

January 15, 2021

Volkswagen Diesel Emissions Environmental Mitigation Trust  
for State Beneficiaries, Puerto Rico, and District of Columbia  
c/o Wilmington Trust, N.A. as Trustee  
Wilmington Trust, National Association  
Rodney Square North  
1100 North Market Street  
Attn: Capital Markets & Agency Services  
Wilmington, DE 19890

RE: State of Connecticut VW Settlement- 2<sup>nd</sup> Semiannual Report  
Reporting Period: July 1, 2020 to December 31, 2020

Dear Mr. Crane:

On January 29, 2018, Wilmington Trust (the "Trustee") filed a Notice of Beneficiary Designation with the United States District Court for the Northern District of California (the "Court"), designating Connecticut as a Beneficiary of the State Trust. As required by the Trust Agreement, Section 5.3 *Beneficiary Reporting Obligations*, beneficiaries are required to submit a semiannual report six months after initial disbursement of Trust Assets. On January 14, 2020, Connecticut's first disbursement of Trust Assets occurred; beginning Connecticut's reporting obligations to the Trustee. The State of Connecticut Department of Energy and Environmental Protection (DEEP) has collected the data relevant to reporting requirements for the six-month period of July 1, 2020 to December 31, 2020.

Enclosed with this correspondence, please find the information necessary to complete the semi-annual reporting requirement found in paragraph 5.3 of the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries. Specifically, Connecticut's reporting obligations include:

1. 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), and
2. The status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action.

DEEP is grouping all updates on approved Eligible Mitigation Actions into this single report.

I attest that based on information and belief, all information contained in this report is true and correct and the submission is made under penalty of perjury. If you should have any questions on the enclosed Semi Annual Report, please do not hesitate to contact either me or Lakiesha Christopher at [Lakiesha.Christopher@ct.gov](mailto:Lakiesha.Christopher@ct.gov).

Sincerely,

A handwritten signature in black ink that reads "Paul E. Farrell". The signature is written in a cursive style with a large, stylized "P" and "F".

Paul E. Farrell

Director

Planning & Standards Division

Bureau of Air Management

Attachments:

Semi-Annual Report to the Trustee  
Semi-Annual Report Summary Tables  
DERA Quarterly Reports

**Semi Annual Report to the Trustee  
State of Connecticut  
Reporting Period-July 1, 2020 through December 31, 2020**

**Overview:** On October 2, 2017, the Mitigation Trust Agreement, upon court approval, became effective. On October 18, 2017, DEEP submitted its Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement to the Trustee, the United States and the court overseeing the VW action. On January 29, 2018, the Trustee filed a Notice of Beneficiary Designation under the VW Diesel Emissions Environmental Mitigation Trust for State Beneficiaries designating Connecticut as a Beneficiary under the Trust<sup>1</sup>. As such, Connecticut is eligible to receive \$55,721,169 (1.90% of the \$2.9 billion made available to states and Tribes) from the Trust as specified in Appendix D to the Mitigation Trust Agreement.

The State of Connecticut (State), pursuant to the 2018 Mitigation Plan, filed with Wilmington Trust (WT) on April 26, 2018,<sup>2</sup> outlined a protocol for the selection of vehicle and equipment replacement projects to protect the state's air quality and the health of vulnerable populations. The primary goal of the State's 2018 Mitigation Plan is to improve and protect ambient air quality by selecting and implementing eligible mitigation projects that will (1) achieve significant and sustained cost effective reductions in Nitrogen Oxide (NO<sub>x</sub>) emissions, (2) support statewide energy, environmental and economic development goals and (3) reduce impacts on environmental justice and other impacted communities. Connecticut's Diesel Emissions Mitigation Program (DEMP) provides funds for use by non-government and government entities towards projects that achieve these goals.

Connecticut has participated in the Diesel Emission Reduction Act (DERA) State Clean Diesel Grant Program for many years prior to the establishment of the Trust. DEEP intends to amplify this participation by exercising the DERA Option (Eligible Mitigation Action (EMA) 10), utilizing Trust funds to match its State DERA allocation to allow for a greater variety of eligible projects. The rest of the allocated funds will be used for the remaining categories of eligible projects, outlined in the Mitigation Trust Agreement,<sup>3</sup> that are aligned with the funding priorities presented in the State of Connecticut Mitigation Plan.

**DEMP Round 1:** For Round 1 solicitation, DEEP conducted an open and competitive solicitation process for VW funds that was initiated on May 30, 2018. Projects were selected and announced on November 13, 2018. Funding was awarded to both government and non-government projects. Funds for Round 1 of the Diesel Emissions Mitigation Program financed projects that replaced or repowered an array of aging diesel mobile sources and/or non-road equipment. Projects, as awarded, for CT Diesel Emissions Reduction Program Round 1 funding, broken out by Eligible Mitigation Action, include:

**EMA 1 - Class 8 Local Freight Trucks and Port Dravage Trucks (Eligible Large Trucks)**

**Bozzuto's Incorporated**

Amount Awarded: \$1,050,000

Location: Cheshire

Project Description: Replacement of 35, MY 1999, Class 8 diesel trucks (tractors) with 35, MY 2019, diesel equivalents.

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<sup>1</sup> Notice of Beneficiary Designation, January 29, 2018, <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/20180129VWBeneficiaryDesignationpdf.pdf>

<sup>2</sup> State of Connecticut Mitigation Plan <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/CTVWFinalMitigationPlanpdf.pdf>

<sup>3</sup> Environmental Mitigation Trust Agreement for State Beneficiaries, as Modified on May 19, 2020 <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/20200519--Final-Modified-State-Trust-Agreement-effective-June-18-2020.pdf>

Status: Completed and closed out September 8, 2020

**H.I. Stone and Son**

Amount Awarded: \$303,200

Location: Southbury

Project Description: Replacement of seven, MY 1995-2006, Class 8 diesel trucks with seven, MY 2019, diesel equivalents.

Status: Completed and closed out March 7, 2020

**USA Hauling & Recycling**

Amount Awarded: \$1,127,750.00

Location: Ansonia, Bridgeport, Bristol, Derby, East Hartford, East Haven, Enfield, Hartford, Meriden, Naugatuck, New Britain, New Haven, Plymouth, Torrington, Waterbury, West Haven

Project Description: Replacement of sixteen (16), MY 1999-2007, Class 8, diesel-powered refuse trucks with 16 MY 2020 compressed natural gas (CNG)-powered equivalents.

Status: Completed and closed out May 14, 2020

**EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)**

**CT Department of Transportation**

Amount Awarded: \$4,901,169.00

Location: New Haven

Project Description: Replacement of 12, MY 2005, diesel transit buses with 12 full electric powered transit buses along with installation of associated charging infrastructure.

Status: Ongoing, project details in attached Report Tables

**Durham School Services, Stratford**

Amount Awarded: \$488,553.00

Location: Stratford

Project Description: Replacement of 23, MY 2005, diesel school buses with 23, MY 2019, diesel equivalents.

Status: Ongoing, project details in attached Report Tables

**First Student, Inc.**

Amount Awarded: \$1,338,780.00

Location: Ellington, CREC (Hartford), Middlebury/Southbury

Project Description: Replacement of 22, MY 2006, diesel school buses with 22, MY 2018, diesel equivalents.

Status: Completed and closed out June 2, 2020

**University of Connecticut**

Amount Awarded: \$1,378,000.00

Location: Stamford, Storrs

Project Description: Replacement of two, MY 2005, diesel shuttle buses with two full electric powered shuttle buses along with installation of associated charging infrastructure.

Status: Ongoing, project details in attached Report Tables

#### **EMA 4 - Ferries/Tugs**

##### **Block Island Express**

Amount Awarded: \$971,720.00

Location: New London

Project Description: Replacement of four, MY 2003, EPA Tier 1 diesel propulsion engines on the M/V Cecilia Ann with EPA Tier 3 diesel propulsion engines and replacement of two, MY 2011, EPA Tier 1 auxiliary engines (generators) with EPA Tier 3 diesel equivalents.

Status: Ongoing, project details in attached Report Tables

#### **EMA 6 - Class 4-7 Local Freight Trucks (Medium Trucks)**

##### **Eder Brothers, Inc.**

Amount Awarded: \$157,500.00

Location: West Haven

Project Description: Replacement of seven, MY 2005-2007, Class 7 diesel delivery trucks with seven, MY 2020, diesel equivalents.

Status: Completed and closed out January 14, 2020

##### **John DeGrand & Son, Inc.**

Amount Awarded: \$61,250.00<sup>4</sup>

Location: West Haven

Project Description: Replace two, MY 2009-2011, Class 7 diesel delivery trucks with two, MY 2019, diesel equivalents.

Status: Completed and closed out June 1, 2020

#### **EMA 10 - Diesel Emission Reduction Act (DERA) Option**

##### **Atlas Concrete Products**

Amount Awarded: \$76,280.79

Location: New Britain

Project Description: Replacement of one, MY 2002, Class 8 flatbed truck with hydraulic crane, with a MY 2019 diesel equivalent flatbed with hydraulic loader crane.

Status: Completed and closed out March 7, 2020

##### **Sysco Leasing, LLC**

Amount Awarded: \$149,233.61

Location: Rocky Hill

Project Description: Replace two Class 7 and five Class 8 MY 2005 – 2006 diesel delivery trucks with two MY 2019 Class 7 and five MY 2019 Class 8 diesel equivalents.

Status: Completed and closed out June 30, 2020

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<sup>4</sup> John DeGrand & Son, Inc. was originally awarded \$61,250.00 as a Round 1 project. However, after the award, the project total amount decreased and the grant amount was adjusted accordingly when the Mitigation Plan was developed. The Round 1 Class 4-7 Local Freight Trucks D-4 was submitted using the adjusted grant amount of \$46,617.50 rather than the initial awarded amount.

In 2019, the State of Connecticut submitted Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms for Round 1 to Wilmington Trust for approval. Although all submitted Appendix D-4 Forms have been approved by WT, not all of the Beneficiaries have requested trust funds during this reporting period. Reimbursement for eight (8) of the twelve (12) Round 1 projects were dispersed in 2020. Seven (7) of the eight (8) projects were dispersed in the first reporting period of 2020, and one project, Bozzuto's Incorporated, was dispersed during this reporting period.

*Round 1 Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms*

EMA	Beneficiary Eligible Mitigation Action Title	Approval Date
1	Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	January 21, 2020
2	Class 4-8 School Bus (Eligible Buses)	January 21, 2020
4	Ferries/Tugs	January 21, 2020
6	Class 4-7 Local Freight Trucks (Medium Trucks)	September 6, 2019
10	Diesel Emission Reduction Act (DERA) Option	November 26, 2019

*Round 1 Approved Eligible Mitigation Action Funds Disbursed*

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Eder Brothers, Inc.	6	\$157,500.00	\$143,121.56	January 14, 2020
2	H.I. Stone & Son	1	\$303,200.00	\$301,788.59	March 7, 2020
3	Atlas Concrete Products	10	\$76,280.79	\$76,280.79	March 7, 2020
4	USA Hauling & Recycling	1	\$1,127,750.00	\$1,127,750.00	May 14, 2020
5	John DeGrand & Son	6	\$61,250.00	\$46,617.50	June 1, 2020
6	First Student	2	\$1,338,780.00	\$1,186,468.40	June 2, 2020
7	Sysco Corporation	10	\$149,233.61	\$149,233.61	June 30, 2020
8	Bozzuto's Incorporated	1	\$1,050,000.00	\$1,050,000.00	September 8, 2020

**DEMP Round 2:** For Round 2 solicitation, DEEP conducted an open and competitive solicitation process for VW funds that was initiated on August 1, 2019. Projects were selected and announced on November 22, 2019. Projects awarded for CT Diesel Emissions Reduction Program Round 2 funding, broken out by Eligible Mitigation Action, include:

**EMA 1 - Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)**

**Bozzuto's Inc.**

Amount Awarded: \$175,000.00

Location: New London, Ansonia, Waterbury, Derby, New Britain, Hartford, Bridgeport, Windham, Bristol, Meriden, Torrington, Enfield, Naugatuck, New Haven, and East Haven, CT

Project Description: Replace five (5) Class 8 diesel-powered tractors, the oldest in the proposal, with MY 2021 diesel-powered equivalents.

Status: Ongoing, project details in attached Report Tables

**H. I. Stone and Son, Inc.<sup>5</sup>**

Amount Awarded: \$72,302.26

Location: New Haven, Stamford and Waterbury, CT

Project Description: Replace two (2) , Class 8 MY 1995, diesel-powered trucks with MY 2020 equivalents.

Status: Ongoing, project details in attached Report Tables

**R + L Transfer, Inc.**

Amount Awarded: \$183,720.00

Location: South Windsor and Wallingford, CT

Project Description: Replace eight (8) Class 8, MY 2004-2007, diesel tractors with MY 2019 diesel-powered equivalents.

