

January 31, 2023

Mr. Michael Bochanski, Jr.
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 - 6th Semi-Annual Report
Reporting Period: July 1, 2022 to December 31, 2022

Dear Mr. Bochanski:

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 semi-annual 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, 2022 to December 31, 2022.

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.

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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 Paul Kritzer at Paul.Kritzer@ct.gov.

Sincerely,



Paul E. Farrell
Acting Chief
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, 2022 through December 31, 2022**

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 Trust¹. 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, 2018,² 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_x) 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,³ 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: \$1,050,000.00

Location: Cheshire

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

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

³ 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>

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

Status: Completed and closed out September 8, 2020

H.I. Stone and Son

Amount Awarded: \$303,200.00

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: Completed and closed out on July 12, 2022

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: Completed and closed out April 7, 2021

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: \$61,250.00⁴

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

⁴ 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 disbursed in 2020. In 2021, reimbursement for one project, Block Island Express, was disbursed. Funds were not disbursed for any Round 1 projects in 2022.

Round 1 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)	November 19, 2019	January 21, 2020
2	Class 4-8 School Bus (Eligible Buses)	November 19, 2019	January 21, 2020
4	Ferries/Tugs	November 19, 2019	January 21, 2020
6	Class 4-7 Local Freight Trucks (Medium Trucks)	July 8, 2019	September 6, 2019
10	Diesel Emission Reduction Act (DERA) Option	September 24, 2019	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
9	Block Island Express	4	\$971,720.00	\$971,720.00	April 7, 2021
10	Durham School Services	2	\$488,553.00	\$488,553.00	July 12, 2022

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: Completed and closed out on July 12, 2022

H. I. Stone and Son, Inc.⁵

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: Completed and closed out April 7, 2021

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: Completed and closed out on October 18, 2021

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: Completed and closed out on September 14, 2021

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

⁵ 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.)

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

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: Completed and closed out November 22, 2021

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: Completed and closed out February 18, 2021

H. I. Stone and Son, Inc.³

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: Completed and closed out April 7, 2021

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: Completed and closed out December 28, 2021

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: Completed and closed out July 30, 2021

EMA 10 - Diesel Emission Reduction Act (DERA) Option⁶

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

⁶ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of July 1 to September 30 and October 1 to December 31, 2021, for a summary of the VW DERA Option Projects (Eligible Mitigation Action 10)

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

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 disbursed in 2020. Additionally, two Round 2 projects were completed and reimbursed in 2020 including EMA 1 project, R+L Transfer, Inc., and Student Transportation of America, an EMA 2 project. In 2021, seven Round 2 projects were reimbursed. The reimbursed projects include – H.I. Stone and Son, Inc. (EMA 1 and EMA 6), USA Waste & Hauling and Town of East Hartford (EMA 1), DATTCO, Inc. (EMA 2), Eversource Energy Services, Hocon, Gas, and State Line Propane (EMA 6). In 2022, no funds have been disbursed yet for Round 2 projects.

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

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Target Enterprises	10	\$37,885.74	\$35,678.10	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	\$905,049.52	December 21, 2020
8	Eversource Energy Service Company	6	\$326,083.00	\$326,083.00	February 18, 2021
9	H. I. Stone and Son, Inc.	1	\$72,302.26	\$152,161.01	April 7, 2021
		6	\$79,858.75		
10	State Line Propane	6	\$96,264.00	\$96,264.00	July 30, 2021
11	USA Waste & Recycling	1	\$591,600.00	\$591,600.00	September 14, 2021
12	Town of East Hartford	1	\$637,780.00	\$631,790.83	October 18, 2021
13	DATTCO, Inc.	2	\$122,689.00	\$113,863.88	November 22, 2021
14	Hocon Gas, Inc.	6	\$139,805.00	\$139,805.00	December 28, 2021
14	Bozzuto's, Inc.	1	\$175,000.00	\$175,000.00	July 12, 2022

DEMP Round 3: DEEP conducted an open and competitive solicitation in the fall of 2020 after which the following nine (9) projects were selected and awarded using VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust). The specifics of each DERA Option project is outlined below.

Blue Earth Compost, Inc.

Amount Awarded: \$69,862.00

Location: Hartford, CT

Project Description: Replacement of a Class 5 compost collection stepvan truck with an electric MY 2020 equivalent.

Status: Ongoing, project details in attached Report Tables

Cariati Developers, Inc.

Amount Awarded: \$256,187.50

Location: New Haven, Wallingford, Bridgeport, Milford, and statewide

Project Description: Replacement of five Class 8 dump trucks with MY 2022 diesel equivalents.

Status: Ongoing, project details in attached Report Tables

Coastal Carriers of Connecticut, LLC

Amount Awarded: \$34,200.75

Location: Ansonia, CT

Project Description: Replacement of one EMY 1999 diesel fuel delivery truck with a MY 2021 diesel equivalent.

Status: Completed and closed out on May 2, 2022

CWPM, LLC

Amount Awarded: \$24,664.35

Location: Essex and New Haven, CT

Project Description: Replacement of a MY 2005 diesel-powered Class 6 truck with a MY 2021 diesel-powered equivalent.

Status: Completed and closed out on May 2, 2022

E.A. Quinn Landscape Contracting, Inc.

Amount Awarded: \$16,462.00

Location: Glastonbury, CT

Project Description: Replacement of a MY 2005 diesel-powered Class 5 box truck with a MY 2022 diesel-powered equivalent.

Status: Completed and closed out on March 17, 2022

Elate Moving, LLC⁷

Amount Awarded: \$95,818.00

Location: Greenwich, Fairfield County, and the Greater New York area

Project Description: Replacement of a MY 2005 diesel-powered Class 6 moving truck with a MY 2022 battery-electric-powered equivalent.

Status: Project has been withdrawn by Elate Moving, LLC

Murphy Road Recycling, LLC

Amount Awarded: \$126,966.30

Location: New Haven, CT

Project Description: Replacement of one MY 2005 diesel-powered yard tractor with a MY 2021 EV equivalent (includes EVSE).

Status: Completed and closed out on February 28, 2022

Town of North Stonington⁸

Amount Awarded: A total grant of \$167,942.38 was awarded to the Town of Stonington; **\$66,357.64 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement**, and \$101,584.74 from FY 2019-2020 State DERA allocation and bonus.

Location: North Stonington, CT

Project Description: Replacement of a MY 1997 diesel refuse truck with a zero emissions EV equivalent.

Status: Project has been withdrawn by the Town of Stonington

Ryder Systems, Inc.⁹

Amount Awarded: \$427,050.00

Location: Bloomfield, CT

Project Description: Replacement of four (4) MY 20121 diesel transport refrigeration units (TRUs) on existing trailers with EV equivalents (includes EVSE).

Status: Project has been withdrawn by Ryder Systems, Inc.

On May 26, 2021, the State of Connecticut submitted a Round 3 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to Wilmington Trust for approval. The D-4 was approved by Wilmington Trust on July 28, 2021. Even though the D-4 was approved, not all of the Round 3 FY2020 DERA Option Beneficiaries have requested trust funds during this reporting period.

⁷ The Elate Moving project has been withdrawn from DEMP Round 3. The grant amount of \$95,818.00 awarded to Elate Moving has been subtracted out of DEMP Round 3 and will be eligible to be rolled over into future DERA Option funding rounds.

⁸ In January 2022, the Town of North Stonington withdrew the awarded project. The VW grant amount of \$66,357.64 has been deducted from DEMP Round 3 and will be eligible for rollover into a future DERA Option funding round.

⁹ In June 2022, Ryder Systems, Inc, withdrew the awarded project. The VW grant amount of \$427,050.00 has been deducted from DEMP Round 3 and will be eligible for rollover into a future DERA Option funding round.

Reimbursement has been disbursed for four projects including Murphy Road Recycling, LLC, E.A. Quinn Landscape Contracting, Inc., CWPM, LLC and Coastal Carriers.

Round 3 Submitted and Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form

EMA	Beneficiary Eligible Mitigation Action Title	Submittal Date	Approval Date
10	Diesel Emission Reduction Act (DERA) Option	May 26, 2021	July 28, 2021

Round 3 Approved Eligible Mitigation Action Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Murphy Road Recycling, LLC	10	\$126,966.30	\$126,966.30	February 28, 2022
2	E.A. Quinn Landscape Contracting, Inc.	10	\$16,462.00	\$16,462.00	March 17, 2022
3	CWPM	10	\$24,664.35	\$24,664.35	May 2, 2022
4	Coastal Carriers	10	\$34,200.75	\$34,200.75	May 2, 2022

DEMP Round 4: An open and competitive solicitation process for VW funds, focusing on electric and Environmental Justice (EJ) projects, was initiated on August 13, 2021. Projects were selected and announced on December 22, 2021. Funding was awarded to five (5) all electric projects operating in EJ communities. Since the projects were recently awarded in December 2021, the D-4s have not been submitted yet for the awarded projects. The awarded DEMP Round 4 projects, broken out by Eligible Mitigation Action, include:

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

DATTCO, Inc.

Amount Awarded: \$1,504,731.37

Location: Middletown, CT

Project Description: Replace six (6) EMY 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included.

Status: Ongoing, project details in attached Report Tables

DATTCO, Inc.

Amount Awarded: \$1,060,479.18

Location: New Britain, CT

Project Description: Replace four (4) EMY 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included.

Status: Ongoing, project details in attached Report Tables

First Student, Inc.

Amount Awarded: \$3,242,944.00

Location: Bethel, Hamden and Stamford, CT

Project Description: Replace sixteen (16) EMY 2006-2009, Class 5 and Class 7 school buses, with EMY 2022 EV equivalents; charging infrastructure included.

Status: Project has been withdrawn by First Student, Inc.

Student Transportation of America, Inc. (Naugatuck)

Amount Awarded: \$3,743,914.85

Location: Anonsonia and Griswold, CT

Project Description: Replace seventeen (17) EMY 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included.

Status: Ongoing, project details in attached Report Tables

EMA 8 - Forklifts and Port Cargo Handling Equipment

Waterfront Enterprises, LLC, dba Gateway Terminal, LLC

Amount Awarded: \$3,155,486.00

Location: New Haven, CT

Project Description: Scrappage and Replacement of one EMY 1973 diesel powered gantry crane with an EMY 2022 all-electric equivalent.

Status: Ongoing, project details in attached Report Tables

Round 4 Submitted and Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form

EMA	Beneficiary Eligible Mitigation Action Title	Submittal Date	Approval Date
2	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	TBD	TBD
8	Forklifts and Port Cargo Handling Equipment	TBD	TBD

DEMP Round 5: DEEP conducted an open and competitive solicitation in October 2021 after which the following four projects were selected and awarded using VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust). The specifics of each DERA Option project are listed below.

Cross Sound Ferry Services, Inc.

Amount Awarded: \$220,448.00

Location: New London, CT

Project Description: Replacement of three (3) auxiliary generator sets, equipped with EMY 1983, Tier 0, diesel-powered auxiliary engines, in the *MV Mary Ellen* with new generator sets equipped with EMY 2021, Tier 3, diesel-powered equivalents.

Status: Ongoing, project details in attached Report Tables

Joe’s Boathouse, LLC

Amount Awarded: \$30,054.00

Location: Milford, CT

Project Description: Replacement of one (1) EMY 1993, Tier 0, diesel-powered auxiliary engine, in the *FV Nancy E*, with an EMY 2021 or 2022 diesel engine.

