
Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Target shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Target shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Target may use their own procurement processes to identify possible vendors for the purchase of the truck. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations, and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Part 3. DERA Grant Conditions below). Target will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars ($1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting the Vendor and name(s) of Vendors selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Truck and Scrappage of Replaced Truck, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, Target will track the progress of the manufacturing and outfitting of the new truck for their intended use. When that process is complete, Target shall take delivery of the vehicle.

Target shall render the replaced vehicle and its engine inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or

salvaged engine, vehicle, equipment, or parts are to be sold, program income requirements apply.

Target shall provide documentation that the vehicle has been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the truck before and after cutting the chassis. Target shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
  - VIN plate
  - Engine plate showing serial number
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new truck)
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use
- An invoice to DEEP for reimbursement under the grant

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Target shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2020 and July 1, 2020). Target will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2020. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicle and engines; and
- Jobs preserved or created.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Target commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS00A00174-0, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Jennifer Arienti
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: Jennifer.Arienti@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.
The Project must be completed as soon as possible, but no later than August 31, 2020.

6. Budget and Schedule of Payments:

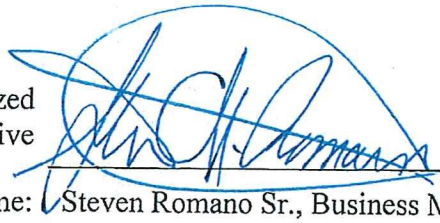
Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed $37,885.74.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		CT State DERA	Target Cost-Share	Project Total
1. Planning & Procurement: • Approved work plan with project timeline/schedule • Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected	December 2019 - March 2020	$0	$0	$0
• Copy of Purchase Order issued for new truck • Documentation of any advance payments if applicable	December 2019- February 2020	$0	$0	$5,000.00
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project • Invoice from the Vendor for delivered truck and documentation of payment to Vendor	April 15, 2020	$0	$173,235.64	$168,235.64
• EPA-required photographic scrappage documentation for replaced truck • Completed copy of EPA Certificate of Engine/Chassis Destruction • Receipt for scrap value or any other income from the scrapped truck • Delivery Confirmation • Confirmation that the project is completed and that the truck is operating satisfactorily for its intended use • An invoice to DEEP for reimbursement under the grant	August 31, 2020	$37,885.74	-$37,885.74	$0
3. Provide Updates and Information for Quarterly and Other Reports • Status Update for Second Quarter Report • Status Update for Third Quarter Report • EPA-required material for Final Report (upon completion but no later than 08/31/20)	04/01/20 07/01/20 08/31/20	$0	$0	$0
Total:		$37,885.74	$135,349.90	$173,235.64

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of $37,885.74, which shall constitute full and complete compensation from the DEEP for the early replacement of one flatbed truck with hydraulic crane. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement #DS 00A00174-0 between DEEP and EPA, which is attached as Appendix B.

Signature, Target's Authorized Representative  3/2/2020

Typed Name: Steven Romano Sr., Business Manager Date

Signature, DEEP Assigned Project Manager Jennifer W. Arienti 3/2/2020

Typed Name: Jennifer W. Arienti Date

SR

ATTACHMENT B-5

ELIGIBLE MITIATION ACTION MANAGEMENT PLAN FOR TOWN OF WESTON

Scope of Work

Purpose: The purpose of this project is to replace, for the Town of Weston (Weston), two model year (MY) 1995 & 2001 Class 8 maintenance dump trucks listed below with two 2019 MY International HV507 SFA units, which are available under state contract. Weston originally proposed to purchase 2021 MY Mack Granite 64FR MHD units and the grant was based on the proposed amount. Weston has now decided to purchase two 2019 MY International trucks instead; the funding amount will be subject to adjustment in the reimbursement process. The trucks will be used year round for hauling, paving support, catch basin repair and for snow and ice operations. Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

Unit Number	Vehicle Class	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number(VIN)	Engine Serial Number
17WE	Class 8	Caterpillar	3126	1995	1GDP7H1COWJ517766	7AS14979
27WE	Class 8	Caterpillar	3126	2000	2FZAATAK52AK13913	CKM27435

Weston shall be responsible for all phases of the project including project management services and materials as needed to complete this project. The project shall also require documentation of the scrappage of the replaced truck.

Project Title: Heavy Duty Dump Trucks

Description: Following issuance of this purchase order, Weston shall begin providing the services outlined in this Scope of Work, and continue to provide services through the completion of the project, which will be no later than August 31, 2020.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting $31,238.49in 2019 Diesel Emission Reduction Act (DERA) funding to Weston, the grantee. The remaining $52,049.25 of the $83,287.74 award made to the Town of Weston will be made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) ("DERA Option"). Payment to Weston of DERA Option funds will be made directly by Wilmington Trust, the trustee for Volkswagen AG, upon DEEP's approval of Weston's documentation of the completion of the tasks outlined in this Scope of Work

In total, DEEP is granting $83,287.74 in 2019 Diesel Emission Reduction Act (DERA) funding to Weston, the grantee. Weston has agreed to contribute an estimated additional $297,550.26 to the

above referenced project through a combination of cash and in kind services, bringing the estimated total value of the project to $380,838.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The Scope of Work is summarized according to the following three tasks:

Task 1: Planning and Procurement
Task 2: Delivery and Scrappage
Task 3: Provide Updates and Information for Quarterly and Other Reports as Required

Task 1: Planning and Procurement:

Weston shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, Weston shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

Weston intends to purchase the replacement truck by engaging a Vendor under contract with the Connecticut Department of Administrative Services (DAS). DAS procurement procedures reflect all applicable Federal, State and local laws, rules and regulations, and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Part 3. DERA Grant Conditions below). Weston will provide documentation of any payments made in association with the project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars ($1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Summary of criteria used for selecting Vendor from the DAS list of vendors (to standardize fleet) and names of Vendors selected
- Copy of Purchase Order issued for new truck
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Trucks and Scrappage of Replaced Trucks, Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the new truck, Weston will track the progress of the manufacturing and outfitting of the new trucks for their intended use. When that process is complete, Weston shall take delivery of the vehicles.

Weston shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.

Weston shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the truck before and after cutting the chassis. Weston shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

Task 2 Deliverables:

- Invoice from the Vendor for delivered truck and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
  - VIN plate
  - Engine plate showing serial number
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Delivery Confirmation (Certificate of Origin and photo of engine plate for new trucks)
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant

Task 3: Provide Updates and Information for Quarterly and Other Reports as Required.

Weston shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., April 1, 2020 and July 1, 2020). Weston will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than August 31, 2020. Items to be provided may include, but will not be limited to:

- Environmental results;
- Work plan accomplishments;
- Challenges encountered during planning and implementation;
- Emissions reductions;
- Budgetary issues, including funds expended;
- Public relations activities;
- Technical and identification information for vehicles and engines; and
- Jobs preserved or created.

Task 3 Deliverables:

- *Status Updates for Quarterly Reports*
- *EPA-required material for Final Report*

3. DERA Grant Conditions

Weston commits to comply with the conditions listed in the 2019 State DERA Cooperative Agreement #DS 00A00174-0, between DEEP and EPA, which is attached as Appendix B.

4. Submission of Materials:

For the purposes of this Scope of Work, all correspondence, summaries, reports, products and requests shall be submitted to:

Jennifer Arienti
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: Jennifer.Arienti@ct.gov

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127
Email: DEEP.AccountsPayable@ct.gov

5. Extensions/Amendments:

Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments.
The Project must be completed as soon as possible, but no later than August 31, 2020.

6. Budget and Schedule of Payments:

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to expiration of this Purchase Order and shall be scheduled as follows, provided that the total sum of all payments shall not exceed $83,287.74.

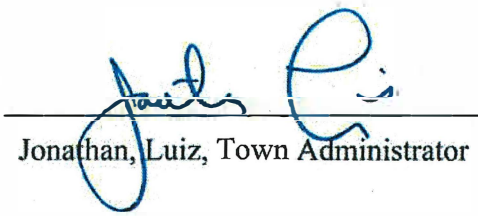
Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget			
		CT State DERA	DERA Option VW Funds	Weston Cost Share	Project Total
1. Planning & Procurement: • Approved work plan with project timeline/schedule • Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected	January – March 2020	$0	$0	$0	$0
• Copy of Purchase Order issued for new truck • Documentation of any advance payments if applicable	February, 2020	$0	$0	$0	$0
2. Delivery of New Truck, Scrappage of Replaced Truck, Completion of Project • Invoice from the Vendor for delivered truck and documentation of payment to Vendor	July 31, 2020	$0	$0	$380,838.00	$380,838.00
• EPA-required photographic scrappage documentation for replaced truck • Completed copy of EPA Certificate of Engine/Chassis Destruction • Receipt for scrap value or any other income from the scrapped truck • Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use • An invoice to DEEP for reimbursement under the grant	August 31, 2020	$31,238.49	$52,049.25	-$83,287.74	$0
3. Provide Updates and Information for Quarterly and Other Reports • Status Update for Second Quarter Report • Status Update for Third Quarter Report • EPA-required material for Final Report (upon completion but no later than 08/31/20)	04/01/20 07/01/20 08/31/20	$0	$0	$0	$0
Total:		$31,238.49	$52,049.25	$297,550.26	$380,838.00

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of $83,287.74, which shall constitute full and complete compensation from the DEEP for the replacement of two maintenance dump trucks. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2019 State DERA Cooperative Agreement # DS 00A00174-0 between DEEP and EPA, which is attached as Appendix B.

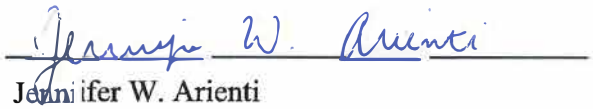
Signature, Weston's Authorized Representative



Typed Name: Jonathan, Luiz, Town Administrator

3/13/20
Date

Signature, DEEP Assigned Project Manager



Typed Name: Jennifer W. Arienti

3/13/20
Date

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

The Connecticut Department of Energy and Environmental Protection (DEEP) will provide detailed reporting on the Category 10 – Diesel Emissions Reduction Act (DERA) Option vehicle replacement project in three ways:

1. Timely updates to DEEP's Volkswagen (VW) Settlement Information Webpage,
2. Connecticut's semiannual reporting obligation to Wilmington Trust (the "Trustee"), and
3. Quarterly reports submitted to the Environmental Protection Agency (EPA)

DEEP maintains a webpage that has been designed to support public access to information relative to the VW Settlement and DEEP's administration of mitigation funds so as to implement the program in an open and transparent manner. DEEP's VW Settlement Information webpage and all supporting information and documentation can be found at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive. Timely updates to the webpage as well as direct outreach via email to those who have requested notification will inform the general public on project solicitations, and project status including when the projects identified herein have been completed.

Subparagraph 5.3 of the Environmental Mitigation Trust Agreement for State Beneficiaries details Connecticut's Reporting Obligations" "For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust's public-facing website upon receipt."

DEEP shall, in the semiannual report following the Trustee's initial disbursement of funds as directed by DEEP, describe the progress implementing this Eligible Mitigation Action that will include a summary of all costs expended on the Eligible Mitigation action through the reporting date. The report will also include a complete description of the status, development, implementation (including project schedule and milestone updates), and any modification to the projects under this Eligible Mitigation Action.

Finally, one of the requirements of the FY2019 DERA State Clean Diesel Grant Program is the timely submissions of quarterly reports to EPA. DEEP will submit these reports to EPA and they will also be included in the semiannual reports that DEEP provides to the Trustee.

ATTACHMENT D

DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH PROPOSED EXPENDITURE EXCEEDING $25,000

ATTACHMENT D
DETAILED COST ESTIMATES FROM SELECTED OR POTENTIAL VENDORS FOR EACH PROPOSED EXPENDITURE EXCEEDING $25,000

F& F Concrete Products Replace three (3) Class 8 Front Discharge Concrete Mixer Trucks (Attachment D-1)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Concrete Mixer	Cummins	X12	2020	Diesel	$258,253.00
Class 8	Concrete Mixer	Cummins	X12	2020	Diesel	$258,253.00
Class 8	Concrete Mixer	Cummins	X12	2020	Diesel	$258,253.00
Total						**$787,764.00**

Gateway Terminal Replace six (6) Class 8 Diesel Drayage Freight Trucks (Attachment D-2)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Freight Truck	PACCAR	MX-13	2021	Diesel	$140,001.00
Class 8	Freight Truck	PACCAR	MX-13	2021	Diesel	$140,001.00
Class 8	Freight Truck	PACCAR	MX-13	2021	Diesel	$128,811.00
Class 8	Freight Truck	PACCAR	MX-13	2021	Diesel	$128,811.00
Class 8	Freight Truck	PACCAR	MX-13	2021	Diesel	$128,811.00
Class 8	Freight Truck	PACCAR	MX-13	2021	Diesel	$128,811.00
Total						**$795,246.00**

Kay's Trucking Replace two (2) Class 8 Diesel Tractors (Attachment D-3)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Tractors	Volvo	D13	2021	Diesel	$136,647.00
Class 8	Tractors	Volvo	D13	2020	Diesel	$131,616.00
Total						**$268,263.00**

Target Enterprises Replace one (1) Flatbed Truck and Crane (Attachment D-4)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 7	Flatbed with crane	Cummins	L9	2019	Diesel	$163,141.00
Total						**$163,141.00**

Town of Weston Replace two (2) Maintenance Dump Trucks (Attachment D-5)

Vehicle Class	Vehicle Type	Engine Make	Engine Model	Model year (MY)	Fuel	Cost
Class 8	Maintenance Dump Truck	Cummins	L9 330	2019	Diesel	$167,773.80
Class 8	Maintenance Dump Truck	Cummins	L9 330	2019	Diesel	$167,773.80
Total						**$335,547.60**

See attached vendor cost estimates for F&F Concrete, Gateway Terminal, Kay's Trucking, Target Enterprises, and Town of Weston

ATTACHMENT D-1

VENDOR ESTIMATE FOR F & F CONCRETE PRODUCTS

January 30, 2020

Attn: Dan Forgione
F & F Concrete Corp
110 West Main St
Plantsville, CT 06479
USA

Thank you for the opportunity to quote Oshkosh Commercial products for F & F Concrete Corp. I am pleased to submit for your approval the following proposal for (3) S-2204 S-Series Front Discharge Mixer(s) . In this quote, you will find:

- Quotation
- Full Specifications
- Terms and Conditions

To place an order in response to this quotation, or if you have any questions, please contact me. I look forward to hearing from you.

Sincerely,

Ryan Horvay
Regional Sales Manager
(P) 484-955-5850
(F)
rhorvay@mcneilusco.com

Quote Number: CPQ-1704
Revision: 1
Model: S-Series Mixer
Created: 01/30/2020
Valid Until: 02/29/2020

BUYER
F & F Concrete Corp
Attn: Dan Forgione
110 West Main St
Plantsville, CT 06479
USA

BILL TO
F & F Concrete Corp
Attn: Dan Forgione
110 West Main St
Plantsville, CT 06479
USA

FINAL USER
(Delivery Location)
F & F Concrete Corp
110 West Main St
Plantsville, CT 06479
USA

PRICING QUOTATION

Total Configured Price	$239,990
FET	$17,348
Extended Warranties	$915
Sales Tax	Not Included
Total Unit Price	$258,253
Freight	$2,305
Quantity	3
Total	$781,674
Required Downpayment	$78,167

- **Quote Discount:** Pricing includes all applicable discounts for quantity quoted. Change of quantity ordered may result in a revision of price.
- **Freight Charges:** Freight charge is estimated based upon fuel cost at the time of quotation. The charge is subject to change at the time of delivery. Shipping arrangements (when applicable) are made for the convenience of the Buyer. McNeilus Financial, Inc. d/b/a McNeilus Truck and Manufacturing ("Seller") assumes no responsibility for the equipment in transport.
- **Taxes:** No state or local taxes are included in the prices quoted herein. Any applicable state and local taxes must be added to these prices and paid directly by the Buyer.
- **Specifications:** All specifications are subject to change without notice. Several factors beyond the control of the chassis OEM or Seller may result in the substitution of components of equal or greater quality.
- **Special Options:** Special options are subject to Engineering application approval.
- **Terms & Conditions:** This quotation assumes and is subject to Seller standard Terms and Conditions of Sale, Including Limitations of Warranty.
- **Payment Terms:** Ten percent (10%) down-payment, balance due upon delivery. Net Due On Pickup/Delivery
- **Quotation Currency:** All prices are in USD
- **Delivery Terms:** FOB Destination, Freight Prepaid and Added. The Seller pays the freight charges but bills them to the Buyer.

ACCEPTANCE
This quotation is valid until 02/29/2020 . Any order is contingent upon acceptance by Seller. By signing and returning this document, you are indicating that you have read and approved the above pricing. Please return this signed quotation and down payment to your Seller representative, or to Kristina Nigl-Klabunde, Product Specialist, Oshkosh Corporation. If you have any questions, please feel free to contact us.

Lauren Forgione _____ 1/30/2020
Authorized Signature Date

Base Configuration	
Model Year	2020
State of Operation	None Selected
Vehicle Model	S-2204, FATT
Model Body	Primary Model Body Price
Model Chassis	Primary Model Chassis Price
Wheel Base	220" Wheel Base

Axle, Front	
Front Axle	23k Oshkosh HRPA Disc Brake
Front Axle Ratio	5.17 Ratio
Locking Front Differential	Locking Front Differential
Front Shock Absorber	Front Shock Absorbers

Axles, Rear	
Rear Axle	Dana D46-170
Rear Axle Ratio	5.25 Ratio
Tandem Wheels	Super Singles
Tandem Suspension	Hendrickson Primaax
Jobsite Rating	Heavy Duty 52K On Road, 64K Job Site
Tandem Brakes	Bendix ADB22X Disc Brakes

Axle(s), Auxiliary	
Aux Axle Type	Watson Alumilite
Aux Axle Rating	18.5k Fixed
Pusher Axle Qty	One (1) Pusher Axle
Tag Axle Qty	Not Equipped
Aux Axle Controls	External Auxiliary Regulator Controls
Aux Axle Steering Lockout	Not Equipped
Load Span Tag Axle	Not Equipped

Wheels and Tires	
Front Axle Tires	Bridgestone 445/65R22.5 L315; Heavy Duty; Qty 2
Rear Axle Tires	Bridgestone 445/65R22.5 L315; Heavy Duty; Qty 4
Pusher Axle Tires	Bridgestone 445/65R22.5 L315; Heavy Duty; Qty 2
Tag Axle Tires	Not Equipped or Customer Supplied
Load Span Tag Axle Tires	Not Equipped or Customer Supplied
Front Wheels	Brushed Aluminum 22.5 x 13.0 x 6.122
Rear Wheels	Brushed Aluminum 22.5 x 14.0 x 6.122
Pusher Wheels	Brushed Aluminum 22.5 X 13.0 X 3.50
Tag Wheels	Not Equipped
LSTA Wheels	Not Equipped
Wheel Nut Covers	Not Equipped

Cab	
Cab Size	Aluminum Construction; Single Operator Arrangement
Cab HVAC	Cab Heat + Air-Conditioning
Cab Fan	Caged fan on LH overhead panel
Safety Equipment	2.5lb Fire Extinguisher and Triangle Kit
Accessory Power	Accessory Power Point, 12V w/USB Ports
Camera System	Roscoe Rear Vision Camera System
Seat	National High-back Driver Seat w/ Arm Rests
Steering Column	Tilting/Telescoping Steering Column
Mirrors	16x7 Heated Stainless Steel Mirrors with 8" Diameter Convex Spotter Mirrors

Chassis Selections	
Frame	Vertical RBM 6,306,020 in-lb, Lateral RBM 2,766,099 in-lb
Front Bumper	Impact and Chemical Resistant, Injection Molded DCPD

Fenders, Front	Aluminum Front Fender
Fenders, Rear	Aluminum Rear Fenders
Hood	Fiberglass Tilting Type Engine Enclosure with Rear Hatch
Grille	Bright Stainless Steel Grille
Lighting Package	LED Lighting, Work Lights and 360 Degree Strobe Light Package
Toolbox	Aluminum Tool Box, RH Front, Frame Mounted
Air Dryer	Wabco System Saver 1200 Air Dryer
Air Brakes	Wabco Anti-Lock Braking System
Batteries	Three (3) Prestolite Batteries
Battery Disconnect	Gigavac Battery Disconnect Switch at Battery Box

Engine and Powertrain	
Engine	430 HP Cummins X12
Engine Brake	Engine Brake
Engine Heater	Kim-Glo Block Heater
Transmission	Allison HD4500 Deep Sump
Transmission Controls	Allison 6-button, Push
Transfer Case	Oshkosh Aluminum 2 Range 2.48:1 w/FR Declutch
Starter	Delco, 12V, 39MT, 3.9kW
Alternator	160A 12 V Prestolite
Fuel Tank Location	72 gal round aluminum, RH Fill, FR Mounted
DEF Tank	10 Gal. RH Fill
Exhaust Stack	Polished Stainless Steel

Mixer Package	
Drum Size	11.5 yd Drum: .210 (7/32) inch AR200 Shell; Short
Fins	.250 - .210 - .189 (1/4 - 7/32 – 3/16) inch AR200 graduated design
Weep Holes	Weep Holes in Fins
Drum Hatch	Two (2) Bolted Hatches
Drum Transmission	ZF P7300 Series

Mixer Equipment	
Main Chute	Power Chute w/Paver Hooks
Chute Extension	Aluminum Extensions with Poly Liner
Chute Extension Qty	Two (2), 48" Chute Extensions
Chute Racks	2 Left-hand Rack with Step
Chute Rotation Pump	Chute Rotation Pump - High Flow
Fender Chute Racks	Not Equipped
Charge Hopper Mount	Swing Away Throat (SAT) Charge Hopper
Discharge Boot	Gum Rubber Boot
Paver Chute	Not Equipped

Mixer Controls	
Hydraulics Controls	Electronic Drum Controls: FLEX Controls with External Keypad
Joystick	Electronic Joystick with F/N/R

Water Tank	
Water Tank Package	M200,Dual Fill, Un-pressurized, .25” wall Alum. Cylindrical Water Tank (185 gallons usable)
Water Meter	Electronic Water Meter
Water Injection	Electronic Water-Add Valve
Water Injection Manifold	Heated Water Manifold

Additional Truck Options	
Telematics	ClearSky Telematics; 5 year subscription
Paint Pricing Category	3 Color Med Complexity
Paint Template	
Paint Color 1	
Paint Color 2	
Paint Color 3	
Rust Proofing	Rust Protection
Clear Coat	Clear Coat

SPECIAL FEATURES & OPTIONS

EXTENDED WARRANTIES

ONE-YEAR CONDITIONAL WARRANTY:
On the chassis and Mixer Unit and components installed by Oshkosh Corporation on original factory equipment that fails due to defects in material or workmanship.

ONE-YEAR CONDITIONAL WARRANTY:
On paint applied by Oshkosh on original factory equipment.

TWO-YEAR CONDITIONAL WARRANTY:
On Cummins X12 engine (directly through Cummins)

TWO-YEAR CONDITIONAL WARRANTY:
On Allison transmission (directly through Allison)

5 YEAR EXTENDED WARRANTY:
Allison 5 Year Extended Warranty - Transmission

ADDITIONAL COST OPTIONS
(not included in quoted price)

ADDITIONAL NOTES
$1000/truck parts credit. To include original truck ordered on CPQ-622. Total credit $4000.00

Trucks must be delivered before 8/31/2020

Terms and Conditions of Sale Including Limitations of Warranty

Order Placement. All goods and services furnished by McNEILUS FINANCIAL, INC. d/b/a McNEILUS TRUCK AND MANUFACTURING ("McNeilus") are governed by these Terms and Conditions of Sale. Placement of order by Buyer shall be in accordance with McNeilus' then current procedure. Acceptance by McNeilus of Buyer's order is expressly conditioned upon Buyer's acceptance of these Terms and Conditions, including those on the face of the order acceptance, and any provisions of Buyer's order or other communication in conflict with these Terms and Conditions are expressly rejected. Stenographic and clerical errors are subject to correction. No additions or modifications shall be valid unless confirmed in writing by McNeilus. McNeilus may supplement or alter these Terms and Conditions of Sale, issue product and/or sale policy announcements, or the like, but no such publication shall supersede any of these Terms and Conditions of Sale. McNeilus IS NOT BOUND TO FURNISH ITS GOODS OR SERVICES EXCEPT IN ACCORDANCE WITH THE TERMS OF ITS ORDER ACCEPTANCE FORM.

Cancellation. Buyer may cancel the order, in whole or in part, by written notice any time, provided the Buyer pays: a) the cost, including installation and removal costs, of any equipment purchased by McNeilus prior to cancellation for the purpose of filling Buyer's order and not usable by McNeilus for making other goods it then manufactures; b) the quoted price for all goods finished and ready to ship; and c) other reasonable costs (including but not limited to the cost of raw materials and goods still in the process of manufacture but unfinished at the time of cancellation) which McNeilus may have incurred in the performance of the order. Notice of cancellation is not effective until received by McNeilus at its corporate address (P.O. Box 70, 524 E. Highway St, Dodge Center, MN 55927 U.S.A., Attn: Corporate Secretary). If Buyer elects to cancel the order in part, McNeilus may, at its option, within a reasonable time thereafter, cancel the entire order by written notice. If Buyer elects, upon payment of costs of equipment, quoted prices of goods finished and ready to ship and/or costs of raw materials, it may take delivery of the same as provided below.

Price/Delivery. Unless otherwise provided by our quotation or agreed by us in writing, price and delivery terms shall be on FOBShipping Point (Incoterms 2010) basis. All applicable taxes shall be for the account of Buyer. Unless otherwise agreed in writing, we will select the route and manner of shipment, reserve the right to make delivery in installments when necessary, to invoice each installment separately and to expect payment for each installment within our selling terms. All risk of loss shall pass to the Buyer at the point and time of delivery set forth in this paragraph. Prices for goods shall be those in effect on the date of invoice unless otherwise provided by our quotation or agreed to in writing by McNeilus. If McNeilus shall fail to make delivery, or Buyer to accept delivery, according to the agreed upon delivery schedule, the other party may cancel the then remaining balance of the order unless the delay is an excusable delay. Prices are good for only quantities indicated. If shipment or any other act or condition affecting payment for the goods or any part of them shall be delayed on account of Buyer, payment shall be due as if shipment had been made. A reasonable storage charge may be made and such storage shall be at the risk of Buyer.

