

July 24, 2024

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 - 9th Semi-Annual Report
Reporting Period: January 1, 2024, to June 30, 2024

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 January 1, 2024, to June 30, 2024.

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

1. The progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date); and
2. The status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action.

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

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

Sincerely,



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

Attachments:

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

**Semi Annual Report to the Trustee
State of Connecticut
Reporting Period – January 1, 2024, through June 30, 2024**

Overview: On October 2, 2017, the Mitigation Trust Agreement, upon court approval, became effective. On October 18, 2017, DEEP submitted its Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement to the Trustee, the United States and the court overseeing the VW action. On January 29, 2018, the Trustee filed a Notice of Beneficiary Designation under the VW Diesel Emissions Environmental Mitigation Trust for State Beneficiaries designating Connecticut as a Beneficiary under the Trust.¹ 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 (EJ) 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 Emissions 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 DEMP 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 EMA, include:

EMA 1 - Class 8 Local Freight Trucks and Port Drayage 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 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)

Connecticut Department of Transportation

Amount Awarded: \$4,901,169.00

Location: New Haven

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

Status: Completed and closed out on November 15, 2023

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 fully electric 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: Replacement of 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 - 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: Replacement of 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

In 2019, the State submitted Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms for Round 1 to WT for approval. Although all submitted Appendix D-4 Forms have been approved by WT, not all of the Beneficiaries have requested trust funds as of this reporting period. Reimbursement for eight of the 12 Round 1 projects was disbursed in 2020. In 2021, reimbursement for one project, Block Island Express, was disbursed. In 2022, reimbursement for one project, Durham School Services, was disbursed. In 2023, a revised version of the EMA 2 D-4 for the Connecticut Department of Transportation and the

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.

University of Connecticut was submitted as a new proposal and approved. The original D-4 including those projects will be revised to remove those two projects. In 2023, reimbursement for one project, Connecticut Department of Transportation, was disbursed. As of the date of this report, reimbursement has not occurred in 2024 for the one remaining DEMP Round 1 project.

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

EMA	Beneficiary EMA 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
2	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses) – (Second submission for two of the projects included above)	January 20, 2023	March 21, 2023
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	DERA Option	September 24, 2019	November 26, 2019

Round 1 Approved EMA 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 and 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, Inc.	6	\$61,250.00	\$46,617.50	June 1, 2020
6	First Student, Inc.	2	\$1,338,780.00	\$1,186,468.40	June 2, 2020
7	Sysco Leasing, LLC	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, Stratford	2	\$488,553.00	\$488,553.00	July 12, 2022
11	Connecticut Department of Transportation	2	\$4,901,169.00	\$4,901,169.00	November 15, 2023
12	University of Connecticut	2	\$1,378,000.00	TBD	TBD

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 Round 2 funding, broken out by EMA, 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

Project Description: Replacement of five 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

Project Description: Replacement of two 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

Project Description: Replacement of eight 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: \$346,500.00

Location: Rocky Hill and Hartford

Project Description: Replacement of 15 Class 8, MY 2006-2009, diesel-powered heavy duty local freight trucks with MY 2020 diesel-powered equivalents.

Status: Completed and closed out February 3, 2023

Town of East Hartford

Amount Awarded: \$637,780.00

Location: East Hartford

Project Description: Replacement of four 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

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

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 EMAs (EMA 1 and EMA 6).

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

Project Description: Replacement of one Class 7, MY 2005, diesel-powered transit bus, with a MY 2020 fully electric transit bus, and installation of associated charging infrastructure.

Status: Ongoing, project details in attached Report Tables

DATTCO, Inc.

Amount Awarded: \$122,689.00

Location: Middletown

Project Description: Replacement of one 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

Project Description: Replacement of 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: Completed and closed out January 3, 2023

Student Transportation of America, Inc. (Naugatuck)

Amount Awarded: \$912,070.00

Location: Naugatuck

Project Description: Replacement of 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

Project Description: Replacement of one Class 8, MY 2009, diesel-powered shuttle bus with a MY 2020 electric equivalent, and installation of associated charging infrastructure.