Status: Completed and closed out November 12, 2020

**Sysco Leasing, LLC**

Amount Awarded: \$346,500

Location: Rocky Hill and Hartford, CT

Project Description: Replace fifteen (15) Class 8, MY 2006-2009, diesel-powered heavy duty local freight trucks with MY 2020 diesel-powered equivalents.

Status: Ongoing, project details in attached Report Tables

**Town of East Hartford**

Amount Awarded: \$637,780.00

Location: East Hartford, CT

Project Description: Replace four (4) Class 8, MY 1999-2007, diesel-powered refuse trucks with two MY 2020 CNG-powered equivalents and two MY 2021 diesel-powered equivalents.

Status: Ongoing, project details in attached Report Tables

**USA Waste & Recycling**

Amount Awarded: \$591,600.00

Location: Waterbury, New Britain, Hartford, Bridgeport, East Hartford, Bristol, Meriden, Enfield, Naugatuck, and New Haven, CT

Project Description: Replace eight (8) Class 8, MY 1997-2006, diesel-powered refuse trucks, the oldest in the proposal, with MY 2021, Class 8 CNG-powered refuse trucks.

Status: Ongoing, project details in attached Report Tables

**EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)**

**Connecticut Department of Transportation**

Amount Awarded: \$576,225.00

Location: Windham, CT

Project Description: Replace one (1) Class 7, MY 2005, diesel-powered transit bus, with a MY 2020 full electric transit bus and install associated charging infrastructure.

Status: Ongoing, project details in attached Report Tables

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<sup>5</sup> H.I. Stone & Son, Inc. was awarded one project during Round 2 to replace two Class 5 trucks and two Class 8 trucks. For Semi-Annual reporting purposes, H.I. Stone is treated as one project. However, two separate D-4s were submitted for H.I. Stone based on the associated Eligible Mitigation Actions (EMA 1 and EMA 6.)

**DATTCO, Inc.**

Amount Awarded: \$122,689.00

Location: Middletown, CT

Project Description: Replace one (1) Class 4, MY 2009, diesel powered school bus with a MY 2020 electric powered school bus.

Status: Ongoing, project details in attached Report Tables

**First Student, Inc.**

Amount Awarded: \$668,398.00

Location: Watertown, Ridgefield, Hamden, Weston and New Fairfield, CT

Project Description: Replace twelve (12) Class 6 and Class 7, engine model year (EMY) 2006-2007 school buses, the oldest in the proposal, with EMY 2021 diesel-powered equivalents

Status: Ongoing, project details in attached Report Tables

**Student Transportation of America, Inc. (Naugatuck)**

Amount Awarded: \$912,070.00

Location: Naugatuck, CT

Project Description: Replace eighteen (18) Class 7, MY 2008, school buses with MY 2019 diesel-powered equivalents.

Status: Completed and closed out December 21, 2020

**Yale University**

Amount Awarded: \$505,500.00

Location: New Haven, CT

Project Description: Replace one (1) Class 8, MY 2009, diesel-powered shuttle bus with a MY 2020 electric equivalent and install associated charging structure.

Status: Project has been withdrawn by Yale University

**EMA 4 - Ferries/Tugs**

**Fisher's Island Ferry District**

Amount Awarded: \$819,260.00

Location: New London, CT

Project Description: Replace EMY 1985 propulsion engines, gearboxes, auxiliary generator sets and related equipment in the ferry M/V Race Point.

Status: Ongoing, project details in attached Report Tables

**EMA 6 - Class 4-7 Local Freight Trucks (Medium Trucks)**

**Eversource Energy Service Company**

Amount Awarded: \$326,083.00

Location: Berlin, Hartford and Torrington, CT

Project Description: Replace five (5) Class 7, MY 2007 & 2009, diesel-powered utility bucket trucks with MY 2020 diesel-powered hybrid electric utility buckets trucks.

Status: Ongoing, project details in attached Report Tables

**H. I. Stone and Son, Inc.<sup>3</sup>**

Amount Awarded: \$79,858.75

Location: New Haven, Stamford and Waterbury, CT

Project Description: Replace two (2) Class 5, MY 2004 & 2006, diesel-powered with MY 2020 equivalents.

Status: Ongoing, project details in attached Report Tables



**Hocon Gas, Inc.**

Amount Awarded: \$139,805.00

Location: Waterbury, CT

Project Description: Replace four (4) Class 7 diesel-powered delivery trucks with MY 2020 propane-powered equivalents.

Status: Ongoing, project details in attached Report Tables

**State Line Propane, LLC**

Amount Awarded: \$96,264.00

Location: Granby, CT

Project Description: Replace three (3) Class 7, MY 1995 & 2000, diesel-powered delivery fuel trucks with one MY 2020 diesel-powered and two MY 2020 propane-powered delivery fuel trucks.

Status: Ongoing, project details in attached Report Tables

**EMA 10 - Diesel Emission Reduction Act (DERA) Option<sup>6</sup>****F&F Concrete Corporation:**

Amount Awarded: \$172,181.32

Location: Hartford, Middlesex and New Haven Counties

Project Description: Replacement of three Class 8 concrete trucks with MY 2020 diesel-powered equivalents.

Status: Completed and closed out November 2, 2020

**Gateway Terminal, LLC:**

Amount Awarded: \$386,083.12; \$285,637.60 will come from the "DERA Option" under VW NOx Mitigation Trust Agreement, \$100,445.52 from FY 2017-2018 State DERA allocation and bonus, and \$15,059.15 is from State SEP funds.

Location: New Haven, CT

Project Description: Replacement of six Class 8 diesel drayage trucks, MY 2006-2009, with 202 MY diesel equivalents.

Status: Completed and closed out September 29, 2020

**Kay's Trucking**

Amount Awarded: \$57,733.69

Location: South Windsor, CT

Project Description: Replacement of two (2) Class 8 diesel-powered tractors with two MY 2019-2020 diesel-powered equivalents.

Status: Completed and closed out August 31, 2020

**Target Enterprises**

Amount Awarded: \$37,885.74

Location: Thomaston, CT

Project Description: Replace one MY 2007 Class 7 diesel-powered flatbed truck with hydraulic crane with a 2019 diesel-powered equivalent.

Status: Completed and closed out July 7, 2020

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<sup>6</sup> Please refer to the two attached DERA Quarterly Reports, covering the reporting period of July 1 to December 31, 2020, for a summary of the VW DERA Option Projects (Eligible Mitigation Action 10)

**Town of Weston:**

Amount Awarded: \$83,287.74; the funds will come from a combination of State DERA funds (\$31,238.49) and the **"DERA Option" under VW NOx Mitigation Trust Agreement (\$52,049.25)**.

Location: Weston, CT

Project Description: Replacement of two Class 8, MY 1995 & 2001, diesel-powered maintenance dump trucks with MY 2019 diesel-powered equivalents.

Status: Completed and closed out December 8, 2020

In 2020, the State of Connecticut submitted Round 2 Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms to Wilmington Trust for approval. Although all submitted Appendix D-4 Forms have been approved by WT, not all of the Beneficiaries have requested trust funds during this reporting period. Reimbursement for all five (5) EMA 10 DERA Option Round 2 projects was dispersed in 2020. Additionally two Round 2 projects have been completed and reimbursed including EMA 1 project, R+L Transfer, Inc., and Student Transportation of America, an EMA 2 project.

*Round 2 Submitted and Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms*

EMA	Beneficiary Eligible Mitigation Action Title	Submittal Date	Approval Date
1	Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	June 4, 2020	August 3, 2020
2	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	June 9, 2020	August 10, 2020
4	Ferries/Tugs	June 18, 2020	August 17, 2020
6	Class 4-7 Local Freight Trucks (Medium Trucks)	April 7, 2020	June 7, 2020
10	Diesel Emission Reduction Act (DERA) Option	May 7, 2020	July 6, 2020

*Round 2 Approved Eligible Mitigation Action Funds Disbursed in This Reporting Period*

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Target Enterprises	10	\$37,885.74	\$34,584.62	July 7, 2020
2	Kay's Trucking	10	\$57,733.69	\$57,733.69	August 31, 2020
3	Gateway Terminal	10	\$285,637.60	\$285,637.60	September 29, 2020
4	F&F Concrete	10	\$172,181.32	\$170,955.94	November 2, 2020
5	R + L Transfer, Inc.	1	\$183,720.00	\$183,720.00	November 12, 2020
6	Town of Weston	10	\$52,049.25	\$52,049.25	December 8, 2020
7	Student Transportation of America, Inc.	2	\$912,070.00	\$905,042.52	December 21, 2020

Connecticut is tracking administration expenses by EMA; however, Connecticut has not yet included any administrative expenses in a reimbursement request to Wilmington Trust.

**Volkswagen Diesel Emission Environmental Mitigation Trust for States  
Semi-Annual Report**

Beneficiary	Connecticut
Lead Agency	Department of Energy and Environmental Protection (DEEP)
Reporting Period	July 1, 2020 - December 31, 2020

	Reporting Period	Cumulative	State Beneficiary Total in Trust
Total Trust Funds Allocated		\$55,721,169.00	\$58,262,000.00 <sup>1</sup>
Interest Earned	\$141,000.00 <sup>2</sup>	\$1,010,000.00 <sup>2</sup>	
Funds Expended	\$2,739,723.62	\$5,770,984.07	
Remaining Balance			\$52,491,015.93

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<sup>1</sup> Balance of \$58,262,000.00 listed in the Table was obtained from *the Volkswagen Diesel Emissions Mitigation Trust for State Beneficiaries, Puerto Rico, and District of Columbia Semi Annual Report for the Reporting Period Ending June 30, 2020*.

<sup>2</sup> Interest earned for this reporting period is estimated from the June 30, 2020 financials provided by Wilmington Trust in the *Volkswagen Diesel Emissions Mitigation Trust for State Beneficiaries, Puerto Rico, and District of Columbia Semi Annual Report for the Reporting Period Ending June 30, 2020*.

Summary of All Costs – Round 1				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs <sup>3</sup>	Notes
EMA 1 - Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	\$2,480,950.00	\$2,479,538.59	\$372,142.50	All three projects, Bozzuto's, H.I. Stone and USA Hauling, in EMA 1 have been completed and funds have been disbursed.
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$8,106,502.11	\$1,186,468.40	\$1,215,975.32	Only one project (First Student) from this Eligible Mitigation Action Category has been completed and funds have been disbursed by the Trustee for that one project.
EMA 3 - Freight Switchers	\$0	\$0	\$0	
EMA 4 - Ferries/Tugs	\$971,720.00	\$0	\$145,758.00	The Block Island Express project has not been completed; therefore, no funds have been disbursed for EMA 4.
EMA 5 - Ocean Going Vessels (OGV) Shorepower	\$0	\$0	\$0	
EMA 6 - Class 4-7 Local Freight Trucks (Medium Trucks)	\$205,179.67	\$189,739.06	\$30,776.95	Both projects, Eder Brothers and John DeGrand and Son, Inc., in EMA 6 have been completed and Trust funds have been disbursed.
EMA 7 - Airport Ground Support Equipment	\$0	\$0	\$0	
EMA 8 - Forklifts and Port Cargo Handling Equipment	\$0	\$0	\$0	
EMA 9 - Light Duty Zero Emission Vehicle Supply Equipment	\$0	\$0	\$0	
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$225,514.40	\$225,514.40	\$33,827.16	For the DERA Option projects, both projects have been completed and the grantees have been reimbursed.
<b>Totals</b>	<b>\$11,989,866.18</b>	<b>\$4,081,260.45</b>	<b>\$1,798,479.93</b>	

<sup>3</sup> To date, no administrative funds have been requested by Connecticut; therefore, no funds to cover administrative costs have been disbursed by the Trustee during this reporting period.