Payment/Credit/Security. All payments shall be made in U.S. dollars. Payment shall be due upon delivery or as otherwise provided by our quotation, order acceptance, invoice or other writing. We reserve and by its order Buyer grants a security interest in all goods wherever located until payment has been received, and Buyer will promptly execute and deliver documents provided by McNeilus to perfect such security interest. All orders received are subject to credit approval. Buyer agrees to submit to McNeilus those items reasonably requested in order to establish Buyer's credit. McNeilus shall be entitled to charge interest for payments made not in accordance with the stated or agreed upon terms of payment at the stated rate or the highest rate permitted by law, whichever is lower. Whenever McNeilus in good faith deems itself insecure, it may: cancel any outstanding orders with Buyer and/or hold production/ shipment of any unfilled orders; modify or revoke its extension of credit to Buyer; reduce any unpaid debt by enforcing its security interest (and proceeds therefrom); and take any other steps permitted by law and necessary or desirable to secure McNeilus with respect to Buyer's payment of goods and services furnished or to be furnished. Buyer will pay McNeilus actual costs of collection incurred, including reasonable attorney's fees if McNeilus is required to commence any suit or proceeding for collection of any delinquency. Certificates of Origin for a Vehicle shall be released to Buyer only upon receipt of payment in full by McNeilus unless otherwise agreed upon in writing. Buyer shall permit McNeilus at any reasonable time to make audits of its collateral, including records of shipments, sales and payment. McNeilus may demand immediate payment for trucks, chassis or parts shipped from Buyer's location for which payment has not been received in accordance with agreed payment terms. Buyer shall have no right of offset against amounts owed to McNeilus.

Acceptance: Goods furnished or services performed by McNeilus in all events will be deemed to have been accepted within thirty (30) days after receipt by Buyer, unless rightfully rejected within such period by written notice to McNeilus, by Certified Mail, Return Receipt requested, setting forth all of the defects upon which the rejection is claimed. Claims for factory damage or shortages shall not be considered unless made in writing within ten (10) days after receipt of the goods and accompanied by reference to our bill of lading and invoice numbers. Claims for damage or shortage in transit must be filed by Buyer against carrier unless shipping costs are prepaid. Defective goods shall be held for McNeilus' inspection or disposition.

Limited Warranty Disclaimer: McNeilus warrants that all new and unused goods furnished by McNeilus are free from defect in workmanship and material as of the time and place of delivery by McNeilus in accordance with its Standard Limited Warranty in effect at the date of contract formation. Our obligation under this Limited Warranty is subject to the following qualifications: a) McNeilus or its authorized Dealer shall have been notified of such claimed defect within thirty (30) days of its discovery or such later date as is specified in the Standard Limited Warranty; b) the vehicle shall have been subject only to proper use normal for similar vehicles; and c) it shall have been regularly maintained and serviced in accordance with the Manufacturer's Service Manual. No defective part may be returned to the factory without our prior written consent, or that of our authorized representative. Any return must be with transportation prepaid, which may be refunded at the discretion of McNeilus. The Standard Limited Warranty for the goods is incorporated herein by reference. It is the exclusive warranty given by McNeilus. MCNEILUS HEREBY DISCLAIMS AND EXCLUDES ALL OTHER WARRANTIES, WHETHER EXPRESS, IMPLIED OR STATUTORY, INCLUDING ANY WARRANTY OF MERCHANTABILITY, ANY WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, AND ANY IMPLIED WARRANTIES ARISING FROM COURSE OF DEALING OR USAGE OF TRADE, notwithstanding any knowledge of McNeilus regarding the use or uses intended to be made of goods, proposed changes or additions to goods, or any assistance or suggestions that may have been made by McNeilus personnel.

Buyer's Remedies. At its option, McNeilus will repair or replace nonconforming goods, or allow a credit for the replacement price of parts.

Exclusions of Incidental and Consequential Damages. In no event shall McNeilus be liable for any incidental, special, indirect or consequential damages, whether resulting from nondelivery or from McNeilus' own negligence or other tort. This exclusion applies regardless of whether such damages are sought for breach of warranty, breach of contract, negligence, or strict liability in tort or under any other legal theory.

Excusable Delay. McNeilus shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond our control and not occasioned by our fault or negligence and which make our performance impracticable, including but not limited to civil wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work provided such cause is beyond our reasonable control.

Indemnification. Buyer shall indemnify and hold McNeilus harmless from any and all damages or injury of any kind or nature whatsoever (including, but without limitation, personal injury and death) to all property and persons caused by, resulting from, arising out of or occurring in connection with the Buyer's sale, installation or use of goods sold or supplied by McNeilus and not caused by the negligence of McNeilus, its employees or agents, or arising out of defects in any such goods.

No Waiver. The failure of McNeilus upon knowledge of any default or violation by Buyer of any of the Terms and Conditions of this agreement to enforce its rights or remedies shall not be construed as a waiver of such default or violation, or of any provision hereof, or of any of its rights or remedies.

Equal Opportunity Employment. We are an Equal Opportunity Employer and have an Affirmative Action Plan on file. We comply with Executive Order No. 11246 dated September 24, 1965 and The Federal Occupational Safety and Health Act of 1970 along with all subsequent amendments. We comply with all other applicable federal, state and local laws, regulations and ordinances and agree upon request to furnish Buyer a certificate to such effect in such form as is acceptable to both parties.

Entire Agreement and Governing Law. Except as otherwise agreed in writing, this constitutes the entire agreement between us, superseding all prior quotations and understandings, oral or written. Any questions concerning the validity, interpretation or effect of this Agreement are governed by the laws of the State of Wisconsin. The rights and obligations of the parties hereunder shall not be governed by the provisions of the 1980 United Nations Convention on Contracts for the International Sales of Goods.

Export Laws. If applicable, performance is subject to U.S. export laws and regulations. Our failure to perform due to such laws and regulations shall not constitute a breach of this agreement.

The F&F Concrete Corporation
MATERIALS FOR THE CONSTRUCTION INDUSTRY

110 WEST MAIN ST. TELEPHONE (860) 628-9674 FAX (860) 621-8466 PLANTSVILLE, CONN. 06479

March 31, 2020

Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127

Attention: Patrice Kelly

Re: F&F Concrete 3 Truck Replacement-Vendor Selection

Dear Patrice,

F&F Concrete requested quotes from Terex and Oshkosh, both reputable companies that we have purchased concrete mixers from in the past. After review of both quotes, we decided to move forward with Oshkosh as there was a moderate savings per truck of $4,184.76. Oshkosh also has a maintenance and training facility located in Bloomfield, Connecticut, which is beneficial to us in terms of expediting parts and truck maintenance as well as having our mechanics involved in their mixer specific training.

Please contact me at (860) 919-1359 or lforgione@ffconcrete.com if you have questions or require additional information.

Respectfully,

Lauren Forgione

Lauren Forgione

ATTACHMENT D-2

VENDOR ESTIMATE FOR GATEWAY TERMINAL

Port Services LLC

454 Quinipiac LLC
New Haven, CT 06513
203-468-0008

PURCHASE ORDER

DATE 2/4/2020
PO # CAP001

VENDOR

Truck Center, Inc.
120 Universal Drive
North Haven, CT 06473
203-785-8322

SHIP TO

Port Services LLC
454 Quinipiac LLC
New Haven, CT 06513
203-468-0008

ITEM #	DESCRIPTION	QTY	UNIT PRICE	TOTAL
Quote	New 2021 Peterbilt - 567 Sleeper Tractor	2	139,105.00	278,210.00
Quote	New 2021 Peterbilt - 567 Day Cab Tractor	4	128,811.00	~~515,244~~.00
				-
				-
				-
				-
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				-
				-
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				-
				-
				-
				-
				-
				-
				-

Add - Heaters to Sleepers - $1792.00

SUBTOTAL	793,454.00
TAX	-
SHIPPING	-
OTHER	-
TOTAL	**$ 793,454.00**

1792 —
795246.00

Comments or Special Instructions

DERA Grant Purchase
Warranty: As provided by Peterbilt Motors and it's OEM's
ADD: Sleeper Heater to 2 - 567 Sleeper Tractors

Approved by:
Shane Vitorino

Signature:

If you have any questions about this purchase order, please contact
Shane Vitorino, svitorino@gatewayt.com, 203-467-1997 x116

ATTACHMENT D-3

VENDOR ESTIMATE FOR KAY'S TRUCKING

VOLVO TRUCKS

ORDER ACKNOWLEDGEMENT

Prepared By : CARBONE,JOHN

Friday, January 24, 2020 3:22:57 PM EST

VOLVO TRUCKS

Customer Name: GABRIELLI TRUCK SALES - STOCK

Order: 262186	Dealer: 5798D	Quantity: 1
Pricing Complete: N	Model: VNR64T	Dlr Order Number: HV628-637
Quote: 3676101	Price Init:	Pricing Quote: NONE
Lead Slot Date: 12/16/2019	Eng Price: JKR	Postmark Date: 04/09/2019

Front Weight	Rear Weight
9216	7176

MODEL PACKAGE

M	004371	MODEL	VNR64T300	0	0
M	007371	00 MODEL	VNR64T300	7437	4248
M	008064	00 BASE MODEL	VNR64T	0	0
M	198044	DATA RELEASE DATE	2018-10-22	0	0
G	920998	MODEL PACKAGE	BASE MODEL STANDARDS	0	0
M	932998	DRIVETRAIN CONCEPT	NO ALTERNATIVE DRIVETRAIN CONCEPT PACKAGE PROVIDED	0	0
M	927998	FUEL ECONOMY PACKAGE	NO FUEL ECONOMY PACKAGE PROVIDED	0	0

VEHICLE ADAPTATION

G	898002	VEHICLE WARRANTY QUALIFICATION	STANDARD NORMAL DUTY WARRANTY QUALIFIED	0	0
M	259002	VEHICLE VOCATION	PICKUP AND DELIVERY / SHORT HAUL SERVICE	0	0
M	938001	CUSTOMER FLEET SIZE	DEALER FLEET WITH LESS THAN 25 VEHICLES IN OWN FLEET OF ANY VEHICLE BRAND	0	0
M	885998	PROGRAM	NO FLEET PROGRAM	0	0

PASSIVE AND ACTIVE SAFETY

M	2CXD1X	CAB TYPE	HIGH-STRENGTH STEEL (HSS) DAY CAB	0	0
M	DUXA1X	SRS AIR BAG	VOLVO SRS AIR BAG-DRIVER SIDE ONLY	0	0
M	ZMXA1X	ESP PACKAGE	VOLVO ENHANCED STABILITY TECHNOLOGY (VEST)	0	0
M	H9CA1X	ADDITIONAL TRACTION CONTROL DISABLE	FULL DISABLE FOR TRACTION CONTROL	0	0
M	GCXZ1X	COLLISION AVOIDANCE SYSTEM	NO COLLISION AVOIDANCE SYSTEM PROVIDED	0	0
M	5UCZ1X	VADA DRIVER VOLUME CONTROL	NO VADA VOLUME LEVEL PROVIDED	0	0
M	5VCZ1X	VADA VOLUME CONTROL LEVEL	NO VADA VOLUME LEVEL PROVIDED	0	0
M	G6CZ1X	ACC TIME GAP CONFIG SETTING	NO VADA TIME GAP CONFIGURATION PROVIDED	0	0
M	5RXA1X	BACKUP ALARM	ELECTRIC BACKUP ALARM	1	2
M	3MBA1X	PARK BRAKE ALARM	PARK BRAKE ALARM, SOUNDS IF BRAKE OFF AND DRIVER'S DOOR OPENED	0	0

N/A

M	1017X0	N/A	1017X0	346	0

ENGINE

G	102425	ENGINE HORSEPOWER RATING	425 HORSEPOWER	0	0

ENGINE EQUIPMENT

M	209013	RADIATOR COOLANT	EXTENDED LIFE ETHYLENE GLYCOL ANTI-FREEZE (RED), -45 F (-43 C)	0	0
M	208029	FAN CLUTCH PACKAGE	ELECTRONIC VISCOUS CSI FAN CLUTCH	0	0
M	810114	BATTERY PACKAGE	3 VOLVO 1000 CCA MAINTENANCE FREE 12V BATTERIES, 3000 CCA	44	14
M	L5XA1X	BATTERY BOX COVER	BASIC BATTERY BOX COVER	0	0
M	LLXD1X	EMERGENCY START SYSTEM	EMERGENCY START STUDS, HEX JUMP STUDS ON ALL BATTERY POST	1	0
M	MOXAAX	BATTERY ISOLATION	RUBBER ISOLATION PAD UNDER BATTERIES	1	0
M	428001	DIESEL EXHAUST FLUID TANK	18.5 GALLON LEFT HAND 26", FRAME MOUNTED (FILLED WITH 10 GALLONS OF DEF, WEIGHING 91 LBS)	158	85
M	230046	EXHAUST SYSTEM	INTEGRATED DPF AND SCR MOUNTED RIGHT HAND SIDE UNDER CAB WITH SINGLE VERTICAL STACK BACK OF CAB	0	0
M	232097	EXHAUST OUTLET PACKAGE	13' 5" CHROMED STAINLESS STEEL SINGLE STACK	2	1
M	KNXB1X	EXHAUST SHIELD	STAINLESS STEEL EXHAUST SHIELD	2	4
M	JVXH1X	PRIMARY FUEL FILTER	VOLVO DUAL ENGINE MOUNTED FUEL FILTERS WITH WATER SEPARATOR	0	0
M	J7XZ1X	AUX. FUEL SYSTEM EQUIPMENT	WITHOUT AUXILIARY FUEL SYSTEM EQUIPMENT	0	0
M	5NXA1X	ENGINE BLOCK HEATER	PHILLIPS 120V 1500W LEFT HAND RECEPTACLE BLOCK HEATER	5	0
M	HTXA8X	ENGINE BRAKE	VOLVO ENGINE BRAKE (I-VEB)	0	0
M	QHXA1X	ENGINE OIL PAN	COMPOSITE OIL PAN (STANDARD OIL CHANGE INTERVALS)	0	0

TRANSMISSION

M	270703	TRANSMISSION PACKAGE	VOLVO 12 SPEED I-SHIFT ATO2612F OVERDRIVE	-1	0
M	CNXJAX	TRANSMISSION SOFTWARE PACKAGE	COMPREHENSIVE VOLVO I-SHIFT TRANSMISSION ELECTRONICS	0	0
M	6RAA1X	TRANSMISSION PERFORMANCE MODE	VOLVO I-SHIFT TRANSMISSION PERFORMANCE MODE, ENABLED WITH AUTO RETURN TO ECONOMY MODE	0	0
M	RVXH5X	GEAR SHIFT CONTROL	GEAR SHIFT LEVER, SEAT MOUNTED, PREMIUM, I-SHIFT	0	0
M	3IAA2X	HILL START ASSIST	HILL START ASSIST	0	0
M	6SAA1X	TRANSMISSION KICK-DOWN MODE	VOLVO I-SHIFT TRANSMISSION KICK-DOWN MODE, ENABLED IN ECONOMY AND PERFORMANCE MODES	0	0
M	6TAZ1X	TRANS.KICK-DOWN BONUS MODE	NO VOLVO I-SHIFT TRANSMISSION KICK-DOWN, PERFORMANCE MODES TIED TO PERFORMANCE BONUS REWARD PROVIDED	0	0
M	T2XB1X	TRANSMISSION COOLER	WATER TO OIL TRANS COOLER MOUNTED ON TRANSMISSION	0	0

M	D4AA1X	AMT/AUTOMATIC TRANS PTO FUNCT.	AMT PTO FUNCTIONS BASIC	0	0
M	250111	CLUTCH	VOLVO SACHS 17" SINGLE PLATE DAMPENED ORGANIC FOR I-SHIFT	0	0
M	RBXZ1X	CLUTCH FEATURES	NO EXTENDED LUBE LINE PROVIDED	0	0

PROGRAMMABLE FEATURES

M	JFXLLX	CRUISE CONTROL, MAXIMUM SPEED (AI)	MAXIMUM CRUISE, 65 MPH (105 KM/H)	0	0
M	Y3CD6X	PEDAL ROAD SPEED LIMIT SETTING (P1I16)	PEDAL ROAD SPEED LIMIT, 72 MPH (116 KM/H)	0	0
M	JCX1RX	ROAD SPEED LIMIT SETTING (P1AOC)	ROAD SPEED LIMIT, 72 MPH (116 KM/H)	0	0
M	U5AL0X	GEAR DOWN VEHICLE SPEED LIMIT (P1AOD)	GEAR DOWN VEHICLE SPEED, 62 MPH (100 KM/H)	0	0
M	E3AAEX	CRUISE CONTROL MIN SPEED (BK)	MIN CRUISE, 30 MPH (48 KM/H)	0	0
M	E5AAEX	ENG BRAKE ENGAGE IN CRUISE (AF)	ENGAGE ENGINE BRAKE 5 MPH (8.0 KM/H) ABOVE SET CRUISE SPEED	0	0
M	O1AZ1X	EARLY UPSHIFT (P1IRK)	NO EARLY UPSHIFT PROVIDED	0	0
M	E7AZ1X	FUEL ECONOMY INCENTIVE PROGRAM (P1I0G)	WITHOUT PERFORMANCE BONUS PROGRAM	0	0
M	0PAZ1X	DRIVER PERFORMANCE PARAMETERS (P1I0L)	WITHOUT DRIVER PERFORMANCE BONUS PARAMETERS	0	0
M	W9BZ1X	SWEET SPOT TARGET % (P1I0K)	WITHOUT SWEET SPOT TARGET %	0	0
M	W5BE1X	MAXIMUM ENGINE SPEED AT 0 MPH (P1ANA)	1400 MAXIMUM ENGINE RPM AT 0 MPH	0	0
M	R4BA1X	PRE-TRIP DIAGNOSTIC INSPECTION (JZU)	PRE-TRIP ASSISTANT	0	0
M	EXXGSX	PTO MAXIMUM ENGINE SET SPEED (AND)	PTO ENGINE MAXIMUM 700 RPM	0	0
M	EYXGSX	PTO RESUME ENGINE SET SPEED (ANE)	PTO ENGINE RESUME 700 RPM	0	0
M	128071	CRUISE CONTROL SPECIFICATIONS	ELECTRONIC ENGINE DEFAULT SPECS	0	0

FRONT AXLE

M	370400	FRONT AXLE PACKAGE	VOLVO VF12 12,000 LB FRONT SPRINGS	22	0
M	782002	FRONT BRAKE PACKAGE	FRONT BRAKE BENDIX SPICER, CAST S--2 CAM, STANDARD LUBE		0
M	LQXAPX	FRONT BRAKE LINING MATERIAL	BRAKE LINING MATERIAL FRONT, BENDIX SPICER BX920	0	0
M	IRXA1X	FRONT SUSP MAINTENANCE	LUBRICATED SPRING PINS AND BUSHINGS	0	0
G	750120	FRONT BRAKE VALIDATION	12,000# (5442 KG) FRONT GAWR	0	0

REAR AXLE

M	330689	REAR AXLE PACKAGE	MERITOR MT-40-14X4C AMBOID (HEAVY DUTY HOUSING) 40,000 LB CAPACITY	0	47
M	TAXESX	REAR AXLE RATIO	3.42 REAR AXLE RATIO	0	0
M	350413	REAR SUSPENSION PACKAGE	40,000 LB VOLVO AIR SUSPENSION 52 " SPACING	0	13
M	783021	REAR BRAKE PACKAGE	REAR BRAKE BENDIX SPICER, NEXT GENERATION LIGHTWEIGHT, STANDARD LUBE	0	0
M	MAXACX	DRIVE AXLE BRAKE LINING MATERIAL	BRAKE LINING MATERIAL DRIVE, BENDIX SPICER BX415	0	0

M	7WXADX	REAR AXLE LUBRICANT	CHEVRON DELO GEAR LUBRICANT ESI SAE 80W-90 (APPROVED FOR MERITOR EXTENDED COMPONENT WARRANTY)	0	0
M	781056	PARKING BRAKE CHAMBER PACKAGE	FOUR CAM TYPE HALDEX	0	27
M	784009	FRONT AND REAR SLACK ADJUSTERS	HALDEX BRAKE ADJUSTER FRONT AND REAR	0	0
M	O5BD1X	FRONT BRAKE CHAMBER SIZE	FRONT BRAKE CHAMBER 24 SQUARE INCHES (SERVICE)	0	0
G	760400	REAR BRAKE VALIDATION	40,000# (18141 KG) REAR GAWR	0	0

AUXILIARY AXLE

G	335998	AUXILIARY AXLE PACKAGE	NO AUXILIARY AXLE PACKAGE PROVIDED	0	0

CHASSIS

M	3XBHAX	DRIVER SIDE FRONT CHASSIS CONFIGURATION	LEFT HAND BATTERY BOX - 4 CAPACITY, DEF TANK MOUNTED BEHIND BATTERY BOX (VNL / VNR)	0	0
M	3YBAFX	PASSENGER SIDE FRONT CHASSIS CONFIGURATION	INTEGRATED DPF & SCR (VNR / VNL / VHDB)	0	0
M	400185	WHEELBASE	185" WHEELBASE	222	222
G	402055	OVERHANG	55" OVERHANG	0	132
M	KBXB1X	FUEL TANK SHAPE, LIQUID	26" DIA CYLINDRICAL FUEL TANK	0	0
M	J8XB1X	LIQUID FUEL TNK, LEFTHAND SIDE	75 GALLON LEFT HAND FUEL TANK	3	4
M	J9XB1X	LIQUID FUEL TNK,RIGHTHAND SIDE	75 GALLON RIGHT HAND FUEL TANK	49	50
M	HBXB1X	FUEL TANK POSITION - DIESEL	FUEL TANK POSITION 1	0	0
M	4TXZ1X	AERODYNAMIC DEVICE CHASSIS	NO CHASSIS FAIRING PROVIDED	0	0
M	8NAB1X	DPF COVER	DPF COVER STAINLESS STEEL, POLISHED	0	0
M	U6BC1X	AD-BLUE TANK COVER	BRIGHT FINISH DIESEL EXHAUST FLUID TANK COVER	-3	0
M	45XC1X	AERODYNAMIC DEVICE CAB SKIRT	CUSTOM CAB SKIRT	4	0
M	J6XZ1X	FUEL TANK SCREEN	NO FUEL TANK SCREEN PROVIDED	0	0
M	KHXB1X	FUEL TANK STRAPS	STAINLESS STEEL FUEL TANK STRAPS	0	0
M	VHXE5X	AIR DRYER	WABCO AIR DRYER SS - HP WITHOUT TURBO CUT OFF VALVE WITH COALESCING FILTER	0	0
M	UWXB1X	AIR TANK DRAIN VALVE	MANUAL PULL CORD ON BRAKE SYSTEM TANKS	1	1
M	403002	FRAME RAIL PACKAGE	10.47"X3.54"X.28" STRAIGHT STEEL RAILS	0	0
M	4DXA5X	FRONT BUMPER	STEEL AERO BUMPER W/END CAPS	-5	0
M	F7BZ1X	BUMPER REINFORCEMENT	NO BUMPER REINFORCEMENT PROVIDED	0	0
M	68XE1X	REAR FENDER	RUBBER QUARTER FENDER	12	22
M	69XF4X	MUDFLAP HANGERS, REAR AXLE	VOLVO PAINTED STEEL ANGLED	-8	27
M	IDXB1X	MUDFLAP HANGER LOCATION (CA)	BASIC MUDFLAP BRACKET LOCATION	0	0
M	8QAC1X	REAR FENDER HEIGHT (CA)	BASIC REAR FENDER HEIGHT	0	0
M	Q8CH1X	CHASSIS WIRING HARNESS CASING	HEAVY DUTY MAIN CHASSIS WIRING HARNESS COVERING	0	0
M	U7CFLX	LH FUEL TANK FACE LOCATION	LH FUEL TANK FRONT FACE @ XM=4957	0	0
M	U8CCEX	RH FUEL TANK FACE LOCATION	RH FUEL TANK FRONT FACE @ XM=4870	0	0

TRANSPORT ADAPTATION

M	7KXA3X	BACK OF CAB (BOC) ACCESS PACKAGE	LEFT HAND BACK OF CAB ACCESS WITH 20" LOW PROFILE DECK	15	22
M	490314	FIFTH WHEEL PACKAGE	JOST AIR SLIDE LEFT HAND RELEASE	42	421
M	6JXB1X	SLIDING FIFTH WHEEL TRAVEL	24.0 INCHES OF FIFTH WHEEL TRAVEL	3	31
M	51XB1X	HOSEHANGERS	TOWEL BAR BACK OF CAB (INCLUDES STORAGE BRACKET, CAB MOUNTED)	5	1
M	52XB1X	TRAILER ELECTRICAL CABLE	DETACHABLE TRAILER CABLE	1	0
M	5ZXC1X	TRAILER BRAKE HOSES & CABLES	12' STRAIGHT TRAILER BRAKE HOSES AND CABLE	0	0
M	M1XABX	ELECTRICAL RECEPT, AUX POWER	100 AMP DUAL LIFT GATE RECEPTACLE, BOC MOUNTED	5	1
M	WLXA1X	TRAILER BRAKE HAND CONTROL	FULL PRESSURE TRAILER BRAKE HAND CONTROL	2	0

CAB EXTERIOR

M	4RXA7X	AERODYNAMIC DEVICE ROOF	UNIVERSAL AIR DEFLECTOR BRACKETS WITH AIR DEFLECTOR WITHOUT LIGHT BOX	32	16
M	4SXZ1X	AERODYNAMIC DEVICE CAB SIDE	NO CAB SIDE AERO DEVICE PROVIDED	0	0
M	2DX30X	CAB SUSPENSION	AIR RIDE CAB SUSPENSION WITH LATERAL DAMPENERS	-11	-2
M	D2XB1X	WIPER BLADE	ARCTIC WIPER BLADE	1	0
G	3FX49X	EXTERIOR SIDE VIEW MIRRORS	BLACK AERODYNAMIC MIRRORS	0	0
M	3GXC1X	EXTERIOR MIRROR FEATURES	HEATED, POWER AXIS MIRROR, BOTH SIDES	2	0
M	EDXB8X	AUXILIARY MIRROR, HOOD	HOOD MTD MIRROR, BOTH SIDES, AERODYNAMIC BLACK	9	0