Status: Ongoing, project details in attached Report Tables

Tirollo Bus Company, LLC

Amount Awarded: \$29,162.50

Location: Orange, CT

Project Description: Replacement of one (1) EMY 2008, diesel-powered school bus with a MY 2024 bus, powered by a 2021 EMY diesel engine.

Status: Ongoing, project details in attached Report Tables

F & G Recycling, LLC

Amount Awarded: \$70,763.60¹⁰

Location: Waterbury, CT

Project Description: Replacement of one (1) diesel-powered yard spotter, equipped with an EMY 2005 engine, with a MY 2023 EV equivalent; charging infrastructure included.

Status: Ongoing, project details in attached Report Tables

Round 5 Anticipated Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form

EMA	Beneficiary Eligible Mitigation Action Title	Submittal Date	Approval Date
10	Diesel Emission Reduction Act (DERA) Option	Q1 2023	TBD

Round 5 Approved Eligible Mitigation Action Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Cross Sound Ferry Services, Inc.	10	\$220,448.00	\$0	N/A
2	Joe’s Boathouse, LLC	10	\$30,054.00	\$0	N/A
3	Tirollo Bus Company, LLC	10	\$29,162.50	\$0	N/A
4	F & G Recycling, LLC	10	\$70,763.60	\$0	N/A

Administrative Costs

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

¹⁰ This project also received \$53,120.00 in 2021 DERA funding.

**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, 2022 – December 31, 2022

	Reporting Period	Cumulative
Total Trust Funds Allocated		\$55,721,169.00
Interest Earned	\$4,000.00 ¹	\$1,027,000.00
Funds Expended	\$1,993,765.23	\$10,991,430.90
CT Accounting Remaining Balance		\$45,756,738.67
Wilmington Trust (6/30/22) Financial Statement		\$49,785,000.00 ²

¹ Interest earned for this reporting period is estimated from the June 30, 2022, 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 December 31, 2022*.

² Balance of \$49,785,000.00 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 December 31, 2022*.

Summary of All Costs – DEMP Round 1

Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	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)	\$8,106,502.00	\$1,675,021.40	\$1,215,975.30	Two projects (Durham School Services and First Student,) from this Eligible Mitigation Action Category have 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	\$971,720.00	\$145,758.00	The Block Island Express project has been completed and all 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)	\$204,117.50	\$189,739.06	\$30,617.73	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.
Totals	\$11,988,803.90	\$5,541,533.45	\$1,798,320.59	

³ 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 – DEMP Round 2

Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 1 - Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	\$2,006,902.26	\$1,654,413.09	\$301,035.34	Five projects, R+L Transfer, H.I. Stone, Sysco Leasing, Town of East Hartford 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)	\$2,784,882.00	\$1,018,913.40	\$417,732.30	Two school bus replacement projects in Round 2 EMA 2, STA Naugatuck and DATTCO, have been reimbursed.
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	\$642,010.75	\$96,301.61	Four projects, H.I. Stone, Eversource, State Line Propane and Hocon Gas, in the EMA 6, Class 4-7 Local Freight Trucks have been completed; thus, funds for all four projects in EMA 6 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	\$605,487.60	\$602,054.58	\$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.
Totals	\$6,858,542.61	3,917,391.82	\$1,028,781.39	

Summary of All Costs – DEMP Round 3

Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$1,117,568.54 ⁴	\$202,293.40	\$167,635.28	Four projects in the EMA 10, DERA Option have been completed; \$202,293.40 in funds have been disbursed.
Totals	\$528,342.90 ⁵	\$202,293.40	\$167,635.28	

Summary of All Costs – DEMP Round 4

Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ⁶	Notes
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$6,309,125.40	\$0	\$0	None of the projects in the EMA 2 have been completed; therefore, no funds have been disbursed.
EMA 8 - Forklifts and Port Cargo Handling Equipment	\$3,155,486.00	\$0	\$0	Since the EMA 8 project has not been completed; no funds have been disbursed.
Totals	\$9,464,611.40	\$0	\$0	

⁴ \$1,117,568.54 was the total amount originally awarded under DEMP Round 3 and submitted as part of the Round 3 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to Wilmington Trust on May 26, 2021, approved by the Trust on July 28, 2021. However, since the DEMP Round 3 projects were awarded, three grantees, Elate Moving, Ryder Systems, Inc. and Town of North Stonington, have withdrawn their projects. The revised total funds budgeted for DEMP Round 3 is \$528,342.90.

⁵ Three projects, Elate Moving, North Stonington and Ryder Systems, have been withdrawn from DEMP Round 3. A total combined amount of \$589,225.64 was awarded to Elate Moving (\$95,818.00), North Stonington (\$66,357.64) and Ryder Systems (\$427,050.00); that amount has been deducted from the DEMP Round 3 total and will be eligible to be rolled over into a future DERA Option funding round.

⁶ CT is not planning on requesting reimbursement for administrative costs associated with Round 4 at this time.

Summary of All Costs – DEMP Round 5

Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$350,428.10	\$0	\$52,564.22	Four projects in the EMA 10, DERA Option were selected in June 2022 and are in progress.
Totals	\$350,428.10	\$0 ⁷	\$52,564.22	

⁷ DEEP anticipates sending in a revised D-4 for DERA Option funding in Q1 2023.

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 to 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 to 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 to 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

					to 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, therefore the reimbursement payment was decreased. All documents have been received and trust funds have been disbursed.
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 \$1,338,780.00 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. The project has been completed and trust funds have been disbursed.
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	Durham School Services has replaced twenty-two (22) 2005 Model Year (MY) school buses; eleven (11) with 2019 MY IC Integrated diesel-powered equivalents and eleven with 2020 engine MY IC Integrated propane-powered equivalents. The buses transport school students in Stratford and Norwalk, CT.	The project has been completed and trust funds have been disbursed.
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 selected New Flyer as the vendor. A contract was awarded to the engineering services firm to plan/design the facility electrical and bus charging infrastructure. 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. All twelve buses have been received. Charging infrastructure has been installed and is operational. CT DOT submitted the reimbursement package in Q4 of 2022. CT DEEP has submitted the D-4 to WT in January 2023 and is awaiting approval before approving the reimbursement.

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>The vessel, engines and equipment were delivered to the shipyard. 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 provided close-out and reimbursement documentation for the project. The project has been completed and Trust funds have been disbursed.</p>
2	1	University of Connecticut (UCONN)	University of Connecticut Electric Transit Bus Replacement Project	<p>Two 2005 MY transit buses owned and operated by UCONN will be replaced with two 2019 or 2020 MY full electric transit buses.</p>	<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. UConn assigned the VW grant to CT DOT in 1Q 2020, and CT DOT is developing a mitigation plan for the project. (Note that DOT has been granted two separate awards</p>

					during Rounds 1 and 2 of DEEP VW grant process.) For the Stamford project, the electrical infrastructure upgrades are currently underway. The charging infrastructure and last chargers are due for commissioning by April 1, 2022 and the fire suppression upgrades will follow sometime after that.
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 to 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 was granted an extension until November 15, 2021 due to COVID-related delivery delays. The new tractors have been received. Scrappage on the old trucks was finished and the project has been completed. The reimbursement request package was approved in July 2022. The project has been completed and trust funds have been disbursed.
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, and the old trucks were scrapped. The project has been completed and Trust funds have been disbursed.
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 was granted an extension to December 1, 2021, due to pandemic-related budget issues. The new vehicles have been received and the old trucks have been scrapped. The project has been completed and the reimbursement request package was submitted to DEEP

					management for internal review on June 16, 2022.
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.	All four trucks have been received by the Town of East Hartford. The old trucks have been scrapped. The Town was granted an extension to June 30, 2021, to compile the reimbursement paperwork. The paperwork was submitted and approved by DEEP. The project has been completed and Trust funds have been disbursed. Due to a decrease in total project cost, the grant was adjusted accordingly and was reduced from the original award of \$637,780.00 to \$631,790.83.
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 eight of the old trucks scrapped. The grantee submitted the reimbursement package which was approved by DEEP. The project has been completed and Trust funds have been disbursed.
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 VW Round 1 UCONN award. Once fleet operations and the Round 1 award have been finalized, these two projects will proceed in tandem. CT DOT is in the process of developing a mitigation plan for this project.
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.	The bus has been received and the EVSE installed. This project was completed, and disbursement of funds occurred in November 2021. The total project cost was reduced; therefore, the VW grant funds were adjusted from \$122,689.00 to \$113,863.88.
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 June 30, 2022, due to COVID-related supply issues. The new buses have

					been delivered. Project has been completed and trust funds have been disbursed.
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 \$905,049.52 in December 2020. The project has been completed and Trust funds have been disbursed.
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 by the grantee by email on January 11, 2022.
4	2	Fisher's Island Ferry District (FIFD)	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.	FIFD received an extension until July 31, 2021. The five engines have been installed and the Certificate of Inspection (COI) from United States Coast Guard was received. The project has been completed and Trust funds have been disbursed.
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 and the old trucks were scrapped in early 2021. The project has been completed and Trust funds have been disbursed.
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, and the old trucks were scrapped. The project has been completed and Trust funds have been disbursed.

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 were received by HOCON in 2021. The project was completed, and disbursement of funds occurred in December 2021.
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.	The three (3) Class 7 fuel delivery trucks were delivered, and the old trucks were scrapped. The project has been completed and Trust funds have been disbursed.
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 disbursed 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 to \$35,678.10. 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 two new dump trucks have been received and the old dump trucks have been scrapped. The project is complete, and the Town of Weston received reimbursement on December 8, 2020.
10	3	Blue Earth Compost	Cleaner Compost Collections	The purpose of this project is to replace a Class 5 compost collection stepvan truck with an electric MY 2020 equivalent.	Blue Earth Compost was granted an extension to March 31, 2022, for time to secure extra funding for EVSE (which was not requested during the grant application proposal; therefore, was not awarded.) Due to a decrease in total project cost, the grant was adjusted accordingly and was reduced from the original award of \$69,862.00 to \$51,494.91. The project has been completed and Trust funds have been disbursed.
10	3	Cariati Developers, Inc.	Five Class 8 Highway Diesel Replacement	Replacement of five Class 8 dump trucks with MY 2022 diesel equivalents.	An extension was requested and approved until June 30, 2022, due to COVID-related delivery delays. A second extension was granted for December 31, 2022. A third extension, due to COVID-related delivery delays was granted to June 2023.
10	3	Coastal Carriers of Connecticut, LLC	Replace 2006 Kenworth Class 8 Tractor with 2022 Western Star Class 8	The project will replace one EMY 1999 diesel fuel delivery truck with a MY 2021 diesel equivalent.	An extension of January 31, 2022, was requested and approved due to COVID delivery delays. The new Western Star Tractor was delivered, and the old truck has been scrapped. Coastal Carriers submitted a reimbursement package that was approved by DEEP. Trust funds have been disbursed and the project has been completed.
10	3	CWPM, LLC	2021 Service Truck Replacement	Replacement of a MY 2005 diesel-powered Class 6 truck with a MY 2021 diesel-powered equivalent.	The new truck has been delivered and the old truck has been scrapped. CWPM submitted the reimbursement package to DEEP, which was reviewed and approved. The project has been deemed complete and