**Summary of All Costs – Round 2**

Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs <sup>3</sup>	Notes
EMA 1 - Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	\$2,006,902.26	\$183,720.00	\$301,035.34	One project, R+L Transfer, in EMA1 has been completed and funds have been dispersed.
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$2,784,882.00	\$905,042.52	\$417,732.30	One project in Round 2 EMA 2, STA Naugatuck, has been reimbursed the amount of \$905,042.52.
EMA 3 - Freight Switchers	\$0	\$0	\$0	
EMA 4 - Ferries/Tugs	\$819,260.00	\$0	\$122,889.00	The Fisher's Island Ferry District project has not been completed; therefore, no funds have been disbursed for EMA 4.
EMA 5 - Ocean Going Vessels (OGV) Shorepower	\$0	\$0	\$0	
EMA 6 - Class 4-7 Local Freight Trucks (Medium Trucks)	\$642,010.75	\$0	\$96,301.61	No projects in the EMA 6, Class 4-7 Local Freight Trucks have been completed; thus, no funds have been dispersed.
EMA 7 - Airport Ground Support Equipment	\$0	\$0	\$0	
EMA 8 - Forklifts and Port Cargo Handling Equipment	\$0	\$0	\$0	
EMA 9 - Light Duty Zero Emission Vehicle Supply Equipment	\$0	\$0	\$0	

EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$605,487.60	\$600,961.10	\$90,823.14	All five (5) Round 2 DERA Option projects - F&F Concrete, Gateway Terminal, Kay's Trucking, Target Enterprises, and Town of Weston have been completed and funds have been disbursed.
<b>Totals</b>	\$6,858,542.61	\$1,689,723.62	\$1,028,781.39	

Project Narrative					
Eligible Action Category	VW Funding Round	Grantee	Beneficiary Mitigation Plan Project Title	Project Description	Project Status
6	1	Eder Brothers	Replacement Beverage Trucks	The project replaced seven trucks (one Class 5 and six Class 7 trucks) with 2020 Model Year (MY) Hinodi, model 338 units. The trucks will be used to transport beverages in New Haven County and statewide.	Eder Brothers successfully replaced seven (7) beverage delivery trucks. The old delivery trucks were scrapped and documentation was provided and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
1	1	H.I. Stone & Son	Replacement of Seven Class 8 Diesel Trucks	H.I. Stone & Son Inc. replaced seven Class 8 diesel trucks with equivalent diesel trucks. The new trucks will be used for various purposes in some of the more congested areas in Connecticut including Waterbury, Hartford and Stamford.	H.I. Stone replaced seven (7) Class 8 diesel trucks with equivalent diesel trucks. The old Class 7 trucks were scrapped and documentation was provided and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
10	1	Atlas Concrete Products	2019 Mack Truck with Crane Replacement	The purpose of this project is to replace, for the Atlas Concrete Products (Atlas Concrete), one 2002 model year (MY) Mack Class 8 flatbed truck with hydraulic crane. The vehicle was replaced with a 2019 MY Mack Granite 64 FR with a Palfinger hydraulic loader crane.	Atlas has taken ownership of the new 2019 MY Mack Granite 64 FR with a Palfinger hydraulic loader crane. The old flatbed truck and hydraulic crane were scrapped and documentation was provided and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
1	1	USA Hauling & Recycling	16 CNG Refuse Trucks	USA Hauling & Recycling's project replaced sixteen (16) Class 8, diesel-powered refuse trucks with 16 2020 Model Year (MY) compressed natural gas (CNG)-powered equivalents. The trucks will be used to collect refuse and recyclables in and around Oakville and Waterbury, CT.	The Scope of Work was revised to reflect USA Hauling purchasing sixteen CNG-powered refuse trucks rather than the seventeen trucks awarded as part of the project. The grant amount was reduced from \$1,203,250.00 to \$1,127,750.00 accordingly. USA Hauling & Recycling has received the sixteen new CNG refuse trucks. The old diesel-powered refuse trucks were scrapped and documentation was provided

					and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
6	1	John DeGrand & Son, Inc.	J. DeGrand and Son Vehicle Update	The purpose of this project is to replace two trucks for John DeGrand and Son, Inc. a 2009 Model year (MY) International 7300 4x4 Series Van with a 2019 MY Workstar series 4x4 truck and a 2011 MY International 4000 Series Truck with a 2019 MY International MV series truck. The trucks will be used to transport supplies from West Haven, Connecticut, to New England and the Tri-state area, along major highway corridors in the state (I-91, I-95 and I-84).	The project is complete, the two (2) new 2019 MY International MV series trucks have been received and the old trucks have been scrapped. John DeGrand purchased the new vehicles at a cost less than the original proposal. Thus, there was a decrease in reimbursement payment. Trust funds have been disbursed for this project.
2	1	First Student	First Student - CT VW Round 1	This project replaced the twenty-two (22) MY 2006 school buses with 2018 MY Thomas Built Safe-T-Liner equivalents. These are the oldest buses in a fleet used to transport school students in Middlebury, Southbury, Hartford and Ellington, CT.	Twenty-two (22) buses instead of twenty-nine (29) buses were replaced and scrapped as a revision to First Student's original grant. To reflect the reduction in the number of buses, the original award amount of \$1,674,023.00 was adjusted to \$1,186,468.40. The project has been completed and Trust funds have been disbursed.
10	1	Sysco Corporation	2018 Sysco Connecticut Diesel Truck Emission Reduction	Replacement of two Class 7 and five Class 8 trucks with two MY 2019 Class 7 International 4300 SBA 4x2 and five MY 2019 Class 8 Mack Anthem 42T units occurred as part of this project. The trucks will be used to transport food products from Rocky Hill, Connecticut to restaurants, healthcare and educational facilities throughout the state.	The project is complete; the seven (7) new Sysco trucks, five (5) Class 8 and two (2) Class 7, have been received and the old trucks have been scrapped. Trust funds have been disbursed for this project.
1	1	Bozzuto's Inc.	Bozzuto's Inc. Fleet Truck Repower	This project replaces thirty-five (35) of Bozzuto's Class 8 trucks with MY 2020 Freightliner Cascadia and Ottawa units. The trucks will be used to transport food and household products from Cheshire, CT to retailers in Connecticut, New England, New York and New Jersey.	Bozzuto's has taken ownership of the 35 MY 2019 Class 8 diesel-powered trucks. The project has been completed and \$1,050,000.00 in Trust funds have been disbursed.



2	1	Durham School Service	Durham School Bus Replacements, Stratford	The purpose of this project is to replace twenty-two (22) 2005 Model Year (MY) school buses with 2019 MY IC Integrated equivalents. The buses will be used to transport school students in Stratford, CT.	Durham, with DEEP's approval, has revised the scope of work to purchase twenty-two (22) instead of twenty-three (23) school buses awarded under the original grant. Durham has issued purchase orders for all 22 buses. Durham has accepted delivery of 11 buses; the 11 replaced buses have been scrapped and the documentation has been received from the vendor. Durham has paid for eleven of the buses for a total of \$977,346.81. Durham is currently resolving issues related to a contract change with the Town of Stratford reducing their new bus demand from 22 to 4; the remainder of the eleven (11) buses will be deployed in Norwalk (also an EJ community). Awaiting contract documents from Stratford before granting revision and extension.
2	1	CT Department of Transportation (CT DOT)	Replacement of 12 Diesel Transit Buses with Battery Electric Transit Buses	The State of Connecticut Department of Transportation (CT DOT) will replace 12 model year 2005 diesel transit buses with 12 battery electric transit buses and associated charging infrastructure. The new electric buses will be garaged in Hamden, CT and operate in the New Haven, CT area.	In November 2018, the VW grant was awarded to CT DOT to purchase twelve (12) battery electric buses (BEBs) with associated electrical modifications and charging infrastructure. The electric bus Request for Proposals (RFPs) development was completed and started through the State of Connecticut competitive procurement process. CTDOT decided to issue a no award and re-advertise the RFPs after several changes were made to the RFP. The revised RFP response period concluded at the end of May 2020. DOT has selected New Flyer as the vendor and expects the first vehicles to be delivered in 3Q 2021. A contract was awarded to the engineering services firm to plan/design the facility electrical and bus charging infrastructure.

					<p>The engineering firm completed assessments for the Hamden depot where the electric buses will be housed. The final assessment for the Hamden Depot has been reviewed and finalized.</p>
4	1	Block Island Express	Repower of the M/V Cecelia Ann	<p>The purpose of this project is for Block Island Express, LLC (Block Island Express) to repower the M/V Cecelia Ann by replacing its four existing Tier-1 compliant propulsion engines and two existing Tier-1 auxiliary generator sets with 2018 or 2019 EPA certified Tier-3 engines. The existing Tier 1 engines are higher emitting and will be replaced with more efficient engines. The project will also require new gearboxes, keel coolers, engine controls and engine management systems.</p>	<p>Block Island Express, with the assistance of a technical consultant, conducted a competitive procurement for engines and equipment necessary for the repower of the vessel. The procurement followed an RFP process, where a detailed scope of supply was provided to ten different equipment vendors and Block Island Express received responses from five potential suppliers. Evaluation of equipment RFP responses was completed and a purchase order was issued.</p> <p>Block Island Express's technical consultant prepared an equipment installation RFP. Block Island Express, with the assistance of the technical consultant, conducted a competitive procurement for equipment installation. The procurement followed an RFP process, where a detailed scope of supply was provided to 12 different northeast and east coast shipyards; Block Island Express received responses from two vendors, one of whom provided a pricing estimate and one that declined to offer pricing. Block Island Express evaluated the results of the installation services RFP in the context of compliance with competitive procurement rules and determined that it was appropriate to move forward with the shipyard that provided pricing, and a</p>

					<p>purchase order was issued to Thames Shipyard.</p> <p>The vessel, engines and equipment were delivered to the shipyard and a delivery payment was made. Thames Shipyard repowered the vessel. The vessel successfully completed sea trials and the United States Coast Guard (USCG) inspection. The vessel returned to service on June 19, 2020. The grantee is in the process of preparing close-out documentation for the project and has submitted some pieces of the reimbursement package to DEEP.</p>
2	1	University of Connecticut (UCONN)	University of Connecticut Electric Transit Bus Replacement Project	Two 2005 MY transit buses owned and operated by UCONN will be replaced with two 2019 or 2020 MY full electric transit buses.	<p>On November 18, 2018, DEEP awarded the UConn VW grant award for the replacement of two diesel buses with two electric buses, one in Stamford and one at the UConn main campus. On August 8, 2019, UConn informed DEEP of their intention to transfer all fleet operation over to the Connecticut Department of Transportation (CT DOT), and requested that the VW grant award be assigned to CT DOT. Via letter on October 9, 2019, DEEP informed UConn that the grant award could be assigned to CT DOT provided that written and signed documentation was attained from both parties stipulating that the assignee would accept all the terms of the award as required by the grant administration documents and trustee requirements. In October 2020 UCONN and CT DOT's agreement to transfer fleet services was accepted by the Attorney General's office and finalized.</p>

					UConn intends to assign the VW grant to CT DOT in 1Q 2020, following which a timeline for completion of the project will be finalized by CT DOT. (Note that DOT has been granted two separate awards during rounds 1 and 2 of DEEP VW grant process.)
1	2	R + L Transfer	R+L Transfer, Inc. Connecticut Diesel Emission Mitigation Program Project	R + L Transfer, Inc. (R+L) will replace eight (8) Model Year 2004-2007 class 8 diesel tractors with equivalent diesel tractors B. The new tractors will be operated on pickup and delivery routes during the day and line-haul (i.e. short-haul) routes at night. The tractors are based out of different terminals that serve Hartford, New Haven and Wallingford that each serve clients throughout the State of Connecticut.	R+L replaced eight (8) diesel trucks with equivalent diesel trucks. The old Class 8 trucks were scrapped and documentation was provided and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
1	2	Bozzuto's	Bozzuto's Inc. Fleet Truck Repower	Replace five (5) Class 8 diesel-powered tractors, the oldest in the proposal, with MY 2021 diesel-powered equivalents.	The Bozzuto's Round 2 project is on schedule for completion by May 2021. Bozzuto's has begun scrappage.
1	2	H.I. Stone	Replacement of Two Class 8 & Two Class 5 Diesel Trucks	Replace two (2) Class 8 MY 1995, diesel-powered trucks with MY 2020 equivalents.	The two (2) Class 8 trucks were received. H.I. Stone is performing the scrappage and will provide final documentation and pictures.
1	2	Sysco	Early Replacement of 15 Class 8 Diesel Trucks	Replace fifteen (15) Class 8, MY 2006-2009, diesel-powered heavy duty local freight trucks with MY 2020 diesel-powered equivalents.	The Sysco Round 2 project is on schedule. Sysco is still working on vendor selection. Orders of the new trucks are anticipated to be placed in January 2021.
1	2	Town of East Hartford	East Hartford Emissions Reduction Initiative	Replace four (4) Class 8, MY 1999-2007, diesel-powered refuse trucks with two MY 2020 CNG-powered equivalents and two MY 2021 diesel-powered equivalents.	Two (2) trucks have been received by the Town of East Hartford and two (2) trucks are on order with anticipated delivery in January 2021.
1	2	USA Waste & Recycling	8 CNG Refuse Trucks	Replace eight (8) Class 8, MY 1997-2006, diesel-powered refuse trucks, the oldest in the proposal, with MY 2021, Class 8 CNG-powered refuse trucks.	Eight (8) new trucks have been purchased with five of the old trucks scrapped. The scrappage documentation provided for the dismantled five (5) trucks is incomplete.