CAB INTERIOR

M	540088	INTERIOR TRIM PACKAGE	FLEET - VINYL PANELS WITH METAL HEX TRIM	0	0
M	520103	DRIVER SEAT	X3 WREN CLOTH WITH MIGRATION PATTERN	0	0
M	1GAF1X	SEAT MFG. & SERIES, PASSENGER	NATIONAL PASSENGER SEAT	0	0
M	I6DA1X	SEAT PROFILE, PASSENGER	STANDARD WIDTH PASSENGER SEAT	0	0
M	521103	PASSENGER SEAT	X3 WREN CLOTH WITH MIGRATION PATTERN	0	0
M	34XAAX	PASSENGER SEAT SUPPORT	PASSENGER SEAT - FIXED WITH INTEGRATED STORAGE	0	0
M	3PXA1X	SEAT ARMREST	INBOARD DRIVER SEAT ARMREST	3	0
M	OXXA1X	SAFETY BELT PASSENGER SEAT	SAFETY BELT PASSENGER SEAT, BLACK	0	0
M	571020	GAUGE PACKAGE	EIGHT GAUGE INSTRUMENT CLUSTER	0	0

LIGHTING

M	N5XC1X	SPOTTING LAMP, BACK OF CAB	DUAL BACK OF CAB SPOTTING LAMPS, FLUSH MOUNTED	4	2
M	836005	HEADLAMPS	LED HEADLAMPS WITH BASIC DRL	0	0
M	NEXH1X	STOP AND TAIL LIGHTS	DUAL INTEGRATED SUPER 60 LED TAIL LIGHTS, SEPARATE LED BACKUP LIGHT, ALL MTD IN TAPERED CROSSMEMBER	0	0

AUDIO SYSTEM

M	590014	RADIO PACKAGE	AM / FM / CD / MP3 / USB / BLUETOOTH RADIO	0	0

G	19AZ1X	SATELLITE RADIO ANTENNA	NO SATELLITE RADIO ANTENNA PROVIDED	0	0
M	73AF3X	RADIO ANTENNA	SINGLE RIGHT HAND 24 INCH MIRROR MOUNTED RADIO ANTENNA	0	0
M	N0XA1X	MARKER INTERRUPTER SWITCH	MARKER INTERRUPTER SWITCH	0	0
M	5BXP1X	CB ANTENNA	SINGLE LEFT HAND 24 INCH MIRROR MOUNTED CB ANTENNA	0	0

MISC CAB EQUIPMENT

M	EAXA1X	AUXILIARY SWITCH	ONE (1) AUXILIARY SWITCH WITH WIRING, 15 AMP	1	0
M	40XL2X	FIRE EXTINGUISHER	5 POUND ABC DRY TYPE, RECHARGEABLE, MOUNTED IN CAB	5	2
M	4VX31X	AUXILIARY SAFETY EQUIPMENT	TRIANGLE REFLECTOR KIT	3	1
M	ENXA1X	FUEL PERMIT PLATE	STAINLESS STEEL, CAB MOUNTED FUEL PERMIT PLATES - BOTH SIDES	1	1

TIRES AND WHEELS FRONT

M	093746	TIRE PACKAGE FRONT	11R22.5G CONTINENTAL HSR2 (12350 LBS. GAWR) REGIONAL HAUL	242	0
M	084507	RIM/WHEEL PACKAGE FRONT	22.5X8.25 ALCOA CLEAN BUFF ALUMINUM 286BC HUB PILOTED	90	0

TIRES AND WHEELS REAR

M	094821	TIRE PACKAGE REAR	11R22.5G CONTINENTAL HDL2 (22700 LBS. GAWR) LONG HAUL	0	1040
M	085507	RIM/WHEEL PACKAGE REAR	22.5X8.25 ALCOA CLEAN BUFF ALUMINUM 286BC HUB PILOTED	0	360

TIRES AND WHEELS AUXILIARY

G	095998	TIRE PACKAGE AUXILIARY AXLE	NO AUX AXLE TIRE PACKAGE PROVIDED	0	0
G	086998	RIM/WHEEL PACKAGE AUXILIARY AXLE	NO AUX AXLE RIM/WHEEL PACKAGE PROVIDED	0	0

PAINT

G	950800	CAB PAINT SCHEME	SINGLE COLOR PAINT	0	0
M	9801T4	FIRST TRUCK COLOR	GLACIER WHITE; P3029	0	0
M	987980	BUMPER COLOR	BUMPER SAME AS FIRST COLOR	0	0
M	992998	CHASSIS FAIRING COLOR	NO CHASSIS FAIRING COLOR PROVIDED	0	0
M	994980	ROOF FAIRING COLOR	ROOF FAIRING SAME AS FIRST COLOR	0	0
M	9861U1	CHASSIS COLOR	BLACK P3036	0	0
M	988401	DISC WHEEL OR RIM COLOR	STEEL DISC WHEELS-PREPAINTED WHITE, POWDER - COAT, ALUMINUM OR STYLIZED DISC - UNPAINTED	0	0
G	955040	CAB PAINT TYPE	AXALTA BASECOAT/ CLEARCOAT PAINT	0	0

BUSINESS SERVICES

G	969998	SALES PROGRAM	NO SPECIAL SALES PROGRAM SELECTED	0	0
M	970010	SALES PROGRAM DISCOUNT	PRICE-PROTECTED ORDER	0	0
G	692998	ADDITIONAL PROGRAM	NO ADDITIONAL SALES PROGRAM CODE PROVIDED	0	0
M	975998	EXTENDED LEAD TIME	NO EXTENDED LEAD TIME	0	0

M	935998	LEAD TIME ITEM	NO EXTRA LEAD TIME	0	0

BASE WARRANTY AND PURCHASED COVERAGES

G	899301	WARRANTY TYPE	NORMAL_DUTY_STANDARD_BASE_COVERAGE 12_MONTHS / 100,000_MILES	0	0
G	896900	VOLVO D11/D13 ENGINE EXTENDED COVERAGE	VOLVO D11/D13 BASE ENGINE COVERAGE - 24MTHS/250K MILES	0	0
G	894998	CUMMINS ENGINE EXTENDED COVERAGE	NO CUMMINS ENGINE PROTECTION PLAN INCLUDED	0	0
M	880105	TRANSMISSION COVERAGE	60 MO/750K MI: STANDARD I-SHIFT WARRANTY, NORMAL DUTY VEHICLE	0	0
G	889998	VEHICLE COMPONENT COVERAGE	NO ADDITIONAL HVAC COVERAGE PROVIDED	0	0
G	888900	ADDITIONAL EXTENDED CHASSIS TOWING COVERAGE	BASE CHASSIS TOWING COVERAGE, 90 DAY/5000 MILE/8050 KILOMETER	0	0
G	693001	MATERIALS SURCHARGE	MATERIALS SURCHARGE NET/NET NO DISCOUNT	0	0
M	866011	REMOTE DIAGNOSTICS BUNDLE	REMOTE DIAGNOSTICS WITH REMOTE PROGRAMMING - 24 MONTHS	0	0

Front Weight	Rear Weight
9216	7176

VOLVO TRUCKS

ORDER ACKNOWLEDGEMENT

Prepared By : CARBONE,JOHN

Friday, January 24, 2020 3:24:33 PM EST

VOLVO TRUCKS

Customer Name: GABRIELLI TRUCK SALES - STOCK

Order: 262181	Dealer: 5798D	Quantity: 1
Pricing Complete: N	Model: VNR64T	Dlr Order Number: HV628-637
Quote: 3668101	Price Init:	Pricing Quote: NONE
Lead Slot Date: 01/06/2020	Eng Price: JKR	Postmark Date: 04/09/2019

Front Weight	Rear Weight
9220	7179

MODEL PACKAGE

M	004371	MODEL	VNR64T300	0	0
M	007371	00 MODEL	VNR64T300	7437	4248
M	008064	00 BASE MODEL	VNR64T	0	0
M	198044	DATA RELEASE DATE	2018-10-22	0	0
G	920998	MODEL PACKAGE	BASE MODEL STANDARDS	0	0
M	932998	DRIVETRAIN CONCEPT	NO ALTERNATIVE DRIVETRAIN CONCEPT PACKAGE PROVIDED	0	0
M	927998	FUEL ECONOMY PACKAGE	NO FUEL ECONOMY PACKAGE PROVIDED	0	0

VEHICLE ADAPTATION

G	898002	VEHICLE WARRANTY QUALIFICATION	STANDARD NORMAL DUTY WARRANTY QUALIFIED	0	0
M	259002	VEHICLE VOCATION	PICKUP AND DELIVERY / SHORT HAUL SERVICE	0	0
M	938001	CUSTOMER FLEET SIZE	DEALER FLEET WITH LESS THAN 25 VEHICLES IN OWN FLEET OF ANY VEHICLE BRAND	0	0
M	885998	PROGRAM	NO FLEET PROGRAM	0	0

PASSIVE AND ACTIVE SAFETY

M	2CXD1X	CAB TYPE	HIGH-STRENGTH STEEL (HSS) DAY CAB	0	0
M	DUXA1X	SRS AIR BAG	VOLVO SRS AIR BAG-DRIVER SIDE ONLY	0	0
M	ZMXA1X	ESP PACKAGE	VOLVO ENHANCED STABILITY TECHNOLOGY (VEST)	0	0
M	H9CA1X	ADDITIONAL TRACTION CONTROL DISABLE	FULL DISABLE FOR TRACTION CONTROL	0	0
M	GCXZ1X	COLLISION AVOIDANCE SYSTEM	NO COLLISION AVOIDANCE SYSTEM PROVIDED	0	0
M	5UCZ1X	VADA DRIVER VOLUME CONTROL	NO VADA VOLUME LEVEL PROVIDED	0	0
M	5VCZ1X	VADA VOLUME CONTROL LEVEL	NO VADA VOLUME LEVEL PROVIDED	0	0
M	G6CZ1X	ACC TIME GAP CONFIG SETTING	NO VADA TIME GAP CONFIGURATION PROVIDED	0	0
M	5RXA1X	BACKUP ALARM	ELECTRIC BACKUP ALARM	1	2
M	3MBA1X	PARK BRAKE ALARM	PARK BRAKE ALARM, SOUNDS IF BRAKE OFF AND DRIVER'S DOOR OPENED	0	0

ENGINE

M	1018G0	ENGINE PACKAGE	VOLVO D13 425HP 2100RPM 1750/1450 LBFT ECO-TORQUE PERFORMANCE - EPA'21 EMISSION LEVEL	346	0
G	102425	ENGINE HORSEPOWER RATING	425 HORSEPOWER	0	0

ENGINE EQUIPMENT

M	209013	RADIATOR COOLANT	EXTENDED LIFE ETHYLENE GLYCOL ANTI-FREEZE (RED), -45 F (-43 C)	0	0
M	208029	FAN CLUTCH PACKAGE	ELECTRONIC VISCOUS CSI FAN CLUTCH	0	0
M	810114	BATTERY PACKAGE	3 VOLVO 1000 CCA MAINTENANCE FREE 12V BATTERIES, 3000 CCA	44	14
M	L5XA1X	BATTERY BOX COVER	BASIC BATTERY BOX COVER	0	0
M	LLXD1X	EMERGENCY START SYSTEM	EMERGENCY START STUDS, HEX JUMP STUDS ON ALL BATTERY POST	1	0
M	MOXAAX	BATTERY ISOLATION	RUBBER ISOLATION PAD UNDER BATTERIES	1	0
M	428001	DIESEL EXHAUST FLUID TANK	18.5 GALLON LEFT HAND 26", FRAME MOUNTED (FILLED WITH 10 GALLONS OF DEF, WEIGHING 91 LBS)	158	85
M	230046	EXHAUST SYSTEM	INTEGRATED DPF AND SCR MOUNTED RIGHT HAND SIDE UNDER CAB WITH SINGLE VERTICAL STACK BACK OF CAB	0	0
M	232097	EXHAUST OUTLET PACKAGE	13' 5" CHROMED STAINLESS STEEL SINGLE STACK	2	1
M	KNXB1X	EXHAUST SHIELD	STAINLESS STEEL EXHAUST SHIELD	2	4
M	JVXH1X	PRIMARY FUEL FILTER	VOLVO DUAL ENGINE MOUNTED FUEL FILTERS WITH WATER SEPARATOR	0	0
M	J7XZ1X	AUX. FUEL SYSTEM EQUIPMENT	WITHOUT AUXILIARY FUEL SYSTEM EQUIPMENT	0	0
M	5NXA1X	ENGINE BLOCK HEATER	PHILLIPS 120V 1500W LEFT HAND RECEPTACLE BLOCK HEATER	5	0
M	HTXA8X	ENGINE BRAKE	VOLVO ENGINE BRAKE (I-VEB)	0	0
M	QHXA1X	ENGINE OIL PAN	COMPOSITE OIL PAN (STANDARD OIL CHANGE INTERVALS)	0	0

TRANSMISSION

M	270703	TRANSMISSION PACKAGE	VOLVO 12 SPEED I-SHIFT ATO2612F OVERDRIVE	-1	0
M	CNXJAX	TRANSMISSION SOFTWARE PACKAGE	COMPREHENSIVE VOLVO I-SHIFT TRANSMISSION ELECTRONICS	0	0
M	O5EC1X	VOLVO TRANSMISSION DRIVE MODE	DRIVE MODE, ECONOMY (E) AND EXTRA ECONOMY (EE)	0	0
M	6RAA1X	TRANSMISSION PERFORMANCE MODE	VOLVO I-SHIFT TRANSMISSION PERFORMANCE MODE, ENABLED WITH AUTO RETURN TO ECONOMY MODE	0	0
M	RVXH5X	GEAR SHIFT CONTROL	GEAR SHIFT LEVER, SEAT MOUNTED, PREMIUM, I-SHIFT	0	0
M	3IAA2X	HILL START ASSIST	HILL START ASSIST	0	0
M	6SAA1X	TRANSMISSION KICK-DOWN MODE	VOLVO I-SHIFT TRANSMISSION KICK-DOWN MODE, ENABLED IN ECONOMY AND PERFORMANCE MODES	0	0
M	6TAZ1X	TRANS.KICK-DOWN BONUS MODE	NO VOLVO I-SHIFT TRANSMISSION KICK-DOWN, PERFORMANCE MODES TIED TO PERFORMANCE BONUS REWARD PROVIDED	0	0
M	T2XB1X	TRANSMISSION COOLER	WATER TO OIL TRANS COOLER MOUNTED ON TRANSMISSION	0	0

M	D4AA1X	AMT/AUTOMATIC TRANS PTO FUNCT.	AMT PTO FUNCTIONS BASIC	0	0
M	250111	CLUTCH	VOLVO SACHS 17" SINGLE PLATE DAMPENED ORGANIC FOR I-SHIFT	0	0
M	RBXZ1X	CLUTCH FEATURES	NO EXTENDED LUBE LINE PROVIDED	0	0

PROGRAMMABLE FEATURES

M	78AC8X	EMISSION ON BOARD DIAG CONTROL	EMISSION OBD, DISPLAY ONLY, USA2020	0	0
M	JFXLLX	CRUISE CONTROL, MAXIMUM SPEED (AI)	MAXIMUM CRUISE, 65 MPH (105 KM/H)	0	0
M	Y3CD6X	PEDAL ROAD SPEED LIMIT SETTING (P1I16)	PEDAL ROAD SPEED LIMIT, 72 MPH (116 KM/H)	0	0
M	JCX1RX	ROAD SPEED LIMIT SETTING (P1AOC)	ROAD SPEED LIMIT, 72 MPH (116 KM/H)	0	0
M	U5AL0X	GEAR DOWN VEHICLE SPEED LIMIT (P1AOD)	GEAR DOWN VEHICLE SPEED, 62 MPH (100 KM/H)	0	0
M	E3AAEX	CRUISE CONTROL MIN SPEED (BK)	MIN CRUISE, 30 MPH (48 KM/H)	0	0
M	E5AAEX	ENG BRAKE ENGAGE IN CRUISE (AF)	ENGAGE ENGINE BRAKE 5 MPH (8.0 KM/H) ABOVE SET CRUISE SPEED	0	0
M	O1AZ1X	EARLY UPSHIFT (P1IRK)	NO EARLY UPSHIFT PROVIDED	0	0
M	E7AZ1X	FUEL ECONOMY INCENTIVE PROGRAM (P1I0G)	WITHOUT PERFORMANCE BONUS PROGRAM	0	0
M	0PAZ1X	DRIVER PERFORMANCE PARAMETERS (P1I0L)	WITHOUT DRIVER PERFORMANCE BONUS PARAMETERS	0	0
M	W9BZ1X	SWEET SPOT TARGET % (P1I0K)	WITHOUT SWEET SPOT TARGET %	0	0
M	W5BE1X	MAXIMUM ENGINE SPEED AT 0 MPH (P1ANA)	1400 MAXIMUM ENGINE RPM AT 0 MPH	0	0
M	R4BA1X	PRE-TRIP DIAGNOSTIC INSPECTION (JZU)	PRE-TRIP ASSISTANT	0	0
M	EXXGSX	PTO MAXIMUM ENGINE SET SPEED (AND)	PTO ENGINE MAXIMUM 700 RPM	0	0
M	EYXGSX	PTO RESUME ENGINE SET SPEED (ANE)	PTO ENGINE RESUME 700 RPM	0	0
M	128071	CRUISE CONTROL SPECIFICATIONS	ELECTRONIC ENGINE DEFAULT SPECS	0	0

FRONT AXLE

M	370400	FRONT AXLE PACKAGE	VOLVO VF12 12,000 LB FRONT SPRINGS	22	0
M	782002	FRONT BRAKE PACKAGE	FRONT BRAKE BENDIX SPICER, CAST S--2 CAM, STANDARD LUBE		0
M	LQXAPX	FRONT BRAKE LINING MATERIAL	BRAKE LINING MATERIAL FRONT, BENDIX SPICER BX920	0	0
M	IRXA1X	FRONT SUSP MAINTENANCE	LUBRICATED SPRING PINS AND BUSHINGS	0	0
G	750120	FRONT BRAKE VALIDATION	12,000# (5442 KG) FRONT GAWR	0	0

REAR AXLE

M	330689	REAR AXLE PACKAGE	MERITOR MT-40-14X4C AMBOID (HEAVY DUTY HOUSING) 40,000 LB CAPACITY	0	47
M	TAXESX	REAR AXLE RATIO	3.42 REAR AXLE RATIO	0	0
M	350413	REAR SUSPENSION PACKAGE	40,000 LB VOLVO AIR SUSPENSION 52 " SPACING	0	13
M	783021	REAR BRAKE PACKAGE	REAR BRAKE BENDIX SPICER, NEXT GENERATION LIGHTWEIGHT, STANDARD LUBE	0	0

M	MAXACX	DRIVE AXLE BRAKE LINING MATERIAL	BRAKE LINING MATERIAL DRIVE, BENDIX SPICER BX415	0	0
M	7WXADX	REAR AXLE LUBRICANT	CHEVRON DELO GEAR LUBRICANT ESI SAE 80W-90 (APPROVED FOR MERITOR EXTENDED COMPONENT WARRANTY)	0	0
M	781056	PARKING BRAKE CHAMBER PACKAGE	FOUR CAM TYPE HALDEX	0	27
M	784009	FRONT AND REAR SLACK ADJUSTERS	HALDEX BRAKE ADJUSTER FRONT AND REAR	0	0
M	O5BD1X	FRONT BRAKE CHAMBER SIZE	FRONT BRAKE CHAMBER 24 SQUARE INCHES (SERVICE)	0	0
G	760400	REAR BRAKE VALIDATION	40,000# (18141 KG) REAR GAWR	0	0

AUXILIARY AXLE

G	335998	AUXILIARY AXLE PACKAGE	NO AUXILIARY AXLE PACKAGE PROVIDED	0	0

CHASSIS

M	3XBHAX	DRIVER SIDE FRONT CHASSIS CONFIGURATION	LEFT HAND BATTERY BOX - 4 CAPACITY, DEF TANK MOUNTED BEHIND BATTERY BOX (VNL / VNR)	0	0
M	3YBAFX	PASSENGER SIDE FRONT CHASSIS CONFIGURATION	INTEGRATED DPF & SCR (VNR / VNL / VHDB)	0	0
M	400185	WHEELBASE	185" WHEELBASE	222	222
G	402055	OVERHANG	55" OVERHANG	0	132
M	KBXB1X	FUEL TANK SHAPE, LIQUID	26" DIA CYLINDRICAL FUEL TANK	0	0
M	J8XB1X	LIQUID FUEL TNK, LEFTHAND SIDE	75 GALLON LEFT HAND FUEL TANK	3	4
M	J9XB1X	LIQUID FUEL TNK,RIGHTHAND SIDE	75 GALLON RIGHT HAND FUEL TANK	53	53
M	HBXB1X	FUEL TANK POSITION - DIESEL	FUEL TANK POSITION 1	0	0
M	4TXZ1X	AERODYNAMIC DEVICE CHASSIS	NO CHASSIS FAIRING PROVIDED	0	0
M	8NAB1X	DPF COVER	DPF COVER STAINLESS STEEL, POLISHED	0	0
M	U6BC1X	AD-BLUE TANK COVER	BRIGHT FINISH DIESEL EXHAUST FLUID TANK COVER	-3	0
M	45XC1X	AERODYNAMIC DEVICE CAB SKIRT	CUSTOM CAB SKIRT	4	0
M	J6XZ1X	FUEL TANK SCREEN	NO FUEL TANK SCREEN PROVIDED	0	0
M	KHXB1X	FUEL TANK STRAPS	STAINLESS STEEL FUEL TANK STRAPS	0	0
M	VHXE5X	AIR DRYER	WABCO AIR DRYER SS - HP WITHOUT TURBO CUT OFF VALVE WITH COALESCING FILTER	0	0
M	UWXB1X	AIR TANK DRAIN VALVE	MANUAL PULL CORD ON BRAKE SYSTEM TANKS	1	1
M	403002	FRAME RAIL PACKAGE	10.47"X3.54"X.28" STRAIGHT STEEL RAILS	0	0
M	4DXA5X	FRONT BUMPER	STEEL AERO BUMPER W/END CAPS	-5	0
M	F7BZ1X	BUMPER REINFORCEMENT	NO BUMPER REINFORCEMENT PROVIDED	0	0
M	68XE1X	REAR FENDER	RUBBER QUARTER FENDER	12	22
M	69XF4X	MUDFLAP HANGERS, REAR AXLE	VOLVO PAINTED STEEL ANGLED	-8	27
M	IDXB1X	MUDFLAP HANGER LOCATION (CA)	BASIC MUDFLAP BRACKET LOCATION	0	0
M	8QAC1X	REAR FENDER HEIGHT (CA)	BASIC REAR FENDER HEIGHT	0	0
M	Q8CH1X	CHASSIS WIRING HARNESS CASING	HEAVY DUTY MAIN CHASSIS WIRING HARNESS COVERING	0	0
M	U7CFLX	LH FUEL TANK FACE LOCATION	LH FUEL TANK FRONT FACE @ XM=4957	0	0

M	U8CCEX	RH FUEL TANK FACE LOCATION	RH FUEL TANK FRONT FACE @ XM=4870	0	0

TRANSPORT ADAPTATION

M	7KXA3X	BACK OF CAB (BOC) ACCESS PACKAGE	LEFT HAND BACK OF CAB ACCESS WITH 20" LOW PROFILE DECK	15	22
M	490314	FIFTH WHEEL PACKAGE	JOST AIR SLIDE LEFT HAND RELEASE	42	421
M	6JXB1X	SLIDING FIFTH WHEEL TRAVEL	24.0 INCHES OF FIFTH WHEEL TRAVEL	3	31
M	51XB1X	HOSEHANGERS	TOWEL BAR BACK OF CAB (INCLUDES STORAGE BRACKET, CAB MOUNTED)	5	1
M	52XB1X	TRAILER ELECTRICAL CABLE	DETACHABLE TRAILER CABLE	1	0
M	5ZXC1X	TRAILER BRAKE HOSES & CABLES	12' STRAIGHT TRAILER BRAKE HOSES AND CABLE	0	0
M	M1XABX	ELECTRICAL RECEPT, AUX POWER	100 AMP DUAL LIFT GATE RECEPTACLE, BOC MOUNTED	5	1
M	WLXA1X	TRAILER BRAKE HAND CONTROL	FULL PRESSURE TRAILER BRAKE HAND CONTROL	2	0

CAB EXTERIOR

M	4RXA7X	AERODYNAMIC DEVICE ROOF	UNIVERSAL AIR DEFLECTOR BRACKETS WITH AIR DEFLECTOR WITHOUT LIGHT BOX	32	16
M	4SXZ1X	AERODYNAMIC DEVICE CAB SIDE	NO CAB SIDE AERO DEVICE PROVIDED	0	0
M	2DX30X	CAB SUSPENSION	AIR RIDE CAB SUSPENSION WITH LATERAL DAMPENERS	-11	-2
M	D2XB1X	WIPER BLADE	ARCTIC WIPER BLADE	1	0
G	3FX49X	EXTERIOR SIDE VIEW MIRRORS	BLACK AERODYNAMIC MIRRORS	0	0
M	3GXC1X	EXTERIOR MIRROR FEATURES	HEATED, POWER AXIS MIRROR, BOTH SIDES	2	0
M	EDXB8X	AUXILIARY MIRROR, HOOD	HOOD MTD MIRROR, BOTH SIDES, AERODYNAMIC BLACK	9	0

CAB INTERIOR

M	540088	INTERIOR TRIM PACKAGE	FLEET - VINYL PANELS WITH METAL HEX TRIM	0	0
M	520103	DRIVER SEAT	X3 WREN CLOTH WITH MIGRATION PATTERN	0	0
M	1GAF1X	SEAT MFG. & SERIES, PASSENGER	NATIONAL PASSENGER SEAT	0	0
M	I6DA1X	SEAT PROFILE, PASSENGER	STANDARD WIDTH PASSENGER SEAT	0	0
M	521103	PASSENGER SEAT	X3 WREN CLOTH WITH MIGRATION PATTERN	0	0
M	34XAAX	PASSENGER SEAT SUPPORT	PASSENGER SEAT - FIXED WITH INTEGRATED STORAGE	0	0
M	3PXA1X	SEAT ARMREST	INBOARD DRIVER SEAT ARMREST	3	0
M	OXXA1X	SAFETY BELT PASSENGER SEAT	SAFETY BELT PASSENGER SEAT, BLACK	0	0
M	571020	GAUGE PACKAGE	EIGHT GAUGE INSTRUMENT CLUSTER	0	0

LIGHTING

M	N5XC1X	SPOTTING LAMP, BACK OF CAB	DUAL BACK OF CAB SPOTTING LAMPS, FLUSH MOUNTED	4	2
M	836005	HEADLAMPS	LED HEADLAMPS WITH BASIC DRL	0	0
M	NEXH1X	STOP AND TAIL LIGHTS	DUAL INTEGRATED SUPER 60 LED TAIL LIGHTS, SEPARATE LED BACKUP LIGHT, ALL MTD IN TAPERED CROSSMEMBER	0	0