					disbursement of funds occurred in May 2022.
10	3	E.A. Quinn Landscape Contracting, Inc.	Replacement of 2005 GMC W5500 Diesel Box Truck	Replace, for E.A. Quinn, a MY 2005 diesel-powered Class 5 box truck with a MY 2022 diesel-powered equivalent.	The new truck has been delivered and the old truck has been scrapped. The project was completed, and disbursement of funds occurred in March 2022.
10	3	Elate Moving, LLC	Elate Moving: Kevin Britt	The project will replace a MY 2005 diesel-powered Class 6 moving truck with a MY 2022 battery-electric-powered equivalent.	Elate Moving withdrew from the grant program in November 2021. The grant amount of \$95,818.00 awarded to Elate Moving is eligible for rollover into future DERA Option funding rounds.
10	3	Murphy Road Recycling, LLC	Electric Yard Horse & Charging Infrastructure	The Murphy Road Recycling project will replace one MY 2005 diesel-powered yard tractor with a MY 2021 EV equivalent (includes EVSE).	The old vehicle has been scrapped and the new vehicle has arrived. The project was completed, and disbursement of funds occurred in February 2022.
10	3	Town of North Stonington	North Stonington Dumpster Truck EV Replacement Project	The purpose of the project is to replace, for the Town of North Stonington, one MY 1997 diesel refuse truck with a zero emissions EV equivalent.	North Stonington submitted a formal withdrawal letter on January 12, 2022. The \$66,357.64 awarded to the Town of North Stonington is eligible for rollover into future DERA Option funding rounds.
10	3	Ryder Systems, Inc.	Zero Emissions TRU Replacement Project	Replacement of four (4) MY 2012 diesel transport refrigeration units (TRUs) on existing trailers with EV equivalents (includes EVSE).	Project was withdrawn by the grantee by letter on June 7, 2022.
2	4	DATTCO, Inc. - Middletown	Type C Electric Buses for DATTCO Middletown, Serving Public Schools	Replacement of six (6) engine model year (EMY) 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included. These buses serve Middletown, CT, which is an environmental justice community.	The project was awarded in December 2021. The Mitigation Plan has been finalized. DATTCO started the procurement process by ordering the six new electric buses and associated charging infrastructure. Procurement documents have been received by DEEP.
2	4	DATTCO, Inc. – New Britain	Type C Electric Buses for DATTCO New Britain, Serving the Capitol Region	Replacement of four (4) engine model year (EMY) 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included. These buses serve New Britain, CT, which is an environmental justice community.	DATTCO accepted the VW grant in December 2021 after receipt of the award letter on December 13, 2021. DATTCO has initiated the project implementation process by signing the Mitigation Plan and issuing a Purchase Order for the four new buses and

			Education Council (CREC)		chargers. Procurement documents have been received by DEEP.
2	4	First Student	First Student – CT VW	Replacement of sixteen (16) engine model year (EMY) 2006-2009, Class 5 and Class 7 school buses, with EMY 2022 EV equivalents; charging infrastructure included. These buses serve three environmental justice communities: Bethel, Hamden, and Stamford, CT.	First Student withdrew the Round 3 project on May 2, 2022.
2	4	Student Transportation of America, Inc. (STA)	STA- CT VW Round 3	Replacement of sixteen (16) engine model year (EMY) 2006-2009, Class 5 and Class 7 school buses, with EMY 2022 EV equivalents; charging infrastructure included. These buses serve three environmental justice communities: Bethel, Hamden, and Stamford, CT.	An award letter was sent to STA on December 13, 2021. STA signed the Mitigation Plan on March 25, 2022. STA has begun the procurement process. STA submitted an extension request due to COVID-related delays; that extension request was granted in December 2022.
8	4	Waterfront Properties, dba Gateway Terminal	The Gateway Terminal Clean Port Initiative	Replacement of one EMY 1973 diesel powered gantry crane with an EMY 2022 all-electric equivalent. The crane will be located at the Port of New Haven, CT, which is in an environmental justice community.	DEEP awarded the project in December 2021. The Mitigation Plan (Scope of Work, SOW) was finalized on April 7, 2022. An extension to December 31, 2023, was approved and included in the SOW. In procurement and on schedule.
10	5	Cross Sound Ferry Services, Inc.	Marine Ferry Auxiliary Engine Replacement Project	Replacement of three (3) auxiliary generator sets equipped with EMY 1983, Tier 0, diesel-powered auxiliary engines in the <i>MV Mary Ellen</i> with new generator sets equipped with EMY 2021, Tier 3, diesel-powered equivalents.	Award Letter Sent 8/19/22. SOW executed 12/28/2022.
10	5	Joe's Boathouse, LLC	<i>FV Nancy E</i> Pump Engine Repower	Replacement of one (1) EMY 1993, Tier 0, diesel-powered auxiliary engine in the <i>FV Nancy E</i> with an EMY 2021 or 2022 diesel engine.	Award Letter sent 8/19/22. Extension requested due to difficulty securing engine, which is required to secure boatyard space; approved by DEEP and by EPA 12/13/22. Draft SOW with revised dates sent to grantee 12/19/22. Status update received 1/10/23.
10	5	Tirollo Bus Company, LLC	Replacement 2008 Project	Replacement of one (1) EMY 2008, diesel-powered school bus with a MY 2024 bus powered by a 2021 EMY diesel engine. The bus is used to transport students in and around Orange, CT.	Award Letter sent 8/19/22. Project revised from diesel-to-gasoline to diesel-to-diesel due to unavailability of gasoline school

					buses. Draft SOW sent 9/27/22. Status update received 12/8/22.
10	5	F & G Recycling, LLC	Replacement of diesel yard spotter with electric yard spotter	Replacement of one (1) diesel-powered yard spotter equipped with an EMY 2005 engine with a MY 2023 EV equivalent; charging infrastructure included. The equipment operates in one environmental justice community: Waterbury, CT.	Award Letter sent 5/5/22. SOW executed 8/29/22. Status updates submitted 9/27/22 and 1/3/23.



January 31, 2023

Ms. Pujarini Maiti
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 2019-2020 State DERA Grant,
Connecticut DS 00A00174-3***

Dear Ms. Maiti:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its thirteenth quarterly report for State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00174-3. This report covers work performed between October 1, 2022 and December 31, 2022 on the Connecticut Clean Diesel Program. During this reporting quarter:

- DEEP provided ongoing assistance to the remaining two grantees, Cariati Developers and Winkle Bus, including the granting of extensions needed to due to ongoing Covid-related delivery delays;
- One of the 2020 grant projects, Town of Windsor, was approved for payment but funds have not yet been drawn down; and
- DEEP launched its 2022 State DERA Solicitation on October 24, 2022, receiving 15 proposals by the November 30 deadline,
 - A portion of the selected projects will be covered by funds remaining under this grant.

If you have additional questions regarding this report or the status of Connecticut's Clean Diesel Program, please contact Patrice Kelly (patrice.kelly@ct.gov) or Paul Kritzler (paul.kritzler@ct.gov).

Sincerely,

 Type text here

Paul E. Farrell
Acting Chief
Bureau of Air Management

cc: Gary Rennie

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

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 3
Reporting Period	October 1 - December 31, 2022

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

	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	\$0.00				\$62,973.13			
Fringe Benefits	\$0.00				\$57,508.15			
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)			\$0.00		\$704,272.86		\$588,572.38	
Other Leveraged Funds						\$3,438,604.50		
Indirect Charges	\$0.00				\$24,221.43			
TOTALS	\$0.00	\$0.00	\$0.00	\$0.00	\$848,975.57	\$3,438,604.50	\$588,572.38	\$0.00

Question	Answer
	<p>CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities: In the thirteenth quarter, DEEP monitored the progress of the projects and worked with the grantees to grant extensions where needed due to Covid-related delivery issues and to compile reimbursement documents as projects were completed.</p> <p>On August 22, 2022, DEEP submitted a request for an extension of the project period for this grant to September 30, 2024, to allow for completion of projects covered by funds made available by the Ryder withdrawal. The workplan revision also included a full description of the Winkle Bus project. The request was approved and a new grant agreement issued on September 15, 2022. Upon the withdrawal of the Town of Enfield from the 2021 grant program, all of the grants issued in that round of funding were increased to the maximum allowed. and three new projects were selected. Because Winkle Bus was selected with that round of funding, it received an increase to 25% of the total cost, the maximum allowed for a non-drillage diesel replacement.</p> <p>On October 24, 2022, DEEP launched its 2022 State DERA Grant solicitation. An informational webinar was presented on November 3, 2022. Proposals were due November 30, 2022; fifteen proposals were received, one of which was deemed ineligible. Reviews and ranking are still underway with selection anticipated early in the fourteenth quarter. \$433,715.72 remains available from this grant after the withdrawal of Ryder; these funds will be used for some attractive new projects, particularly fishing boat repowers and others that might not meet the eligibility requirements initiated with the 2022-2022 State DERA program.</p> <p>Winkle Bus Company (Winkle Bus): With the funding increases related to the 2021-2022 program, DEEP has increased the grant to Winkle Bus from \$213,750.00 to \$266,252.00 toward the scrappage and replacement of one model year 2009, diesel-powered 71-passenger school bus with an electric equivalent. Grant funding will include the electric vehicle charging infrastructure. \$160,548.86 will come from the 2019-2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$105,903.14 from FY 2019-2020 State DERA allocation and bonus. This award represents 45% of the cost of the new bus and infrastructure, which is \$592,115.00. The bus will operate in West Haven, CT, an environmental justice community. While this project was selected as part of the 2021 State DERA grant solicitation, it will also be reported as a revision to the 2019-2020 State DERA grant because that was the source of the funding. The extension of the 2019-2020 grant, DS 00A00174-3 will allow for completion of this project. It should be noted, however, that Winkle Bus has not responded to efforts to develop a workplan or to provide status updates and its vendor believes that the company intends to withdraw from the grant program.</p> <p>Town of New Milford (New Milford): 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 has increased from \$496,596.00 to \$521,077.76, of which the grant is less than 25%. The project was completed in the ninth quarter and the reimbursement documents were compiled for review. The reimbursement request was approved for payment December 20, 2021; funds were drawn down in the eleventh quarter.</p>

Area Cooperative Education Services (ACES): DEEP is granting \$213,750.00 to ACES toward the replacement of one model year (MY) 2005 Class 5 diesel-powered school bus with a MY 2021 EV equivalent. The project included purchase and installation of charging infrastructure. This award represented 45% of the cost of the new bus, which was \$475,000.00. The bus operates in the greater New Haven area. The project was completed in the ninth quarter and the request for payment was submitted for internal review and approval on December 16, 2021. The reimbursement request was approved for payment on April 13, 2022. Funds were drawn down June 13, 2022.

Blue Earth Compost, Inc. (Blue Earth): A grant of \$69,862.00, awarded to Blue Earth, was used to replace one 2007 MY Class 5 Freightliner MT45 step van with a 2020 MY Class 5 Ford F59 EV step van. The projected cost is \$155,250.00 and the grant represents 45% of the projected cost of the 2020 MY replacement truck. The funds came from the "DERA Option" under VW NOx Mitigation Trust Agreement. The truck is based in Hartford and collects compost in 16 towns in the greater Hartford area. Blue Earth completed the paperwork for reimbursement, which was submitted for internal review on June 24, 2022. Payment was approved internally on August 17, 2022 and submitted to Wilmington Trust (WT), which issued payment on August 18, 2022.