2	2	CT DOT	Initial 40' Electric Bus deployment for Windham Regional Transit District (WRTD)	Replace one (1) Class 7, MY 2005, diesel-powered transit bus, with a MY 2020 full electric transit bus and install associated charging infrastructure.	This project will be an extension of the round 1 UCONN award. Once fleet operations and the round 1 award have been finalized these two projects will proceed in tandem.
2	2	Dattco, Inc.	Electric School Bus Pilot	Replace one (1) Class 4, MY 2009, diesel powered school bus with a MY 2020 electric powered school bus.	DATTCO completed purchase and installation of the EVSE equipment in 2020. The electric school bus has been delivered to the facility and is awaiting DMV inspection before it can be registered. DATTCO is in the process of completing the final reimbursement package for submittal to DEEP.
2	2	First Student	First Student – CT VW Round 2	Replace twelve (12) Class 6 and Class 7, engine model year (EMY) 2006-2007 school buses, the oldest in the proposal, with EMY 2021 diesel-powered equivalents	An extension, to accommodate delays in delivery and production of the buses, was granted until December 31, 2021 due to COVID-related supply issues. Project completion is anticipated by the end of 2021.
2	2	Student Transportation of America, Inc. (Naugatuck)	Replacement of 18 Diesel School Buses in Naugatuck, CT	Replace eighteen (18) Class 7, MY 2008, school buses with MY 2019 diesel-powered equivalents.	The new STA buses have been delivered and the old buses have been scrapped. The total project cost was reduced from \$1,403,184 to \$1,392,383.88; therefore, the VW grant funds were adjusted accordingly. STA has been reimbursed the amount of \$905,042.52 in December 2020.
2	2	Yale University	Replacement of One Class 8 Diesel Bus with a Fully Electric Shuttle Bus and the Installation of the Associated Charging Infrastructure.	Replace one (1) Class 8, MY 2009, diesel-powered shuttle bus with a MY 2020	Project was withdrawn verbally by the grantee; however, CT is waiting for a formal withdrawal letter from the school.

4	2	Fisher's Island Ferry District	Ferry Vessel Marine Engine Repower Project – Race Point	Replace EMY 1985 propulsion engines, gearboxes, auxiliary generator sets and related equipment in the ferry M/V Race Point.	The vessel is currently at the shipyard undergoing repower. The old equipment has been removed and new equipment has been delivered but not yet installed.
6	2	Eversource Energy Service Company	Eversource CT VW Project – Hybrid-Electric Bucket Trucks	Replace five (5) Class 7, MY 2007 & 2009, diesel-powered utility bucket trucks with MY 2020 diesel-powered hybrid electric utility buckets trucks.	The new trucks were delivered in September 2020. The old trucks are in the process of being scrapped. There has been a slight delay in scrapping due to the COVID pandemic; however, the project is on track for completion by the May 31, 2021 deadline.
6	2	H.I. Stone	Replacement of Two Class 8 & Two Class 5 Diesel Trucks	Replace two (2) Class 5, MY 2004 & 2006, diesel-powered with MY 2020 equivalents.	The two (2) Class 5 trucks were received. H.I. Stone is performing the scrapping and will provide final documentation and pictures.
6	2	Hocon Gas, Inc.	Propane Delivery Truck	Replace four (4) Class 7 diesel-powered delivery trucks with MY 2020 propane-powered equivalents.	All four vehicles are roughly 95% complete and should be delivered early in 2021. The grantee is awaiting scrapping documentation to be provided by the dismantler, Camerota Truck parts.
6	2	State Line Propane, LLC	Replace Old and Purchase New Trucks	Replace three (3) Class 7, MY 1995 & 2000, diesel-powered delivery fuel trucks with one MY 2020 diesel-powered and two MY 2020 propane-powered delivery fuel trucks.	One new fuel delivery truck has been delivered and the old truck has been scrapped. Delivery of the two other fuel delivery trucks is expected in Winter 2021.
10	2	F & F Concrete	Three Concrete Truck Replacement	Replacement of three Class 8 concrete trucks with MY 2020 diesel-powered equivalents.	The three replacement concrete trucks have been delivered and the old trucks scrapped. Trust funds have been disbursed for this project. The reimbursed amount is less than the grant amount; F&F was able to get the trucks at a cost less than listed in the proposal and the revision reflects the fixed percentage of the revised cost.

10	2	Gateway Terminal, LLC	Gateway Terminal's Clean Drayage Truck Initiative	Replace, for Gateway Terminal, LLC (Gateway), six Class 8 drayage trucks with 2020 MY Peterbilt model 567 units.	The project has been completed and \$285,637.60 of VW DERA Option funds have been dispersed to the grantee.
10	2	Kay's Trucking, Inc.	Kay's Diesel Decrease	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, with 2020 and 2021 MY Volvo VNRs.	The project is complete; the two (2) Class 8 tractors have been received and the old trucks have been scrapped. Trust funds have been disbursed for this project.
10	2	Target Enterprises	Truck 10 with Crane Replacement	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. The vehicle will be replaced 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.	Target has taken ownership of the new 2019 MY International MV 607 with hydraulic crane. The old flatbed truck and hydraulic crane were scrapped and documentation was provided and reviewed by CT DEEP. Target was originally awarded a grant of \$37,885.74 ; however, Target decided to purchase a MY2019 truck tractor instead of a MY2020 tractor. The grant amount was adjusted accordingly. The project has been completed and Trust funds have been disbursed.
10	2	Town of Weston	Heavy Duty Dump Trucks	Replacement of two Class 8, MY 1995 & 2001, diesel-powered maintenance dump trucks with MY 2021 diesel-powered equivalents.	The Town of Weston was granted an extension until 11/16/20. The two new dump trucks have been received and the old dump trucks have been scrapped. The project is completed and the Town of Weston received reimbursement on 12/8/20.



January 18, 2021

Ms. Elizabeth Townsend  
U.S. EPA Region 1  
5 Post Office Square – Suite 100  
ORA 01-1  
Boston, MA 02109-3912

Re: Thirteenth Quarterly Report on the FY 2017-2018 State DERA Grant,  
Connecticut DS 00A00154-7

Dear Ms. Townsend:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its thirteenth quarterly report for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00154 -7. This report covers work performed between October 1 and December 31, 2020 on the Connecticut Clean Diesel Program.

As of the end of this quarter, all of the projects selected for the 2017-2018 FY funding have been completed and two projects were withdrawn. In the thirteenth quarter, the last of the 2017-2018 funded projects received DEEP's approval for reimbursement and funds for three projects, two of which were previously approved, were drawn down. Specific accomplishments are summarized below:

- DEEP approved Tirollo Bus's request for payment and DERA funds were drawn down;
- The DERA portion of the reimbursement for the Gateway Terminal, LLC (Gateway) drayage truck project was drawn down; and
- The remaining funds for the East Hartford's backhoe and mower replacement project were drawn down.

If you have additional questions regarding this report or the status of the Connecticut's Clean Diesel Program, please contact Patrice Kelly, at [patrice.kelly@ct.gov](mailto:patrice.kelly@ct.gov).

Yours truly,

A handwritten signature in black ink that reads "Paul E. Farrell". The signature is written in a cursive, flowing style.

Paul E. Farrell  
Director, Planning & Standards Division  
Bureau of Air Management



**U. S. Environmental Protection Agency  
State Clean Diesel Grant Program - Quarterly Report**

<b>Grant Recipient</b>	<b>The Connecticut Department of Energy and Environmental Protection (DEEP)</b>
<b>Grant #</b>	<b>DS - 00A00154 - 7</b>
<b>Reporting Period</b>	<b>October 1 - December 31, 2020</b>

<b>WORKPLAN BUDGET</b>	<b>FY17</b>	<b>FY18</b>
<b>Total EPA Funds Awarded</b>	\$353,697.00	\$413,031.00
<b>Total Mandatory Cost-Share</b>		
<b>Total Voluntary Matching Funds</b>	\$235,798.00	\$391,093.00
<b>Total Project Costs</b>	\$589,495.00	\$804,124.00

**Table 1. Rate of Expenditure. Record all funds expended for each budget category.**

	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			Mitigation Funds	Other Funds			Mitigation Funds	Other Funds
Personnel					\$52,287.70			
Fringe Benefits					\$45,795.37			
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)	\$115,323.62		\$285,637.60		\$651,719.00		\$511,152.00	\$115,738.71
Other Leveraged Funds						\$3,081,335.74		
Indirect Charges					\$16,925.93			
<b>TOTALS</b>	<b>\$115,323.62</b>	<b>\$0.00</b>	<b>\$285,637.60</b>	<b>\$0.00</b>	<b>\$766,728.00</b>	<b>\$3,081,335.74</b>	<b>\$511,152.00</b>	<b>\$115,738.71</b>

**Table 2. Narrative Responses**

<b>Question</b>	<b>Answer</b>
What actual accomplishments occurred during the reporting period?	<p><b>CT Dept. of Energy &amp; Environmental Protection (DEEP) State DERA Administrative Activities:</b> DEEP assisted grantees in completing their projects and obtaining reimbursements. All of the projects selected in FY2018 have been completed and all reimbursements have been made.</p> <p>In the thirteenth quarter, DEEP monitored the progress of the remaining grantee as the documentation for reimbursement was compiled and submitted.</p> <p><b>Gateway Terminal, LLC (Gateway):</b> In the twelfth quarter, Gateway completed its project, the replacement of six Class 8 diesel drayage trucks, MY 2006-2009 operating out of the Port of New Haven, with 2021 MY diesel equivalents, by registering the new trucks, scrapping the old trucks and submitting its reimbursement request. DEEP approved the request for \$386,083.12, which involved \$85,386.37 from State DERA, \$285,637.60 from DERA Option (VW) and \$15,059.15 from State SEP funds. A request for \$285,637.60 in DERA Option funds was forwarded to Wilmington Trust (WT) on September 24, 2020; the request was approved on October 2, 2020. SEP funds were issued and the DERA funds were drawn down in the thirteenth quarter.</p> <p><b>Tirollo Bus Company, LLC (Tirollo 2019):</b> In the twelfth quarter, Tirollo completed its project to replace one MY 2000 diesel-powered school bus with a gasoline-powered equivalent. Tirollo requested and received an extension to October 31, 2020 for compilation of the reimbursement documents. The reimbursement request for \$20,718.83 was submitted for internal review on October 1, 2020 and approved for payment October 28, 2020. Funds were drawn down in the thirteenth quarter.</p>
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	<p><b>East Hartford Backhoe &amp; Mower Replacement Project:</b> East Hartford completed its project to replace two commercial mowers and a backhoe; the reimbursement request for \$90,231.70 was submitted and approved for payment on September 12, 2019. \$81,013.28 in DERA funds were drawn down June 22, 2020. The remaining \$9,218.42 was drawn down in the thirteenth quarter.</p> <p><b>Tirollo 2019:</b> Tirollo completed its project to replace one MY 2000 diesel-powered school bus with a gasoline-powered equivalent; The reimbursement request for \$20,718.83 was approved for payment October 28, 2020. Funds were drawn down in the thirteenth quarter.</p> <p><b>Gateway</b> has completed its project to replace six drayage trucks and the reimbursement request for \$386,083.12 was approved by DEEP on September 24, 2020. DERA Option funds of \$285,637.60 were approved by WT on October 2, 2020 and are being officially reported in the 13th quarter. State SEP funds totaling \$15,059.15 were also awarded. The remaining DERA funds, totaling \$85,386.37, were drawn down in the thirteenth quarter.</p>

Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	All projects have been completed.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?	All projects have been completed.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	All projects have been completed.
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	No cost-shares are being reported in the thirteenth quarter.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income was generated in the thirteenth quarter.
Did any public relations events regarding this grant take place during the reporting period?	<p>On October 15, 2020, DEEP contacted the State Department of Education (DOE) regarding the DERA Clean School Bus Incentive Program. The DOE then sent a notice to all the school superintendents in Connecticut promoting the program.</p> <p>On October 8, 2020, DEEP held an informational Webinar on the 2020 State DERA program that was well-attended. The webinar presentation can be found on the DEEP website at: <a href="https://portal.ct.gov/-/media/DEEP/air/mobile/DERA/2020-CT-State-DEEP-Webinar.pdf">https://portal.ct.gov/-/media/DEEP/air/mobile/DERA/2020-CT-State-DEEP-Webinar.pdf</a></p>
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	<p>DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a></p> <p>DEEP has also established a website for its Volkswagen NO<sub>x</sub> Mitigation Program at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</a></p>
What project activities are planned for the next reporting period?	<p><b>DEEP State DERA Administrative Activities:</b> In the fourteenth quarter, DEEP will begin drafting the final report for this grant.</p> <p><b>Gateway:</b> In the twelfth quarter, Gateway completed its project and submitted its reimbursement request, which was approved September 24, 2020. DERA Option funds were approved by WT on October 2, 2020 and State SEP funds have been issued. The remaining DERA funds, totaling \$85,386.37, were drawn down in the thirteenth quarter. No further work is required.</p> <p><b>Tirollo 2019:</b> Tirollo's project was completed in the twelfth quarter and submitted for internal review. Payment was approved on October 28, 2020. Funds were drawn down in the thirteenth quarter. No further work is required.</p> <p><b>Atlas Concrete Flatbed Truck &amp; Crane Replacement Project:</b> In the tenth quarter, Atlas completed its project and submitted its reimbursement request for \$76,280.79, which was approved February 28, 2020. Payment was issued by Wilmington Trust in March of 2020. No further work is required.</p> <p><b>Beacon Falls Dump Truck Replacement Project:</b> Beacon Falls completed its project to replace a dump truck and the reimbursement request was approved October 17, 2019. DERA funds were drawn down in the tenth quarter. No further work is required.</p> <p><b>Burlington Dump Truck Replacement Project:</b> Burlington has completed its project to replace a dump truck and the reimbursement request was approved July 30, 2019. DERA funds were drawn down in the eleventh quarter. No further work is required.</p> <p><b>Coventry 2018 Snowplowing Dump Truck Project:</b> Coventry completed its project to replace a dump truck; the reimbursement request was approved for payment on October 22, 2019. A portion of the DERA funds were drawn down in the tenth quarter, the remainder was drawn down in the eleventh quarter. No further work is required.</p> <p><b>East Hartford Backhoe &amp; Mower Replacement Project:</b> East Hartford has completed its project to replace two commercial mowers and a backhoe; the reimbursement request was submitted and approved for payment on September 12, 2019. \$80,629.75 in DERA funds were drawn down in the eleventh quarter. The remaining \$9,601.95 was drawn down in the thirteenth quarter. No further work is required.</p> <p><b>Savino School Bus Replacement Project (Diesel to Propane):</b> Savino completed its project to replace two diesel school buses with propane equivalents; the reimbursement request was approved for payment on August 27, 2019. DERA funds were drawn down in the eleventh quarter. No further work is required.</p> <p><b>State Line Tractor Replacement Project:</b> State Line completed its project to replace a diesel tractor and submitted its reimbursement request package, which was approved for payment on August 16, 2019. The DERA portion of its funding were drawn down in the eleventh quarter. No further work is required.</p> <p><b>Sysco 7-Truck Replacement Project:</b> Sysco has completed its project and submitted its reimbursement request. In the eleventh quarter, DEEP approved Sysco's reimbursement request for \$149,233.61 and submitted it to Wilmington Trust for payment. Payment of was received July 6, 2020. No further work is required.</p> <p><b>Tirollo Bus School Bus Replacement Project (Tirollo 2018 Diesel to Gasoline):</b> Tirollo completed its project to replace a diesel-powered school bus with a gasoline-powered equivalent; the reimbursement request was approved for payment October 7, 2019. DERA funds were drawn down in the tenth quarter. No further work is required.</p>

**West Hartford Dump Truck Replacement Project:** West Hartford has completed its project to replace a dump truck and the reimbursement request was approved for payment on August 29, 2019. DERA funds were drawn down in the eleventh quarter. No further work is required.

**Guilford Lobster Pound Marine Repower Project:** Guilford Lobster Pound's project was completed April 24, 2019. No further work is required.

**King Lobster Marine Repower Project:** This project was completed and reimbursement approved August 29, 2019. No further work is required.

**Thimble Islands Ferry Marine Repower Project:** Thimble Islands Ferry completed its project to repower the *MV Adriaen B* and submitted its request for reimbursement, which was approved July 29, 2019. No further work is required.

**MDC VACTOR Truck Replacement Grant:** This project was completed and reimbursement approved October 3, 2018, ahead of schedule. No further work is required.

**Coventry FY 2017 Snowplowing Dump Truck Replacement Project:** This project was completed and reimbursement approved March 13, 2019. No further work is required.

**C & S Wholesale Grocers, Inc. (C & S) Windsor Locks Idle Reduction Project:** C & S withdrew from the program on January 31, 2019 citing multiple business challenges that have reduced available personnel and financial resources. No further work is required.

**Wethersfield Dump Truck Replacement Project:** Wethersfield withdrew from the program on April 2, 2019 because the Town Council declined to approve the purchase of the new truck. No further work is required.

<b>Table 3. Subaward Reporting Requirements</b>	
<b>Requirement</b>	<b>Response</b>
Summaries of results of reviews of financial and programmatic reports	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	
Environmental results the subrecipient achieved	
Summaries of audit findings and related pass-through entity management decisions	
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR Part 200.338 Remedies for Noncompliance	

4.5







Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00154 - 7
Reporting Period	October 1 - December 31, 2020

Note: Similar engines may be grouped together or entered as separate engine groups.

Instructions / Units	Fleet Information	Group 1: MDC	Group 2: Woodstock Academy: This project was terminated 2/28/18	Group 3: C & S Wholesale Grocers: This project was terminated 1/31/19	Group 4: Town of Coventry, 2017
	Fiscal Year of EPA Funds Used:	2017	2017	2017	2017
	Vehicle Or Engine Group Name:	VACTOR Truck	School Bus	TRU Trailers	Truck Stop Electrification
	Fleet Owner:	The Metropolitan District (MDC)	Woodstock Academy	C & S Wholesale Grocers, Inc.	Town of Coventry, CT
	Vehicle or Engine Group Type:	On Highway	On Highway	On Highway	On Highway
	Primary Place of Performance	Hartford County, CT	Tolland County, CT	Windsor Locks, CT	Tolland County, CT
	- State(s):	CT	CT	CT	CT
	- County:	Hartford	Tolland	Hartford	Tolland County
	- City:	Hartford	Westbrook	Windsor Locks	Coventry
	- Zip Code:	06142	06281	06096	06238
	Target:	Short Haul - Single Unit	School Bus	School Bus	Ports and Airports
	Vehicle Class or Equipment Type:	Class 8	School Buses	School Buses	ACRefrigeration
	Quantity:	1	1	1	1
	Vehicle Identification Number(s):	2FZHAZDE27AX52861			1HTSDAAR52H520492
	Vehicle Make:	Sterling			International
	Vehicle Model:	LT9500			4900
	Vehicle Model Year:	2007			2002
	Engine Serial Number(s) :	KCB88752			1325340
	Engine Make:	Caterpillar			International
	Engine Model:	C13			DT466
	Engine Model Year:	2006			2001
Nonroad and locomotive only	Engine Tier:				
	Engine Horsepower:	380			290
Liters per cylinder	Engine Cylinder Displacement:	12.5			466 Cubic Inch
Number of Cylinders per engine	Engine Number of Cylinders:	6			6 Cylinders
If unregulated, then NA	Engine Family Name:	6CPXH0763EBK			1NVXH0466ANB
	Engine Fuel Type:	ULSD			ULSD
Gallons per year per engine	Annual Amount of Fuel Used:	3313			1600
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Rate:				
Miles per vehicle; On-Highway only	Annual Miles Traveled:	11400			4000
Hours per engine; On-Highway only	Annual Idling Hours:	890			2000
Hours per year per engine; Class 8 Long-Haul Combination only	Annual Hoteling Hours:				
Years per engine; Total number of years of engine life remaining at time of upgrade action	Remaining Life:	7			4
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2022			2022
	Year of Upgrade Action:	2018			2018
	Upgrade Type:	Vehicle Replacement			Vehicle Replacement
	Upgrade:	Vehicle Replacement - Diesel			Vehicle Replacement - Diesel
	Upgrade Cost Per Unit:	\$564,353.00			\$194,637.52
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:	2018			2018
Nonroad and locomotive only	New Engine Tier:				
	New Engine Horsepower:	500			370
Line-Haul Locomotive only	New Engine Duty Cycle:				
Liters per cylinder per engine	New Engine Cylinder Displacement:	14.9 Liters			8.9 liter
Per engine	New Engine Number of Cylinders:	6			6 Cylinders
	New Engine Family Name:	JCEXH0912XAW			JCEXH0540LAT
	New Engine Fuel Type:	ULSD			ULSD
Hours per vehicle; On-Highway only	Annual Idling Hours Reduced:				
Hours per vehicle; Class 8 Long-Haul Combination only	Annual Hoteling Hours Reduced:	NA			NA
Gallons per year per engine	Annual Diesel Gallons Reduced:	0			NA

COPY AND PASTE ADDITIONAL COLUMNS AS NEEDED TO CAPTURE ALL ENGINE/VEHICLE GROUPS



Group 5: Atlas Concrete Products	Group 6: Savino Transportation, Inc.		Group 7: State Line Propane	Group 8: Sysco Leasing			Group 9: Tirolo Bus	Group 10: Town of Beacon Falls
2018	2018	2018	2018	2018	2018	2018	2018	2018
Flatbed Truck with Crane	School Bus		Tractor	Food Delivery Trucks			School Bus	Dump Truck
Atlas Concrete Products	Savino Transportation, Inc.		State Line Propane, LLC	Sysco Leasing, Inc.			Tirolo Bus Company	Town of Beacon Falls
On Highway	On Highway		On Highway	On Highway			School Bus	On Highway
Statewide	Windham County		Hartford County	Statewide			Orange	Beacon Falls
CT	CT		CT	Connecticut			CT	CT
Hartford County	Windham County		Hartford County	Hartford County			New Haven County	New Haven County
New Britain	Scotland		Granby	Rocky Hill			Orange	Beacon Falls
06053	06264		06035	06067			06477	06403
Short Haul - Single Unit	School Bus	School Bus	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination	Short Haul - Combination	School Bus	Short Haul - Single Unit
Class 8	School Buses	School Buses	Class 8	Class 7	Class 8	Class 8	School Bus	Class 8
1	1	1	1	2	2	3	1	1
1M2K189C23M021426	1BAKFKH78F246705	1BAKFKH98F246706	1HTSCAAN8YH255706	4V5NC9GF37N450492, 4V5NC9GF37N450493	4V4M19GF26N445160, 4V4M19GF66N445162	4V4M19GF97N466797, 4V4M19GF77N466801, 4V4M19GF97N466802	4UZABRDC58CZ11325	1HTGBADR7YH289689
Mack	Bluebird	Bluebird	International	Volvo	Volvo	Volvo	Freightliner	International
600	Vision	Vision	4700	VNL	VNM	VNM	C2	2554
2003	2008	2008	2000	2006	2005	2006	2008	2000
2C0239	WAX69117	WAX68948	470HM2U1202619	558752, 558817	548557, 551567	584922, 584522, 584634	WAX68443	531HM2U1203751
Mack	Caterpillar	Caterpillar	International	Volvo	Volvo	Volvo	Caterpillar	International
E7-350	C7	C7	DT466E	VE-D12	VE-D12	VE-D12	CAT C7	DT530
2002	2006	2006	2000	2006	2005	2006	2006	2000
NA	NA	NA	NA	NA	NA	NA	NA	NA
390	190	190	195	365	365	365	210	215
11.9	7.2	7.2	7.6	12.13 L.	12.13 L.	12.13 L.	210	8.7
6	6	6	6	6	6	6	8	6
2MKXH11.9V60	6CPXH0442HBK	6CPXH0442HBK	YNVXH0466ANA	6VTXH12.150S	5VTXH12.150S	6VTXH12.150S	6CPXH0442HBK	YNVXL0530ANA
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
10,465	1327	1865	11,000	2,208 & 1,193	3,940 & 2,316	2,896 & 2,535 & 4,660	4000	815
NA	NA	NA	N/A	NA	NA	NA	N/A	NA
45,000	9,997	14,741	61,943	14,431 & 12,123	23, 693 & 13,690	18,770 & 17,442 & 28,087	16,000	3,000
600	57	57	300	106 & 156	145 & 162	77 & 391 & 119	1000	200
NA	NA	NA	N/A	NA	NA	NA	N/A	NA
4	5	5	3	6	5	6	5	3
2022	2023	2023	2021	2024	2023	2024	2023	2021
2019	2019	2019	2019	2019	2019	2019	2019	2019
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - LPG/Propane	Vehicle Replacement - LPG/Propane	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Gasoline	Vehicle Replacement - Diesel
\$317,020	\$92,500.00	\$92,500.00	\$129,444.00	\$59,920.00	\$100,074.00	\$100,074.00	\$88,164.00	\$188,072.35
2019	2020	2020	2019	2019	2019	2019	2020	2019
NA	NA	NA	NA	NA	NA	NA	NA	NA
455	320	320	470	220	345	345	265	370
NA	NA	NA	NA	NA	NA	NA	NA	NA
13 L	6.8 L	6.8 L	12.8	12.8L.	11 L.	11 L.	8.8	8.9
6	10	10	6	6	6	6	8	6
KVPTH12.8G01	KRIIE06.8BWL	KRIIE06.8BWL	KDDXH12.8FED	KDDXH12.8FED	KVPTH10.8G01	KVPTH10.8G01	KPSIE08.8GAS	KCEXH0540LAX
ULSD	LPG	LPG	ULSD	ULSD	ULSD	ULSD	Gasoline	ULSD
NA	NA	NA	NA	NA	NA	NA	NA	N/A
4000	1327	1865		146	458	302	1714	415