AUDIO SYSTEM

M	590014	RADIO PACKAGE	AM / FM / CD / MP3 / USB / BLUETOOTH RADIO	0	0
G	19AZ1X	SATELLITE RADIO ANTENNA	NO SATELLITE RADIO ANTENNA PROVIDED	0	0
M	73AF3X	RADIO ANTENNA	SINGLE RIGHT HAND 24 INCH MIRROR MOUNTED RADIO ANTENNA	0	0
M	N0XA1X	MARKER INTERRUPTER SWITCH	MARKER INTERRUPTER SWITCH	0	0
M	5BXP1X	CB ANTENNA	SINGLE LEFT HAND 24 INCH MIRROR MOUNTED CB ANTENNA	0	0

MISC CAB EQUIPMENT

M	EAXA1X	AUXILIARY SWITCH	ONE (1) AUXILIARY SWITCH WITH WIRING, 15 AMP	1	0
M	40XL2X	FIRE EXTINGUISHER	5 POUND ABC DRY TYPE, RECHARGEABLE, MOUNTED IN CAB	5	2
M	4VX31X	AUXILIARY SAFETY EQUIPMENT	TRIANGLE REFLECTOR KIT	3	1
M	ENXA1X	FUEL PERMIT PLATE	STAINLESS STEEL, CAB MOUNTED FUEL PERMIT PLATES - BOTH SIDES	1	1

TIRES AND WHEELS FRONT

M	093746	TIRE PACKAGE FRONT	11R22.5G CONTINENTAL HSR2 (12350 LBS. GAWR) REGIONAL HAUL	242	0
M	084507	RIM/WHEEL PACKAGE FRONT	22.5X8.25 ALCOA CLEAN BUFF ALUMINUM 286BC HUB PILOTED	90	0

TIRES AND WHEELS REAR

M	094821	TIRE PACKAGE REAR	11R22.5G CONTINENTAL HDL2 (22700 LBS. GAWR) LONG HAUL	0	1040
M	085507	RIM/WHEEL PACKAGE REAR	22.5X8.25 ALCOA CLEAN BUFF ALUMINUM 286BC HUB PILOTED	0	360

TIRES AND WHEELS AUXILIARY

G	095998	TIRE PACKAGE AUXILIARY AXLE	NO AUX AXLE TIRE PACKAGE PROVIDED	0	0
G	086998	RIM/WHEEL PACKAGE AUXILIARY AXLE	NO AUX AXLE RIM/WHEEL PACKAGE PROVIDED	0	0

PAINT

G	950800	CAB PAINT SCHEME	SINGLE COLOR PAINT	0	0
M	9801T4	FIRST TRUCK COLOR	GLACIER WHITE; P3029	0	0
M	987980	BUMPER COLOR	BUMPER SAME AS FIRST COLOR	0	0
M	992998	CHASSIS FAIRING COLOR	NO CHASSIS FAIRING COLOR PROVIDED	0	0
M	994980	ROOF FAIRING COLOR	ROOF FAIRING SAME AS FIRST COLOR	0	0
M	9861U1	CHASSIS COLOR	BLACK P3036	0	0
M	988401	DISC WHEEL OR RIM COLOR	STEEL DISC WHEELS-PREPAINTED WHITE, POWDER - COAT, ALUMINUM OR STYLIZED DISC - UNPAINTED	0	0
G	955040	CAB PAINT TYPE	AXALTA BASECOAT/ CLEARCOAT PAINT	0	0

BUSINESS SERVICES

G	969998	SALES PROGRAM	NO SPECIAL SALES PROGRAM SELECTED	0	0
G	692998	ADDITIONAL PROGRAM	NO ADDITIONAL SALES PROGRAM CODE PROVIDED	0	0

M	975998	EXTENDED LEAD TIME	NO EXTENDED LEAD TIME	0	0
M	935998	LEAD TIME ITEM	NO EXTRA LEAD TIME	0	0

BASE WARRANTY AND PURCHASED COVERAGES

G	899301	WARRANTY TYPE	NORMAL_DUTY_STANDARD_BASE_COVERAGE 12_MONTHS / 100,000_MILES	0	0
G	896900	VOLVO D11/D13 ENGINE EXTENDED COVERAGE	VOLVO D11/D13 BASE ENGINE COVERAGE - 24MTHS/250K MILES	0	0
G	894998	CUMMINS ENGINE EXTENDED COVERAGE	NO CUMMINS ENGINE PROTECTION PLAN INCLUDED	0	0
M	880105	TRANSMISSION COVERAGE	60 MO/750K MI: STANDARD I-SHIFT WARRANTY, NORMAL DUTY VEHICLE	0	0
G	889998	VEHICLE COMPONENT COVERAGE	NO ADDITIONAL HVAC COVERAGE PROVIDED	0	0
G	888900	ADDITIONAL EXTENDED CHASSIS TOWING COVERAGE	BASE CHASSIS TOWING COVERAGE, 90 DAY/5000 MILE/8050 KILOMETER	0	0
G	693001	MATERIALS SURCHARGE	MATERIALS SURCHARGE NET/NET NO DISCOUNT	0	0
M	866011	REMOTE DIAGNOSTICS BUNDLE	REMOTE DIAGNOSTICS WITH REMOTE PROGRAMMING - 24 MONTHS	0	0

Front Weight	Rear Weight
9220	7179

GABRIELLI TRUCK SALES OF CT, INC.

277 NEW PARK AVE.
HARTFORD, CT 06106
SALES 860-570-7060
FAX 860-570-7099

Purchaser's Name Kay's Trucking, Inc Phone 860-291-2436
Address 297 Pleasant Valley Rd City South Windsor State CT Zip 06074
Please Enter My Order For ☐ DEMONSTRATOR ☐ USED ☒ NEW 2021 Volvo (YEAR & MAKE) VNRT300 (MODEL) Stock No. HV-6029
VIN No. 4V4WC9EH9MN262181 Color White To Be Delivered On Or About ASAP
BODY TYPE Daycab SOCIAL SECURITY # DATE OF BIRTH #
THE MILEAGE AS SHOWN ON THE ODOMETER OF THE MOTOR VEHICLE TO BE PURCHASED IS:

FILL OUT THIS SECTION IF USED CAR OR TRUCK IS TO BE TRADED IN AS PART PAYMENT AND DO WARRANT THE TITLE THERETO TO BE FREE AND CLEAR, EXCEPT FOR THE UNPAID BALANCE, AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE, I THE UNDERSIGNED, STATE THAT THE MILEAGE AS SHOWN ON THE ODOMETER, _____ IS THE ACTUAL MILEAGE WHICH THE CAR HAS BEEN DRIVEN.

Make & Year of Used / Car Truck / Reg. No.
Model / Cyl. / Body Type
Ident. No. / Title No.
Allowance $ / Balance Owed $
To Whom Owed
Net Allowance $

☒ NO INSURANCE IS INCLUDED IN THIS ORDER
☐ Enter My Order For Insurance as follows:
☐ Fire and Theft $ ☐ Collision Amount Deductible $ ☐ Property Damage $
☐ Life $ ☐ Accident and Health $ ☐ Auto Medical $
My Insurance Company Is: Address
CT. Insurance I.D. No.
Purchaser's Signature

☐ **$3,000 OR MORE BUT LESS THAN $5,000**

THIS MOTOR VEHICLE IS GUARANTEED TO BE MECHANICALLY OPERATIONAL AND SOUND FOR A PERIOD OF 30 DAYS OR 1,500 MILES WHICHEVER PERIOD ENDS FIRST. THIS GUARANTEE SHALL INCLUDE THE FULL COST OF BOTH PARTS AND LABOR. ALL LABOR MUST BE PERFORMED IN OUR SHOP. NO OUTSIDE INVOICE FOR REPAIRS CAN BE HONORED BY US.

☐ **$5,000 OR MORE**

THIS MOTOR VEHICLE IS GUARANTEED TO BE MECHANICALLY OPERATIONAL AND SOUND FOR A PERIOD OF 60 DAYS OR 3,000 MILES WHICHEVER PERIOD ENDS FIRST. THIS GUARANTEE SHALL INCLUDE THE FULL COST OF BOTH PARTS AND LABOR. ALL LABOR MUST BE PERFORMED IN OUR SHOP. NO OUTSIDE INVOICE FOR REPAIRS CAN BE HONORED BY US.
THIS MOTOR VEHICLE NOT GUARANTEED IF LESS THAN $3,000 OR 7 YEARS OF AGE OR OLDER.

☐ **"AS IS"**

THIS VEHICLE IS SOLD "AS IS". THIS MEANS THAT YOU WILL LOSE YOUR IMPLIED WARRANTIES. YOU WILL HAVE TO PAY FOR ANY REPAIRS NEEDED AFTER SALE. IF WE HAVE MADE ANY PROMISES TO YOU, THE LAW SAYS WE MUST KEEP THEM, EVEN IF WE SELL "AS IS". TO PROTECT YOURSELF, ASK US TO PUT ALL PROMISES INTO WRITING.

PURCHASER'S SIGNATURE

☐ THIS INFORMATION YOU SEE ON THE WINDOW FORM FOR THIS VEHICLE IS PART OF THIS CONTRACT INFORMATION ON THE WINDOW FORM OVERRIDES ANY CONTRARY PROVISIONS IN THE CONTRACT OF SALE.

PLEASE FINANCE AS FOLLOWS:
Name of Co.
Contract At $
Payment At $
First Payment Due

WRITTEN PROMISES MADE TO PURCHASER

PURCHASER'S SIGNATURE AUTHORIZED DEALER'S SIGNATURE

PURCHASER'S WAIVER OF DEFECT
I WAIVE THE WARRANTY OF THE FOLLOWING DEFECT(S) FOR THIS VEHICLE:

PURCHASER'S SIGNATURE AUTHORIZED DEALER'S SIGNATURE

SELLING PRICE OF CAR OR TRUCK	
EXTRA OR OPTIONAL EQUIPMENT	
Includes installation of wetline	
Includes FET	
CASH PRICE	136,552 00
THE DEALER CONVEYANCE "FEE" IS NOT PAYABLE TO THE STATE OF CONN.	95 00
CONVEYANCE FEE (LIC. / REG. / TRANS. / TITLE / LIEN)	
SALES TAX	—
1. TOTAL CASH PRICE DELIVERED	136,647 00
2. CASH DOWN PAYMENT — DEPOSIT SUBMITTED WITH ORDER	
CASH ON DELIVERY	
NO REFUND OF CREDIT	
3. TRADE IN / LESS BALANCE OWING TO	
4. TOTAL DOWN PAYMENT (2 + 3)	—
5. UNPAID BALANCE OF CASH PRICE (1 - 4)	136,647 00
6. OTHER CHARGES — INSURANCE	
VENDOR'S SINGLE INTEREST FEE	
7. **AMOUNT FINANCED** (5 + 6) (The amount of credit provided to you or on your behalf.)	
8. **FINANCE CHARGE** * (THE DOLLAR AMOUNT THE CREDIT WILL COST YOU)	
9. **TOTAL OF PAYMENTS** (7 + 8) (The amount you will have paid after you have made all payments as scheduled)	
10. **TOTAL SALES PRICE** (1 + 6 + 8) The total cost of your purchase on credit including your down payment of $	
11. **ANNUAL PERCENTAGE RATE**	%

I have read the terms and conditions on the back hereof and agree to them as a part of this order the same as if they were printed above my signature. The front and back hereof comprise the entire agreement affecting this order and no other agreement or understanding of any nature concerning same has been made or entered into. I hereby acknowledge receipt of a copy of this order, and certify that I am of legal age. THIS ORDER SHALL NOT BE BINDING UPON THE SELLER UNTIL IT IS ACCEPTED BY ITS AUTHORIZED OFFICER AS SHOWN BY HIS SIGNATURE ON THE ORIGINAL ORDER ON THE FORM BELOW.

BUYER'S SIGNATURE DATE
SALESPERSON SIGNATURE DATE
THIS ORDER IS ACCEPTED BY DEALER / MANAGER SIGNATURE DATE

SEE OTHER SIDE FOR ADDITIONAL TERMS

MACK

VOLVO

GABRIELLI TRUCK SALES OF CT, INC.

HINO TRUCKS
A TOYOTA Group Company

277 NEW PARK AVE.
HARTFORD, CT 06106
SALES 860-570-7060
FAX 860-570-7099

Purchaser's Name Kay's Trucking Inc Phone 860-291-2436

Address 297 Pleasant Valley Rd City South Windsor State CT Zip 06074

Please Enter My Order For ☐ USED ☒ NEW ☐ DEMONSTRATOR 2020 Volvo (YEAR & MAKE) VNR64T300 (MODEL) Stock No. HV-634

VIN No. 4V4WC9EHXLN262186 Color White To Be Delivered On Or About ASAP

BODY TYPE Daycab SOCIAL SECURITY # DATE OF BIRTH # THE MILEAGE AS SHOWN ON THE ODOMETER OF THE MOTOR VEHICLE TO BE PURCHASED IS:

FILL OUT THIS SECTION IF USED CAR OR TRUCK IS TO BE TRADED IN AS PART PAYMENT AND DO WARRANT THE TITLE THERETO TO BE FREE AND CLEAR, EXCEPT FOR THE UNPAID BALANCE, AS SHOWN, AND TO THE BEST OF MY KNOWLEDGE, I THE UNDERSIGNED, STATE THAT THE MILEAGE AS SHOWN ON THE ODOMETER, _____ IS THE ACTUAL MILEAGE WHICH THE CAR HAS BEEN DRIVEN.

Make & Year of Used ☐ Car ☐ Truck Reg. No.

Model Cyl. Body Type

Ident. No. Title No.

Allowance $ Balance Owed $

To Whom Owed

Net Allowance $

☒ NO INSURANCE IS INCLUDED IN THIS ORDER

☐ Enter My Order For Insurance as follows:

☐ Fire and Theft $ ☐ Collision Amount Deductible $ ☐ Property Damage $

☐ Life $ ☐ Accident and Health $ ☐ Auto Medical $

My Insurance Company Is: Address

CT. Insurance I.D. No.

Purchaser's Signature

☐ **$3,000 OR MORE BUT LESS THAN $5,000**

THIS MOTOR VEHICLE IS GUARANTEED TO BE MECHANICALLY OPERATIONAL AND SOUND FOR A PERIOD OF 30 DAYS OR 1,500 MILES WHICHEVER PERIOD ENDS FIRST. THIS GUARANTEE SHALL INCLUDE THE FULL COST OF BOTH PARTS AND LABOR. ALL LABOR MUST BE PERFORMED IN OUR SHOP. NO OUTSIDE INVOICE FOR REPAIRS CAN BE HONORED BY US.

☐ **$5,000 OR MORE**

THIS MOTOR VEHICLE IS GUARANTEED TO BE MECHANICALLY OPERATIONAL AND SOUND FOR A PERIOD OF 60 DAYS OR 3,000 MILES WHICHEVER PERIOD ENDS FIRST. THIS GUARANTEE SHALL INCLUDE THE FULL COST OF BOTH PARTS AND LABOR. ALL LABOR MUST BE PERFORMED IN OUR SHOP. NO OUTSIDE INVOICE FOR REPAIRS CAN BE HONORED BY US.

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THIS VEHICLE IS SOLD "AS IS". THIS MEANS THAT YOU WILL LOSE YOUR IMPLIED WARRANTIES. YOU WILL HAVE TO PAY FOR ANY REPAIRS NEEDED AFTER SALE. IF WE HAVE MADE ANY PROMISES TO YOU, THE LAW SAYS WE MUST KEEP THEM, EVEN IF WE SELL "AS IS". TO PROTECT YOURSELF, ASK US TO PUT ALL PROMISES INTO WRITING.

PURCHASER'S SIGNATURE

☐ THIS INFORMATION YOU SEE ON THE WINDOW FORM FOR THIS VEHICLE IS PART OF THIS CONTRACT INFORMATION ON THE WINDOW FORM OVERRIDES ANY CONTRARY PROVISIONS IN THE CONTRACT OF SALE.

PLEASE FINANCE AS FOLLOWS:

Name of Co.

Contract At $

Payment { At $

First Payment Due

WRITTEN PROMISES MADE TO PURCHASER

PURCHASER'S SIGNATURE AUTHORIZED DEALER'S SIGNATURE

PURCHASER'S WAIVER OF DEFECT

I WAIVE THE WARRANTY OF THE FOLLOWING DEFECT(S) FOR THIS VEHICLE:

PURCHASER'S SIGNATURE AUTHORIZED DEALER'S SIGNATURE

SELLING PRICE OF CAR OR TRUCK	
EXTRA OR OPTIONAL EQUIPMENT	
Includes 4 Bumper Attachments (2 Right + 2 Left)	
Includes installation of Wetline	
Includes FET	
CASH PRICE	131,521 00
THE DEALER CONVEYANCE "FEE" IS NOT PAYABLE TO THE STATE OF CONN.	95 00
CONVEYANCE FEE (LIC. / REG. / TRANS. / TITLE / LIEN)	
SALES TAX	—
1. TOTAL CASH PRICE DELIVERED	131,616 00
2. CASH DOWN PAYMENT — DEPOSIT SUBMITTED WITH ORDER	
2. CASH DOWN PAYMENT — CASH ON DELIVERY	
NO REFUND OF CREDIT	
3. TRADE IN / LESS BALANCE OWING TO	
4. TOTAL DOWN PAYMENT (2 + 3)	—
5. UNPAID BALANCE OF CASH PRICE (1 - 4)	131,616 00
6. OTHER CHARGES — INSURANCE	
6. OTHER CHARGES — VENDOR'S SINGLE INTEREST FEE	
7. **AMOUNT FINANCED** (5 + 6) (The amount of credit provided to you or on your behalf.)	
8. **FINANCE CHARGE** * (THE DOLLAR AMOUNT THE CREDIT WILL COST YOU)	
9. **TOTAL OF PAYMENTS** (7 + 8) (The amount you will have paid after you have made all payments as scheduled)	
10. **TOTAL SALES PRICE** (1 + 6 + 8) The total cost of your purchase on credit including your down payment of $	
11. **ANNUAL PERCENTAGE RATE**	%

I have read the terms and conditions on the back hereof and agree to them as a part of this order the same as if they were printed above my signature. The front and back hereof comprise the entire agreement affecting this order and no other agreement or understanding of any nature concerning same has been made or entered into. I hereby acknowledge receipt of a copy of this order, and certify that I am of legal age. THIS ORDER SHALL NOT BE BINDING UPON THE SELLER UNTIL IT IS ACCEPTED BY ITS AUTHORIZED OFFICER AS SHOWN BY HIS SIGNATURE ON THE ORIGINAL ORDER ON THE FORM BELOW.

BUYER'S SIGNATURE DATE

SALESPERSON SIGNATURE DATE

THIS ORDER IS ACCEPTED BY DEALER / MANAGER SIGNATURE DATE

SEE OTHER SIDE FOR ADDITIONAL TERMS

ATTACHMENT D-4

VENDOR ESTIMATE FOR TARGET ENTERPRISES

Target Enterprises, Inc.
277 Old Branch Road - Thomaston, CT 06787
(860) 283-6676 - Fax (860) 283-6675
12 Route 66 East - Columbia, CT 06237
(860) 228-6678 - Fax (860) 228-6675
sales@targetpipe.biz

Jennifer Arienti
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127

Feb. 04, 2020

RE: Target Enterprises, Inc. Change in Scope of Work for
2019 State Diesel Emissions Reduction Act (DERA) Program Agreement # DS00A00174-0 P.O. # 001387

Dear Jennifer,

I spoke with Patrice Kelly this morning and wanted to update you on the progress of this project. Since the application was submitted we have moved forward with ordering a vehicle. The original quote had a Model Year 2020 International on it. In speaking with the salesman they had a brand new 2019 model year International that was cancelled from another business, this vehicle was available and meets the same emission standards as the model year 2020, and at a lower cost of the original.

I am including a vehicle invoice with a cost savings to us of $10,094.64, which brings the total project to 163,141.00 plus registration.

Update on project to date:

Contract has been signed with: Hines Brothers International LLC. Of Bridgeport Ct for a 2019 International MV 607 which is in stock. Ordered is a 24' flatbed and Palfinger knuckelboom crane which is expected the last week of Feb. If there is anything else I can do please let me know.

Sincerely,

John R Curry
Distribution Manager

Steven M. Romano
Business Manager

VEHICLE INVOICE

HINE BROS. INTERNATIONAL LLC.

INTERNATIONAL TRUCKS
SALES & SERVICE
BRIDGEPORT, CONNECTICUT
203-336-5387

001387 *

SOLD TO: TARGET ENTERPRISES, INC
ADDRESS: 277 OLD BRANCH RD
THOMASTON, CT. 06787

SALESMAN PAUL

DATE 12/6/2019

MAKE	MODEL	NEW OR USED	VIN	YEAR	KEY NO.
Int'l	MV607	N	1HTEUTAN8KH287634	2019	

INSURANCE COVERAGE INCLUDES:

☐ FIRE AND THEFT
☐ COLLISION - AMT. DEDUCT.
☐ PUBLIC LIABILITY - AMT.
☐ PROPERTY DAMAGE - AMT.

OPTIONAL EQUIPMENT AND ACCESSORIES

GROUP	DESCRIPTION	PRICE
	2019 International MV607	85541.00
	VIN# 1HTEUTAN8KH287634	
	FLATBED BODY 24'x102"	77351.00
	PALFINGER PK9501 HYDR. LOADER	

PRICE OF VEHICLE	85541.00
OPTIONAL EQUIP. & ACCESS.	
24x102 FLATBED	77351.00
PALFINGER PK9501	
DEALER CONVEYANCE *	249.00
DOCUMENTARY FEE	
SALES TAX 33k GVW	0.00
LICENSE AND TITLE	NOT INCL
TOTAL CASH PRICE	163141.00
FINANCING	
INSURANCE	
TOTAL TIME PRICE	
SETTLEMENT:	
DEPOSIT	<5000.00>
CASH ON DELIVERY	
TRADE-IN _____	
LESS LIEN _____	
TYPE	
VIN	
PAYMENTS	
TOTAL	158141.00

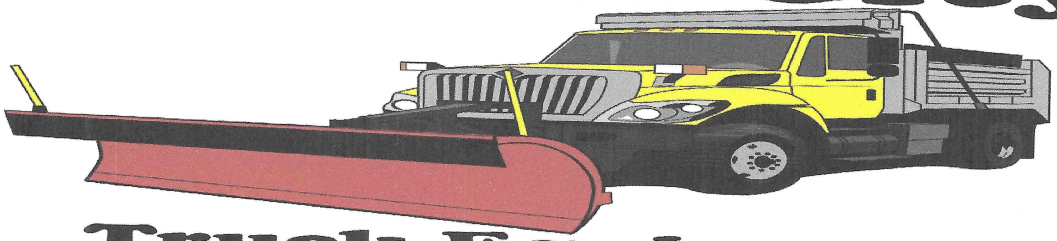
FORM SA-131N-WPC (1-97)
Reynolds and Reynolds
TO ORDER: www.rrsource.com; 1-800-344-0996; fax 1-800-531-9055

UNISET | Reynolds and Reynolds | UNISET

DEALER CONVEYANCE FEE: This fee is not negotiable. The Dealer Conveyance Fee is not payable to the state of CT.

ATTACHMENT D-5

VENDOR ESTIMATE FOR TOWN OF WESTON

Park City

Truck Equipment LLC
1001 WORDIN AVE. BRIDGEPORT, CONNECTICUT 06605
203-576-0560

February 6, 2020

Town of Weston

We hereby propose to provide one completed truck package as per the attached specifications using our equipment contract for the state of 14PSX0297.

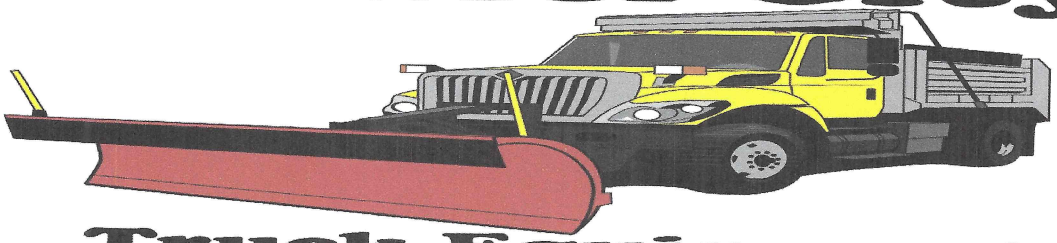
Equipment package $ 77,400.00
Chassis package $ 90,373.80

Total per unit $ 167,773.80

Delivery 90-120 days from order.

Thank you,

Glenn LaFreniere
General Manager

Park City

Truck Equipment LLC
1001 WORDIN AVE. BRIDGEPORT, CONNECTICUT 06605
203-576-0560

February 6, 2020

We hereby propose to supply and install this equipment:

GENERAL: The intent of the specifications listed below is to describe the minimum requirements for a complete equipment package including dump body/spreader – hydraulic system, plow hitch, snow plow and lighting package.

COMBINATION BODY MFG. BY TBEI as a Dura-Class product only.

LENGTH: 10' EXTERIOR WIDTH: 96" SIDE HEIGHT: 28" TAILGATE HEIGHT: 38"

FLOOR: Live action one piece 3/16" AR 400 190,000 psi. steel floor and Corten steel right side wall. The wall and floor are supported by 4" I-beam cross members on 12" centers of QT100 corten steel, the floor is hinged to the left side conveyor tray at the long sill by an 11 piece piano hinge constructed of stainless steel and welded in not bolted.

FRONT BULKHEAD: Flat front with 31" cab guard fabricated from 3/16" Corten steel plate with 4 external vertical braces formed of Corten steel. The cab shield will be 23 inch and all corten A606G4 with mill spec certs supplied for understructure and certified for this body.

SIDES: One piece 3/16" Corten steel plate with formed box section top and bottom, material shedding 45 degree lower rub rails, 7" x 3.5" front corner post, two 7" x 3.5" vertical side posts, 15" x 4" rear corner post, 6" high front and rear board pockets, all external bracing shall be fabricated from 10 gauge Corten steel plate, the right side shall tilt with floor if its TBEI Duraclass roll formed style remote grease system to include top and bottom of side tilt cylinder pins.

TAILGATE: One piece 3/16"aluminum skin plate, perimeter box reinforced, six panel bracing with the horizontal intermediate stiffener and the lower rub rail of the material shedding design, full box section top rail, all external bracing shall be fabricated from 10 gauge aluminum plate, 1 ½" flame cut hinge ears with 1 ¼" diameter pins, 1 ¼" lower latch rod, two chain hooks per side attached to the rear corner post, positive lock cam action latches giving a "double" lock action, rear latches independently adjustable, flat cut ½" plate latch ears with 5/8" flame cut lock fingers, air circulated latch fingers through a double acting air cylinder with in cab push button controls.