Cariati Developers, Inc. (Cariati): Cariati is receiving a grant for \$256,187.50 toward the replacement of five Class 8 diesel dump trucks, MY 1996-2002, with 2022 MY diesel equivalents. The projected cost is \$1,024,750.00 and the original grant represents 25% of the projected cost of the five 2022 MY replacement trucks. The funds will come from the "DERA Option" under VW NOx Mitigation Trust Agreement. The trucks will be used in environmental justice communities in Hartford, Waterbury and Bridgeport and operate on the main corridors of I-95, I-91, I-395 and I-84. Cariati's Vendor is waiting for parts (microchips, etc.) delayed by Covid-related supply issues and now projects that the vehicles cannot be delivered until after September 2022. In the tenth quarter, Cariati submitted a request for an extension to December 31, 2022, accompanied by a note from the vendor, confirming the delay. The no-cost extension granted to 2024 would cover this. Cariati's vendor is still experiencing delays and another project extension will be required. In the twelfth quarter, Cariati submitted a request to substitute of the trucks to be replaced in its original proposal. After discussion, and the selection of substitute vehicles that would maintain the originally projected benefits the request was granted. An additional extension request to June of 2023 was submitted to allow for deliver and installation of one part affected by supply-chain issues; it was approved December 2, 2022.

Coastal Carriers of CT, LLC (Coastal Carriers): Coastal Carriers will receive \$34,200.75 toward the replacement of a EMY 1999 Class 8 diesel-powered fuel delivery truck with a 2022 Class 8 diesel-powered equivalent. The truck will be used in multiple shifts for delivering fuel throughout Connecticut, mostly to urban areas adjacent to Ansonia. The funds will come from the "DERA Option" under VW NOx Mitigation Trust Agreement. This grant represents 25% of the originally proposed cost of the project, which was \$136,803.00, but is less than 25% of the revised cost of the replacement truck, which is \$148,839.00. In the tenth quarter, the project was completed; reimbursement documents were compiled and submitted for review and approval on March 7, 2022. The reimbursement package was approved for payment and submitted to WT, which approved payment on May 4, 2022.

CWPM, LLC (CWPM): A grant of \$24,664.35 for the replacement of one MY 2007 Class 6 truck, with a MY 2020 diesel-powered equivalent has been awarded to CWPM. The cost of the new truck is \$98,657.43 of which the grant is 25%. The funds came from the "DERA Option" under VW NOx Mitigation Trust Agreement. The project was completed in the seventh quarter. The reimbursement documents were submitted for internal review and approval on November 18, 2021. The reimbursement package was approved for payment and submitted to WT, which approved payment on May 4, 2022.

D. Brake Marine, LLC (D. Brake Marine): D. Brake Marine used its grant of \$91,748.00 to replace two Tier 0, MY 1960-70 marine propulsion engines on the tug boat *MV Tug Empire* with EPA certified Tier 3 diesel-powered engines. The total project cost is \$229,370.00 of which the grant is 40%. In the eighth quarter, the reimbursement request package was assembled and submitted for internal review and approval on September 8, 2021. Payment was approved on October 25, 2021 and funds were drawn down in the tenth quarter.

E.A. Quinn Landscaping Contracting, Inc. (E. A. Quinn): E. A. Quinn, in Glastonbury received \$16,462.00 toward the replacement of one MY 2005 class 5 box truck with a MY 2021 diesel-powered equivalent. This grant represents 25% of the \$65,848.00 cost of the project. The funds came from the "DERA Option" under VW NOx Mitigation Trust Agreement. In the ninth quarter, the reimbursement documents were submitted for internal review and approval on October 25, 2021 and was approved for payment in the tenth quarter. The payment request was submitted to WT, which approved payment on March 17, 2022.

Elate Moving, LLC (Elate Moving): DEEP is granting \$95,818.00 to Elate Moving toward the replacement of one MY 2005 Hino 268 Class 6 box truck with a MY 2020 Isuzu FTR class 6 battery electric Cab/Chassis moving truck. This award represents 45% of the cost of the new bus, which is \$212,928.00. The funds will come from the "DERA Option" under VW NOx Mitigation Trust Agreement. The truck will operate primarily in Greenwich and in the Fairfield County / Greater New York area. Elate withdrew from the program on November 19, 2021.

Joel Lizza, (commercial fishing) (Lizza): Lizza is receiving a grant for \$27,239.46 toward the replacement of one Tier 1, 1994 MY Volvo TAMD 102D marine propulsion engine on the fishing vessel *FV Lively Lady* with an EPA certified Tier 3 diesel-powered engine. The projected cost was \$6,848.65 and the original grant represented 40% of the projected cost. Because the owner was able to do some of the work himself, the total cost of the project was reduced to \$59,073.40 and the grant amount became \$23,629.36. Reimbursement documents were submitted for internal review and approved for payment on December 7, 2021. Funds were drawn down in the tenth quarter.

Murphy Road Recycling: A grant of \$126,966.30 awarded to Murphy Road Recycling was used to replace one 2004 MY Freightliner COE yard tractor with a 2021 MY Orange EV electric equivalent. Purchase and installation of charging infrastructure was included in the grant. The projected cost was \$282,147.33 and the grant represented 45% of the projected cost of the 2020 MY replacement truck. The funds came from the "DERA Option" under VW NOx Mitigation Trust Agreement. The yard tractor operates in New Haven. In the eighth quarter, reimbursement documents were compiled and submitted for internal review and approval on September 21, 2021; reimbursement was approved by DEEP on February 24, 2022 and submitted to WT, which approved payment on February 28, 2022.

What actual accomplishments occurred during the reporting period?

	<p>Town of North Stonington (North Stonington): DEEP is granting a total of \$167,942.38 to North Stonington for the replacement of one MY 1997 diesel-powered Mack Model E7350 refuse truck with a MY 2021 Peterbilt Model 579EV electric equivalent. \$66,357.64 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$101,584.74 from FY 2019-2020 State DERA allocation and bonus. The projected cost was \$373,205.00 and the total grant represented 45% of the projected cost of replacement truck. North Stonington was facing Covid-related issues with its 2021 budget and requested an extension to August 15, 2022. On December 13, 2021, North Stonington expressed its intent to withdraw from the program due to unresolved budget problems. The final withdrawal request was submitted on January 12, 2022, in the tenth quarter.</p> <p>Ryder Systems, Inc. (Ryder): Ryder, which is located at the distribution center WCD Inc. in Bloomfield, CT, will receive \$427,050.00 toward the replacement of four MY 2012 diesel-powered Transport Refrigeration Unit (TRU) trailers with 2021 MY fully electric alternatives (e-TRUs), powered entirely by the grid and solar electricity. The purchase and installation of TRU infrastructure to use when parking at the distribution center will be included in the project. This grant represents 45% of the \$949,000.00 cost of the project. The funds will come from the “DERA Option” under VW NOx Mitigation Trust Agreement. The new TRUs will operate within Hartford, Fairfield, New Haven, Litchfield, Middlesex, and New London Counties. An extension of the completion deadline to August 31, 2022 was approved May 6, 2021 and the details were incorporated into the SOW, which was finalized May 10, 2021. On May 5, 2022, DEEP set up a conference call with Ryder to ascertain the status of the project. Ryder reported liability issues resulting from a fire associated with charging infrastructure at one of its associated companies; this has extended contract negotiations which are not expected to be resolved soon. On June 7, 2022, Ryder withdrew from the program, freeing up \$427,050 to be included in DEEP’s 2022 DERA solicitation.</p> <p>Town of West Hartford (West Hartford 2020): A grant of \$11,924.10 enabled West Hartford to replace one MY 1996 diesel-powered mower with a 2021 MY Mean Green Rival-60 electric mower. The cost of the new mower was \$24,924.00, which was less than the original proposal of \$26,498.00, therefore the grant is reduced to \$11,215.80 or 45% of the reduced cost. A Purchase Order for the grant was issued May 5, 2021. In the eighth quarter, documentation was compiled for reimbursement and submitted for internal review July 30, 2021. Payment was approved on October 27, 2021; funds were drawn down in the tenth quarter.</p> <p>Town of Windsor (Windsor): A grant of \$27,500.00 was awarded to Windsor to use towards the replacement of one MY 2008, diesel-powered large-area mower with one 2021 MY Toro Groundsmaster 5900 with a Tier 4, diesel-powered Yanmar engine. The grant amount represents 25% of the \$110,000.00 cost of the new mower. The project was completed ahead of the extended deadline at a cost of \$103,254.50, which was below the original estimate, so the grant is being reduced to \$25,813.63. An extension to January 31, 2022 was requested for compilation of reimbursement documents. On May 19, 2022, Windsor submitted its request for reimbursement, which was approved for payment November 15, 2022; funds were drawn down November 17, 2022.</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>Town of Windsor (Windsor): A grant of \$27,500.00 was awarded to Windsor to use towards the replacement of one MY 2008, diesel-powered large-area mower with one 2021 MY Toro Groundsmaster 5900 with a Tier 4, diesel-powered Yanmar engine. The grant amount represented 25% of the \$110,000.00 cost of the new mower. The project was completed ahead of the extended deadline at a cost of \$103,254.50, which was below the original estimate, so the grant was reduced to \$25,813.63. On May 19, 2022, Windsor submitted its request for reimbursement, which was approved for payment November 15, 2022; funds were paid November 17, 2022, but have not been drawn down.</p>
<p>Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.</p>	<p>Cariati: Cariati’s vendor is waiting for parts (microchips, etc.) delayed by Covid-related supply issues and now projects that the vehicles cannot be delivered until after September 2022. In the tenth quarter, Cariati submitted a request for an extension to December 31, 2022, accompanied by a note from the vendor, confirming the delay. The project period extension granted by EPA will cover this request, which has been approved. In the twelfth quarter, Cariati reported that the vendor cannot guarantee delivery before June of 2023, and an additional extension request was submitted and approved.</p> <p>Winkle Bus: The contractor working with Winkle Bus reports that the grantee is having second thoughts about incorporating EV school buses into its fleet and may withdraw from the program. No progress has been reported.</p> <p>All other 2019-2020 projects have been completed.</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>Cariati: Cariati’s vendor is waiting for parts (microchips, etc.) delayed by Covid-related supply issues and now projects that the vehicles cannot be delivered until after September 2022. In the tenth quarter, Cariati submitted a request for an extension to December 31, 2022, accompanied by a note from the vendor, confirming the delay. The project period extension granted by EPA will cover this request, which has been approved. In the twelfth quarter, Cariati reported that the vendor cannot guarantee delivery before June of 2023, but an additional extension request has not been submitted.</p> <p>Winkle Bus: The contractor working with Winkle Bus reports that the grantee is having second thoughts about incorporating EV school buses into its fleet and may withdraw from the program. No progress has been reported.</p> <p>All other 2019-2020 projects have been completed.</p>
<p>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>	<p>Cariati: Cariati’s vendor is waiting for parts (microchips, etc.) delayed by Covid-related supply issues and now projects that the vehicles cannot be delivered until after September 2022. In the tenth quarter, Cariati submitted a request for an extension to December 31, 2022, accompanied by a note from the vendor, confirming the delay. The project period extension granted by EPA will cover this request, which has been approved. In the twelfth quarter, Cariati reported that the vendor cannot guarantee delivery before June of 2023 and an additional extension request was submitted and approved.</p> <p>Winkle Bus: The contractor working with Winkle Bus reports that the grantee is having second thoughts about incorporating EV school buses into its fleet and may withdraw from the program. No progress has been reported.</p> <p>All other 2019-2020 projects have been completed.</p>
<p>If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.</p>	<p>No cost shares were reported in the thirteenth quarter.</p>