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

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

Status: Completed and closed out September 2, 2022

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

Eversource Energy Service Company

Amount Awarded: \$326,083.00

Location: Berlin, Hartford and Torrington

Project Description: Replacement of five Class 7, MY 2007 and 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

Project Description: Replacement of two Class 5, MY 2004 and 2006, diesel-powered trucks with MY 2020 equivalents.

Status: Completed and closed out April 7, 2021

Hocon Gas, Inc.

Amount Awarded: \$139,805.00

Location: Waterbury

Project Description: Replacement of four 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

Project Description: Replacement of three Class 7, MY 1995 and 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 - 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

Project Description: Replacement of six Class 8 diesel drayage trucks, MY 2006-2009, with 2020 MY diesel equivalents.

Status: Completed and closed out September 29, 2020

Kay's Trucking

Amount Awarded: \$57,733.69

Location: South Windsor

⁶ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2024, for a summary of the VW DERA Option Projects (EMA 10).

Project Description: Replacement of two 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

Project Description: Replacement of 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

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

Status: Completed and closed out December 8, 2020

In 2020, the State submitted Round 2 Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms to WT for approval. Although all submitted Appendix D-4 Forms have been approved by WT, not all of the Beneficiaries have requested trust funds as of this reporting period. Reimbursement for all five 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, one Round 2 project, Bozzuto's, Inc. (EMA 1), was reimbursed. In 2023, two Round 2 projects (First Student, Inc. and Sysco Leasing, LLC) were reimbursed. As of the date of this report, reimbursement has not occurred in 2024 for the one remaining DEMP Round 2 project.

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

EMA	Beneficiary EMA 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	DERA Option	May 7, 2020	July 6, 2020

Round 2 Approved EMA 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, LLC	10	\$285,637.60	\$285,637.60	September 29, 2020

4	F&F Concrete Corporation	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. (Naugatuck)	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, LLC	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
15	Bozzuto's, Inc.	1	\$175,000.00	\$175,000.00	July 12, 2022
16	Fisher's Island Ferry District	4	\$819,260.00	\$778,522.47	September 2, 2022
17	First Student, Inc.	2	\$668,398.00	\$500,194.85	January 3, 2023
18	Sysco Leasing, LLC	1	\$346,500.00	\$326,156.00	February 3, 2023
19	Connecticut Department of Transportation	2	\$576,225.00	TBD	TBD

DEMP Round 3: DEEP conducted an open and competitive solicitation in the fall of 2020, after which nine 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 outlined below.

An open and competitive solicitation process for VW funds, focusing on electric and EJ projects, was initiated on August 13, 2021. Projects were selected and announced on December 22, 2021. Funding was awarded to five all-electric projects operating in EJ communities. The awarded DEMP Round 3 projects, broken out by EMA, are listed below:

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

DATTCO, Inc.

Amount Awarded: \$1,504,731.37

Location: Middletown

Project Description: Replacement of six EMY 2009, Class 7 school buses, with EMY 2023 electric equivalents (charging infrastructure included).

Status: Ongoing, project details in attached Report Tables

DATTCO, Inc.

Amount Awarded: \$1,060,479.18

Location: New Britain

Project Description: Replacement of four EMY 2009, Class 7 school buses, with EMY 2023 electric 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

Project Description: Replacement of 16 EMY 2006-2009, Class 5 and Class 7 school buses with EMY 2022 electric 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

Project Description: Replacement of 17 EMY 2009, Class 7 school buses with EMY 2023 electric 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

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

Status: Completed and closed out on April 18, 2024

EMA 10 - DERA Option⁷

Blue Earth Compost, Inc.

Amount Awarded: \$69,862.00

Location: Hartford

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

Status: Completed and closed out August 17, 2022

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

⁷ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2024, for a summary of the VW DERA Option Projects (EMA 10).

Coastal Carriers of Connecticut, LLC

Amount Awarded: \$34,200.75

Location: Ansonia

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

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

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, LLC⁸

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

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

Status: Completed and closed out on February 28, 2022

Ryder Systems, Inc.⁹

Amount Awarded: \$427,050.00

Location: Bloomfield

Project Description: Replacement of four MY 2012 diesel transport refrigeration units (TRUs) on existing trailers with electric equivalents (includes charging infrastructure).