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Group 11: Town of Burlington	Group 12: Town of Coventry, 2018	Group 13: Town of East Hartford			Group 14: Town of West Hartford	Group 15: Town of Wethersfield; This project was terminated 4/2/19		
2018	2018	2018	2018	2018	2018	2018	2018	2017
Snowplowing Dump Truck	Snowplowing Dump Truck	John Deere Backhoe	Detroit Diesel Mower	Kubota Mower	Maintenance Dump Truck		Drayage Truck #49	Drayage Truck #52
Town of Burlington	Town of Coventry, CT		Town of East Hartford		Town of West Hartford	Town of Wethersfield		
On Highway	On Highway	NonRoad	NonRoad	NonRoad	On Highway	On Highway	On Highway	On Highway
Burlington	Tolland County, CT		East Hartford,		West Hartford			
CT	CT		Connecticut		CT			
Hartford	Tolland County		Hartford		Hartford County			
Burlington	Coventry		East Hartford,		West Hartford			
06013	06238		06108		06110			
Short Haul - Single Unit	Short Haul - Single Unit	Construction	Agriculture	Agriculture	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination	Short Haul - Combination
Class 8	Class 8	Tractors/Loaders/Backhoes	Agricultural Mowers	Agricultural Mowers	Class 8	Class 8	Class 8	Class 8
1	1	1	1	1	1		6	
1HTSDAAR6WH527795	1HTWDZR66J348994	T0310SE880786	70525 1722	705280 1860	1FDYK90U05VA35224		1XPFDU9X27N734432	1XPTD09X2AD109571
International	International	John Deere	Detroit Diesel	Kubota	Ford		Peterbilt	Peterbilt
4900	7400	John Deere 310E	Jacobsen HR 9016	Jacobsen HR 9016	L9000		378	367
1997	2006	1999	2001	2010	1995	2002	2007	2010
1064058	570HM242097310	T04045T830181	77B/1-2166	GB20891-2007	1174341		KCB81918	35259382
International	International	John Deere	VM Motori	Kubota	Cummins		Caterpillar	Cummins
DT466	DT570	4045T	D704LTE	V3300-DI-T-ES01	N14-350E		C13	ISM
1997	2005	1999	2000	2007	1995		2006	2009
NA		Tier 1	Tier 1	Tier 1	NA			
250	300	88	87	88	350		435	425
7.6	9.3	4.5	2.7	3.318 L	14 L		763 CI	659 CI
6	6	4	4	4	6		6	6
VNV466D8DASA	5NVXH0570AEA	NA	YV5XL02.8R2V	7KBLXL03.3AAD	RCE855EJDASW		6CPXH0763EBK	9CEXH0661MAF
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD		ULSD	ULSD
900	1600	500.7	719.1	1175.8	1000		6,539	8,480
NA	NA	970	500	678	NA		NA	
5108	4000	NA	NA	NA	3870		33,350	46,641
453	2000	NA	NA	NA	110		312	436
NA	NA	NA	NA	NA	NA		NA	
5	4	8 years	3 years	9 years	6 years		5	8
2023-2024	2022	2026	2021	2027	2024		2025	2028
2019	2019	2019	2019	2019	2019		2020	2020
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$174,673.00	\$205,000.00	\$135,000.00	\$120,000.00	\$120,000.00	\$262,813.47		\$140,000.00	\$140,000.00
								\$9,330.00
2020	2020	2019	2019	2019	2019		2020	2020
NA	NA	4	3	3	NA			
370	370	74	80-110	80-110	350-505		455	455
NA		NA	NA	NA	NA		NA	NA
8.9	8.9 liter	4.5 L.	3.3	3.3	12.8		12.9	12.9
6	6	4	4	4	6		6	6
KCEXH0540LAX	KCEXH0540LAX	KPKXL04.4MT1	KYDXL3.32TDA	KYDXL3.32TDA	KDDXH12.8FED		LPCR12.9M01	LPCR12.9M01
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
NA	NA	NA	NA	NA	NA			
436	NA	0	0	0	613		2370	2650

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Group 16: Gateway Terminal				Group 17: Tirollo Bus Company
2017	2017	2017	2017	2017
Drayage Truck #53	Drayage Truck #57	Drayage Truck #58	Drayage Truck #59	Freightliner 2000
Gateway Terminal				Tirollo Bus Company
On Highway	On Highway	On Highway	On Highway	On Highway
New Haven				Orange
Connecticut				CT
New Haven				New Haven
New Haven				Orange
06512				06477
Short Haul - Combination	Short Haul - Combination	Short Haul - Combination	Short Haul - Combination	School Bus
Class 8	Class 8	Class 8	Class 8	Class 7
				1
1XPTD09X4AD109572	1XPTD40X49D787786	1XP5DU9X17D647266	1XPTD40X6AD796283	4UZ3CFAAXYCG80996
Peterbilt	Peterbilt	Peterbilt	Peterbilt	Freightliner
367	367	379	367	F565
2010	2009	2007	2010	2000
35258381	79332708	KCB67758	79389896	56663754
Cummins	Cummins	Caterpillar	Cummins	Cummins
ISM	ISX	C13	ISX	ISB 190
2009	2008	2006	2009	2000
425	455	435	435	190
659 CI	912 CI	763 CI	912 CI	6.4
6	6	6	6	6
9CEXH0661MAF	8CEXH0912XAL	6CPXH0763EBK	9CEXH0912XAL	YCEXH0359BAP
ULSD	ULSD	ULSD	ULSD	ULSD
9,396	12,386	17,308	13,074	2800
46,179	65,768	97,272	73,641	15,000
429	514	929	812	200
8	7	5	8	3
2028	2027	2025	2028	2023
2020	2020	2020	2020	2020
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$128,811.00	\$128,811.00	\$128,811.00	\$128,811.00	\$85,970.00
\$9,330.00	\$9,330.00	\$9,330.00	\$9,330.00	
2020	2020	2020	2020	2020
455	455	455	455	265
NA	NA	NA	NA	NA
12.9	12.9	12.9	12.9	8.8 L
6	6	6	6	8
LPCR12.9M01	LPCR12.9M01	LPCR12.9M01	LPCR12.9M01	LNVXF0424P01
ULSD	ULSD	ULSD	ULSD	Gasoline
2624	4165	5149	3869	145

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00154 - 7
Reporting Period	October 1 - December 31, 2020

Fleet Information		Group 1: Guilford Lobster Pound
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018
	Name of Vessel:	<i>FV Erica Paige</i>
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	Guilford Lobster Pound
	Fleet Owner:	Bart Mansi
	Application:	Commercial Fishing
	Primary Place of Performance	Long Island Sound
	- State(s):	Connecticut, New York, Rhode island
	- County:	New Haven
	- City:	Guilford
	- Zip Code:	06437
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	4TB05456
	Engine Make:	Caterpillar
	Engine Model:	3406
	Engine Model Year:	1997
	Engine Tier:	Tier 0
	Engine Horsepower:	581
	Engine Cylinder Displacement:	1.2 <= size <2.5
	Engine Number of Cylinders:	6
	Engine Total Displacement:	14.6 L.
	Engine Family Name:	NA
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	14000
	Annual Usage Rate:	1600 hrs.
	Remaining Life:	3
Normal Attrition Year:	2021	
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2018
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$74,141.00
	Upgrade Labor Cost Per Unit:	\$38,003.69
	New Engine Model Year:	2019
	New Engine Tier:	Tier 3
	New Engine Horsepower:	610
	New Engine Cylinder Displacement:	2.5<= size <3.5
	New Engine Number of Cylinders:	6
	New Engine Total Displacement:	10.8
	New Engine Family Name:	KCEXN10.8AAB
New Engine Fuel Type:	ULSD	
Annual Diesel Gallons Reduced:	7,136	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00154 - 7
Reporting Period	October 1 - December 31, 2020

Fleet Information		Group 1: King Lobster
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018
	Name of Vessel:	<i>FV Kory Alexander</i>
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	King Lobster
	Fleet Owner:	Donald J. King, II
	Application:	Commercial Fishing
	Primary Place of Performance	Long island Sound
	- State(s):	CT
	- County:	New Haven
	- City:	Branford
	- Zip Code:	06405
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	2071166620
	Engine Make:	Volvo
	Engine Model:	TAMD-74
	Engine Model Year:	2003
	Engine Tier:	Tier 0
	Engine Horsepower:	294
	Engine Cylinder Displacement:	0.9 <= size < 1.2
	Engine Number of Cylinders:	6
	Engine Total Displacement:	7.28
	Engine Family Name:	3VPXL07.3ACB
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	3100
	Annual Usage Rate:	1600
	Remaining Life:	3
Normal Attrition Year:	2021	
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2019
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$23,560.00
	Upgrade Labor Cost Per Unit:	\$4,762.00
	New Engine Model Year:	2018
	New Engine Tier:	Tier 3
	New Engine Horsepower:	290
	New Engine Cylinder Displacement:	1.2 <= size <2.5
	New Engine Number of Cylinders:	6
New Engine Total Displacement:	8.9	
New Engine Family Name:	JCEXN08.9AAA	
New Engine Fuel Type:	ULSD	
Annual Diesel Gallons Reduced:	2400	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00154 - 7
Reporting Period	October 1 - December 31, 2020

Fleet Information		Group 1: Thimble Islands Ferry
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2018
	Name of Vessel:	<i>MV Adraien B</i>
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	Thimble Islands Ferry
	Fleet Owner:	William Smith
	Application:	Ferry/Excursion
	Primary Place of Performance	Long Island Sound
	- State(s):	CT
	- County:	New Haven
	- City:	Branford
	- Zip Code:	06405
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	620256NC610
	Engine Make:	Westerbeke
	Engine Model:	4-107
	Engine Model Year:	1986
	Engine Tier:	Tier 0
	Engine Horsepower:	25
	Engine Cylinder Displacement:	0.9 <= size < 1.2
	Engine Number of Cylinders:	4
	Engine Total Displacement:	1.75 L.
	Engine Family Name:	engine is too old
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	740
	Annual Usage Rate:	1480
Remaining Life:	3	
Normal Attrition Year:	2022	
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2019
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$13,557.00
	Upgrade Labor Cost Per Unit:	\$21,976.00
	New Engine Model Year:	2019
	New Engine Tier:	Tier 3
	New Engine Horsepower:	30
	New Engine Cylinder Displacement:	size < 0.9
	New Engine Number of Cylinders:	3
New Engine Total Displacement:	1.123	
New Engine Family Name:	KBTAN01.5BCD	
New Engine Fuel Type:	ULSD	
Annual Diesel Gallons Reduced:	355	



January 19, 2021

Ms. Elizabeth Townsend  
U.S. EPA Region 1  
5 Post Office Square – Suite 100  
ORA 01-1  
Boston, MA 02109-3912

Re: Fifth Quarterly Report on the FY 2019 State DERA Grant, Connecticut DS 00A00174-1

Dear Ms. Townsend:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its fifth quarterly report for State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00174 - 1. This report covers work performed between October 1 and December 31, 2020 on the Connecticut Clean Diesel Program. As of the end of this quarter, 27 projects are being evaluated for the FY 2020 funding, which DEEP will augment with Volkswagen NOx Mitigation Trust funds under the DERA Option. Seven of the nine projects selected for FY 2019 funding were completed; three of those were DERA Option projects. Two early replacement projects, which were selected in 2019 and completed in the fourth quarter, received their funding from the 2017-2018 State DERA allocation; this is included in the 13<sup>th</sup> quarterly report for that grant (DS 00A00154-7). During this reporting quarter:

- DEEP conducted its proposal solicitation for the 2020 State DERA program, which, for the first time, included an informational webinar; the 27 proposals were reviewed and ranked as part of the ongoing selection process;
- From the 2019 program, three municipal maintenance truck replacement projects and one commercial truck replacement project were completed and grantees were reimbursed;
- Two municipal projects, New Milford and Stamford, have received extensions and are on schedule to be completed by those revised deadlines;

If you have additional questions regarding this report or the status of Connecticut's Clean Diesel Program, please contact Patrice Kelly at [patrice.kelly@ct.gov](mailto:patrice.kelly@ct.gov).