SUBFRAME: 10" structural channel longsills, full width channel crossmembers front and rear, two intermediate crossmembers, one tubular longitudinale to form the perimeter fabricated from 4" x 2" x ¼" rectangular tube. All body pins will have spiral cut grease groves, stainless steel pins and remote grease.

CONVEYOR: Left side longitudinal conveyor emptying to the front, full length conveyor cover hinged to fold and latch to the side wall, the cover shall be fabricated from 3/16" AR400 plate conveyor tray fabricated from 3/16" Corten steel plate, pintle type conveyor chain on 18" centers with 3/8" x 1 ¼" flites on 7" centers, 1 ¾" diameter front drive axle shaft powered by a hydraulic motor through a 25:1 worm gear reducer, 1 ¼" rear idler shaft with sealed ball bearings, bolt-in replaceable conveyor floor, Duraclass stainless rod adjusters, guillotine type flow control door with infinite adjustment, poly chute feeding to an 18" diameter poly spinner, the spinner assembly must be easily removable with quick disconnects on the spinner hydraulic motor lines. Complete conveyor is bolt-in type stainless steel.

HOIST: Dana hydraulic front mount inverted telescopic, all hydraulic cylinders including the side tilt cylinders shall carry a one (1) year warranty, 100% parts and labor

MISCELLANEOUS BODY OPTIONS REQUIRED IN THE BASE BID

1. Install one set of full poly molded fenders over the drive axle, install a cross flap in front of the drive axle to protect the brake cans from material being spread.

Power Cover asphalt tarp with wind deflection installed in Waterbury with two (2) year warranty.

2. Install a DOT style E/Z tuck ladder on the left front corner of the dump body with two steps below the body and two dirt shedding steps installed on the body with a grab handle installed on the cab shield, dirt shedding catwalk down the full length of the left side and right side.
3. Three spot lights with independent lighted switches installed, two will be mounted at the rear of the chassis, the other will be mounted on the frame rail to illuminate the spinner spread pattern.
4. ICC lighting to meet federal standards.
5. Strobe system consisting of Whelen DOT LED NE, 3 led light in the rear corner posts of the body and 4 on the cab shield, all lights mounted in steel light boxes, 2 front, 2 side.
6. Shovel holder installed on the front bulkhead of the body, chock block holders installed on the truck frame, D-ring installed on the top inside face of the tailgate.
7. ¾" Pintle plate with D-rings and a 25 ton capacity hook, 7 pole electrical socket.
8. Bolt-on removable paving apron.
9. One coal door installed in the left gate panel.
10. 24x18x18 stainless steel tool box.

VARIABLE DISPLACEMENT LOAD SENSE HYDRAULIC SYSTEM

The hydraulic system shall consist of a shiftable PTO driven by the chassis World transmission with a direct mount Rexroth variable displacement piston pump rated at 35 GPM at 2000 RPM and 3625 PSI continuous operating pressure. The pressure outlet pump must be normally open, the pump shall feed a stack type control valve, pressure compensating type. Valve body shall control dump body, side dump, plow raise, plow reverse and have a rex roth 420 controller for spinner auger and liquid. All controls are to be in cab mounted pedestal mounted levers with air controls and sealed bonnets, spinner lines shall have "quick release" couplers to remove spinner assembly and to remove conveyor assembly, hydraulic reservoir shall have a minimum capacity of 30 gallons with magnetic drain plug, suction strainer with 2" NPTF outlet and side mounted with valve enclosure and electrical low oil lever indicator. The return line filter shall be 10 micron with element condition indicator. Complete installation and any parts necessary for operation, even if not specifically mentioned above shall be included. The hydraulic system is to carry a minimum of one year warranty. Hydraulic oil will be 9W32 bioBlend biodegradable oil. Temperature sensor road watch RSS type with aluminum mirror mount bracket and overhead display.

CUSTOM LOW MOUNT PLOW HITCH

by Henderson Mfg or approved equal send paint with bid

This will be a stationary type custom frame to allow the hood to tilt over the hitch without disconnecting the plow, the plow frame will consist of the front mast constructed of 4" x 4" x ½" angle vertical members reinforced by 5/8" plate ribs intersected by a 4" x 4" x ½" horizontal top angle, a 4" x 4" x ½" cylinder base angle and a 3" x 2" x ¼" base tube, the plow pin points will be 21" and 30 ½" centers with three 1 ¼" diameter pin locations, the front mast shall be welded to a mast support frame, the support is in turn welded to a 5/8" steel bumper plate, the bumper plate shall be bolted to the chassis frame through two front frame brackets of ½" steel plate and two lower cheek plates of 5/8" steel plate that reach back on the frame rails to evenly distribute the load stress, the lift arm shall be fabricated from 1" flame cut steel plate braced with two ½" x 2" steel flatbars welded to the main arm and provides lift with a 4" diameter by 10" stroke double acting cylinder, the left arm shall have a triple point chain hook, the plow lights shall be hood mounted on custom aluminum brackets. The hitch will mount outside of frame using 8-5/8 grade 8 "huck" bolts per side. The hitch will keep a minimum of 14" from grille of the original frame rail and the plow hitch will not stick out more than 18" from the grille.

SNOW PLOW

Henderson plow RSP 1142 edge trip style with outbound cylinders.

MOLDBOARD: Shall be 11' long, 42" high inside, and shall extend at least 12" out over the cutting edge. The moldboard shall be roll formed to a series of panels so to break up the snow as it rolls towards the discharge end, and incorporate a formed channel at the top for added rigidity. Eight (8) vertical one-piece reinforcing ribs of ½" plate shall be welded to the bottom cutting edge reinforcement and to the back of the moldboard. Four (4) hinge points shall be provided spanning 88" so to connect the moldboard to the pushframe assembly.

CUTTING EDGE: Shall be of abrasion resistant steel, C-1085 or equal. It shall be not less than 8" x ½" x 132", and shall be bolted to the plow for easy replacement with 5/8" x 2 ½" Grade 5 carriage bolts and locknuts on 12" centers.

CUTTING EDGE REINFORCEMENT: Shall not be less than 6" x 4" x ½" steel angle with ½" steel plate gussets electrically welded to the framework.

SHOES: Replaceable wear parts shall include two (2) abrasion resistant moldboard shoes (minimum Brinell of 360) and two (2) cast chilled malleable iron curb shoes.

TRIP MECHANISM: The trip mechanism will be trip edge one piece with 6 torsion style springs. The springs will have 5 adjustable points and include a tool for adjustment. The pin assembly for the trip edge is 1.25 inch 3 section replaceable.

All plow pins going through structural steel will have oversized punch hole and steel bushing to reduce wear.

REVERSING FRAME: The reversing frame shall be fabricated from 4" x 4" x 3/8" square tubing and 4" x 3" x ¼" rectangular structural tubing gusseted at key stress points. Two (2) 1 ¼" and two (2) ¾" thick connecting lugs, spanning 88", shall be welded to the 4" x 4" x 3/8" member of the reversing circle. These lugs will serve as connection points to the moldboard.

A FRAME: Is channel style with 2" pivot pin and top mounted over the turn table.

REVERSING MECHANISM: Shall be of the cushion valve protection type of design. It shall include two (2) 3 ½" diameter x 15" stroke double acting cylinders (piped in series) providing plowing positions up to 35 degrees, either right or left of center. A cushion valve shall be installed at the plow driveframe and plumbed in line before the cylinders, so to provide protection for both the plow and hydraulic components while the moldboard is in a hold position.

HARDWARE PLATING: All nuts, bolts and chain shall be zinc plated.

PAINT: all snowplow components shall be shot blasted and painted with one (1) coat of primer and one (1) coat of finish paint.

CYLINDER RODS: All snow plows hydraulic cylinder rods shall b induction hardened and chrome plated to a minimum of .04" (1mm) thickness.

132" x 12" Rubber flap will be installed across the top of the moldboard to deflect the snow from blowing over the top of the moldboard.

Rightside plow block to include mailbox cut out.

PAINT

The body will be natural stainless finish the plow hitch and underside of the body shall be painted black.

Total $ 77,400.00

Thank you,

Glenn LaFreniere
General Manager

INTERNATIONAL®

February 05, 2020

Prepared For:
Town Of Weston
-
56 Norfield Rd.
Weston, CT 06883-2225
(203)222 - 2662
Reference ID: N/A

Presented By:
HINE BROS. INT'L., L.L.C
Jay Hine
1001 WORDIN AVE.
BRIDGEPORT CT 06605 -
(203)336-5387

Thank you for the opportunity to provide you with the following quotation on a new International truck. I am sure the following detailed specification will meet your operational requirements, and I look forward to serving your business needs.

Model Profile
2019 HV507 SFA (HV507)

AXLE CONFIG:	4X2
APPLICATION:	Front Plow with spreader
MISSION:	Requested GVWR: 44000. Calc. GVWR: 36220 Calc. Start / Grade Ability: 36.59% / 2.74% @ 55 MPH Calc. Geared Speed: 67.4 MPH
DIMENSION:	Wheelbase: 175.00, CA: 100.00, Axle to Frame: 75.00
ENGINE, DIESEL:	{Cummins L9 330} EPA 2017, 330HP @ 2000 RPM, 1000 lb-ft Torque @ 1400 RPM, 2200 RPM Governed Speed, 330 Peak HP (Max)
TRANSMISSION, AUTOMATIC:	{Allison 3500 RDS} 5th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway
CLUTCH:	Omit Item (Clutch & Control)
AXLE, FRONT NON-DRIVING:	{Dana Spicer I-160W} Wide Track, I-Beam Type, 16,000-lb Capacity
AXLE, REAR, SINGLE:	{Dana Spicer S23-190D} Single Reduction, Hypoid Gearing, 23,000-lb Capacity, Driver Control Locking Differential, R Wheel Ends Gear Ratio: 6.14
CAB:	Conventional, Day Cab
TIRE, FRONT:	(2) 11R22.5 Load Range H HSC 3 (CONTINENTAL), 496 rev/mile, 68 MPH, All-Position
TIRE, REAR:	(4) 11R22.5 Load Range H HDR2 (CONTINENTAL), 491 rev/mile, 75 MPH, Drive
SUSPENSION, REAR, SINGLE:	31,000-lb Capacity, Vari-Rate Springs, with 4500-lb Capacity Auxiliary Multileaf Springs
PAINT:	Cab schematic 100WK Location 1: 0640, Blue (Custom) Chassis schematic N/A

Description
Base Chassis, Model HV507 SFA with 175.00 Wheelbase, 100.00 CA, and 75.00 Axle to Frame.

AXLE CONFIGURATION {Navistar} 4x2

Notes
: Pricing may change if axle configuration is changed.

FRAME RAILS Heat Treated Alloy Steel (120,000 PSI Yield); 10.866" x 3.622" x 0.437" (276.0mm x 92.0mm x 11.1mm); 456.0" (11582mm) Maximum OAL

BUMPER, FRONT Swept Back, Steel, Heavy Duty

FRAME EXTENSION, FRONT Integral; 20" In Front of Grille

WHEELBASE RANGE 146" (370cm) Through and Including 195" (495cm)

AXLE, FRONT NON-DRIVING {Dana Spicer I-160W} Wide Track, I-Beam Type, 16,000-lb Capacity

Notes
: Axle Lead Time is 52 Days

SHOCK ABSORBERS, FRONT

SUSPENSION, FRONT, SPRING Multileaf, Shackle Type, 16,000-lb Capacity, Less Shock Absorbers

BRAKE SYSTEM, AIR Dual System for Straight Truck Applications

Includes
: BRAKE LINES Color and Size Coded Nylon
: DRAIN VALVE Twist-Type
: GAUGE, AIR PRESSURE (2) Air 1 and Air 2 Gauges; Located in Instrument Cluster
: PARKING BRAKE CONTROL Yellow Knob, Located on Instrument Panel
: QUICK RELEASE VALVE On Rear Axle for Spring Brake Release: 1 for 4x2, 2 for 6x4
: SLACK ADJUSTERS, FRONT Automatic (with Air Cam Brakes)
: SLACK ADJUSTERS, REAR Automatic (with Air Cam Brakes)
: SPRING BRAKE MODULATOR VALVE R-7 for 4x2, SR-7 with relay valve for 6x4/8x6

BRAKES, FRONT, AIR CAM 16.5" x 6", Includes 24 SqIn Long Stroke Brake Chambers

TRAILER CONNECTIONS Four-Wheel, with Hand Control Valve and Tractor Protection Valve, for Straight Truck

Notes
: When electronic stability control is ordered with trailer connections on a 4x2 truck, please check the operator manual for trailer weight restrictions.

DRAIN VALVE {Berg} with Pull Chain, for Air Tank

AIR BRAKE ABS {Bendix AntiLock Brake System} Full Vehicle Wheel Control System (4-Channel)

AIR DRYER {Bendix AD-IP} with Heater

BRAKE CHAMBERS, REAR AXLE {Bendix EverSure} 30/30 Spring Brake

BRAKE CHAMBERS, FRONT AXLE {Bendix} 24 SqIn

BRAKES, REAR, AIR CAM S-Cam; 16.5" x 7.0"; Includes 30/30 Sq.In. Long Stroke Brake Chamber and Spring Actuated Parking Brake

AIR COMPRESSOR {Cummins} 18.7 CFM

AIR TANK Painted Aluminum, with Straight Thread O-Ring Ports

AIR DRYER LOCATION Mounted Inside Left Rail, Back of Cab

DUST SHIELDS, FRONT BRAKE for Air Brakes

DUST SHIELDS, REAR BRAKE for Air Brakes

Description

AIR TANK LOCATION (2) : One Mounted Under Each Frame Rail, Front of Rear Suspension, Parallel to Rail

STEERING COLUMN Tilting and Telescoping

STEERING WHEEL 2-Spoke, 18" Dia., Black

STEERING GEAR (2) {Sheppard M100/M80} Dual Power

DRIVELINE SYSTEM {Dana Spicer} SPL170, for 4x2/6x2

AFTERTREATMENT COVER Steel, Black

EXHAUST SYSTEM Single, Horizontal Aftertreatment Device, Frame Mounted Right Side Under Cab, for Single Vertical Tail Pipe, Frame Mounted Right Side Back of Cab

TAIL PIPE (1) Turnback Type

EXHAUST HEIGHT 10'

MUFFLER/TAIL PIPE GUARD (1) Aluminum

SWITCH, FOR EXHAUST 3 Position, Momentary, Lighted Momentary, ON/CANCEL, Center Stable, INHIBIT REGEN, Mounted in IP Inhibits Diesel Particulate Filter Regeneration When Switch is Moved to ON While Engine is Running, Resets When Ignition is Turned OFF

ELECTRICAL SYSTEM 12-Volt, Standard Equipment

Includes
: DATA LINK CONNECTOR For Vehicle Programming and Diagnostics In Cab
: HAZARD SWITCH Push On/Push Off, Located on Instrument Panel to Right of Steering Wheel
: HEADLIGHT DIMMER SWITCH Integral with Turn Signal Lever
: PARKING LIGHT Integral with Front Turn Signal and Rear Tail Light
: STARTER SWITCH Electric, Key Operated
: STOP, TURN, TAIL & B/U LIGHTS Dual, Rear, Combination with Reflector
: TURN SIGNAL SWITCH Self-Cancelling for Trucks, Manual Cancelling for Tractors, with Lane Change Feature
: WINDSHIELD WIPER SWITCH 2-Speed with Wash and Intermittent Feature (5 Pre-Set Delays), Integral with Turn Signal Lever
: WINDSHIELD WIPERS Single Motor, Electric, Cowl Mounted
: WIRING, CHASSIS Color Coded and Continuously Numbered

HORN, ELECTRIC (2) Disc Style

ALTERNATOR {Leece-Neville AVI160P2013} Brush Type; 12 Volt 160 Amp. Capacity, Pad Mount, with Remote Sense

BODY BUILDER WIRING INSIDE CAB; Includes Sealed Connectors for Tail/Amber, Turn/Marker/Backup/Accessory, Power/Ground, and Stop/Turn

HORN, AIR (2) Single Tone, Chrome, Roof Mounted, with Lanyard Pull Cord

BATTERY SYSTEM {Fleetrite} Maintenance-Free, (3) 12-Volt 2850CCA Total, Top Threaded Stud

2-WAY RADIO Wiring Effects; Wiring with 20 Amp Fuse Protection, Includes Ignition Wire with 5 Amp Fuse, Wire Ends Heat Shrink and Routed to Center of Header Console in Cab

RADIO AM/FM/WB/Clock/Bluetooth/USB Input/Auxiliary Input, MP3, Apple Device Play & Control

SPEAKERS (2) 6.5" Dual Cone Mounted in Doors

AUXILIARY HARNESS 3.0' for Auxiliary Front Head Lights and Turn Signals for Front Plow Applications

TRAILER CONNECTION SOCKET 7-Way; Mounted at Rear of Frame, Wired for Turn Signals Combined with Stop, Compatible with Trailers That Use Combined Stop, Tail, Turn Lamps

CLEARANCE/MARKER LIGHTS (5) {Truck Lite} Amber LED Lights, Flush Mounted on Cab or Sunshade

STARTING MOTOR {Delco Remy 38MT Type 300} 12 Volt, Less Thermal Over-Crank Protection

INDICATOR, LOW COOLANT LEVEL with Audible Alarm

Description

CIRCUIT BREAKERS Manual-Reset (Main Panel) SAE Type III with Trip Indicators, Replaces All Fuses

BATTERY BOX Steel, with Aluminum Cover, 14" Wide, 2-3 Battery Capacity, Mounted Left Side Under Cab

TURN SIGNALS, FRONT Includes LED Side Turn Lights Mounted on Fender

POWER SOURCE, ADDITIONAL Auxiliary Power Outlet (APO) & USB Port, Located in the Instrument Panel

LOGOS EXTERIOR Model Badges, Shipped Loose, Located in Cab

LOGOS EXTERIOR, ENGINE Badge Shipped Loose

INSULATION, UNDER HOOD for Sound Abatement

GRILLE Stationary, Chrome

INSULATION, SPLASH PANELS for Sound Abatement

FRONT END Tilting, Fiberglass, with Three Piece Construction, for WorkStar/HV

PAINT SCHEMATIC, PT-1 Single Color, Design 100

Includes
: PAINT SCHEMATIC ID LETTERS "WK"

PAINT TYPE Base Coat/Clear Coat, 1-2 Tone

PAINT CLASS Single Custom Color

CUSTOMER IDENTITY for National Joint Powers Alliance

PROMOTIONAL PACKAGE Government Silver Package

CLUTCH Omit Item (Clutch & Control)

ANTI-FREEZE Red, Extended Life Coolant; To -40 Degrees F/ -40 Degrees C, Freeze Protection

ENGINE, DIESEL {Cummins L9 330} EPA 2017, 330HP @ 2000 RPM, 1000 lb-ft Torque @ 1400 RPM, 2200 RPM Governed Speed, 330 Peak HP (Max)

FAN DRIVE {Horton Drivemaster} Direct Drive Type, Two Speed with Residual Torque Device for Disengaged Fan Speed

Includes
: FAN Nylon

RADIATOR Cross Flow, Series System; 1228 SqIn Aluminum Radiator Core with Internal Water to Oil Transmission Cooler and 1167 In Charge Air Cooler

Includes
: DEAERATION SYSTEM with Surge Tank
: HOSE CLAMPS, RADIATOR HOSES Gates Shrink Band Type; Thermoplastic Coolant Hose Clamps
: RADIATOR HOSES Premium, Rubber

AIR CLEANER Single Element, with Integral Snow Valve and In-Cab Control

FEDERAL EMISSIONS {Cummins L9} EPA, OBD and GHG Certified for Calendar Year 2020

THROTTLE, HAND CONTROL Engine Speed Control; Electronic, Stationary, Variable Speed; Mounted on Steering Wheel

ENGINE CONTROL, REMOTE MOUNTED No Provision Furnished for Remote Mounted Engine Control

EMISSION COMPLIANCE Federal, Does Not Comply with California Clean Air Idle Regulations

TRANSMISSION, AUTOMATIC {Allison 3500 RDS} 5th Generation Controls, Wide Ratio, 6-Speed with Double Overdrive, with PTO Provision, Less Retarder, Includes Oil Level Sensor, with 80,000-lb GVW and GCW Max, On/Off Highway

TRANSMISSION SHIFT CONTROL Column Mounted Stalk Shifter

Description

TRANSMISSION OIL Synthetic; 29 thru 42 Pints

ALLISON SPARE INPUT/OUTPUT for Rugged Duty Series (RDS); General Purpose Trucks, Construction

NEUTRAL AT STOP OMIT

SHIFT CONTROL PARAMETERS {Allison} 3000 or 4000 Series Transmissions, Performance Programming

PTO LOCATION Customer Intends to Install PTO at Left Side of Transmission

AXLE, REAR, SINGLE {Dana Spicer S23-190D} Single Reduction, Hypoid Gearing, 23,000-lb Capacity, Driver Control Locking Differential, R Wheel Ends . Gear Ratio: 6.14

SUSPENSION, REAR, SINGLE 31,000-lb Capacity, Vari-Rate Springs, with 4500-lb Capacity Auxiliary Multileaf Springs

AXLE, REAR, LUBE {EmGard FE-75W-90} Synthetic Oil; 30 thru 39.99 Pints

FUEL/WATER SEPARATOR {Racor 400 Series,} 12 VDC Electric Heater, Includes Pre-Heater, with Primer Pump, Includes Water-in-Fuel Sensor

LOCATION FUEL/WATER SEPARATOR Mounted Inboard of 5 Gallon DEF Tank, Under Cab

FUEL TANK Top Draw, Non-Polished Aluminum, 24" Dia, 50 US Gal (189L), Mounted Left Side, Under Cab

DEF TANK 5 US Gal (19L) Capacity, Frame Mounted Outside Left Rail, Under Cab

CAB Conventional, Day Cab

AIR CONDITIONER with Integral Heater and Defroster

GAUGE CLUSTER Base Level; English with English Speedometer and Tachometer, for Air Brake Chassis, Includes Engine Coolant Temperature, Primary and Secondary Air Pressure, Fuel and DEF Gauges, Oil Pressure Gauge, Includes 3 Inch Monochromatic Text Display

GAUGE, OIL TEMP, AUTO TRANS for Allison Transmission

IP CLUSTER DISPLAY On Board Diagnostics Display of Fault Codes in Gauge Cluster

GAUGE, DEF FLUID LEVEL

SEAT, DRIVER {National 2000} Air Suspension, High Back with Integral Headrest, Vinyl, Isolator, 1 Chamber Lumbar, with 2 Position Front Cushion Adjust, -3 to +14 Degree Angle Back Adjust

MIRROR, CONVEX, HOOD MOUNTED {Lang Mekra} (2) Right and Left Sides, Bright, Heated, 7.5" Sq.

SEAT, PASSENGER {National} Non Suspension, High Back, Fixed Back, Integral Headrest, Vinyl

MIRRORS (2) C-Loop, Power Adjust, Heated, LED Clearance Lights, Bright Heads and Arms, 7.5" x 14" Flat Glass, Includes 7.5" x 7" Convex Mirrors, for 102" Load Width

Notes

: Mirror Dimensions are Rounded to the Nearest 0.5"

SEAT BELT All Orange; 1 to 3

CAB INTERIOR TRIM Diamond, for Day Cab

Includes

: CONSOLE, OVERHEAD Molded Plastic with Dual Storage Pockets, Retainer Nets and CB Radio Pocket; Located Above Driver and Passenger

: DOME LIGHT, CAB Door Activated and Push On-Off at Light Lens, Timed Theater Dimming, Reading Lights; Integral to Overhead Console, Center Mounted

: SUN VISOR (3) Padded Vinyl; 2 Moveable (Front-to-Side) Primary Visors, Driver Side with Vanity Mirror and Toll Ticket Strap, plus 1 Auxiliary Visor (Front Only), Driver Side

WINDSHIELD Heated, Single Piece

Description

WINDOW, POWER (2) and Power Door Locks, Left and Right Doors, Includes Express Down Feature

CAB REAR SUSPENSION Air Bag Type

INSTRUMENT PANEL Flat Panel

SUNSHADE, EXTERIOR Aerodynamic, Painted Roof Color, with Integral Clearance/Marker Lights

ACCESS, CAB Steel, Driver & Passenger Sides, Two Steps per Door, for use with Day Cab and Extended Cab

WHEEL, SPARE, DISC {Accuride 29169} 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, with .472" Thick Increased Capacity Disc

WHEELS, FRONT {Accuride 29169} DISC; 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with .472" Thick Increased Capacity Disc and Steel Hubs

WHEELS, REAR {Accuride 29169} DUAL DISC; 22.5x8.25 Rims, Powder Coat Steel, 5-Hand Hole, 10-Stud, 285.75mm BC, Hub-Piloted, Flanged Nut, with .472" Thick Increased Capacity Disc and Steel Hubs

TIRE, SPARE Equal to Model Standard

BDY INTG, REMOTE POWER MODULE Mounted Inside Cab Behind Driver Seat, Up to 6 Outputs & 6 Inputs, Max 20 amp per Channel, Max 80 amp Total; Includes 1 Switch Pack with Latched Switches

BDY INTG, INDICATOR LIGHTS (2) 1 for Body Up, 1 for Gate Open, Includes Audible Alarm, Programmable Mode for Various Switch Actions. (Requires 2 Remote Power Module Inputs)

(4) TIRE, REAR 11R22.5 Load Range H HDR2 (CONTINENTAL), 491 rev/mile, 75 MPH, Drive

(2) TIRE, FRONT 11R22.5 Load Range H HSC 3 (CONTINENTAL), 496 rev/mile, 68 MPH, All-Position

Services Section:

WARRANTY Standard for HV507, HV50B, HV607 Models, Effective with Vehicles Built July 1, 2017 or Later, CTS-2025A

SRV CONTRACT, EXT CMS ENG/AFTR {Cummins} To 60-Month/100,000 Miles (160,000 km), Extended Cummins L9 Engine Coverage, Protection Plan 1 and Aftertreatment

SRV CONTRACT, EXT ALLISON XMSN {Allison} To 60-Month/Unlimited Miles/km, for Allison 3500 RDS with Dump Truck or Mixer Vocations (ST01, ST06, ST07)

Floor Plan

Safety Equipment - Flaps - etc

SAFTY EQUIPMENT

Financial Summary
2019 HV507 SFA (HV507)

February 05, 2020

(US DOLLAR)

Description		Price
Factory List Prices:		
Product Items	$137,601.00	
Service Items	$5,654.00	
Total Factory List Price Including Options:		$143,255.00
Total Goods Purchased:		$810.00
Freight	$2,350.00	
Total Freight:		$2,350.00
Total Factory List Price Including Freight:		$146,415.00
Less Customer Allowance:		($56,041.20)
Total Vehicle Price:		$90,373.80
Total Sale Price:		$90,373.80
Total Per Vehicle Sales Price:		$90,373.80
Net Sales Price:		$90,373.80

Please feel free to contact me regarding these specifications should your interests or needs change. I am confident you will be pleased with the quality and service of an International vehicle.