<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.</p>	<p>No project income was generated this quarter.</p>
<p>Did any public relations events regarding this grant take place during the reporting period?</p>	<p>On November 3, 2022, DEEP held an informational webinar for the launch of its 2022 state DERA program. Throughout this quarter, DEEP continued to participate in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bilateral Infrastructure Bill Clean School Bus Incentive program. DEEP has also shared information about such webinars with interested parties in Connecticut.</p>
<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>	<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: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>In addition, DEEP has established a website for its Volkswagen NO_x Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home</p> <p>DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/</p>
<p>What project activities are planned for the next reporting period?</p>	<p>DEEP State DERA Administrative Activities: In the fourteenth quarter, DEEP will continue to monitor the progress of the projects, providing advice and assistance as required. DEEP will complete the selection of projects from proposals submitted with the 2022 State DERA program, some of which will receive leftover funds from this 2019-2020 grant. DEEP will begin preparing implementation documents for the newly selected projects and working on the D-4 filings for any DERA Option projects.</p> <p>Winkle Bus: Winkle Bus will be deciding whether to commit to going forward with development of a Scope of Work for the project or to withdraw from the program.</p> <p>ACES: ACES's project has been completed and its reimbursement request approved. The funds were drawn down in the eleventh quarter. No further work is required.</p> <p>Blue Earth: In the twelfth quarter, Blue Earth's reimbursement request was approved and submitted to WT for payment. No further work is required.</p> <p>Cariati: Cariati will continue to track the manufacturing of its new trucks. Vendors have already advised Cariati that delivery is not likely before June 2023. An additional extension request will be prepared and submitted.</p> <p>Coastal Carriers: The reimbursement documents have been approved and payment made with DERA Option funds from WT in the eleventh quarter. No further work is required.</p> <p>CWPM: In the eleventh quarter, CWPM's project was approved for payment and DERA Option funds transferred from WT. No further work is required.</p> <p>D. Brake Marine: D. Brake Marine's project has been completed and reimbursement has been received. Funds were drawn down in the tenth quarter. No further work is required.</p> <p>E.A. Quinn: In the tenth quarter, E.A. Quinn's project was approved for payment and DERA Option funds transferred from WT. No further work is required.</p> <p>Elate Moving: Elate has withdrawn from the program. No further work is required.</p> <p>Joel Lizza: Lizza's project has been completed and reimbursement has been received. Funds were drawn down in the tenth quarter. No further work is required.</p> <p>Murphy Road Recycling: Murphy Road's reimbursement request was approved for payment and DERA Option funds transferred from WT. No further work is required.</p> <p>North Stonington: North Stonington has withdrawn from the program. No further work is required.</p> <p>Ryder: Ryder has withdrawn from the program. No further work is required.</p> <p>West Hartford 2020: West Hartford's project has been completed and reimbursement has been received. Funds were drawn down in the eleventh quarter. No further work is required.</p> <p>Windsor: Windsor's project has been completed. In the thirteenth quarter, Windsor's reimbursement request was approved for payment. Funds will be drawn down in the fourteenth quarter. No further work is required.</p> <p>Burlington: 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>Canaan: 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>F&F Concrete: F&F Concrete's project has been completed and reimbursement has been received from WT. No further work is required.</p> <p>Kay's: Kay's project has been completed and reimbursement has been received from WT. No further work is required.</p> <p>New Milford: New Milford's project has been completed and reimbursement has been received. Funds were drawn down in the eleventh quarter. No further work is required.</p> <p>Stamford: Stamford's project has been completed and the reimbursement request package approved. Payment was made June 6, 2021 and funds were drawn down in the seventh quarter. No further work is required.</p> <p>Target: Target's project has been completed and reimbursement has been received from WT. No further work is required.</p> <p>West Hartford 2019: West Hartford's 2019 project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.</p>

Weston: 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.

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	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 3
Reporting Period	October 1 - December 31, 2022

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 Truc
	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	Plantsville	Plantsville	South V
	- State(s):	Connecticut	Connecticut	Connecticut	Connecticut	Connecticut	C
	- County:	Hartford	Litchfield	Hartford	Hartford	Hartford	Hart
	- City:	Burlington	Canaan	Plantsville	Plantsville	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
Nonroad and locomotive only	Engine Tier:						
	Engine Horsepower:	290	215	450	450	450	410
Liters per cylinder	Engine Cylinder Displacement:	7.6L	5.9L	12.7L	12.7L	12.7L	12
Number of Cylinders per engine	Engine Number of Cylinders:	6	6	6	6	6	6
If unregulated, then NA	Engine Family Name:	4NVXHO466AEA	VCE359D6DAAW	5DDXH12.7EGY	6DDXH12.7EGY	6DDXH12.7EGY	XCPXH0729ERK
	Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
Gallons per year per engine	Annual Amount of Fuel Used:	1200	350	6274	7828	7624	2572
Hours per year per engine; Includes idling hours; Nonroad and locomotive only	Annual Usage Rate:						
Miles per vehicle; On-Highway only	Annual Miles Traveled:	6000	3,000	20076	24266	22872	9954
Hours per engine; On-Highway only	Annual Idling Hours:	150	100	815	754	696	260
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:	5	3	3	4	4	1
Year in which vehicle would normally be retired/sold by the fleet owner if not for the grant	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
Nonroad and locomotive only	New Engine Tier:						
	New Engine Horsepower:	260	260	430	430	430	425
Line-Haul Locomotive only	New Engine Duty Cycle:						
Liters per cylinder per engine	New Engine Cylinder Displacement:	7.7	7.7	11.8 L	11.8 L	11.8 L	12.8
Per engine	New Engine Number of Cylinders:	6	6	6	6	6	6
	New Engine Family Name:	LDTN2VOCV05C	LDDXH07.7Mde	LCEXH0721XAG	LCEXH0721XAG	LCEXH0721XAG	LVPTH12.8G01
	New Engine Fuel Type:	ULSD	ULSD	ULSD	ULSD	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:						
Gallons per year per engine	Annual Diesel Gallons Reduced:	450	0	1910	2652	15098	1415

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

Group 1: King, Inc.	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 #421	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
174	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	
?	3				4				1
1FU8HCB7TL794515	2FZAAZAN64AM92952	2FZNEDYBOYAG76250	2FZAAZA873AK67769	1HTSCABL5WH555360	1HTSCABL7WH555361	1HTSCABLXXH620916	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	1999	1999	1999	2007	
04R0010751	MJB03817	119834196GH0261	35057804	640970	640969	781482	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	1997	1997	1998	1998	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	XCEXH085NAD	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	\$183,469.35	\$183,469.35	\$69,434.00	\$69,434.00	\$163,141.00	
2019	2020	2020	2020	2020	2020	2019	2019	2018	
425	525	525	525	325	325	350	350	350	
12.8	12.8	12.8	12.8	6.7	6.7	6.6	6.6	8.9	
6	6	6	6	6	6	6	6	6	
KVPTH12.8G01	LDDXH12.8FED	LDDXH12.8FED	LDDXH12.8FED	LCEXH0408BAT	LCEXH0408BAT	KNVXH04020SA	KNVXH04020SA	JCEXH0540LAX	
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	
1523				2938	2938	2938	2938	575	

The Connecticut Department of Energy and Environmental Protection (DEEP)
 DS - 00A00174 - 2
 July 1 - September 30, 2021

Group 8: Town of West Hartford	Group 9: Town of Weston		Group 10: ACES	Group 11: Blue Earth	Group 12: Cariat Developers			
2019	2019	2019	2020	2020	2020			
Maintenance Dump Truck	26WE - GMC Truck	27WE	School Bus	Step Van	8979	3380	8986	7898
Town of West Hartford	Town of Weston		ACES	Blue Earth Compost	Cariat Developers			
On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
West Hartford	Weston		New Haven	Hartford and statewide	Statewide			
CT	CT		CT	CT	CT			
Hartford	Fairfield		New Haven	Hartford	New Haven			
West Hartford	Weston		North Haven	Hartford	Meriden			
06110	06812		06473	06120	06450			
Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	School Bus	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit
Class 8	Class 8	Class 8	Class 5	Class 5	Class 8	Class 8	Class 8	Class 8
1	2		1	1	5			
1FV6JBB6YHB17534	1GDP7H1J3SJ503594	2FZAATAK52AK13913	4DRBUAFP36B257783	4UZAAPBW47CX72131	1HTSDADR4YH268979	1HTSDADR4ZH523380	1HTSDADR1YH268986	1HTSDADR91H367898
Freightliner	GMC	Sterling	International	Freightliner	International	International	International	International
FL-80	Top Kick	L 7500	3000	MT145	4900	4900	4900	4900
1999	1995	2000	2005	2007	2000	2002	2000	2001
8YL15807	9GK13980	CKM27435	507403	46638630	531HM2U1208934	531HM2U1327331	531HM2U1209166	531HM2U1273471
Caterpillar	Caterpillar	Caterpillar	IC	Cummins	IH Navistar	IH Navistar	IH Navistar	IH Navistar
3126	3116	3126	3000	ISB 185	DT530E	DT530E	DT530E	DT530E
1999	1994	2000	2005	2006	2000	2002	2000	2001
246	215	230	200	185	275	275	275	275
7.2	6.6	7.2	8	5.9	8.7	8.7	8.7	8.7
6	6	6	6	6	6	6	6	6
XCPX0442HSK	RCP403DZDAAA	1CPXH0442HBK	5010228R92	6CEXH0359BAG	YNVXH0466ANA	2NVXH0466ANA	YNVXH0466ANA	1NVXH0466ANA
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
970.27	253	261	1700	2000	6890	6852	6952	7525
4742.86	2029	2095	12000	15841	39,254	37,771	38,175	42,180
380.8	10	10	120	125	702	702	702	702
5	1	1	1	2	15	17	15	16
2025	2020	2020	2021	2022	2035	2037	2035	2036
2020	2020	2020	2021	2022	2022	2022	2022	2022
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 - All Electric	Vehicle Replacement - All Electric	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel
\$153,113.09	\$167,773.80	\$167,773.80	\$390,000	\$101,495				
			\$90,000	\$12,005				
2020	2020	2020	2021	2021	2022	2022	2022	2022
350	330	330	315	361				
8.9 L	6.6	7.2						
6	6	6						
LCEXH0540LAX	RCP403DZDAAA	1CPXH0442HBK	MBBB2VOCVEMD	MTHO2VOCV601				
ULSD	ULSD	ULSD	Battery Electric	Battery Electric	ULSD	ULSD	ULSD	ULSD
443	337	337	0	0				