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

⁸ 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.

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.

Town of North Stonington¹⁰

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

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

Status: Project has been withdrawn by the Town of Stonington

On May 26, 2021, the State submitted a Round 3 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. The D-4 was approved by WT on July 28, 2021. On July 20, 2023, the State submitted Eligible Mitigation Action Certification (Appendix D-4) Forms to WT for Round 3 EMA 2 and EMA 8 projects. These D-4s were approved by WT on September 26, 2023.

In 2022, reimbursement for the following five Round 3 projects was disbursed: Murphy Road Recycling, LLC; E.A. Quinn Landscape Contracting, Inc.; CWPM, LLC; Coastal Carriers of Connecticut, LLC; and Blue Earth Compost. No funds were disbursed for Round 3 projects in 2023. As of the date of this report, partial reimbursement for two Round 3 projects (DATTCO, Inc. (Middletown) and DATTCO, Inc. (New Britain)) and full reimbursement for one Round 3 project (Waterfront Enterprises, LLC, dba Gateway Terminal, LLC) was disbursed in 2024.

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

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
2	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	July 20, 2023	September 26, 2023
8	Forklifts and Port Cargo Handling Equipment	July 20, 2023	September 26, 2023
10	DERA Option	May 26, 2021	July 28, 2021

Round 3 Approved EMA 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, LLC	10	\$24,664.35	\$24,664.35	May 2, 2022
4	Coastal Carriers of Connecticut, LLC	10	\$34,200.75	\$34,200.75	May 2, 2022

¹⁰ 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.

5	Blue Earth Compost, Inc.	10	\$69,862.00	\$51,494.91	August 18, 2022
6	DATTCO, Inc. (Middletown)	2	\$1,504,731.37	\$1,387,459.55	January 18, 2024
7	DATTCO, Inc. (New Britain)	2	\$1,060,479.18	TBD	TBD
8	Waterfront Enterprises, LLC, dba Gateway Terminal, LLC	8	\$3,155,486.00	\$924,973.04	March 15, 2024
TBD	Student Transportation of America, Inc. (Naugatuck)	2	\$3,743,914.85	TBD	TBD
TBD	Cariati Developers, Inc.	10	\$256,187.50	TBD	TBD

DEMP Round 4: 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.

EMA 10 - DERA Option¹¹

Cross Sound Ferry Services, Inc.

Amount Awarded: \$220,448.00

Location: New London

Project Description: Replacement of three 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: Completed, project details in attached Report Tables

F & G Recycling, LLC

Amount Awarded: \$123,883.60

Location: Waterbury

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

Status: Completed and closed out on January 25, 2024

Joe’s Boathouse, LLC

Amount Awarded: \$30,054.00

Location: Milford

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

Status: Project has been withdrawn by Joe’s Boathouse, LLC

¹¹ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2024, for a summary of the VW DERA Option Projects (EMA 10).

Tirollo Bus Company, LLC

Amount Awarded: \$29,162.50

Location: Orange

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

Status: Completed, project details in attached Report Tables

On May 9, 2023, the State submitted a Round 4 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. The D-4 was approved by WT on July 11, 2023. No funds were disbursed for Round 4 projects in 2023. As of the date of this report, reimbursement for one DEMP Round 4 project (F & G Recycling, LLC) was disbursed in 2024.

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

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
10	DERA Option	May 9, 2023	July 11, 2023

Round 4 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	F & G Recycling, LLC	10	\$123,883.60	\$123,754.71	January 25, 2024
TBD	Cross Sound Ferry Services, Inc.	10	\$220,448.00	TBD	TBD
TBD	Tirollo Bus Company, LLC	10	\$29,162.50	TBD	TBD

DEMP EVSE Round 1: DEEP conducted an open and competitive solicitation process for VW electric vehicle supply equipment (EVSE) funds that was initiated on July 19, 2022. Projects were selected and announced on June 27, 2023. A brief description of the projects awarded EVSE Round 1 funding, is listed below.