Yours truly,



Paul E. Farrell  
Director, Planning & Standards Division  
Bureau of Air Management

**U. S. Environmental Protection Agency  
State Clean Diesel Grant Program - Quarterly Report**

<b>Grant Recipient</b>	<b>The Connecticut Department of Energy and Environmental Protection (DEEP)</b>
<b>Grant #</b>	<b>DS - 00A00174 - 1</b>
<b>Reporting Period</b>	<b>October 1 - December 31, 2020</b>

<b>WORKPLAN BUDGET</b>	<b>FY19</b>	<b>FY 20</b>
<b>Total EPA Funds Awarded</b>	\$479,775.00	\$506,090.00
<b>Total Mandatory Cost-Share</b>		
<b>Total Voluntary Matching Funds</b>	\$319,850.00	\$337,393.00
<b>Total Project Costs</b>	\$799,625.00	\$843,483.00

**Table 1. Rate of Expenditure. Record all funds expended for each budget category.**

	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			Mitigation Funds	Other Funds			Mitigation Funds	Other Funds
Personnel	\$2,911.52				\$34,454.45			
Fringe Benefits	\$2,705.96				\$30,529.27			
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)	\$144,709.40		\$223,005.19		\$144,709.40		\$316,416.98	
Other Leveraged Funds		\$657,354.45				\$2,045,371.62		
Indirect Charges	\$1,158.20				\$13,198.14			
<b>TOTALS</b>	<b>\$151,485.08</b>	<b>\$657,354.45</b>	<b>\$223,005.19</b>	<b>\$0.00</b>	<b>\$222,891.26</b>	<b>\$2,045,371.62</b>	<b>\$316,416.98</b>	<b>\$0.00</b>

**Table 2. Narrative Responses**

<b>Question</b>	<b>Answer</b>
What actual accomplishments occurred during the reporting period?	<p><b>CT Dept. of Energy &amp; Environmental Protection (DEEP) State DERA Administrative Activities:</b> DEEP launched its 2020 State DERA solicitation with a webinar on October 8, 2020. The deadline for proposals was November 18, 2020; a record number of 27 proposals were received. The proposals have been reviewed and ranked and the selection process is underway.</p> <p>DEEP continued to monitor the existing projects to help insure completion by the end of the project period. Several grantees requested and received extensions for delays related to the Covid-19 pandemic. All but two of the 2019 projects have been completed as of the end of the fifth quarter.</p> <p><b>Town of Burlington (Burlington):</b> DEEP granted \$48,614.35 to 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. Burlington completed its project in the fourth quarter and submitted its reimbursement request package, which was approved for payment in the fifth quarter, on October 28, 2020.</p> <p><b>Town of Canaan (Canaan):</b> A grant of \$41,276.73 awarded to Canaan has been 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. Having completed its project in the fourth quarter, Canaan prepared and submitted its reimbursement request package, which was approved for payment on October 28, 2020.</p> <p><b>F &amp; F Concrete Company (F&amp;F Concrete):</b> F&amp;F Concrete was awarded 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 was \$787,313.28 and the original grant represented less than 25% of the projected cost of the three 2020 MY replacement trucks. The funds came from the "DERA Option" under VW NOx Mitigation Trust Agreement. Because F &amp; F got better prices than those in the proposal, the grant was reduced to \$170,955.94. Having completed its project in the fourth quarter, F&amp;F Concrete submitted its reimbursement request, which was approved for payment by DEEP on October 26, 2020 and by WT on November 2, 2020. Payment was received from WT on November 5, 2020.</p> <p><b>Town of New Milford (New Milford):</b> A grant of \$108,602.98 for the early replacement of three Class 8 snowplowing dump trucks, MY2000-2004, with MY2020 diesel powered equivalents was awarded to New Milford. The cost of the new trucks is \$496,596 of which the grant is less than 25%. New Milford requested and received an extension to August 31, 2021 to cover Covid-related delays in the building and delivery of the new trucks following the normal town budget process. Delivery is now anticipated to occur in February of 2021. New Milford remains on schedule to meet the revised deadline.</p>



	<p><b>The City of Stamford (Stamford):</b> Stamford is using its grant of \$144,591.41 to replace four Class 6 utility trucks, MY 1998-1999, with MY 2020 diesel-powered equivalents. The total project cost was originally proposed to be \$661,156 of which the grant was less than 25%. In the fourth quarter, Stamford reported that they had accidentally scrapped a truck that was not among those covered by the grant and requested a revision to substitute the accidentally scrapped truck for a similar truck on the list. DEEP received complete scrappage documentation for that truck. Before accepting the revision, DEEP is awaiting a statement that its age, application and mileage are similar to the truck on the list provided for the grant. Having been granted an extension to February 28, 2021, to allow for Covid-related delays in the building and delivery of the remaining two trucks, Stamford took delivery of the last of its four trucks in the fifth quarter and reported that the final cost of the project was \$505,806.70. The decrease in the project cost resulted in a decrease in the grant to \$110,617.32 and the cost share to \$395,189.38. A draft revision of Scope of Work for the project was prepared to include the extension, the decrease in the project cost and grant amount and the potential substitution of the accidentally scrapped truck.</p> <p><b>Town of Weston (Weston):</b> Weston used its grant towards the replacement of two Class 8 dump trucks, MY 1995 &amp; 2001, with MY 2019 diesel-powered equivalents. DEEP requested and obtained from EPA a waiver for replacement of the 1995 truck. 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 \$52,049.25 from the FY 2019 State DERA Allocation and bonus. The grant represents less than 25% of the \$380,838 cost of the new trucks. In the fourth quarter, Weston notified DEEP that it had scrapped a truck that was not on the list of vehicles covered by the grant. Appropriate documentation was provided to indicate that the scrapped truck's EMY and normal operations were similar to the truck listed in the proposal and that scrappage met EPA guidelines. The substitution request was granted on September 30, 2020, however, review of the scrappage documents revealed that the substitute truck had an EMY 1994 engine. On October 26, 2020, EPA approved DEEP's request to include this 1994 engine in the existing waiver for the 1995 engine. Because Weston got better prices than those in the proposal, the grant was reduced to \$73,382.53, of which \$21,333.28 is coming from State DERA funds and \$52,049.25 was paid from the DERFA Option.. Having been granted a second extension to November 16, 2020, Weston completed the project, assembled the reimbursement documents and submitted the payment request package. Payment was approved by DEEP on November 19, 2020 and by WT on November 25, 2020.</p>
<p>Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.</p>	<p><b>Burlington:</b> In the fourth quarter, Burlington submitted the reimbursement request for \$48,614.35 for the replacement of a MY 2004, Class 8 diesel dump truck with a MY 2021 equivalent, which was approved for payment on October 28, 2020. These funds were drawn from the 2019 DERA allocation in the fifth quarter.</p> <p><b>Canaan:</b> Canaan submitted the reimbursement request for \$41,276.73 for the replacement of a MY 1997 Class 8 snowplowing dump truck with a MY 2020 diesel-powered equivalent, which was approved for payment on October 28, 2020. These funds were drawn from the 2019 DERA allocation in the fifth quarter.</p> <p><b>F&amp;F Concrete:</b> On September 10, 2020, F&amp;F Concrete submitted a request for final reimbursement of \$170,955.94 toward the replacement of three Class 8 diesel concrete trucks, model year (MY) 2000-2007, with 2020 MY diesel equivalents. DEEP approved the request on October 26, 2020 and the request was forwarded to WT on October 28, 2020. WT approved payment under the VW DERA Option on November 2, 2020; payment was received on November 5, 2020.</p> <p><b>West Hartford:</b> West Hartford submitted the reimbursement request for \$33,485.04 for the replacement of a MY 2000 maintenance dump truck with a MY 2020 equivalent, which was approved for payment on September 16, 2020. These funds were drawn from the 2019 DERA allocation in the fifth quarter.</p> <p><b>Weston:</b> On November 16, 2020, Weston submitted the payment request package for the replacement of two Class 8 dump trucks, MY 1995 &amp; 2001, with MY 2019 diesel-powered equivalents. The adjusted grant amount was \$73,382.53, \$52,049.25 of which came from the "DERA Option" under VW NOx Mitigation Trust Agreement and \$21,333.28 from the FY 2019 State DERA Allocation and bonus. Payment was approved by DEEP on November 19, 2020 and by WT on November 25, 2020. The DERA funds were drawn down in the fifth quarter.</p> <p><b>Target Enterprises (Target): NOTE:</b> In the fourth quarter, Target completed its project and was reimbursed \$35,678.10 toward the replacement of a MY 2007 diesel-powered flatbed truck, with crane, with a MY 2019 diesel-powered equivalent with crane. The funds came from the "DERA Option" under VW NOx Mitigation Trust Agreement and payment was received from WT. However, it was not reported at the time that this payment was reduced from the original grant of \$37,885.74 because the final cost of the truck (\$163,141.00) was less than that listed in the proposal (\$173,235.64).</p>
<p>Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.</p>	<p><b>New Milford:</b> New Milford requested an extension to August 31, 2021 because it could not order the vehicle until the beginning of the fiscal year (July 1) and anticipated delivery delays related to Covid-19; the extension was granted June 4, 2020. New Milford is on schedule to meet the revised deadline.</p> <p><b>Stamford:</b> DEEP is still awaiting complete scrappage documentation for the accidentally scrapped truck and a statement that its age, application and mileage are similar to the truck on the list provided for the grant. Stamford is on schedule to complete the project by the revised deadline of February 28, 2021.</p> <p><b>Weston:</b> Weston completed its project by the revised deadline of November 16, 2020.</p> <p>All other projects were completed on or ahead of schedule.</p>
<p>If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?</p>	<p><b>New Milford:</b> New Milford requested an extension to August 31, 2021 because it could not order the vehicle until the beginning of the fiscal year (July 1) and anticipated delivery delays related to Covid-19; the extension was granted June 4, 2020. New Milford is on schedule to meet the revised deadline.</p> <p><b>Stamford:</b> In the fourth quarter, Stamford reported that they had accidentally scrapped a truck that was not among those covered by the grant. Stamford requested a revision to substitute the accidentally scrapped truck for a similar truck on the list. DEEP is awaiting a statement that its age, application and mileage are similar to the truck on the list provided for the grant. Anticipating Covid-related delays in the building and delivery of the remaining two trucks, Stamford requested and was granted an extension to February 28, 2021 for completion of the project. Stamford is on schedule to complete the project by the revised deadline.</p>

	All other projects were completed on or ahead of schedule.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	<p><b>New Milford:</b> New Milford requested an extension to August 31, 2021 because it could not order the vehicle until the beginning of the fiscal year (July 1) and anticipated delivery delays related to Covid-19; the extension was granted June 4, 2020. New Milford is on schedule to meet the revised deadline.</p> <p><b>Stamford:</b> Stamford requested an extension to February 28, 2021, to allow for Covid-related delays in the building and delivery of the remaining two trucks; DEEP granted the extension on August 13, 2020. Stamford is on schedule to complete the project by the revised deadline.</p> <p>All other projects were completed on or ahead of schedule.</p>
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	<p><b>Stamford</b> contributed \$395,189.38 as its cost share for the project.</p> <p><b>Weston</b> contributed \$262,165.07 as its cost share for the project.</p>
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income was generated in this reporting period.
Did any public relations events regarding this grant take place during the reporting period?	<p>On October 15, 2020, DEEP contacted the State Department of Education regarding the DERA Clean School Bus Incentive Program. The DOE then sent a notice to all the school superintendents in Connecticut promoting the program.</p> <p>On October 8, 2020, DEEP held an informational Webinar on the 2020 State DERA program that was well-attended. The presentation can be found on the DEEP website at: <a href="https://portal.ct.gov/-/media/DEEP/air/mobile/DERA/2020-CT-State-DEEP-Webinar.pdf">https://portal.ct.gov/-/media/DEEP/air/mobile/DERA/2020-CT-State-DEEP-Webinar.pdf</a></p>
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	<p>DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a></p> <p>DEEP has also established a website for its Volkswagen NO<sub>x</sub> Mitigation Program at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</a></p>
What project activities are planned for the next reporting period?	<p><b>DEEP State DERA Administrative Activities:</b> In the sixth quarter, DEEP will complete its selection of projects for 2020 State DERA grants and submit a workplan revision to EPA for approval. DEEP will begin working with the new grantees to draft Scopes of Work, Purchase Requisitions, and the DERA Option D-4 form for the selected projects. DEEP will continue to monitor the progress of the projects, providing advice and assistance as required. DEEP expects to be closing out the remaining 2019 projects and processing reimbursements in the sixth quarter, though New Milford has extra time if needed.</p> <p><b>Burlington:</b> Burlington's project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.</p> <p><b>Canaan:</b> Canaan's project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.</p> <p><b>F&amp;F Concrete:</b> F&amp;F Concrete's project has been completed and reimbursement has been received from WT. No further work is required.</p> <p><b>Kay's:</b> Kay's project has been completed and reimbursement has been received from WT. No further work is required.</p> <p><b>New Milford:</b> The new trucks have been ordered and are being built for anticipated delivery in the sixth quarter.</p> <p><b>Stamford:</b> Stamford will be scrapping the last two trucks and submitting documentation. The documentation required for the substitution request will be completed and submitted. The reimbursement request package will be compiled and submitted in the sixth quarter.</p> <p><b>Target:</b> Target's project has been completed and reimbursement has been received from WT. No further work is required.</p> <p><b>West Hartford:</b> West Hartford's project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.</p> <p><b>Weston:</b> Weston's project has been completed and approved for payment. Reimbursement has been received from WT and DEEP. DERA funds were drawn down in the fifth quarter. No further work is required.</p>

**Table 3. Subaward Reporting Requirements**

Requirement	Response
Summaries of results of reviews of financial and programmatic reports	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance	
Environmental results the subrecipient achieved	
Summaries of audit findings and related pass-through entity management decisions	
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR Part 200.338 Remedies for Noncompliance	









Grant Recipient	0
Grant #	0
Reporting Period	0

The Connecticut Department of Energy and Environmental Protection (DEEP)
DS - 00A00174 - 1
October 1 - December 31, 2020

Note: Similar engines may be grouped together or entered as separate engine groups.