	Group 13: Coastal Carriers	Group 14: CWPM	Group 15: E.A. Qunn	Group 16: Elate Moving	Group 17: Murphy Road Recycling	Group 18: North Stonington	Group 19	
2020	2020	2020	2020	2020	2020	2020	2020	
0516	fuel delivery truck	flatbed service truck	Landscaping Truck		Yard Tractor	Refuse Truck	TRU Repl	
	Coastal Carriers of CT	CWPM	E.A. Qunn	Elate Moving	Murphy Road Recycling	Town of North Stonington	Ryder	
On Highway	On Highway	On Highway	On Highway	On Highway	NonRoad	On Highway	NonRoad	NonRoad
	Ansonia		Glastonbury & Satewide	Greenwich & Statewide	New Haven	North Stonington		Bloom
	CT	CT	CT	CT	CT	CT		C
	New Haven	Hartford	Hartford	Fairfield	New Haven	New London		Hart
	Ansonia	Plainville	Glastonbury	Greenwich	New Haven	North Stonington		Bloom
	06401	6062	6033	6830	06501	06350		066
Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Ports and Airports	Refuse Hauler	Short Haul - Combination	Short Haul - Combination
Class 8	Class 8	Class 6	Class 5	Class 6	Off-Highway Tractors	Class 8	ACRefrigeration	ACRefrigeration
	1	1	1	1	1	1		1
1HTSDAAR9TH300516	1XKDU9X56J119022	1HTMMAAL35H128278	J8DE5J16157900158	JHBNE9JT061S10136	1FVFCFAK14RM86182	1M1AA13Y2WW086684	Trailer: 1UYVS2537CM278004	Trailer: 1UYVS2530CM282606
International	Kenworth	International	GMC	Hino	Freightliner			
4900	T800	4300	W500	268	COE			
1996	2006	2005	2004	2005	2003	1997	2012	2012
972861	2XS28281	2030906	81106	A10288	HEP44540	7H2840	NAG91235888	6001084113
IH Navistar	Caterpillar	International	Isuzu	Hino	Caterpillar	Mack	Carrier	Thermo King
DTE66	C12	Maxforce DT	4HK1TC	JO8E-FA	3126	E7350		
1996	1999	2005	2004	2004	2003	1997	2012	2012
230	400	225	215	220	330	350	50	50
7.6	8	7.6	5.19	7.6	7.2	42		
6		6	4	6	6	6		
TNV466D8DARB	XCPXL12.0ERM	5NVXH0466ANA	4SZXH05.23AA	4HMXH07.7JTA	3CPXH0442HBX	VMK728EJDRW		
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
5622	27000	1025	1400	5000	2600	1450	2400	2400
	125000						3000	3000
27,522	100,000	9232	8000	50000	1400	5400		
702	2184	129	520	30		312	1800	1800
11	4	5	0	5		2	5	5
2031	2024	2025	2021	2025		2022	2025	2025
2022	2021	2021	2021	2021	2001	2022	2021	2021
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Engine Replacement	Engine Replacement
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - All Electric	Vehicle Replacement - All Electric	Vehicle Replacement - All Electric	Engine Replacement - All Electric	Engine Replacement - All Electric
	\$148,839	\$98,657	\$65,848	\$242,928	\$269,554.00	\$273,205.00	\$949,000	\$949,000
	0				\$12,594.00			
2022	2022	2021	2021	2020	2021	2020	2021	2021
	505	220	215		80KW	400KW		
		5.1	5.19	NA	NA	NA		
		6	4	NA	NA	NA		
	MDDXH14.8EAD	KDDXH07.7MDE	LSZXH05.23FA		LOEV2VOCVAA2			
ULSD	ULSD	ULSD	ULSD	Battery Electric	Battery Electric	Battery Electric	Battery Electric	Battery Electric
	1100		520					
	15400		700-800					

Ryder		Group 20: West Hartford	Group 21: Windsor	Group 22: Winkle Bus
20		2020	2020	2020
Acquisitions		Commercial Mower	Commercial Mower	EV School Bus
System		West Hartford	Town OF windsor	Winkle Bus
NonRoad	NonRoad	NonRoad	NonRoad	On Highway
Field	Field	West Hartford	Windsor	West Haven
CT	CT	CT	CT	CT
ford	ford	Hartford	Hartford	New Haven
Field	Field	West Hartford	Windsor	West Haven
02	02	06110	06095	06516
Short Haul - Combination	Short Haul - Combination	Agriculture	Agriculture	School Bus
ACRefrigeration	ACRefrigeration	Agricultural Mowers	Agricultural Mowers	Class 7
1	1	1	1	1
Trailer: 1UYVS2533CM285306-	Trailer: 1UYVS2537CM285602-	30455-60362	31598-280000129	4UZABRDK39CAC9576
		Toro	Toro	Freightliner
		455D	Groundsmaster 5900	B2 School Bus
2012	2012	1996	2008	2009
6001085414	6001085438	1V931 588039	68304255	926961S0 011053
Thermo-King	Thermo-King	PEUGEOT	Cummins	Mercedes
		XUD9A1	QSB3.3	926
2012	2012	1996	2008	2009
		Uncontrolled	Uncontrolled	
50	50	58	99	210
		1.9	3.26	7.2
			4	6
		N/A	8CEXL03.3ACB	9DDXH07.2DJA
ULSD	ULSD	ULSD	ULSD	ULSD
2400	2400	1425	3200	929
3000	3000	750	550	NA
				8000
1800	1800	NA	NA	40
				NA
5	5	4	1	4
2025	2025	2024	2021	2025
2024	2024	2021	2021	2022
Engine Replacement	Engine Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Engine Replacement - All Electric	Engine Replacement - All Electric	Vehicle Replacement - All Electric	Vehicle Replacement - Diesel	Engine Replacement - All Electric
6949.000-	6949.000-	\$24,924.00	\$110,000.00	\$395,750
				\$196,365
2024	2024	2021	2020	2021
			Tier 4	
			72	
			3.3	
			4	
		NA	MYDXL03.3TDA	
Battery Electric	Battery Electric	Battery Electric	ULSD	Battery Electric
		0		

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 3
Reporting Period	October 1 - December 31, 2022

Fleet Information		Group 1: D Brake Marine
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020
	Name of Vessel:	<i>MV Tug Empire</i>
	Total # of Propulsion Engines	2
	Total # of Auxiliary Engines	
	Vehicle Or Engine Group Name:	River Tug Boat
	Fleet Owner:	D. Brake Marine
	Application:	Tug Boat/ Tow Boat
	Primary Place of Performance	Thames River
	- State(s):	CT
	- County:	New London
	- City:	Madison
	- Zip Code:	6443
	Engine Group Type:	propulsion
	Quantity:	2
	Engine Serial Number(s) :	5111434076, 5111434057
	Engine Make:	Detroit Diesel
	Engine Model:	691
	Engine Model Year:	1970
	Engine Tier:	Tier 0
	Engine Horsepower:	225
	Engine Cylinder Displacement:	0.9 <= size < 1.2
	Engine Number of Cylinders:	6
	Engine Total Displacement:	6.981
	Engine Family Name:	NA
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	17500
	Annual Usage Rate:	3500
	Remaining Life:	1
	Normal Attrition Year:	2021
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:
Upgrade Type:		Engine Replacement
Upgrade:		Engine Replacement - Diesel
Upgrade Cost Per Unit:		\$117,380.00
Upgrade Labor Cost Per Unit:		\$111,990.00
New Engine Model Year:		2021
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:		8.8
New Engine Family Name:		MCEXN08.9AAA
New Engine Fuel Type:	ULSD	
Annual Diesel Gallons Reduced:		

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 3
Reporting Period	October 1 - December 31, 2022

Fleet Information		Group 1: Joel Lizza	
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020	
	Name of Vessel:	<i>Lively Lady</i>	
	Total # of Propulsion Engines	1	
	Total # of Auxiliary Engines	0	
	Vehicle Or Engine Group Name:	Lively Lady	
	Fleet Owner:	Joel Lizza	
	Application:	Commercial Fishing	
	Primary Place of Performance	Guilford	
	- State(s):	CT	
	- County:	New Haven	
	- City:	Guilford	
	- Zip Code:	06437	
	Engine Group Type:	propulsion	
	Quantity:	1	
	Engine Serial Number(s) :	1101052489	
	Engine Make:	Volvo	
	Engine Model:	TAMD 102D	
	Engine Model Year:	1994	
	Engine Tier:	Tier 1	
	Engine Horsepower:	400	
	Engine Cylinder Displacement:	5.0<= size <15.0	
	Engine Number of Cylinders:	6	
	Engine Total Displacement:	9	
	Engine Family Name:	NA	
	Engine Fuel Type:	ULSD	
	Annual Amount of Fuel Used:	6562	
	Annual Usage Rate:	1600	
	Remaining Life:	3	
	Normal Attrition Year:	2024	
	NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2021
		Upgrade Type:	Engine Replacement
		Upgrade:	Engine Replacement - Diesel
Upgrade Cost Per Unit:		\$54,534.00	
Upgrade Labor Cost Per Unit:		\$4,539.40	
New Engine Model Year:		2020	
New Engine Tier:		Tier 3	
New Engine Horsepower:		450	
New Engine Cylinder Displacement:		5.0<= size <15.0	
New Engine Number of Cylinders:		6	
New Engine Total Displacement:		9	
New Engine Family Name:		KCEXN08.9AAB	
New Engine Fuel Type:	ULSD		
Annual Diesel Gallons Reduced:			



January 31, 2023

Ms. Pujarini Maiti
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 2021 State DERA Grant, Connecticut DS
00A00773 - 3***

Dear Ms. Maiti:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its fifth quarterly report for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00773 - 3. This report covers work performed between October 1 and December 31, 2022 on the Connecticut Clean Diesel Program. In October, DEEP launched its solicitation for the 2022 State DERA program, receiving fifteen applications, which are currently under review. During this reporting quarter:

- DEEP began assisting the three grantees selected in the fourth quarter in developing Scopes of Work (SOWs) for their projects along with Purchase Orders and contracts to implement the projects;
- DEEP began preparing D-4 submissions for the VW-funded DERA Option projects;
- DEEP prepared the application materials for launch of the 2022 State DERA Program; and
- DEEP held an informational webinar for potential applicants for the new round of DERA funding.

If you have additional questions regarding this report or the status of the Connecticut's Clean Diesel Program, please contact Patrice Kelly (patrice.kelly@ct.gov) or Paul Kritzler (paul.kritzler@ct.gov).

Sincerely,

Paul E. Farrell
Acting Chief
Bureau of Air Management

U. S. Environmental Protection Agency
DERA State Grant Report
Financial Summary - Project Lifetime

Grant Recipient	CT Dept. of Energy & Environmental Protection
Project Period of Performance	October 1, 2022 - December 31, 2022
Grant Number	DS 00A00773-3
Project Title	FY 2022 Connecticut Clean Diesel Grant Program

DERA State Grant Fiscal Summary Year #1	
Program Fiscal Year	FY 2021 DERA State Grant
Federal (EPA) Project Award Amount Year #1	\$ 516,111
Total Cost Share Amount	\$ 350,428
Total Voluntary Matching Funds	\$ 350,428
Total Mandatory Cost Share Amount	\$ -
Total Project Costs (Fed. + Cost Share)	\$ 866,539

DERA State Grant Fiscal Summary Year #2	
Program Fiscal Year	FY 2022 DERA State Grant
Federal (EPA) Project Award Amount Year #2	\$ 532,863
Total Cost Share Amount	\$ 355,242
Total Voluntary Matching Funds	\$ 355,242
Total Mandatory Cost Share Amount	\$ -
Total Project Costs (Fed. + Cost Share)	\$ 888,105

DERA State Grant Fiscal Summary TOTAL Year #1 + Year #2	
Federal (EPA) Project Award Amount Total	\$ 1,048,974
Total Cost Share Amount	\$ 705,670
Total Project Costs (Fed. + Cost Share)	\$ 1,754,644
Federal (EPA) Funds Expended to Date	\$ 52,874
Federal (EPA) Funds Remaining	\$ 996,100

Table 1. Summary Rate of Expenditure
Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs.