Approved by Seller:

Official Title and Date

Authorized Signature

Accepted by Purchaser:

Firm or Business Name

Authorized Signature and Date

This proposal is not binding upon the seller without Seller's Authorized Signature

Official Title and Date

The TOPS FET calculation is an estimate for reference purposes only. The seller or retailer is responsible for calculating and reporting/paying appropriate FET to the IRS.

The limited warranties applicable to the vehicles described herein are Navistar, Inc.'s standard printed warranties which are incorporated herein by reference and to which you have been provided a copy and hereby agree to their terms and conditions.

CONTRACT SUPPLEMENT
SP-37 - Rev. 11/17/16
Prev. Rev. 4/28/14

Joe Giliberto
Contract Specialist

860-713-5098
Telephone Number

STATE OF CONNECTICUT

DEPARTMENT OF ADMINISTRATIVE SERVICES
PROCUREMENT DIVISION
450 Columbus Boulevard, Hartford, CT 06103

CONTRACT AWARD NO.:
14PSX0297
Contract Award Date:
5 March 2015
Bid Due Date:
17 February 2015
SUPPLEMENT DATE:
24 May 2018

CONTRACT AWARD SUPPLEMENT #1

IMPORTANT: THIS IS NOT A PURCHASE ORDER. DO NOT PRODUCE OR SHIP WITHOUT AN AGENCY PURCHASE ORDER.

DESCRIPTION: **OEM Heil Sidewinder Dump Bodies**

FOR:
Department of Transportation and Political Subdivisions

TERM OF CONTRACT:
April 1, 2015 through June 15, 2020

AGENCY REQUISITION NUMBER:

CHANGE TO IN STATE (NON-SB) CONTRACT VALUE	CHANGE TO DAS-CERTIFIED SMALL BUSINESS CONTRACT VALUE	CHANGE TO OUT OF STATE CONTRACT VALUE	CHANGE TO TOTAL CONTRACT AWARD VALUE

NOTICE TO CONTRACTORS: This notice is not an order to ship. Purchase Orders against contracts will be furnished by the using agency or agencies on whose behalf the contract is made. INVOICE SHALL BE RENDERED DIRECT TO THE ORDERING AGENCY.
NOTE: Dollar amounts listed next to each contractor are possible award amounts, however, they do not reflect any expected purchase amounts (actual or implied). They are for CHRO use only.
NOTICE TO AGENCIES: A complete explanatory report shall be furnished promptly to the Procurement Manager concerning items delivered and/or services rendered on orders placed against awards listed herein which are found not to comply with the specifications or which are otherwise unsatisfactory from the agency's viewpoint, as well as failure of the contractor to deliver within a reasonable period of time specified. Please issue orders and process invoices promptly.
CASH DISCOUNTS: Cash discounts, if any, shall be given SPECIAL ATTENTION, but such cash discount shall not be taken unless payment is made within the discount period.
PRICE BASIS: Unless otherwise noted, prices include delivery and transportation charges fully prepaid f.o.b. agency. No extra charge is to be made for packing or packages.

CONTRACTOR INFORMATION:
REFER TO THE CONTRACT ON THE DAS PROCUREMENT WEB PAGE FOR THE MOST CURRENT CONTRACTOR INFORMATION. (http://das.ct.gov/mp1.aspx?page=8)

Company Name: **Park City Truck Equipment Company, LLC**
Company Address: **1001 Wordin Avenue**
Tel. No.: **203-576-0560** *Cell No.:* **203-509-9303** *Contract Value:* **$200,000**
Contact Person: **Glenn LaFreniere**
Company E-mail Address and/or Company Web Site: **parkcitytreq@hotmail.com**
Certification Type (SBE,MBE or None): **None**
Prompt Payment Terms: **0% 00 Net 45** *Agrees to Supply Political SubDivisions:* **Yes**

PLEASE NOTE:

This contract has been extended to June 15, 2020.
Effective June 15, 2018, please use the Exhibit B Price Schedule dated June 15, 2018.

All terms and conditions not otherwise affected by this supplement remain unchanged and in full force and effect.

DEPARTMENT OF ADMINISTRATIVE SERVICES

By:_____
(Original Signature on Document in Procurement Files)
Name: **JOSEPH GILIBERTO**
Title: Contract Specialist
Date: May 24, 2018

ATTACHMENT E

DERA OPTION

FISCAL YEAR 2019

STATE CLEAN DIESEL GRANT PROGRAM

WORK PLAN AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: States and territories applying for FY 2019 DERA State Clean Diesel Grant Program funding must use this template to prepare their Work Plan and Budget Narrative.

Please refer to the FY 2019 STATE CLEAN DIESEL PROGRAM INFORMATION GUIDE for full Program details, eligibility criteria and funding restrictions, and application instructions.

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SUMMARY PAGE

Project Title: FY 2019 Connecticut Clean Diesel Grant Program

Project Manager and Contact Information

Organization Name: Connecticut Department of Energy & Environmental Protection

Project Manager: Paul E. Farrell, Director, Planning & Standards Division

Mailing Address: 79 Elm Street, Hartford, CT 06106-5127

Phone: 860-424-3389

Fax: 860-706-5339

Email: paul.farrell@ct.gov

Project Budget Overview:

	FY 2019
EPA Base Allocation	$319,850.00
State or Territory Voluntary Matching Funds (if applicable)	$319,850.00
EPA Match Incentive (Bonus) (if applicable)	$159,925.00
Mandatory Cost-Share	$
TOTAL Project Cost	**$799,625.00**
Other Leveraged Funds	$

Project Period

October 1, 2019 – September 30, 2021

Summary Statement

It is anticipated that the majority of Connecticut's FY 2019 State Diesel Emissions Reduction Act (DERA) funds will be passed through to municipalities, other state agencies and/or private entities as rebates. Clean diesel project grants may also include subawards. Some awardees may include, but not be limited to, private entities such as railroads, distribution center operators or refuse haulers. Connecticut's priorities for FY 2019 State DERA funds would be for grants or rebates to municipalities and state agencies for replacement, repowering or retrofitting of diesel vehicles or equipment in their fleets, with an emphasis on equipment that might not be eligible for Volkswagen Mitigation Trust funding. The Connecticut Department of Energy and

Environmental Protection (DEEP) is also looking for opportunities to help fund replacement, repower or idle reduction technology for locomotives, trucks or other engines used in freight movement.

Grant funds could also be used for:

- replacement, repower or retrofits of agricultural equipment in the state;
- replacement or repower of construction equipment;
- a port equipment, shore-power or marine engine diesel project at Connecticut ports;
- marine repowers or vessel replacements;
- idle reduction technologies, including auxiliary power units and shorepower;
- retrofit technologies for diesel vehicles or equipment;
- replacement or repowering of transport refrigeration units (TRUs); or
- other diesel projects consistent with State clean air needs and agency requirements.

An open and competitive solicitation process will be used for the selection of projects to be funded in 2019.

Information on projects previously funded with Connecticut's State DERA allocations can be found at http://www.ct.gov/deep/cwp/view.asp?a=2684&q=322100&deepNav_GID=1619 .

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SCOPE OF WORK

STATE/TERRITORY GOALS AND PRIORITIES:

All eight Connecticut counties are on EPA's Priority County and Area List for FY19 DERA funding.[1] The entire state is designated as nonattainment for both the 2008 and 2015 National Ambient Air Quality Standards (NAAQS) for 8-Hour Ozone. On November 14, 2018, EPA made a proposed determination that Connecticut failed to meet the attainment date for the 2008 8-hour ozone NAAQS and must be reclassified to indicate nonattainment based on 2015-17 data; the final rule has not been issued, but under the proposed designation, Connecticut would have until July 20, 2021 to comply.[2] Similarly, on June 4, 2018, EPA determined that Connecticut

[1] 2019 Priority County List, EPA Website at https://www.epa.gov/sites/production/files/2018-12/documents/fy19-priority-county-list-2018-12-7.pdf

[2] EPA Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date, and Reclassification of Several Areas Classified as Moderate for the 2008 Ozone National Ambient Air Quality Standards, Proposed Rule November 14, 2018 https://www.govinfo.gov/content/pkg/FR-2018-11-14/pdf/2018-24816.pdf ; Public Hearing and Reopening of Comment Period for Proposed Determinations of Attainment by the Attainment Date, Extensions of the Attainment Date and Reclassification of Several Areas Classified as

was in nonattainment for the 2015 8-hour ozone standard.[3] In light of this, additional significant emission reductions of nitrogen oxides (NO_X) will be necessary both within and upwind of Connecticut.

While Connecticut meets both the 2012 annual and 24-hour NAAQS for fine particulate matter ($PM_{2.5}$),[4] additional localized reductions from DERA projects will produce continued public health benefits and assist in maintaining compliance with the NAAQS.

According to the 2014 National Emissions Inventory,[5] Connecticut's diesel fleet is responsible for emitting 18,489.15 tons of NO_X, a precursor of ozone, and 928.74 tons of $PM_{2.5}$. The measured fleet includes aircraft, commercial marine, locomotives, diesel non-road equipment, on-road heavy-duty diesel vehicles and on-road light-duty vehicles.

Diesel emissions also include air toxics such as benzene, 1,3-butadiene, formaldehyde, acetaldehyde, acrolein, polycyclic organic matter, naphthalene, and diesel particulate matter. The 2014 National Scale Air Toxics Assessment (NATA)[6] indicates that the cancer risk from exposure to air toxics can be as much as 30 in a million for residents of some Connecticut cities, but is less than 25 in a million for residents of most areas of the state.

VEHICLES AND TECHNOLOGIES:

DEEP's first priority for FY19 State DERA Grant funding is to continue providing grants or rebates to municipalities for replacement or repowering of diesel vehicles and eligible equipment in their fleets. Replacements could include electric, hybrid electric, CNG or propane powered vehicles as well as cleaner diesel vehicles or equipment.

In conjunction with the development of strategies to improve freight movement in Connecticut, DEEP will continue to support locomotive and port-related projects such as replacement, repower or retrofit of drayage trucks or port equipment, installing idle reduction technology on locomotive engines, upgrading or replacing marine engines and vessels or establishing shore power facilities. Connecticut is also interested in helping truck owners, including municipalities, in obtaining auxiliary power units (APUs) to reduce idling emissions at ports, distribution/delivery centers, and other locations where these vehicles might idle throughout the state. In accordance with funding eligibility requirements for the FY19 State Clean Diesel

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Moderate for the 2008 Ozone National Ambient Air Quality Standards https://www.govinfo.gov/content/pkg/FR-2019-02-08/pdf/2019-01562.pdf

[3] EPA Final Rule: Additional Air Quality Designations for the 2015 Ozone National Ambient Air Quality Standards, Federal Register, Vol. 83, No. 107, June 4, 2018, https://www.gpo.gov/fdsys/pkg/FR-2018-06-04/pdf/2018-11838.pdf

[4] Federal Register, Vol. 80, No. 10, January 15, 2015. https://www.gpo.gov/fdsys/pkg/FR-2015-01-15/pdf/2015-00021.pdf

[5] 2014 National Emissions Inventory, EPA website at https://www.epa.gov/air-emissions-inventories/2014-national-emissions-inventory-nei-data

[6] From 2014 NATA Maps, EPA Website at: https://www.epa.gov/national-air-toxics-assessment/2014-nata-map

Funding Grant Program, no funds awarded under this program can be used for the purchase of APUs or generators for vehicles with engine model years 2007 or newer.[7]

DEEP is seeking another opportunity to use State DERA funding in FY19 to provide shore power connections for hybrid-electric TRUs to reduce idling emissions at distribution centers located near highways in the state. DEEP is also interested in making funds available to assist Connecticut farmers in upgrading agricultural equipment. Finally, having noted the cost effectiveness of installing emission controls on construction equipment, DEEP will consider replacing, repowering or retrofitting equipment for construction use. Replacing diesel engines with alternative fueled, hybrid or all-electric engines, within the parameters of the DERA program requirements, will also be considered.

Two additional options for future funding are replacement of Connecticut-registered trucks serving trash plants or distribution/delivery centers in the state or repowering/replacing diesel TRUs with diesel/electric hybrid engines. Subject to EPA approval, DEEP may use these funds for other diesel emission reduction projects to meet agency needs that may arise during the grant period.

DEEP's project solicitation process will be initiated in early October; the Department's experience with previously funded projects will guide the selection and implementation of new projects under this State DERA Grant. Therefore, in addition to a prioritized list of new programs that could be funded with FY19 DERA funds, DEEP is providing a summary of successful DERA-funded programs that could serve as models for new programs. Those earlier projects are outlined below to represent potential fleets to be benefited by this grant. With the exception of the initial school bus project, DEEP has selected projects for funding through a transparent, open and competitive process.

- **Retrofits:** When the first round of DERA funds became available in 2008, Connecticut's first priority was to use State DERA funds to reduce diesel emissions from school bus fleets through retrofits. The 2007 Connecticut Clean School Bus Act, June Special Session Public Act 07-4 (PA 07-4),[8] allocated funds to DEEP to provide reimbursement to school districts for emission controls on school buses in the state, at reimbursement amounts specified in the legislation; these funds were the source of DEEP's voluntary match. FY08 State DERA grant, Connecticut DS97195401-4, provided supplemental funding for the program until the underlying legislative funding lapsed, and full funding thereafter. Under this program, twenty-four school districts were able to retrofit 353 school buses with diesel oxidation catalysts (DOCs) and closed crankcase ventilation systems (CCVs), as required by PA 07-4.

  Funds from the state ARRA/DERA Grant #2D-96102001 were used to retrofit portions of the Connecticut Department of Transportation (CT DOT) truck fleet and a number of pieces of construction equipment owned by CT DOT contractors. In addition, a DERA

[7] FY2019-2020 State Clean Diesel Grant Program Information Guide, page 23: https://www.epa.gov/sites/production/files/2019-04/documents/420b19019.pdf

[8] Codified in sections 14-164n, 14-164o, 22a-21j, and 22a-21k of the General Statutes of Connecticut.

Grant, #DE-97199001, from the Northeast Diesel Collaborative, funded the installation of DOCs on the DEEP fleet.

One of the major conclusions of the Connecticut Clean Diesel Plan of 2006[9] was that retrofits, as a diesel pollution control strategy, would decrease in importance as more stringent federal emission standards were phased in. This is particularly relevant for school buses in Connecticut, where many of the school bus contracts stipulate that buses be phased out of the fleet after an average of six years. This means that as of 2016, a large percentage of the school buses are 2010-compliant. Therefore, with the possible exception of construction equipment retrofits, DEEP is advancing replacement as its preferred method for decreasing emissions from diesel vehicles and equipment going forward.

- **Marine Projects:** The replacement or upgrading of aging marine engines have provided some of the best health benefits from annual $PM_{2.5}$ reductions.

  FY09 funding was awarded to the Cross Sound Ferry Services (CSF), to upgrade the engines of the *MV Susan Anne,* from Tier 0 to Tier 2, the best control level available for these engines at the time. The selected proposal used $250,000 of State DERA funds in combination with $768,865 from the ARRA/DERA Grant #2D-96102001.

  One of two projects selected for FY10 State DERA funding was the replacement of two marine engines for a privately-owned tugboat. D. Brake Marine received $176,787.75 to install two new engines on its tug boat, *Gotham,* improving emissions from a Tier 0 to a Tier 2 level.

  All of DEEP's FY12 DERA funds, $130,892.00, were used to repower marine engines on CT DOT's river ferry, *Selden III*. This project was completed a month ahead of schedule and the ferry began full operation with its new engines on April 1, 2013.

  In FY 2016, DEEP provided $97,245.60 to Jeanette T. Fisheries to repower two commercial fishing vessels. Both projects were completed ahead of schedule.

  Connecticut's 2018 State DERA program is funding the repowering of two lobster boats and a ferry, each of which is replacing a Tier 0 marine engine with a Tier 3 engine. Bart Mansi, d.b.a. the Guilford Lobster Pound, received an FY2018 grant of $44,857.88 for the replacement of a marine engine for the *FV Erica Paige*. Another fishing vessel, the *FV Kory Alexander* owned by King Lobster, Donald J. King, will also be replacing a marine engine using a $27,258.73 State DERA grant. The Thimble Islands Ferry Company will repower its boat, the *MV Adriaen B,* using a grant of $13,679.80; this ferry has a municipal charter to operate between Guilford and the Thimble Islands.

- **Early replacement Projects:** DEEP has received more proposals for early replacement of diesel trucks than for any other clean diesel projects. With "early replacement" no longer required, DEEP expects to receive more replacement proposals in 2019. DEEP

[9]On the DEEP website at http://www.ct.gov/deep/lib/deep/air/diesel/docs/ctcleandieselplanfinal.pdf

has awarded grants for up to 25% of the cost of the replacement trucks and equipment. Because of technology advances on the new engines, these projects enhance air quality by reducing as much as 80% of engine emissions and decreasing fuel consumption through the improved efficiency. All of Connecticut's early replacement DERA projects are summarized in Table 1 below.

Table 1: Summary of CT Clean Diesel Early Replacement Projects

Project	Extra Emission Benefits	Grant Amount	Funding Year
Enfield Replacement of 4 Standard Recycling Trucks with 2 Automated, Single-Stream Vehicles	-Decreased VMT -Reduced idling	$146,984.50	FY10 & FY11
Middlebury Replacement of 2 Diesel Trucks, New Trucks with Automatic Shutdown Timers	Reduced Idling	$35,000.00	FY10 & FY11
University of Hartford Shuttle Bus Replacement		$25,062.50	FY10 & FY11
Wethersfield Maintenance Dump Truck Replacement		$27,246.00	FY13
CT Dept. of Correction (DOC) Refrigerated Box Truck Replacement (New Truck is Larger.)	-Decreased VMT -Lower emissions from new TRU	$27,246.00	FY13
D.A. Vento Refuse, LLC Replacement of Refuse Truck with Single Stream Refuse/Recycling Truck	-Decreased VMT -Reduced idling	$51,068.00	FY14
CT DOC Replacement of Delivery Box Truck		$22,699.69	FY14
Ledyard Maintenance Truck Replacement		$18,944.53	FY15
Wethersfield Rubber Tire Pay Loader Replacement		$47,000.00	FY15
D.A. Vento Refuse, LLC Replacement of Refuse Truck		$37,905.63	FY15
CT DOC Replacement of Delivery Box Truck		$23,193.84	FY15
West Hartford Maintenance Dump Truck Replacement		$18,944.53	FY16
Wethersfield Skid Steer Loader Replacement		$12,616.47	FY16
CT DOC Replacement of Delivery Box Truck		$21,704.85	FY16
Metropolitan District VACTOR Truck Replacement		$140,329.04	FY17
Coventry Maintenance Dump Truck Replacement		$46,001.13	FY17
Atlas Concrete Products: Replacement of Diesel Flatbed Truck with Crane		$76,280.79	FY18
Beacon Falls Maintenance Dump Truck Replacement		$40,905.04	FY18
Burlington Maintenance Dump Truck Replacement		$42,029.59	FY18
Coventry 2018 Maintenance Dump Truck Replacement		$49,326.66	FY18
East Hartford Replace Backhoe & 2 Tractor Mowers		$90,231.70	FY18
State Line Propane Tractor Replacement		$31,035.62	FY18

Sysco Leasing Replace 7 Diesel Freight Trucks		$149,233.61	FY18
West Hartford 2018 Replace Maintenance Dump Truck		$63,237.62	FY18
Tirollo Bus Co. Replace Diesel School Bus with Gasoline-Powered Bus	-Cleaner Fuel	$19,249.43	FY18
Savino Transportation, Inc.: Replacement of 2 Diesel School Buses with Propane-Powered Buses	-Alternate fuel use	$43,311.22	FY18
Enviro Express Natural Gas, LLC Replacement of Diesel Truck with CNG-powered Truck	-Alternate fuel use	$41,269.25	FY11

- **Locomotive Idle Reduction:** Of all the projects previously funded, the installation of idle control equipment on two Providence and Worcester Railroad Company (PWR) switch engines was the most cost-effective. PWR received a FY14 grant of $9,570.62, which represents 40% of the total cost for a project to install electric idle reduction technology on two switch engines operating in New Haven. Trade literature projects that this technology can yield a minimum of 25% reduction in emissions from these aging engines, emissions benefits that are very high relative to the funds expended.

ROLES AND RESPONSIBILITIES:

DEEP awards sub-grants to applicants selected through a transparent, open and competitive process. The funding is structured as a rebate made upon completion of the project. While most of the funds will be passed through, a portion will be reserved to cover personnel costs associated with DEEP's administration of the program.

Emissions reductions are calculated for each proposed project using the Diesel Emissions Quantifier (DEQ); these are a major factor in ranking proposals. Additional evaluation criteria are employed and are consistent with EPA's DERA programmatic priorities and strategic plan, including whether a proposed project is:

- In an EPA-designated $PM_{2.5}$ maintenance area (Fairfield or New Haven Counties);
- In an environmental justice community;
- Near transportation hubs or corridors;
- In an urban area as defined by U.S. Census Bureau;
- Near school bus depots, rail yards, distribution centers, ports, airports or construction sites; and
- Including anti-idling education and outreach.

Although early replacement is no longer a requirement for the State DERA program, DEEP plans to encourage the practice by including "A documented early replacement project" among the preferential criteria in its evaluation process.

Cost effectiveness and the potential for timely completion are also taken into account.

As with past projects funded under DERA, each sub-grantee and DEEP work cooperatively to develop a scope of work that is attached to the contract or purchase order used to implement the project and allow DEEP to release the funds. As a pass-through entity, DEEP complies with performance reporting terms and conditions specified in the Assistance Agreement with EPA. Each scope of work includes a reference to the Assistance Agreement between EPA and DEEP.

The disbursement schedule is incorporated into the scope of work. In most cases, the sub-grantee pays for the entire project and is reimbursed, to the limit allowed by EPA, after all specified deliverables documenting the completion of the project have been submitted and approved. Where a significant outlay is required in the middle of the project period, a partial reimbursement may be scheduled at an appropriate time (e.g. for a marine engine replacement project, when the kits or engines are delivered and invoiced). Funds are drawn down quarterly, in conjunction with report preparation.

TIMELINE AND MILESTONES:

Table 2: Template for Projects for the Connecticut Clean Diesel Grant Program: Work Plan & Schedule for Fiscal Year 2019

Task	Target Completion Date	Status
Establish Criteria for Evaluation of Proposals	**October 2019**	

Develop Request for Proposals and Proposal Form
• Letter from Commissioner
  o Funding Availability
  o Prioritization Criteria
  o Proposal Submittal Process
• Proposal/Application Form
• Guidance Document
	October 2019	

DEEP Request for Project Proposals • Communication to Stakeholders • Announce at State Implementation Plan Revision Advisory Committee (SIPRAC) monthly meeting • Post on Website	**October-November 2019**	
Project Proposals Due to DEEP	**November 13, 2019**	
Continued Support and Outreach	**November 2019 – September 2020**	
Review of Submitted Information and Decision on Award Finalists	**November-December 2019**	
List of Finalists Submitted to EPA for Approval.	**December 2019**	

Award Finalists Announced	**December 2019 – January 2020**	
DEEP issues Purchase Orders/Contracts to Participants	**December 2019 – February 2020**	
Installation of Technology and Completion of Projects	**January – August 2020**	
Reimbursement Requests Due	**August 31, 2020**	
Payments made to Participants	**September 2020**	
Final Draw Down of 2019 DERA Funds	**September- December 2020**	

DERA PROGRAMMATIC PRIORITIES:

1. **Projects Are in Areas with High Population and Poor Air Quality:**

   All of Connecticut is currently in nonattainment for the 2008 and 2015 8-Hour Ozone NAAQS.[10, 11] In light of this, continued and increasing NO_X reductions are needed for ozone as well as $PM_{2.5}$ benefits. While Connecticut is now in compliance with the 2012 annual and 24-hour $PM_{2.5}$ NAAQS, these DERA-funded projects will contribute to emission reductions required by the maintenance plan approved by EPA in September of 2013. DEEP's ranking criteria for evaluating proposals for State DERA funding specifically address location in urbanized (as defined by the U. S. Census Bureau) and $PM_{2.5}$ maintenance areas.

2. **Projects Are in Areas Disproportionately Impacted by Air Pollution from Diesel Fleets:**

   Major transportation corridors, including I-95, I-84 and I-91 and the rail lines that parallel them, connect New England with the rest of the United States. Barges, ships and ferries are also critical elements of the region's transportation sector. Transportation activity generates air pollution that, along with other upwind sources, negatively impacts air quality and public health in Connecticut. DEEP's criteria for evaluating and selecting projects for State DERA funding specifically address location in environmental justice communities, which are characterized, in part, by disproportionate air pollution impacts, and nearness to diesel transportation hubs, including ports, rail yards and highways. DEEP has supported school bus projects as well as projects with construction and other non-road vehicles and equipment. Based on the success of these projects, similar proposals will be considered in FY19. A locomotive idle reduction project involving two switch engines at the New Haven rail yard was successfully completed in FY14. DEEP will consider using DERA funds for such idle reduction technologies in 2019.

[10] EPA Final Rule, April 11, 2016, op. cit.
[11] EPA Final Rule, April 30, 2018, op. cit.

EPA'S STRATEGIC PLAN LINKAGE AND ANTICIPATED OUTCOMES/OUTPUTS:

1. **Linkage to EPA Strategic Plan**

Reducing emissions through vehicle or engine replacements is a widely accepted method for decreasing the health and environmental impacts of diesel pollution, particularly when the replacements are compliant with 2010 emission standards for on-highway trucks or the federal Tier 4 standards for non-road equipment. The more stringent emission standards apply not only to the particulates captured by improved filtration technology, but also to NO_X, a precursor of ozone.

New diesel engines also have greater fuel efficiency due to features such as electronic ignition systems. Burning less fuel reduces NO_X and greenhouse gas pollution. Therefore, these efforts assist ozone control plans and lower climate change impacts. Additional fuel savings accrue from idle reduction projects such as TRU shorepower projects. Idle reduction decreases the full range of combustion-related emissions along with the negative health impacts associated with criteria pollutants.