Instructions / Units	Fleet Information	Group 1: Town of Burlington	Group 2: Town of Canaan	Group 3: F&F Concrete			Group 4: Ka
	Fiscal Year of EPA Funds Used:	2019	2019	2019	2019	2019	2019
	Vehicle Or Engine Group Name:	Municipal Dump Truck	Municipal Dump Truck	Concrete Truck #107	Concrete Truck #109	Concrete Truck #111	T-16
	Fleet Owner:	Town of Burlington	Town of Canaan	F&F Concrete Company			Kay's Tru
	Vehicle or Engine Group Type:	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
	Primary Place of Performance	Burlington, CT	Canaan, CT	Plantsville			South V
	- State(s):	Connecticut	Connecticut	Connecticut			C
	- County:	Hartford	Litchfield	Hartford			Hart
	- City:	Burlington	Canaan	Plantsville			South V
	- Zip Code:	06013	06031	06074			060
	Target:	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination
	Vehicle Class or Equipment Type:	Class 8	Class 8	Class 8	Class 8	Class 8	Class 8
	Quantity:	1	1	3			2
	Vehicle Identification Number(s):	1HTWDAAR55JO43870	IFDYF80C9WVA36934	5DG8AD4T550010623	5DG8AD4G760011483	5DG8AD4T870012014	1FUYTWEB6YHG07052
	Vehicle Make:	International	Ford	Terex advance	Terex advance	Terex advance	Freightliner
	Vehicle Model:	7400 SFA 4X2	F800	62-445AP6811	62-445AP6811	62-445AP6811	MED CONV
	Vehicle Model Year:	2004	1997	2005	2006	2007	2000
	Engine Serial Number(s) :	466HM2U2007559	56348358	06RO836516	06RO908034	06RO960056	KS24975
	Engine Make:	International	International	Detroit Diesel	Detroit Diesel	Detroit Diesel	CAT
	Engine Model:	D250	DT530	Series 60	Series 60	Series 60	C-12
	Engine Model Year:	2004	1997	2005	2006	2006	1999
	Engine Tier:						
	Engine Horsepower:	290	215	450	450	450	410
	Engine Cylinder Displacement:	7.6L	5.9L	12.7L	12.7L	12.7L	12
	Engine Number of Cylinders:	6	6	6	6	6	6
	Engine Family Name:	4NVXHO466AEA	VCE359D6DAAW	5DDXH12.7EGY	6DDXH12.7EGY	6DDXH12.7EGY	XCPXH0729ERK
	Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
	Annual Amount of Fuel Used:	1200	350	6274	7828	7624	2572
	Annual Usage Rate:						
	Annual Miles Traveled:	6000	3,000	20076	24266	22872	9954
	Annual Idling Hours:	150	100	815	754	696	260
	Annual Hoteling Hours:						
	Remaining Life:	5	3	3	4	4	1
	Normal Attrition Year:	2025	2023	2023	2024	2024	2030
	Year of Upgrade Action:	2020	2020	2020	2020	2020	2020
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
	Upgrade:	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
	Upgrade Cost Per Unit:	\$124,887.00	\$188,741.00	\$260,594.00	\$260,558.00	\$260,558.00	\$136,647.00
	Upgrade Labor Cost Per Unit:	\$97,406.00					
	New Engine Model Year:	2021	2020	2020	2020	2020	2020
	New Engine Tier:						
	New Engine Horsepower:	260	260	430	430	430	425
	New Engine Duty Cycle:						
	New Engine Cylinder Displacement:	7.7	7.7	11.8 L	11.8 L	11.8 L	12.8
	New Engine Number of Cylinders:	6	6	6	6	6	6
	New Engine Family Name:	LDTN2VOCV05C	LDDXH07.7Mde	LCEXH0721XAG	LCEXH0721XAG	LCEXH0721XAG	LVPHT12.8G01
	New Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
	Annual Idling Hours Reduced:						
	Annual Hoteling Hours Reduced:						
	Annual Diesel Gallons Reduced:	450	0	1910	2652	15098	1415

COPY AND PASTE ADDITIONAL COLUMNS AS NEEDED TO CAPTURE ALL ENGINE/VEHICLE GROUPS

The Connecticut Department of Energy and Environmental Protection (DEEP)  
DS - 00A00174 - 1  
October 1 - December 31, 2020

Company	Group 5: Town of New Milford				Group 6: City of Stamford				Group 7: Target Enterprises
2019	2019	2019	2019	2019	2019	2019	2019	2019	
T-18	Truck #12	Truck #112	Truck #125	Utility Truck #115	Utility Truck #249	Utility Truck #422	Utility Truck #423	Flatbed Truck #10 w. crane	
King, Inc.	Town of New Milford				City of Stamford				Target Enterprises
On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	
Vindsor	New Milford				Stamford				Fairfield County
T	CT				Connecticut				CT
ford	Litchfield				Fairfield				Litchfield
Vindsor	New Milford				Stamford				Thomaston
074	06776				06901				06787
Short Haul - Combination	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination	
Class 8	Class 8	Class 8	Class 8	Class 6	Class 6	Class 6	Class 6	Class 7	
1FUY8HCB7TL794515	2FZAAZAN64AM92952	2FZNEDYBOYAG76250	2FZAAZA873AK67769	1HTSCABL5WH555360	1HTSCABL7WH555361	1HTSCABL5WH555357	1HTSCABL8XH620915	1FVACXDJ27HX13456	
Freightliner	Sterling	Sterling	Sterling	International	International	International	International	Freightliner	
MED CONV	L9500	LT9500	L9500	4700 4X2	4700 4X2	4700 4X2	4700 4X2	M2/106	
1996	2004	2000	2003	1998	1998	1998	1999	2007	
04R0010751	MJB03817	119834196GH0261	35057804	640970	640969	640971	781483	906543765	
Detroit	Caterpillar	Cummins	Cummins	International	International	International	International	Mercedes Benz	
6047GK60	C10	N14	M11	T444E	T444E	T444E	T444E	MBE900	
1995	2003	2000	2002	1998	1998	1998	1999	2006	
315	335	435	350	190	190	190	190	300	
8.5		14 l	10.8 l	7.3 liter	7.3 liter	7.3 liter	7.3 liter	7.2	
4	6	6	6	6 Cylinders	6 Cylinders	6 Cylinders	6 Cylinders	6	
SDD8.5EJDAGW	3CPXH0629EBV	XCEXH0855NAD	2CEXH0661MAS	VNV444C8DARW	VNV444C8DARW	VNV444C8DARW	VNV444C8DARW	6MBXH7.20DJA	
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	
1987	1028	1019	1199	1200	1200	1200	1200	4700	
3987	10000	10000	10000	5000	5000	5000	5000	33,000	
410	150	150	150	200	200	200	200		
1	5	5	5	0	0	0	0	2	
2030	2022	2022	2022	2017	2017	2017	2017	2022	
2020	2020	2020	2020	2020	2020	2020	2020	2020	
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	
\$131,616.00	\$165,532.00	\$165,532.00	\$165,532.00	\$130,000.00	\$130,000.00	\$130,000.00	\$130,000.00	\$163,141.00	
2019	2020	2020	2020	2020	2020	2020	2020	2018	
425								350	
12.8								8.9	
6								6	
KVPTH12.8G01								JCEXH0540LAX	
ULSD	ULSD	ULSD	ULSD				ULSD	ULSD	
1523					2938	2938		575	



Group 8: Town of West Hartford	Group 9: Town of Weston	
2019	2019	2019
Maintenance Dump Truck	26WE - GMC Truck	27WE
Town of West Hartford	Town of Weston	
On Highway	On Highway	On Highway
West Hartford	Weston	
CT	CT	
Hartford	Fairfield	
West Hartford	Weston	
06110	06812	
Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit
Class 8	Class 8	Class 8
1	2	
1FV6JBB6YHB17534	1GDP7H1J3S503594	2FZAATAK52AK13913
Freightliner	GMC	Sterling
FL-80	Top Kick	L 7500
1999	1995	2000
8YL15807	9GK13980	CKM27435
Caterpillar	Caterpillar	Caterpillar
3126	3116	3126
1999	1994	2000
246	215	230
7.2	6.6	7.2
6	6	6
XCPX0442HSK	RCP403DZDAAA	1CPXH0442HBK
ULSD	ULSD	ULSD
970.27	253	261
4742.86	2029	2095
380.8	10	10
5	1	1
2025	2020	2020
2020	2020	2020
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$153,113.09	\$167,773.80	\$167,773.80
2020	2020	2020
350	330	330
8.9 L	6.6	7.2
6	6	6
LCEXH0540LAX	RCP403DZDAAA	1CPXH0442HBK
ULSD	ULSD	ULSD
443	337	337

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 1
Reporting Period	October 1 - December 31, 2020

Fleet Information		Group 1
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	
	Name of Vessel:	
	Total # of Propulsion Engines	
	Total # of Auxiliary Engines	
	Vehicle Or Engine Group Name:	
	Fleet Owner:	
	Application:	
	Primary Place of Performance	
	- State(s):	
	- County:	
	- City:	
	- Zip Code:	
	Engine Group Type:	
	Quantity:	
	Engine Serial Number(s) :	
	Engine Make:	
	Engine Model:	
	Engine Model Year:	
	Engine Tier:	
	Engine Horsepower:	
	Engine Cylinder Displacement:	
	Engine Number of Cylinders:	
	Engine Total Displacement:	
	Engine Family Name:	
	Engine Fuel Type:	
	Annual Amount of Fuel Used:	
	Annual Usage Rate:	
	Remaining Life:	
Normal Attrition Year:		
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	
	Upgrade Type:	
	Upgrade:	
	Upgrade Cost Per Unit:	
	Upgrade Labor Cost Per Unit:	
	New Engine Model Year:	
	New Engine Tier:	
	New Engine Horsepower:	
	New Engine Cylinder Displacement:	
	New Engine Number of Cylinders:	
	New Engine Total Displacement:	
	New Engine Family Name:	
New Engine Fuel Type:		
Annual Diesel Gallons Reduced:		

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 1
Reporting Period	October 1 - December 31, 2020

Fleet Information		Group 1:
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	
	Name of Vessel:	
	Total # of Propulsion Engines	
	Total # of Auxiliary Engines	
	Vehicle Or Engine Group Name:	
	Fleet Owner:	
	Application:	
	Primary Place of Performance	
	- State(s):	
	- County:	
	- City:	
	- Zip Code:	
	Engine Group Type:	
	Quantity:	
	Engine Serial Number(s) :	
	Engine Make:	
	Engine Model:	
	Engine Model Year:	
	Engine Tier:	
	Engine Horsepower:	
	Engine Cylinder Displacement:	
	Engine Number of Cylinders:	
	Engine Total Displacement:	
	Engine Family Name:	
	Engine Fuel Type:	
	Annual Amount of Fuel Used:	
	Annual Usage Rate:	
	Remaining Life:	
Normal Attrition Year:		
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	
	Upgrade Type:	
	Upgrade:	
	Upgrade Cost Per Unit:	
	Upgrade Labor Cost Per Unit:	
	New Engine Model Year:	
	New Engine Tier:	
	New Engine Horsepower:	
	New Engine Cylinder Displacement:	
	New Engine Number of Cylinders:	
New Engine Total Displacement:		
New Engine Family Name:		
New Engine Fuel Type:		
Annual Diesel Gallons Reduced:		

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 1
Reporting Period	October 1 - December 31, 2020

Fleet Information		Group 1:
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	
	Name of Vessel:	
	Total # of Propulsion Engines	
	Total # of Auxiliary Engines	
	Vehicle Or Engine Group Name:	
	Fleet Owner:	
	Application:	
	Primary Place of Performance	
	- State(s):	
	- County:	
	- City:	
	- Zip Code:	
	Engine Group Type:	
	Quantity:	
	Engine Serial Number(s) :	
	Engine Make:	
	Engine Model:	
	Engine Model Year:	
	Engine Tier:	
	Engine Horsepower:	
	Engine Cylinder Displacement:	
	Engine Number of Cylinders:	
	Engine Total Displacement:	
	Engine Family Name:	
	Engine Fuel Type:	
	Annual Amount of Fuel Used:	
	Annual Usage Rate:	
	Remaining Life:	
Normal Attrition Year:		
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	
	Upgrade Type:	
	Upgrade:	
	Upgrade Cost Per Unit:	
	Upgrade Labor Cost Per Unit:	
	New Engine Model Year:	
	New Engine Tier:	
	New Engine Horsepower:	
	New Engine Cylinder Displacement:	
	New Engine Number of Cylinders:	
New Engine Total Displacement:		
New Engine Family Name:		
New Engine Fuel Type:		
Annual Diesel Gallons Reduced:		