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 97,306	\$ -	\$ -	\$ -	\$ 97,306	\$ 23,210	\$ -	\$ -	\$ -	\$ 23,210	\$ 74,096	\$ -	\$ -	\$ -	\$ 74,096
Fringe Benefits	\$ 93,352	\$ -	\$ -	\$ -	\$ 93,352	\$ 21,180	\$ -	\$ -	\$ -	\$ 21,180	\$ 72,172	\$ -	\$ -	\$ -	\$ 72,172
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 472,901	\$ -	\$ 705,670	\$ -	\$ 1,178,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 472,901	\$ -	\$ 705,670	\$ -	\$ 1,178,571
Direct Cost Total	\$ 1,013,217	\$ -	\$ 705,670	\$ -	\$ 1,718,887	\$ 44,390	\$ -	\$ -	\$ -	\$ 44,390	\$ 968,827	\$ -	\$ 705,670	\$ -	\$ 1,674,497
Indirect Charges	\$ 35,757	\$ -	\$ -	\$ -	\$ 35,757	\$ 8,484	\$ -	\$ -	\$ -	\$ 8,484	\$ 27,273	\$ -	\$ -	\$ -	\$ 27,273
TOTALS	\$ 1,048,974	\$ -	\$ 705,670	\$ -	\$ 1,754,644	\$ 52,874	\$ -	\$ -	\$ -	\$ 52,874	\$ 996,100	\$ -	\$ 705,670	\$ -	\$ 1,701,770

EPA Budget Details by Fiscal Year

Financial Summary	FY 2021 DERA State Grant					FY 2022 DERA State Grant					Total Project Budget				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 39,772				\$ 39,772	\$ 57,534				\$ 57,534	\$ 97,306	\$ -	\$ -	\$ -	\$ 97,306
Fringe Benefits	\$ 37,613				\$ 37,613	\$ 55,739				\$ 55,739	\$ 93,352	\$ -	\$ -	\$ -	\$ 93,352
Travel															
Equipment															
Supplies															
Contractual															
Other-EPA Matching Incentive	\$ 172,037				\$ 172,037	\$ 177,621				\$ 177,621					
Other: Awards to Sub-Grantees	\$ 250,868		\$ 350,428		\$ 601,296	\$ 222,033		\$ 355,242		\$ 577,275	\$ 472,901	\$ -	\$ 705,670	\$ -	\$ 1,178,571
Direct Cost Total	\$ 500,290	\$ -	\$ 350,428	\$ -	\$ 850,718	\$ 512,927	\$ -	\$ 355,242	\$ -	\$ 868,169	\$ 1,013,217	\$ -	\$ 705,670	\$ -	\$ 1,718,887
Indirect Charges	\$ 15,821	\$ -	\$ -	\$ -	\$ 15,821	\$ 19,936	\$ -	\$ -	\$ -	\$ 19,936	\$ 35,757	\$ -	\$ -	\$ -	\$ 35,757
TOTALS	\$ 516,111	\$ -	\$ 350,428	\$ -	\$ 866,539	\$ 532,863	\$ -	\$ 355,242	\$ -	\$ 888,105	\$ 1,048,974	\$ -	\$ 705,670	\$ -	\$ 1,754,644

Table 2. Annual Rate of Expenditure

No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.

Financial Summary	Year 1					Year 2					Year 3				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 23,210	\$ -	\$ -	\$ -	\$ 23,210	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ 21,180	\$ -	\$ -	\$ -	\$ 21,180	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 44,390	\$ -	\$ -	\$ -	\$ 44,390	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 8,484	\$ -	\$ -	\$ -	\$ 8,484	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ 52,874	\$ -	\$ -	\$ -	\$ 52,874	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Year 4
Voluntary Cost Share

Year 5
Voluntary Cost Share

Financial Summary	Federal (EPA) Funds	Mandatory Cost Share	VW Mitigation Funds	Other Funds	Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	VW Mitigation Funds	Other Funds	Total Project Cost
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

U. S. Environmental Protection Agency
 DERA National Grant Report
 Financial and Narrative Summary - Year 1

Grant Recipient Dept. of Energy & Environmental Protection
 Grant Number DS 00A00773-3
 Project Title 2022 Connecticut Clean Diesel Grant Program

Total Federal Funds Expended: Year 1 \$ 52,874
 Project Reporting Period Jul. to Sep. 2022

Table 11. Year 5 Annual Rate of Expenditure										
Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.										
Financial Summary	Quarter 1					Quarter 2				
	Please select reporting quarter.					Please select reporting quarter.				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
VW Mitigation Funds			Other Funds	VW Mitigation Funds				Other Funds		
Personnel					\$ -					\$ -
Fringe Benefits					\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges					\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financial Summary	Quarter 3					Quarter 4				
	Please select reporting quarter.					Please select reporting quarter.				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
VW Mitigation Funds			Other Funds	VW Mitigation Funds				Other Funds		
Personnel	\$ 12,422				\$ 12,422	\$ 10,788				\$ 10,788
Fringe Benefits	\$ 11,675				\$ 11,675	\$ 9,505				\$ 9,505
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ 24,096	\$ -	\$ -	\$ -	\$ 24,096	\$ 20,293	\$ -	\$ -	\$ -	\$ 20,293
Indirect Charges	\$ 4,582				\$ 4,582	\$ 3,902				\$ 3,902
TOTALS	\$ 28,679	\$ -	\$ -	\$ -	\$ 28,679	\$ 24,195	\$ -	\$ -	\$ -	\$ 24,195

Table 12. Project Updates - Narrative Responses

Record and update project updates quarterly.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	
2021	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.				In Progress	
2021	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.				In Progress	SOW complete and approved; scrapping of old vehicle complete..
2021	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrapping and replacement of: <ul style="list-style-type: none"> • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the FV American Dream with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the FV Joseph Julius with an EMY 2021 or 2022 John Deere or comparable EPA certified Tier 3 diesel-powered equivalent. 	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrapping and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2022 EV equivalent.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven.				Not Yet Started	Draft SOW is in the approval chain at the municipality.
2021	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrapping and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel M/V Mary Ellen with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Grantee working on SOW.
2021	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrapping and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the FV Nancy E with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrapping and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.				Not Yet Started	Gasoline School bus no longer available; allowed to substitute new diesel replacement.
2021	Town of Enfield (Enfield): DEEP is granting a total of \$287,719.54 to Enfield for the scrapping and replacement of one engine model year (EMY) 2007 diesel-powered automated side load refuse truck with an MY 2022 EV equivalent. Grant funding will include the electric vehicle charging infrastructure.	Scrap and replace one EMY 2007 diesel-powered refuse truck with an EMY 2022 EV equivalent	Improve air quality and public health in Enfield.				Not Yet Started	Withdrawn from the Program; Funds used for Cross Sound, Joe's & Tirollo

Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
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Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				DEEP began working with the grantees to draft Scopes of Work, Purchase Requisitions, and the DERA Option D-4 form for the selected projects. DEEP prepared and submitted a workplan revision for projects selected to receive funds from the Enfield project. DEEP also submitted an extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				Enfield's EV refuse truck was removed. Four Tier 3 marine engines and one diesel school bus were added. The school bus proposal was for diesel-to-gasoline, but gasoline school buses were no longer available.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				No rebates or subawards were awarded in this reporting period.
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 project objectives?				Projects with approved SOWs are on schedule. With three new grants awarded in the third quarter, two of them marine repowers that should be done in the off-season, It likely that some extensions may be required.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				No cost shares are being reported in the fourth quarter.
Have there been any major personnel changes during this reporting period?				One member of the grants management team left the agency in the fourth quarter; a replacement was hired early in the fifth quarter.
Did any public relations events regarding this grant take place during the reporting period?				Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bilateral Infrastructure Bill Clean School Bus Incentive program. DEEP has also shared information about such informational webinars with interested parties in Connecticut.
Are you using websites or other tools used to relay information about this grant to the public?				DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home . DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/ .
What project activities are planned for the next reporting period?				In the fifth quarter, DEEP will launch its 2022 State DERA solicitation, present a webinar on the subject and begin project selection. DEEP will continue working with 2021 recipients to develop scopes of work, contracts and purchase orders for implementing the projects.

<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.</p>				<p>No program income has been generated in this reporting period.</p>
<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>				<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home</p>
<p>Do you have any other comments or feedback?</p>				

Subaward Reporting Requirements				
<i>Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.</i>				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
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 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance				

**U. S. Environmental Protection Agency
DERA National Grant Report
Financial and Narrative Summary - Year 2**

Grant Recipient Dept. of Energy & Environmental Protection
Grant Number DS 00A00773-3
Project Title 2022 Connecticut Clean Diesel Grant Prog

Total Federal Funds Expended: Year 2 \$ -
Project Reporting Period Please select reporting quarter.

Table 11. Year 5 Annual Rate of Expenditure
Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.

Financial Summary	Quarter 1 Please select reporting quarter.					Quarter 2 Please select reporting quarter.				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ -				\$ -					\$ -
Fringe Benefits	\$ -				\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other	\$ -		\$ -	\$ -	\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ -				\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financial Summary	Quarter 3 Please select reporting quarter.					Quarter 4 Please select reporting quarter.				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel					\$ -					\$ -
Fringe Benefits					\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges					\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 12. Project Updates - Narrative Responses

Record and update project updates quarterly.

Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes Write below, as appropriate.
				Q1	Q2	Q3	Q4	
2022	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress				On October 24, 2022, DEEP launched of its 2022 State DERA Grant solicitation. An informational webinar was presented on November 3, 2022. Proposals were due November 30, 2022; fifteen proposals were received, one of which was deemed ineligible. Reviews and ranking are still underway with selection anticipated early in the sixth quarter.
2022	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel powered yard spotter with a MY 2023 EV equivalent.	Scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.	In Progress				SOW complete and approved; scrappage of old vehicle complete..
2022	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrappage and replacement of: • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the FV American Dream with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the FV Joseph Julius with an EMY 2021 or 2022 John Deere or comparable EPA certified Tier 3 diesel-powered equivalent.	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.	In Progress				Because of difficulties securing engines and shipyard space, Hidden Empire requested an extension to April of 2024, which was approved by DEEP and forwarded to EPA, which approved an extension of this grant to 9/30/24. Vendor believes he has secured the three engines for this project. engines. Work should begin on <i>FV American Dream</i> in February. Work on <i>FV Joseph Julius</i> is scheduled to begin in July.
2022	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2022 EV equivalent.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven.	In Progress				New Haven's draft SOW is in the approval chain at the municipality.
2022	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel M/V Mary Ellen with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents	Improve air quality and public health in communities along Long Island Sound.	In Progress				Cross Sound's Scope of Work (SOW) was completed and executed December 22, 2022. The generator sets were ordered in this quarter.
2022	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the FV Nancy E with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent	Improve air quality and public health in communities along Long Island Sound.	In Progress				Vendor reports delays in providing engine. Shipyard will not commit space for repower until engines are available. Joe's Boathouse requested an extension to April of 2024, which was approved by DEEP and forwarded to EPA, which approved an extension of this grant to 9/30/24.
2022	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	In Progress				Tirollo's bus was ordered and delivery is scheduled for June 2023.