The installation of pollution controls on diesel-powered school buses and other vehicles have similar, documented benefits in decreasing the harmful amounts of air pollution. School bus retrofits, for pre-2010 model year vehicles, are particularly desirable in that they directly benefit children, who have both the greatest exposure to the pollutants and the greatest susceptibility to the health effects resulting from that exposure.

In addition, retrofit, repower and replacement projects involving school buses, trucks, marine engines, construction and possible agriculture equipment projects, will reduce the black carbon constituent of diesel exhaust, which is also linked to climate change, making a contribution to the long term environmental health of the region.

2. **Outputs**

Number of replaced/retrofitted engines/vehicles/equipment and/or hours of idling reduced: Without the initial allocation under the State DERA program, the 2007 Connecticut Clean School Bus Program could not have been implemented. Supplemental funds from the DERA program allowed school districts to utilize the money provided by the Connecticut General Assembly for school bus retrofits, increasing the number of clean school buses in the state. A total of 353 school buses from 24 school districts were retrofitted with DOCs and CCVs using Connecticut's State DERA grants. In addition, DERA funds have allowed DEEP to retrofit a total of 188 state trucks and 24 pieces of construction equipment under two different DERA grants. Two marine engines have been upgraded and nine have been replaced with DERA funds. State DERA funds have contributed to the early replacement of 35 vehicles (including one with CNG-powered engine, two with propane-powered engines

and one with a gasoline engine) and five pieces of non-road equipment. In addition, FY14 State DERA funds were used to install locomotive idle reduction technology on two switch engines, annually reducing 920 idling hours. DEEP routinely documents diesel reduction projects in the state, including numbers of vehicles/vessels and technologies installed, to project air quality benefits.

Engaging local communities with respect to the design and performance of the project: DEEP maintains an expanding list of clean diesel stakeholders who are contacted whenever clean diesel grant funds become available from EPA, the Federal Highway Administration and DEEP. The newest additions are stakeholders identified through DEEP's efforts to implement Connecticut's portion of the settlement of *In re: Volkswagen "Clean Diesel" Marketing, Sales Practices, and Products Liability Litigation*, MDL No. 2672 CRB (JSC) (Dkt. No. 2103-1). 124 of the 169 municipalities are represented on this list and contacts are updated regularly. A separate list of all the school superintendents in the state is used for opportunities involving clean school buses. Private fleet owners, on-road, nonroad and marine, are added as they express interest in our incentive programs; the Volkswagen incentives have expanded the list, particularly with regard to projects ineligible for Volkswagen Mitigation Trust funds but eligible for the broader-based DERA incentives. Two thirds of Connecticut's DERA grants have been awarded to municipalities and school districts. DEEP encourages and supports local events and publications showcasing the clean diesel vehicles and equipment made possible through these grants.

DERA's inclusion in Connecticut's broader-based environmental or air quality plan: DEEP has incorporated DERA into its long-term air quality plans. Emissions reductions from the state DERA program were included in Connecticut's 2008 Ozone Attainment State Implementation Plan.[12] Connecticut's State DERA program will be continue to be featured as part of DEEP's education and outreach efforts for diesel emissions reduction. The Connecticut Clean Diesel Plan of 2006, which won an Environmental Merit Award, said of the fledgling DERA program, ". . . This will become a significant source of funding for diesel emissions reductions in the period covered by the Act. Community-based efforts focused on developing viable diesel emission reduction projects should continue. DEP [now DEEP] remains committed to facilitate this process to ensure that Connecticut is well positioned to compete effectively for this potential pool of federal funding."[13] DEEP also uses the DERA program to advance the Comprehensive Energy Strategy for Connecticut and the state's Clean Fuels/Clean Vehicles initiative;[14] by encouraging, through the selection criteria, consistency with the programmatic goals in those documents.

Implementation of contract specifications requiring the use of cleaner vehicles and equipment: In 2009, CT DOT's construction equipment retrofit project, funded under the

[12] Attainment Demonstrations for the 2008 Ozone NAAQS, DEEP website at http://www.ct.gov/deep/cwp/view.asp?a=2684&q=585816&deepNav_GID=1619#GreaterCT

[13] Special Act No. 05-7, Connecticut Clean Diesel Plan of 2006, page 27. On the DEEP website at http://www.ct.gov/deep/lib/deep/air/diesel/docs/ctcleandieselplanfinal.pdf

[14] For example, see the 2013 Comprehensive Energy Strategy for Connecticut and its draft 2017 successor at http://www.ct.gov/deep/cwp/view.asp?a=4405&Q=500752&deepNav_GID=2183 and the Draft Clean Fuels / Clean Vehicles Plan at http://www.ct.gov/deep/lib/deep/air/siprac/2014/zev_implementation_plan_meeting.pdf.

State ARRA/DERA grant, was implemented through a set of construction contract specifications. Since the retrofit technology was required to remain in place for the lifetime of the equipment, other construction projects employing the retrofitted equipment are extending the clean air benefits.

A documented commitment to continue to identify and address air quality issues in the affected community: In all of its clean fuel and clean vehicle incentive programs, DEEP includes evaluation criteria associated with project location 1) in Environmental Justice communities, 2) near transportation hubs and corridors and 3) in areas that receive a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers. Projects proposed in these affected locations are ranked favorably in the selection process.

As further evidence of the State's commitment to reducing environmental impacts of other types of projects on such communities, the State of Connecticut has documented its Environmental Justice Policy in legislation that requires applicants seeking a permit for a new or expanded "applicable facility" with a proposed location in an "environmental justice community," to file an Environmental Justice Public Participation Plan with, and receive approval from DEEP ***prior*** to filing any application for such permit.[15]

Adoption of an idle reduction policy: Connecticut has had a statutory restriction on school bus idling since 2002[16] and regulations to limit idling from all mobile sources since the 1980s.[17] Starting with the state's first DERA project, retrofitting school buses to implement the 2007 Connecticut Clean School Bus Act, DEEP has included an idle reduction policy as one of the ranking criteria for project selection. In that initial program, many school districts took advantage of the offer of free anti-idling signs to post at their schools. Subsequently, a number of private and public DERA grant recipients have submitted evidence of idle reduction programs and policies in their workplaces.

Providing support to clean diesel coalitions by sharing information, working with interested fleets, and addressing specific geographic needs: DEEP maintains contact with a lengthy and diverse list of clean diesel stakeholders in the state, including municipalities and state agencies, businesses with diesel fleets, environmental activist groups, school districts and transportation providers. These associations will continue to be active as new diesel control strategies are developed. A true partnership with communications between all parties (municipalities, vehicle and equipment owners, technology vendors and DEEP) is of critical importance in the continued success of emission control projects.

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[15] General Statutes of Connecticut, Section 22a-20a found at https://www.cga.ct.gov/current/pub/chap_439.htm#sec_22a-20a

[16] General Statutes of Connecticut, Section 14-277, found at **https://www.cga.ct.gov/current/pub/chap_248.htm#sec_14-277**

[17] Regulations of Connecticut State Agencies, Section 22a-174-18(b)(3), http://www.ct.gov/deep/lib/deep/air/regulations/mainregs/sec18.pdf

One example of the effectiveness of such partnerships is the 2007 Connecticut School Bus Act,[18] which owed its existence to a wide group of environmental advocacy organizations in the region. In the first year of the Connecticut Clean School Bus Program, DEEP enlisted their assistance in promoting the program and encouraging school districts to participate. These advocacy organizations are part of an expanding list of clean diesel and climate change stakeholders who are routinely contacted for proposals when new grant funding becomes available.

DEEP has successfully partnered with CT DOT for several of the DERA-funded projects. Similar partnerships can be developed with other state agencies such as the Department of Agriculture for projects involving agricultural equipment.

DEEP is able to engage a wide range of industry and environmental advocacy groups, along with state and local agencies, to publicize the availability and benefits of the various programs. Potential partners in this effort could include State Implementation Plan Revision Advisory Committee, the Connecticut Council of Small Towns, the Connecticut Conference of Municipalities, the Motor Transport Association of Connecticut, EPA SmartWay Partners, Clean Water Action, Clean Cities, the Connecticut Coalition of Environmental Justice, Acadia Center (formerly Environment Northeast), and the State of Connecticut Motor Carrier Advisory Committee. DEEP will continue to work closely with Region 1 EPA and the Northeast States for Coordinated Air Use Management to ensure that results are communicated and lessons learned are shared with other stakeholders in the region.

Number of subgrants: Almost all of the DERA funds allocated to Connecticut have been dispensed as rebates to subrecipients. Between 2008 and 2018, Connecticut has made a total of 48 rebates using DERA funds.

Dissemination of project/technology information via list serves, websites, journals and outreach events: DEEP publishes information about the grants and recipients on its website at http://www.ct.gov/deep/cwp/view.asp?a=2684&q=322100&deepNav_GID=1619. Subrecipients frequently post or publish information about their projects and DEEP supports outreach events promoting the funded projects.

3. Outcomes

Lifetime Emission Reductions: Projected air quality benefits are weighted heavily in the selection of projects to be funded through Connecticut's State DERA program. Such benefits are calculated for all of the projects implemented with State DERA funds and are included in Table 3 for comparison purposes. The resulting benefits from similar projects selected for DERA funding will vary based on each specific vehicle or piece of equipment and the emission control technologies.

The DEQ is sometimes limited in its ability to fully quantify emission reduction benefits, for example the DEQ's CO_2 emission calculations are based solely on the amount of fuel consumed and will not project any reductions that result from automatic ignition and other

[18] Codified in sections 14-164n, 14-164o, 22a-21j, and 22a-21k of the General Statutes of Connecticut.

engine technology improvements. Unless one can enter fuel savings data from the technology manufacturer or operator, idle reduction information from the operator, or a change in fuel, no improvement in CO_2 emissions will be shown.

Table 3: Potential Lifetime Emission Reductions From the Connecticut Clean Diesel Grant Program

FY08: Completed 353 School Bus Retrofits					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	1,012.57	15.79	29.03	170.37	205,710.75
Percent Reduced (%)	0	53.2	88.2	56.3	0
Amount reduced	0	8.39	25.59	95.93	0
FY09: Marine Engine Upgrade CSF *MV Susan Anne*					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	97.089	2.337	0.974	18.016	3,195.70
Amount reduced	47.865[1]	1.498[1]	See note[1]	3.606[1]	63.90[1]
FY10: Marine Engine Replacement for Tugboat *Gotham*					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	270.7919	6.5186	2.7161	50.2472	7,814.4000
Amount reduced	101.8525	1.0864	See note[2]	9.7778	See note[3]
FY10: Early Replacement of Enviro Express' Diesel-Powered Truck with CNG-Powered Truck					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Existing Fleet	4.4800	0.1863	0.1353	0.8851	4,273.5000
Baseline of New CNG Fleet	1.4091	0.0374	0.0099	0.0517	683.76
Amount reduced[5]	3.0709	0.1489	0.1254	0.8334	3,589.74
FY11: Enfield Early Replacement of 4 Recycling Trucks with 2 Large, Automated, Single-Stream Trucks					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Existing Fleet	91.7519	4.4217	4.1875	23.8757	6,188.4720
Baseline of New Fleet	6.5597	0.1588	0.2411	1.2206	See notes[3,6]
Amount reduced[5]	85.1922	4.2629	3.9464	22.6551	See notes[3,6]
FY11: Middlebury Early Replacement of 2 Dump Trucks with 2 New Dump Trucks + Auto Shutoff					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Existing Fleet	26.6550	1.3846	1.7963	8.5575	1,748.9160
Baseline of New Fleet	7.3766	0.1812	0.2507	1.5437	See Notes[3,7]
Amount reduced[5]	19.2784	1.2034	1.5456	7.0138	See Notes[3,7]
FY11: University of Hartford Early Replacement of 1 Shuttle Bus					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Existing Fleet	2.6268	0.1306	0.1776	1.1958	212.7204
Baseline of New Fleet	1.4895	0.0389	0.0299	1.2818[8]	See note[3]
Amount reduced[5]	1.1373	0.0917	0.1477	See note[8]	See note[3]
ARRA/DERA: 149 DOCs on CT DOT Trucks, 19 DOCs & 5 DPFs on Highway Construction Equipment					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Lifetime Baseline of Fleet	308.15	7.62	18.34	61.73	41,289.34
Percent Reduced (%)	0	27.4	52.8	41.5	0
Amount Reduced Lifetime	0	2.09	9.68	25.60	0

Table 3 cont'd.: Potential Lifetime Emission Reductions From the Connecticut Clean Diesel Grant Program

DERA FY12: Marine Engine Repower CT DOT River Ferry, *Selden III*					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Existing Fleet	129.5148	3.1177	1.2990	24.0323	817.2375
Baseline of New Fleet	92.3438	2.9697	1.4839[9]	22.1217	See note[3]
Amount reduced[9]	37.1710	0.1480	See note[9]	1.9106	See note[3]
DERA FY13: Town of Wethersfield Dump Truck Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	11.7869	0.8325	0.9436	4.1082	1,201.3974
Amount reduced	9.9414	0.7902	0.8440	3.6068	See note[3]
DERA FY13: CT DOC Refrigerated Box Truck Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of 1995 Class 7 Truck	1.8773	0.0604	0.1195	0.5729	163.0590
Baseline of 2014, Class 8 Truck, reducing VMT by 1/3[10,11]	0.4758	0.0130	0.0052	0.0247	108.6579
Amount reduced[12,,13]	1.4015	0.0474	0.1143	0.5482	54.4011
DERA FY14:Providence & Worcester Railroad Electric APUs on 2 Switch Engines					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	5,234.2309	109.9583	280.9333	901.9437	23,376.6000
Amount reduced: 25%[14]	2,035.53	42.76	109.25	350.76	9090.9
DERA FY14: CT DOC Replacement of 1 Box Truck					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	3.4063	0.1595	0.3235	1.5125	372.9600
Amount reduced	2.6797	0.1416	0.2993	1.3655	See note[3]
DERA FY14: Vento 2004 Refuse Truck Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	3.1950	0.2067	0.2192	0.9530	623.3760
Amount reduced[15]	2.3271	0.1850	0.1959	0.8365	See notes[3,15]
DERA FY15:Ledyard Maintenance Truck Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.538	0.025	0.026	0.153	67.2
Amount reduced	0.477	0.025	0.024	0.131	See note[3]
DERA FY15: Wethersfield Pay Loader Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	2.611	0.201	0.172	0.697	536.1
Amount reduced	2.478	0.140	0.111	0.634	See note[3]
DERA FY15: Vento 2004 Refuse Truck Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	4.085	0.169	0.212	1.463	411.8
Amount reduced	3.844	0.164	0.195	1.378	See notes[3,16]

Table 3 cont'd.: Potential Lifetime Emission Reductions From the Connecticut Clean Diesel Grant Program

DERA FY15: CT DOC Box Truck Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	1.307	0.065	0.093	0.409	174.8
Amount reduced	1.162	0.063	0.084	0.354	See note[3]
DERA FY16: Jeanette T. Fisheries 2 Marine Engine Repowers					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	55.838	1.344	0.560	10.361	1,363.1
Amount reduced	31.660	0.898	0.276	2.020	See note[3]
DERA FY16: Wethersfield Replacement of 2001 Skid Steer Loader					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	2.286	0.475	0.450	2.477	606.1
Amount reduced	1.207	0.469	0.403	2.393	See note[3]
DERA FY16: West Hartford Replacement of 1995 Dump Truck					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.158	0.007	0.008	0.037	33.3
Amount reduced	0.152	0.007	0.007	0.035	See note[3]
DERA FY16: CT DOC Replacement of 2006 Box Truck					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	1.232	0.076	0.119	0.480	187.4
Amount reduced	1.107	0.075	0.109	0.438	See note[3]
DERA FY17: MDC Replacement of 2006 VACTOR Truck					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	1.244	0.127	0.130	0.469	260.9
Amount reduced	1.108	0.124	0.116	0.419	See note[3]
DERA FY17: Coventry Replacement of 2006 Dump Truck					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.606	0.039	0.059	0.177	54.0
Amount reduced	0.578	0.038	0.055	0.164	See note[3]
Sysco: 7 Diesel Freight Trucks Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	5.574	0.454	0.510	2.008	823.1
Amount reduced	4.963	0.442	0.460	1.808	122.5
Guilford Lobster Pound: Marine Engine Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	8.377	0.123	0.084	1.554	157.5
Amount reduced	5.194	0.065	0.048	0.482	80.3
King Lobster: Marine Engine Replacement					
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	40.373	0.594	0.405	7.491	244.1
Amount reduced	22.326	0.269	0.202	1.461	189.0

Table 3 cont'd.: Potential Lifetime Emission Reductions From the Connecticut Clean Diesel Grant Program

Atlas Concrete Products: Replacement of diesel flatbed truck and crane					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	2.442	0150	0206	1.040	470.9
Amount reduced	2.293	0147	0.189	0.976	190.0
State Line Propane: Tractor Replacement					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	1.343	0.057	0.066	0.434	123.7
Amount reduced	1.271	0.055	0.061	0.413	5.8
Tirollo Bus Company, LLC: School Bus Replacement					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.928	0.109	0.163	0.558	270.0
Amount reduced	0.862	0.106	0.140	0	115.7
Town of East Hartford: Replacement of backhoe and two tractor mowers					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	1.010	0.137	0.086	1.186	93.1
Amount reduced	0.363	0.133	0.056	1.130	See note[3]
Town of Coventry: 2018 Dump Truck Replacement					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.609	0.091	0.104	0.332	72.0
Amount reduced	0.540	0.089	0.094	0.297	See note[3]
Savino Transportation, Inc.: Replacement of Two Diesel School Buses with Propane-Powered Buses					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.995	0.079	0.131	0.486	215.5
Amount reduced	0.926	0.077	0.113	0	See note[3]
Thimble Islands Ferry: Marine Engine Replacement					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.127	0.013	0.033	0.092	8.3
Amount reduced	0.076	0.009	0.024	0.058	4.0
Town of West Hartford 2018 : Replacement of Maintenance Dump Truck					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.076	0.005	0.005	0.025	11.3
Amount reduced	0.073	0.005	0.005	0.023	6.9
Town of Burlington : Replacement of Snow-plowing Maintenance Truck					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.149	0.010	0.013	0.046	10.1
Amount reduced	0.142	0.010	0.012	0.042	4.9
Town of Beacon Falls: Replacement of Snow-plowing Maintenance Truck					
Lifetime	NO_X tons	PM tons	HC tons	CO tons	CO_2 tons
Baseline of Fleet	0.068	0.004	0.006	0.024	9.2
Amount reduced	0.065	0.004	0.006	0.022	4.7

Table 3 cont'd.: Potential Lifetime Emission Reductions From the Connecticut Clean Diesel Grant Program

[1]Based on engineering estimates provided by the manufacturer of the marine engine upgrade kits; these did not include any projected reductions in HC.

[2]The DEQ defaults show no decrease in HC for marine engine replacements.

[3]The DEQ default values do not take into account the decreased CO_2 emissions resulting from greater fuel efficiency due to features such as electronic ignition systems in the new engines; the DEQ cannot calculate the CO_2 emission reductions unless manufacturers' data for fuel savings or CO_2 emissions for the new engines are available to input.

[4]The DEQ does project changes in CO_2 emissions due to the change from diesel to CNG.

[5]Since the DEQ does not include an option for vehicle replacement, emissions reductions were hand-calculated by subtracting DEQ-produced baseline emissions for new vehicle(s) from emissions for replaced vehicle(s).

[6]CO_2 reductions will result from decreasing the number of recycling trucks from four to two and from decreased idling resulting from automated collecting system.

[7]CO_2 reductions would accrue from decreased idling resulting from auto-shutoff technology.

[8] While there is an annual reduction of CO, the lifetime emissions appear to increase due to the fact that the lifetime of the old bus is only 12 years, while the new bus's projected lifetime is 29 years.

[9]Due to configuration issues in the vessel, 160 hp engines are the only new engines suitable to replace the existing 140 hp engines; therefore the reductions were hand-calculated by subtracting the DEQ-generated baseline emissions data for 2012 MY 160 hp engines from the DEQ-generated baseline data for the existing 1987 MY 140 hp engines. The higher hp engines yielded increased HC values as compared to the old engines with the result that there is no reduction in HC.

[10] The new truck is larger, can accommodate a greater load and is estimated to reduce the number of trips by 1/3; to approximate this in the DEQ, the annual VMT and fuel usage for the new truck were reduced by 1/3.

[11]Because the new truck is a different class from the old truck, benefits were calculated by manually subtracting the DEQ-generated baseline for the 2014 Class 8 truck from the DEQ-generated baseline for the 1998 Class 7 truck.

[12]DEQ does not provide a way to include the emission reduction from state-of-the-art refrigeration unit on new truck.

[13]New truck lifetime baseline was adjusted to the DEQ-projected 13-year remaining life for the old truck by multiplying the annual emissions reductions for the new truck by 13.

[14]Based on a trade journal projection of 25% emissions reductions for switch engines using this technology.

[15]Additional reductions will accrue from the combined refuse/single stream recycling collection capacity of the new truck, which results in a decrease in VMT for the fleet and less total idling time at each collection site.

[16]Additional reductions will accrue from the increased capacity of the new truck, which results in a decrease in VMT for the fleet.

Improvements to Human Health: Reducing diesel pollution improves air quality, public health and results in economic benefits. While there are significant health benefits, such as decreasing the risk of cancer, that are long-term outcomes, some health benefits begin to accrue more rapidly. With decreases in exposure to PM, persons who suffer from asthma, bronchitis, chronic obstructive pulmonary disease (COPD) and similar conditions are apt to

experience fewer episodes, resulting in fewer missed school and work days and fewer trips to the doctor or emergency room.

Air quality and health benefits continue as medium-term outcomes, along with the economic benefits of improved fuel efficiency and work and school attendance. In the first years of Connecticut's State DERA program, 24 school districts retrofitted their fleets. This almost tripled the number of participating school districts in the state and further protected the health of Connecticut's schoolchildren.

The Clean School Bus legislation required installation of CCVs along with the emission controls resulting in greatly increased health benefits to students riding school buses. CCVs reduce the exhaust from the engine compartment which can make its way into the cabin. This feature is intended to have the short term outcome of decreasing the number of student absences associated with respiratory illnesses such as asthma and bronchitis, leading to the desired long-term outcome of more days in school enhancing the educational performance and economic prospects of Connecticut students.

The Health Benefits Module of EPA's DEQ projects that the annual benefit from upgrading the engines on a ferry running between New London, CT and Orient Point, NY is $3,100,000. The total health benefits from the projects listed in Table 4, below are $6,333,300 per year. Similar projections from proposed projects are used in the selection process.

Table 4: Health Benefits of Connecticut Clean Diesel Projects

Project	Lifetime PM Reductions	Annual Health Benefits
353 School Bus DOC/CCV Retrofits (Statewide)	3.06 tons	$670,000/yr.
149 State Truck DOC Retrofits (Statewide)	1.70 tons	$140,000/yr.
19 Construction DOC Retrofits (Fairfield Co.)	1.88 tons	$600,000/yr.
Marine Engine Upgrade: Ferry, 2 engines (New London Co. & Nassau Co., NY)	1.50 tons	$3,100,000/yr.
Marine engine repower: tugboat, 2 engines	1.09 tons	$64,000/yr.
Diesel Roll-off Truck Replaced by CNG Roll-off Truck (Fairfield Co.)	0.18 tons	$29,000/yr.
Replacement 3 Maintenance Trucks (New Haven Co.)	1.284 tons	$208,000/yr.
7 Maintenance Trucks Replaced (outside Fairfield & New Haven Counties)	0.964 tons	$219,600 /yr.
4 Refuse/Recycling Trucks Replaced	1.5 tons	$260,000/yr.
4 Box Trucks Replaced (Statewide)	0.33 tons	$41,700/yr.
2 Pay Loaders Replaced	0.61 tons	$128,000/yr.
1 Shuttle Bus Replaced	0.14 tons	$16,000/yr.
Marine Engine Repowers: 4 fishing vessels and one small ferry, 1 engine each	1.243 tons	$369,000/yr.
Class 8 Tractor Replacement	0.055 tons	$85,000/yr.

1 Flatbed truck with crane replaced	0.147 tons	$70,000/yr.
VACTOR Truck Replacement	0.120 tons	$34,000/yr.
7 Freight Trucks Replaced	0.442 tons	$130,000/yr.
2 Diesel School Buses Replaced by 2 Propane School Buses	0.08 tons	$17,000/yr.
Diesel School Bus Replaced by gasoline	0.106 tons	$32,000/yr.
Backhoe & 2 Mowers Replacement	0.133 tons	$120,000/yr.

Community engagement and partnership: To ensure community engagement, almost all of the funded projects in Connecticut's State DERA program are implemented through rebates to municipalities, agencies and private entities. DEEP encourages and supports events showcasing new equipment made possible through DERA funding. When DERA-funded projects are featured in local or business publications, DEEP includes links to such articles in its reporting to EPA.

Changes in driver behavior regarding idling practices: Idle reduction programs not only reduce emissions, but they save fuel, providing an immediate economic benefit to owners and operators. In addition, idle reduction technologies inherently educate drivers about the pollution and energy impacts associated with excess idling. This effect can be enhanced by education and outreach efforts. Therefore anti-idling outreach and education continue to appear on DEEP's list of project evaluation and selection criteria. Behavior changes that lead to reduced idling have immediate, beneficial outcomes.

An increased understanding of the environmental or economic effectiveness of the implemented technology: Economic effectiveness is one of the criteria used to select projects for funding. This is calculated using the DEQ; results of previously-funded projects are shown in Table 5 below. The cost effectiveness for the DOC technology used in the 353 school bus retrofits was $84,017 per ton of PM reduced. The most cost-effective projects completed with Connecticut's DERA funds to date are the locomotive idle reduction project, at $560 per ton of PM reduced, and DOC retrofits on construction equipment, at $64,872 per ton of PM reduced. Marine repowers have also shown good cost effectiveness because replacing an engine is less costly than replacing a vehicle and the replaced engines are frequently older, high emitting, Tier 0 engines.

Table 5: Potential Lifetime Cost Effectiveness of Some Projects Previously Funded by Connecticut Clean Diesel Grant Programs

DOCs & CCVs on 353 School Buses	**NO_X**	**PM**	**HC**	**CO**	**CO_2**
Amount reduced Lifetime	0	8.39	25.59	95.93	0
Capital Cost Effectiveness ($/ton)		$84,017	$27,549	$7,350	
19 DOCs on Construction Equipment	**NO_X**	**PM**	**HC**	**CO**	**CO_2**
Amount reduced Lifetime	0	3.06	4.61	15.75	0
Capital Cost Effectiveness ($/ton)		$64,872	$43,028	$12,598	

5 DPFs on Construction Equipment	NO_X	PM	HC	CO	CO_2
Amount reduced Lifetime	0	1.18	1.59	6.63	0
Capital Cost Effectiveness ($/ton)		$112,077	$82,642	$19,877	
Early Replacement of Dump Truck	**NO_X**	**PM**	**HC**	**CO**	**CO_2**
Amount reduced Lifetime	9.9414	0.7902	0.8440	3.6068	
Capital Cost Effectiveness ($/ton)	$19,122	$240,431	$225,131	$52,677	
Marine Engine Replacement for Tugboat	**NO_X**	**PM**	**HC**	**CO**	**CO_2**
Amount reduced Lifetime	101.85	1.09	0	9.78	
Total Cost Effectiveness ($/ton)	$1,875	$175,818		$19,535	
Marine Engine Replacement for Lobster Boat	**NO_X**	**PM**	**HC**	**CO**	**CO_2**
Amount reduced Lifetime	22.326	0.269	0.202	1.461	189.0
Total Cost Effectiveness ($/ton)	$3,171	$262,770	$349,697	$48,468	$375
Switch Locomotive Idle Reduction	**NO_X**	**PM**	**HC**	**CO**	**CO_2**
Amount reduced Lifetime	2,035.53	42.76	109.25	350.76	9090.9
Total Cost Effectiveness ($/ton)	$12	$560	$219	$68	$3

4. **Performance Measures:** As part of its project solicitation process, DEEP asks applicants to provide sufficient information about the vehicles and engines to be replaced so that the baseline emissions can be calculated using the DEQ. This information includes the actual vehicle miles traveled, hours of use/operation, and fuel use for all vehicles and equipment involved. Applicants are asked to obtain, from their vendors, projections of the improved fuel usage for the new vehicles/engines. This information is used in the project selection process. Therefore, evaluating "the measurable short term and longer term results the project will achieve" is not just a reporting goal, but a critical element of each project from its inception.

   After the projects are selected and announced, DEEP begins working with each recipient to generate a project-specific workplan with milestones on a timeline to be sure that the project can be completed and rebates issued during the project period. DEEP personnel contact the subrecipients in advance of such milestones to be sure that the projects are on schedule or to assist in bringing the projects on schedule if necessary. DEEP also requires subrecipients to provide status updates at the end of each quarter so that information is available for the quarterly reports to EPA. Because of requirements in the EPA reporting spreadsheets, these status updates include actual accomplishments as compared to the workplan milestones and timelines, as well as project progress on expenditures, purchases, and other fiscal activities.

   DEEP's years of experience in managing these projects have clearly demonstrated that staff resources are best utilized when there is regular contact between DEEP and the subrecipients. This serves to keep the subrecipients on task and to address any issues before they can impact the progress of each project. It should also be mentioned, that the EPA reporting requirements serve the same purpose in motivating DEEP staff to fulfill such responsibilities in the most effective and efficient manner.

Generally the awarded projects consist of only one vehicle or engine, but where more than one vehicle or engine is involved, baseline and project status information is compiled for each vehicle as well as for the entire fleet.

SUSTAINABILITY OF THE PROGRAM:

Sustainability is an element in the selection of new projects. Early replacement, which yields the longest-lived benefits, will continue to be an important part of Connecticut's DERA program. Any of the options developed for DERA funding will include recommendations that the emission control technologies be maintained for a prescribed time period or be replaced with technologies that have greater emission control effectiveness. Implementation documents will also include statements to ensure that the new or repowered vehicles, vessels and equipment remain in the state.

Examples of sustainability considerations in previously-funded projects include the Connecticut Clean School Bus Program, which required that retrofitted buses remain in the state for a minimum of three years unless replaced by buses equipped with similar or better technology and CT DOT's construction equipment retrofit program, in which the construction contract specifications recommended that the emission controls remain in place throughout the lifetime of the equipment. Sustainability has been a consideration in the selection of marine repower projects because of the long lifetimes of marine engines and vessels. For example, in 2010 the *MV Susan Anne* was anticipated to have a remaining useful life of 20 years, during which its own emissions are being reduced, and, as a ferry, it has the ancillary benefit of decreasing vehicle miles travelled by moving an average of 166 vehicles and 411 passengers daily. Given the long lifespan of ferry engines this project will yield significant reductions in both marine and on-road emissions for years to come.

All of the DERA-funded Connecticut Clean Diesel programs will continue to be featured on the agency website[19] and in education and outreach materials designed to encourage retrofits, replacements and other emission reduction initiatives for diesel-powered vehicles and equipment.

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[19] Diesel Grants & Funding: http://www.ct.gov/deep/cwp/view.asp?a=2684&q=322100&depNav_GID=1619

BUDGET NARRATIVE

Itemized Project Budget

Budget Category	EPA Allocation	Mandatory Cost-Share	Voluntary Match (if applicable)		Line Total
			VW Mitigation Trust Funds	Other Funds	
1. Personnel	$31,283.00				$31,283.00
2. Fringe Benefits	$30,015.00				$30,015.00
3. Travel					
4. Equipment					
5. Supplies					
6. Contractual					
7a. Other: EPA Matching Incentive	$159,925.00				$159,925.00
7b. Other: Awards to Sub-Grantees	$247,884.00		$319,850.00		$567,734.00
8. Total Direct Charges (sum 1-7)	**$469,107.00**		**$319,850.00**		**$788,957.00**
9. Indirect Charges	$10,668.00				$10,668.00
10. Total (Indirect + Direct)	**$479,775.00**		**$319,850.00**		**$799,625.00**
11. Program Income					
12. Other Leveraged Funds*					

*Do not include Other Leveraged Funds on SF-424 or SF-424A

Explanation of Budget Framework

- **Personnel 2019**

Position Title	FTE	Annual Salary Rate	Percentage Assigned to Project	Personnel Category Total
Environmental Analyst 2	0.22	$70,345.00	21.80%	$15,336.00
Environmental Analyst 3	0.22	$71,737.00	22.23%	$15,947.00

- **Fringe Benefits 2018**

Types of Benefits	Percentage	Fringe Benefit
Pension (SER), Medical Insurance, Unemployment Compensation, FICA, Group Life, OASDI/Disability	95.95%	$30,015.00

- **Other**

  Connecticut disburses any funds not used for administrative expenses as project rebates. Projects are selected through an open and competitive solicitation process and rebates are made after the projects have been completed. These "Other" expenditures are made from the Matching Incentive, Voluntary Match and the portion of the State DERA Allocation not used for administrative expenses. Rebate amounts are based exclusively on the documented costs of the projects, including the replaced vehicles, engines or other parts, plus labor and materials as required. Administrative costs are not included in the rebates.

- **Indirect Charges**

  See attached FY 2019 Negotiated Indirect Cost Agreement.

Administrative Costs Expense Cap

DEEP plans to spend 13% of its 2019 State DERA allocation ($479,775.00) for administrative costs as identified in OMB Circular A-87 Appendix B (e.g. personnel, benefits, travel, supplies) and therefore will not exceed the allowed 15% cap.

Expense Type	Amount
Personnel	$31,283.00
Fringe Benefit	$30,015.00
Total Direct Charges	**$61,298.00**

It is possible, depending upon the proposals selected for funding, that state matching funds could be used to exceed the 15% cap; such a change would be submitted to the EPA project officer with justification for unique circumstances.

Matching Funds and Cost-Share Funds

- **Volkswagen Settlement "DERA Option"**

  Connecticut is using a portion of its Volkswagen NO_X Mitigation Trust Fund allocation to meet its voluntary match for the FY 2019 State DERA program.

  In the event that demand for the program is insufficient to allow full expenditure of the Volkswagen settlement funds used to match the DERA base allocation, Connecticut will submit an amendment to the award to decrease the total award amount and return matching incentives if necessary.

Funding Partnerships

DEEP does not anticipate a need to develop Funding Partnerships for its 2019 State DERA program.

Other Leveraged Funds

At the present time, DEEP does not anticipate the use of other leveraged funds in its 2019 State DERA Program. However any proposals that might rely on other leveraged funds will be reviewed by DEEP and submitted to its EPA project officer for approval.

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

WASHINGTON, D.C. 20460

COGNIZANT AGENCY
NEGOTIATION AGREEMENT

State of Connecticut
Department of Energy and Environmental
Protection

Date: August 10, 2018

Filing Ref: September 11, 2017

Hartford, CT

The indirect cost rates contained herein are for use on grants and contracts with the Federal Government to which Office of Management and Budget 2 CFR Part 200 applies, subject to the limitations contained in the Circular and in Section II, A below.

SECTION I: RATES

Type	Effective Period			
Fixed:	From	To	Rate	Base
Indirect Costs	7/1/2018	6/30/2019	34.10%	(a)

Basis for Application
(a) Direct salaries and wages excluding accrued sick leave at retirement and accrued vacation leave upon retirement or termination and student labor.

Treatment of Fringe Benefits: Fringe benefits applicable to direct salaries and wages are treated as direct costs.

SECTION II: GENERAL

A. LIMITATIONS: The rates in this Agreement are subject to any statutory and administrative limitations and apply to a given grant, contract or other agreement only to the extent that funds are available. Acceptance of the rates is subject to the following conditions: (1) Only costs incurred by the department/agency or allocated to the department/agency by an approved cost allocation plan were included in the indirect cost pool as finally accepted; such costs are legal obligations of the department/agency and are allowable under governing cost principles; (2) The same costs that have been
treated as indirect costs have not been claimed as direct costs; (3) Similar types of costs have been accorded consistent accounting treatment; and (4) The information provided by the department/agency which was used to establish the rates is not later found to be materially incomplete or inaccurate by the Federal Government. In such situations the rate(s) would be subject to renegotiation at the discretion of the Federal Government.

B. CHANGES. The fixed rate contained in this agreement is based on the organizational structure and the accounting system in effect at the time the proposal was submitted. Changes in the organizational structure or changes in the method of accounting for costs which affect the amount of reimbursement resulting from use of the rate in this agreement, require the prior approval of the authorized representative of the responsible negotiation agency. Failure to obtain such approval may result in subsequent audit disallowances.

C. THE FIXED RATE contained in this agreement is based on an estimate of the cost which will be incurred during the period for which the rate applies. When the actual costs for such a period have been determined, an adjustment will be made in the negotiation following such determination to compensate for the difference between the cost used to establish the fixed rate and that which would have been used were the actual costs known at the time.

D. NOTIFICATION TO FEDERAL AGENCIES: Copies of this document may be provided to other Federal agencies as a means of notifying them of the agreement contained herein.

E. SPECIAL REMARKS: Please confirm your acceptance of the terms of the indirect cost rate agreement by signing and returning this letter to me. Please retain a copy for your records.

ACCEPTANCE

The undersigned official warrants that he/she has the proper authority to execute this agreement on the behalf of the State Agency:

(Signature)

Dennis Thibodeau
(Name)

CFAS II
(Title)

Ct. Dept of Energy & Environ. Protection
(Agency)

8/13/18
(Date)

By the Federal Agency:

JACQUELINE SMITH
Digitally signed by JACQUELINE SMITH
Date: 2018.08.10 16:33:13 -04'00'

(Signature)

Jacqueline Smith, Rate Negotiator
Financial Analysis & Oversight Service Center
U.S. Environmental Protection Agency

Negotiated by: Jacqueline Smith
Telephone: 202-564-5055

The Connecticut Department of Energy and Environmental Protection (DEEP) is presenting, for your review, a work plan for nine projects to be funded under its 2019 State DERA Grant #DS 00A00174-0. The selected projects include early replacement of commercial trucks for F&F Concrete, Kay's Trucking and Target Enterprises and replacement of municipal maintenance trucks for Burlington, Canaan, New Milford, Stamford, West Hartford and Weston. The total amount to be dedicated to these projects is $727,659.00 from a combination of DEEP's 2019 State DERA allocation, "DERA Option" matching funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust), and the EPA match incentive. The remainder of the funds will defray project management expenses at DEEP.

Description of Projects Selected for 2019 DERA Funding:

DEEP is granting $48,614.35 to the Town of Burlington toward the early replacement of a MY 2004, Class 8 diesel dump truck with a MY 2021 equivalent. This award represents less than 25% of the cost of the new dump truck, which is $222,293.08.

A grant of $41,276.73 awarded to the Town of Canaan will be used to replace a MY 1997 Class 8 snowplowing dump truck with a MY2020 diesel-powered equivalent. The projected cost is $188,741.23 and the grant represents less than 25% of the projected cost of the 2020 MY replacement truck.

F& F Concrete is receiving a grant for $172,181.32 toward the replacement of three Class 8 diesel concrete trucks, model year (MY) 2000-2007, with 2020 MY diesel equivalents. The projected cost is $787,313.28 and the original grant represents less than 25% of the projected cost of the three 2020 MY replacement trucks. **The funds will come from the "DERA Option" under VW NOx Mitigation Trust Agreement**. The project will enhance air quality in Middlesex, Hartford and New Haven Counties by reducing diesel emissions and decreasing fuel consumption.

Kay's Trucking in South Windsor will receive $57,733.69 toward the early replacement of two diesel-powered tractors, MY 1995 and 2000, with MY 2020 and 2021 diesel-powered equivalents. **The funds will come from the "DERA Option" under VW NOx Mitigation Trust Agreement**. This grant represents less than 25% of the $263,988 cost of the project.

A grant of $108,602.98 for the early replacement of three Class 8 snowplowing dump trucks, MY2000-2004, with MY2020 diesel powered equivalents has been awarded to the Town of New Milford. The cost of the new trucks is $496,596 of which the grant is less than 25%.

The City of Stamford plans to use its grant of $144,591.41 to replace four Class 6 utility trucks, MY1998-1999, with MY2020 diesel-powered equivalents. The total project cost is $661,156 of which the grant is less than 25%.

Target Enterprises in Thomaston will receive $37,885.74 toward the early replacement of a MY2007 diesel-powered flatbed truck, with crane, with a MY 2019 diesel-powered equivalent with crane. This grant represents less than 25% of the $173,235.64 cost of the project. **The funds will come from the "DERA Option" under VW NOx Mitigation Trust Agreement**. Emissions benefits will come from both the 2019 replacement truck and the new hydraulic crane.

A grant of $33,485.04 will enable the Town of West Hartford to replace a MY 2000 maintenance dump truck with a MY2020equivalent, which is not included in the town's replacement schedule for 2019-2021. The cost of the new truck is $153,113.09 of which the grant is less than 25%.

The final grant is awarded to the Town of Weston to use towards the replacement of two Class 8 dump trucks, MY 1995 & 2001, with MY 2019 diesel-powered equivalents. The grant amount is $83,287.74, **$31,238.49** of which **will come from the "DERA Option" under VW NOx Mitigation Trust Agreement** and $52,049 from the FY 2019 State DERA Allocation and bonus. The grant represents less than 25% of the $380,838 cost of the new trucks.

Time-Line for Connecticut's 2019 DERA-Funded Projects

Table 1 represents the work plan timeline for the projects selected for 2019 State DERA funding.

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2019-Funded Projects Town of Burlington, Town of Canaan, F& F Concrete, Kay's Trucking, Town of New Milford, City of Stamford, Target Enterprises, Town of West Hartford, and Town of Weston**

Task	Target Completion Date	Status
Establish Criteria for Evaluation of Proposals • In an EPA-designated PM maintenance area (Fairfield or New Haven Counties) (1 point) • In an environmental justice community (1 point) • Near transportation hubs or corridors (1 point) • In an urban area (1 point) • In an area that receives a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers (1 point) • Includes anti-idling education and outreach (1 point) • Consistency with the transportation section of the 2013 & 2017 Comprehensive Energy Strategy for Connecticut and the State's clean fuels/clean vehicles initiative *(1 point)*. Ability to be completed expediently will also be taken into account.	**October 2019**	**Completed**
Develop Request for Proposals and Proposal Form • Letter from Commissioner o Funding Availability o Eligible projects o Proposal Submittal Process • Proposal Application Form	**October 2019**	**Completed**
Request for Project Proposals • Communication to Stakeholders • Post on Website	**October 15, 2019**	**Completed**

Project Proposals Due	**November 25, 2019**	**Completed**
Review of Submitted Information and Selection of Grant Recipients	**December 2019**	**Completed**
Grant Recipients Announced	**January 22, 2020**	**Completed**
Administration, Outreach and Support	**December 2019 – September 2020**	**Ongoing**
Revised Work Plan Prepared for EPA and approved	**January – March 2020**	**In Progress**
Post Approved Awards on DEEP Website after EPA approval	**March 17, 2020**	
Prepare and Submit D-4 forms to Wilmington Trust for VW DERA Option –funded projects	**March-April 2020**	

Task	Target Completion Date	Status
Town of Burlington: Replacement of a dump truck		
DEEP Develops Scope of Work with Burlington and Issues Purchase Order	**January 2020 – March 2020**	**In Progress**
Burlington Selects Vendor	**March-April 2020**	**In Progress**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**March-April 2020**	
Burlington Issues Purchase Order for Purchase of dump truck from Selected Vendor	**July 2020**	
Delivery of new dump truck	**July 31, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
Final Payment Made to Burlington	**September 2020**	
Town of Canaan: Replacement of a snowplowing dump truck		
DEEP Develops Scope of Work with Canaan and Issues Purchase Order	**January 2020**	**Completed**
Canaan Selects Vendor	**February 2020**	**Completed**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**February 2020**	**Completed**
Canaan Issues Purchase Order for Purchase of dump truck from Selected Vendor	**February 2020**	**Completed**
Delivery of new dump truck	**August 15, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
Final Payment Made to Canaan	**September 2020**	

Task	Target Completion Date	Status
F&F Concrete: Replacement of three cement mixers		
DEEP Develops Scope of Work with F&F Concrete, which will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for this VW DERA Option –funded project.	**January 2020**	**Completed**
F&F Concrete Selects Vendor	**February - March 2020**	**In Progress**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**February-March 2020**	**In Progress**
F&F Concrete Issues Purchase Order for Purchase of cement mixers from Selected Vendor	**February-March 2020**	**In Progress**
Delivery of New cement mixers for F&F Concrete	**August 15, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
DEEP Submits D-4 Appendix A form to request payment to F&F Concrete by Wilmington Trust.	**September 2020**	
Wilmington Trust Makes Final Payment to F&F Concrete	**October 2020**	
Kay's Trucking: Replacement of 2 Class 8 tractors		
DEEP Develops Scope of Work with Kay's Trucking, which will become the basis for the Management Plan for this VW DERA Option –funded project.	**January – March 2020**	**Completed**
Kay's Trucking Selects Vendor	**January - March 2020**	**Completed**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**January - March 2020**	**In Progress**
Kay's Trucking Issues Purchase Order for Purchase of tractors from Selected Vendor	**January - March 2020**	**Completed**
Delivery of new tractors	**July 31, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
DEEP Submits D-4 Appendix A form to request payment to Kay's Trucking by Wilmington Trust.	**September 2020**	
Wilmington Trust Makes Final Payment to Kay's Trucking	**October 2020**	
Town of New Milford: Replacement of three Class 8 maintenance dump trucks		
DEEP Develops Scope of Work with New Milford and Issues Purchase Order	**January - March 2020**	**In Progress**
New Milford Selects Vendor	**June - July 2020**	
DEEP Reviews/Approves Procurement Process and Selected Vendor	**June - July 2020**	

Task	Target Completion Date	Status
New Milford Issues Purchase Order for Purchase of dump trucks from Selected Vendor	**June - July 2020**	
Delivery of new dump trucks	**July 31, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
Final Payment Made to New Milford	**September 2020**	
City of Stamford: Replacement of four Class 6 Utility Trucks		
DEEP Develops Scope of Work with Stamford and Issues Purchase Order	**March 2020**	**Completed**
Stamford Selects Vendor	**March 2020**	**Completed**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**March - April 2020**	
Issues Purchase Order for Purchase of utility trucks from Selected Vendor	**March - April 2020**	
Delivery of new utility trucks	**August 15, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
Final Payment Made to Stamford	**September 2020**	
Target Enterprises: Replacement of diesel flatbed truck and crane		
DEEP Develops Scope of Work with Target, which will become the basis for the Management Plan for this VW DERA Option –funded project.	**December 2019 – March 2020**	**Completed**
Target Selects Vendor	**December 2019- February 2020**	**Completed**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**January - March 2020**	**In Progress**
Target Issues Purchase Order for Purchase of truck and crane from Selected Vendor	**January - March 2020**	**Completed**
Delivery of new flatbed truck and hydraulic crane	**April 15, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
DEEP Submits D-4 Appendix A form to request payment to Target by Wilmington Trust.	**September 2020**	
Wilmington Trust Makes Final Payment to Target	**October 2020**	
Town of West Hartford: Replacement of snow-plowing maintenance truck		
DEEP Develops Scope of Work with West Hartford and Issues Purchase Order	**January 2020 – March 2020**	**Completed**
West Hartford Selects Vendor	**January- March 2020**	**Completed**

Task	Target Completion Date	Status
DEEP Reviews/Approves Procurement Process and Selected Vendor	**February - March 2020**	**Completed**
West Hartford Issues Purchase Order for Purchase of maintenance truck from Selected Vendor	**March 2020**	
Delivery of new maintenance truck	**July 31, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
Final Payment Made to West Hartford	**September 2020**	
Town of Weston: Replacement of two dump trucks		
DEEP Develops Scope of Work with Weston, which will become the basis for the Management Plan for this VW DERA Option –funded project.	**January - March 2020**	**In Progress**
Weston Selects Vendor	**January - March 2020**	**Completed**
DEEP Reviews/Approves Procurement Process and Selected Vendor	**January - March 2020**	**In Progress**
Weston Issues Purchase Order for Purchase of trucks from Selected Vendor	**March – April 2020**	
Delivery of new snowplowing dump trucks	**July 31, 2020**	
Documentation of Scrappage and Completion of Project	**August 31, 2020**	
Final Report and Reimbursement Request Due	**August 31, 2020**	
DEEP Submits D-4 Appendix A form to request payment to Weston by Wilmington Trust.	**September 2020**	
Wilmington Trust Makes Final Payment to Weston	**October 2020**	

Emissions Reductions for Projects Selected for Connecticut's 2019 State DERA Funding:

The annual and lifetime emission reductions for the projects to be funded under this grant are compiled in Table 2 below. All of the 2019 early replacement projects yield emission reductions from the improved technology on the new engines. Idle reduction programs, incorporated in some of the funded projects, also yield significant air quality benefits. Copies of the Diesel Emissions Quantifier (DEQ) Summaries, in the importable spreadsheet format, are attached.

Table 2: Potential Annual and Lifetime Emission Reductions From the 2019 Connecticut Clean Diesel Grant Program

Town of Burlington: Replacement of dump truck ***Annual Health Benefits[1] $9,700***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.048	0.005	0.006	0.023	13.5
Amount reduced	0.042	0.005	0.006	0.020	5.1
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.143	0.016	0.019	0.068	40.5
Amount reduced	0.127	0.015	0.017	0.061	15.2
Town of Canaan: Snowplowing Dump Truck Replacement ***Annual Health Benefits $6,700***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.051	0.003	0.003	0.017	3.9
Amount reduced	0.048	0.003	0.003	0.016	0.0
Lifetime	**NO_x tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet[2]	0.051	0.003	0.003	0.017	3.9
Amount reduced	0.048	0.003	0.003	0.016	0.0
F&F Concrete: Replacement of 3 Cement Mixers ***Annual Health Benefits $69,000***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.521	0.043	0.055	0.195	221.1
Amount reduced	0.458	0.041	0.047	0.167	68.3
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	2.575	0.194	0.255	0.904	1099.90
Amount reduced	2.264	0.187	0.217	0.764	337
Kay's Trucking: Replacement of two Class 8 Tractors ***Annual Health Benefits $35,000***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.436	0.021	0.025	0.123	51.3
Amount reduced	0.415	0.021	0.024	0.116	33.1
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.436	0.021	0.025	0.123	51.3
Amount reduced	0.415	0.021	0.024	0.116	33.1
Town of New Milford: Replacement of three snowplowing dump trucks ***Annual Health Benefits $61,000***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.390	0.026	0.033	0.153	36.5
Amount reduced	0.361	0.026	0.030	0.142	14.0
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.503	0.036	0.042	0.189	48.1
Amount reduced	0.461	0.035	0.038	0.175	18.1
City of Stamford: Replacement of four Class 6 Utility Trucks ***Annual Health Benefits $22,000***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.266	0.013	0.037	0.093	54.0
Amount reduced	0.251	0.012	0.036	0.087	0.0[3]
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet[2]	0.266	0.013	0.037	0.093	54.0

Amount reduced	0.251	0.012	0.036	0.087	0.0[3]
Target Enterprises: Replacement of Class 7 Flatbed Truck with Crane ***Annual Health Benefits $27,000***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.364	0.022	0.034	0.139	52.9
Amount reduced	0.327	0.021	0.031	0.127	6.5
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	1.821	0.108	0.171	0.695	264.4
Amount reduced	1.635	0.106	0.156	0.634	32.3
Town of West Hartford : Replacement of Maintenance Dump Truck ***Annual Health Benefits[2] $14,000***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.119	0.008	0.011	0.041	10.9
Amount reduced	0.113	0.007	0.010	0.038	5.0
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet[2]	0.119	0.008	0.011	0.041	10.9
Amount reduced	0.113	0.007	0.010	0.038	5.0
Town of Weston: Replacement of two Class 8 Trucks ***Annual Health Benefits[2] $3,700***					
	NO_X tons/yr	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Baseline of Fleet	0.035	0.002	0.003	0.015	3.8
Amount reduced	0.033	0.002	0.002	0.014	0.0[3]
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Baseline of Fleet	0.035	0.002	0.003	0.015	3.8
Amount reduced	0.033	0.002	0.002	0.014	0.0[3]
Total of All Projects ***Annual Health Benefits $248,100***					
Annual	**NO_X tons/yr**	**PM tons/yr**	**HC tons/yr**	**CO tons/yr**	**CO_2 tons/yr**
Amount reduced	2.0	0.1	0.2	0.7	132
Lifetime	**NO_X tons**	**PM tons**	**HC tons**	**CO tons**	**CO_2 tons**
Amount reduced	5.3	0.4	0.5	1.9	441

[1]Annual Health Benefits are projected through the DEQ; they are based on particulate emissions and location within or outside of a $PM_{2.5}$ attainment area.

[2]TheDEQ default for the remaining lifetime of this vehicle is 1 year, therefore the lifetime benefits are the same as the annual benefits.

[3]The DEQ default values do not take into account the decreased CO_2 emissions resulting from greater fuel efficiency due to features such as electronic ignition systems in the new engines; unless manufacturers' data for fuel savings or CO_2 emissions for the new engines are available to input, the DEQ does not project the emission reductions for CO_2