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Please provide programmatic and narrative financial updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	DEEP continued working with the grantees to draft Scopes of Work, Purchase Requisitions, and the DERA Option D-4 form for the projects selected in 2022. EPA approved DEEP's extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project. DEEP launched its 2022 State DERA project solicitation and began reviewing the 15 proposals submitted..			
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles have changed since the last quarter.			
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.			
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 project objectives?	Projects with approved SOWs are on schedule. Extension requests were filed by Joe's Boathouse and Hidden Empire Leasing, two marine repowers that should be done in the off-season, but could not secure shipyard space for 2022-2023.			
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost shares are being reported in the fourth quarter.			
Have there been any major personnel changes during this reporting period?	A new member joined the grants management team and is being mentored in the fifth quarter.			
Did any public relations events regarding this grant take place during the reporting period?	In October, DEEP launched its 2022 State DERA Solicitation. A webinar was presented on November 3, 2022. Announcements were sent out through various agency websites and distribution lists. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bilateral Infrastructure Bill Clean School Bus Incentive program. DEEP has also shared information about such informational webinars with interested parties in Connecticut.			
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home . DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/ .			

<p>What project activities are planned for the next reporting period?</p>	<p>In the sixth quarter, DEEP will complete its selection of projects for 2022 State DERA Funding DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing the projects.</p>			
<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.</p>	<p>No program income has been generated in this reporting period.</p>			
<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>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home</p>			
<p>Do you have any other comments or feedback?</p>				

Subaward Reporting Requirements

Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
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 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance				

U. S. Environmental Protection Agency
DERA National Grant Report
Fleet Description

Grant Recipient	CT Dept. of Energy & Environmental Protection
Program FY	FY2021 DERA State Grant
Grant Number	DS 00A00773-3
Project Title	FY 2022 Connecticut Clean Diesel Grant Program

Number of Fleets	6
Total # of All Vehicles	10

INSTRUCTIONS: This Fleet Description should detail all vehicles and engines impacted under the project. The fields below align with EPA's Diesel Emission Quantifier (DEQ), a requirement for the application, workplan, and final reports as part of program grant requirements. **The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.** This Fleet Description is broken into two sections: 1) Current Vehicle and Engine Information and 2) New Vehicle and Engine Upgrade Information. All rows of data are required, unless specified as not being applicable to the Equipment Type or Target Fleet. These exceptions are are highlighted in parentheses in the table below. Please refer to the Fleet Description data definitions on tab 11 (Data Dictionary) for additional guidance on each field.

Each vehicle/engine group column below can represent one or more similar pieces of equipment operating in the same fleet. You can copy and paste additional columns as needed to capture all vehicle/engine groups. Please indicate in the Financial Information row the fiscal year of funds used for the activity described within the table.

Note: Individual marine vessels must be listed in separate vehicle/engine group columns. If both auxiliary and propulsion engines on an individual vessel are part of a project, these different engine types must be listed in separate vehicle/engine group columns.

Fleet Information		Example	Group 1	Group 2	Group 3	Group 4	Group 5	Group 6		
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	F & G Recycling, LLC	Empire Fisheries			City of New Haven	Cross Sound Ferry Services, Inc.	Empire Fisheries	Tirollo Bus Company, LLC
	Fleet Owner:	Sarah	USA Hauling & Recycling, Inc.	Hidden Empire Leasing, LLC			City of New Haven	Cross Sound Ferry Services, Inc.	Joe's Boathouse LLC	Tirollo Bus Company, LLC
	Publicly or Privately Owned?:	Publicly	Privately	Privately	Privately	Privately	Publicly	Privately	Privately	Privately
	Place of Performance									
	- State(s):	Arizona	Connecticut	Connecticut			Connecticut	Connecticut	Connecticut	Connecticut
	- County(s):	Maricopa	New Haven	New Haven, New London, Fairfield (Long Island Sound (LIS) & Naugatuck River)			New Haven	New London (LIS)	New Haven, New London, Fairfield (LIS & Quinnipiac River)	New Haven & Fairfield
	- City(s):	Phoenix	Waterbury	Milford			New Haven	New London	Milford	Orange
	- Zip Code(s):	85308; 85306	06708	06460			06513	06320	06460	06477
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%				100%	50%		100%
	Equipment Type:	Onroad	Nonroad	Marine Vessels	Marine Vessels	Marine Vessels	Onroad	Marine Vessels	Marine Vessels	Onroad
Target Fleet:	Transit Bus	Terminal Tractor	Marine - Propulsion	Marine - Auxiliary	Marine - Auxiliary	Refuse Hauler	Marine - Auxiliary	Marine - Auxiliary	School Bus	
Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8				Class 8				
Vehicle or Engine Group Sector:	Municipal	Freight				Municipal				
Vocation (on-highway, short-haul, and marine only):	Other		Fishing Vessel	Fishing Vessel	Fishing Vessel		Ferry Vessel	Fishing Vessel		
Quantity (number of vehicles in group):	4	1	2			1	1	1	1	
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4LMBB21135L017D00	CTZ05538D303	CTZ05538D303	CTZ049901097	1CYCEL584BTO50026	DUJ08531C595	4UZABRDKX 8CZ46756	
	Vehicle Make:	Ford	CAPACITY							
	Vehicle Model:	Taurus	TJ5000							
	Baseline Vehicle Model Year:	1995	2005							
Current Engine Information	Engine Serial Number(s):	4548154	4653556	RG6081A137207	T04045D875261	949614	73238846	70620	926961S000461	
	Engine Make:	ABC	Cummins	John Deere	John Deere	Isuzu	Cummins	Caterpillar	Isuzu	
	Engine Model:	ABC	B5.9-173c	6081AFM01	4045DM	4BD1	L6	3406	4BG1	
	Engine Model Year:	1995	2005	2001	2001	1997	2011	1983	1993	
	Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Tier 1	Uncontrolled	Uncontrolled	Uncontrolled		Uncontrolled		
	Tier 4 Standards (Tier 4 only):	N/A								
	Engine After-Treatment Technology (Tier 4 nonroad only):	No DPF, Yes SCR								
	Engine Horsepower:	660	173	375	100	120	450	275	90	
	Engine Cylinder Displacement (liters/cylinder; marine only):	5.0 <= size <15.0		5.0 <= size <15.0	3.5 <= size <5.0	3.5 <= size <5.0		1.2 <= size <2.5	3.5 <= size <5.0	
	Engine Number of Cylinders (# of cylinders per engine; marine only):	N/A	6	6	4	4	6	6	4	
	Engine Total Displacement (liters per engine; marine only):	N/A		8.1	4.5	3.856		14.64	4	
	Engine Family Name (if unregulated, then NA):	N/A	5CEXL0359A	1JDXL08.10	1JDXL04.5025 or 28	VSZ3.9C6DARA	BCEXH0408BAK	NA	8DDXH07.2DJA or JC	
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	
	Total # of Propulsion Engines (per vessel; marine only):	N/A		1						
	Total # of Auxiliary Engines (per vessel; marine only):	N/A			1	1			1	

U. S. Environmental Protection Agency
 DERA National Grant Report
 Fleet Description

Grant Recipient Program FY Grant Number Project Title	CT Dept. of Energy & Environmental Protection FY2021 DERA State Grant DS 00A00773-3 FY 2022 Connecticut Clean Diesel Grant Program				Number of Fleets Total # of All Vehicles		6 10			
Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	2600	16000	4000	6000	4264	23000	4000	3000
	Annual Usage Hours (hours per year per engine; includes idling hours; nonroad, locomotive, and marine only):	3000	1400	2000	2000	2000		1600	2000	
	Annual Miles Traveled (miles per vehicle; on-highway only):	12000	NA				9620			18000
	Annual Idling Hours (hours per engine; on-highway only):	1500	NA				520			200
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	NA							
	Remaining Life of Baseline Engine/Vehicle (years per engine; total # of years of engine life remaining at time of upgrade action):	3	5	15	20	15	10	10	12	3
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2022	2023	2023	2023	2022	2023	2023	2023
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Engine Replacement	Engine Replacement	Engine Replacement	Vehicle Replacement	Engine Replacement	Engine Replacement	Vehicle Replacement
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - All-Electric	Engine Replacement - ULSD (dies	Engine Replacement - ULSD (dies	Engine Replacement - ULSD (dies	Vehicle Replacement - All-Electric	Engine Replacement - ULSD (dies	Engine Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (dies
	Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8				Class 8			
	VIN for New Vehicle(s)	1234567890ABCDE								
	Total Cost Per Unit (equipment plus labor):	\$ 175,000.00	\$ 309,916	\$ 128,038	\$ 97,116	\$ 97,116	\$ 534,675	\$ 551,120	\$ 75,135	\$ 116,650
	Upgrade Equipment Cost only Per Unit:	\$ 150,000.00	\$ 269,297.00	\$ 54,249.00	\$ 23,327.00	\$ 23,327.00	\$ 527,200.00	\$ 343,920.00	\$ 23,173.00	\$ 116,650.00
	Upgrade Labor Cost only Per Unit:	\$ 25,000.00	\$ 40,619.00	\$ 73,789.33	\$ 73,789.33	\$ 73,789.33	\$ 7,475.00	\$ 207,200.00	\$ 51,962.00	\$
Total Federal Funds Expended Per Unit (\$ of Total Cost per Unit):	\$ 50,000.00	\$ 123,883.60	\$ 51,215.20	\$ 38,846.40	\$ 38,846.40	\$ 240,604.00	\$ 220,448.00	\$ 30,054.00	\$ 29,162.50	
Federal Cost Share Expended Per Unit (% of Total Cost per Unit):	29%	40%	40%	40%	40%	45%	40%	40%	25%	
New Engine Information	New Engine Model Year:	2018	2022	2022	2022	2022	2022	2021	2022	
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2		Tier 3	Tier 3	Tier 3		Tier 3	Tier 3	
	Tier 4 Standards (Tier 4 only):	N/A								
	New Engine After-Treatment Technology (Tier 4 nonroad only):	No DPE, Yes SCR								
	New Engine Horsepower:	750								
	New Engine Duty Cycle (line-haul locomotive only):	N/A								
	New Engine Cylinder Displacement (liters per cylinder per engine; marine only):	5.0 <= size <15.0								
	New Engine Total Displacement (liters per engine; marine only):	N/A								
	New Engine Number of Cylinders (per engine; marine only):	N/A								
	New Engine Family Name:	ABC								
New Engine Fuel Type:	ULSD (diesel)		ULSD (diesel)	ULSD (diesel)	ULSD (diesel)		ULSD (diesel)	ULSD (diesel)		
New Annual Vehicle Data	New Annual Idling Hours (hours per vehicle; on-highway only):	N/A								
	New Annual Hoteling Hours (hours per vehicle; class 8 long-haul combination only):	N/A								
	New Annual Fuel Volume (estimated gallons/year per engine):	6000								