EMA 9 – Light Duty EV Supply Equipment

State of Connecticut

Amount Awarded: \$8,358,175.00

Location: Statewide

Project Description: Funding originally awarded to 55 sub-grantees (state agencies, municipalities, and private companies) for projects to purchase and install a total of up to 335 Level 2 chargers and 26 DC fast chargers, which will be publicly accessible. After consolidating multiple projects under the same sub-grantees and accounting for five sub-grantees that have withdrawn, this funding now covers 35 sub-grantees for projects to purchase and install a total of up to 315 Level 2 chargers and 26 DC fast chargers.

Status: Ongoing, project details in attached Report Tables

On September 12, 2023, the State submitted an Eligible Mitigation Action Certification (Appendix D-4) Form to WT for the EVSE Round 1 EMA 9 project. The D-4 was approved by WT on November 13, 2023. In 2023, this EVSE Round 1 project, State of Connecticut, was reimbursed.

EVSE Round 1 Submitted and Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
9	Light Duty EV Supply Equipment	September 12, 2023	November 13, 2023

Round 4 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	State of Connecticut	9	\$8,358,175.00	\$8,358,175.00	November 13, 2023

DEMP Round 5: DEEP conducted an open and competitive solicitation in October 2022, after which the following eight 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.

EMA 10 - DERA Option¹²

Connecticut Department of Transportation (CT DOT)

Amount Awarded: \$31,848.08¹³

Location: Meriden, Wallingford, Waterbury

Project Description: Replacement of one 2005 model year (MY) diesel-powered New Flyer XD40 transit van, equipped with a 2005 MY Cummins ISL280 engine, with a MY 2023 Ford E-Transit all-electric vehicle.

Status: Ongoing, project details in attached Report Tables

SMM New England Corp. (DBA Sims Metals)

Amount Awarded: \$192,092.55¹⁴

Location: North Haven

Project Description: Replacement of one MY 2004 Sennebogen diesel-powered material handler, equipped with a 2004 MY Deutz model BF6M1013 engine, with a MY 2023 Sennebogen model 850E electric material handler (charging infrastructure included).

Status: Ongoing, project details in attached Report Tables

Stamford Uniform, Linen, Towel and Napkin LLC

Amount Awarded: \$261,059.65¹⁵

Location: Fairfield County

¹² Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2024, for a summary of the VW DERA Option Projects (EMA 10).

¹³ This project also received \$37,466.45 in 2022 DERA funding.

¹⁴ This project also received \$362,187.55 in 2022 DERA funding and \$53,120.00 in 2021 DERA funding.

¹⁵ This project also received \$63,817.92 in 2020 DERA funding and \$43,879.30 in 2019 DERA funding.

Project Description: Replacement of one MY 2013, Hino 268 box truck and one MY 2018, Isuzu NPR box truck with two MY 2023, Kenworth K270E box trucks (charging infrastructure included).

Status: Ongoing, project details in attached Report Tables

Waterfront Enterprises, LLC (DBA Gateway Terminal)

Amount Awarded: \$159,504.41

Location: New Haven

Project Description: Replacement of one 2001 MY diesel-powered Tico terminal tractor, equipped with a 2001 MY Cummins model 6BTA engine, with a MY 2023 all-electric Orange EV e-Triever tractor.

Status: Ongoing, project details in attached Report Tables

O&G Industries, Inc.

Amount Awarded: \$162,821.66

Location: Bridgeport

Project Description: Replacement of one MY 2002, Model C12 Oshkosh front-discharge cement mixer and one MY 2001, Model C10 Oshkosh front-discharge cement mixer with two diesel-powered MY 2023 Oshkosh front-discharge cement mixers.

Status: Ongoing, project details in attached Report Tables

Captain John's Sport Fishing, Inc.

Amount Awarded: \$60,340.39

Location: Waterford

Project Description: Replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine on the *FV Sunbeam IV* with a Tier 3 Cummins QSL9 diesel engine.

Status: Completed, project details in attached Report Tables

Seaview Fisheries, LLC

Amount Awarded: \$21,934.24

Location: Milford

Project Description: Replacement of one 1975 Tier 0 CAT 3304A diesel propulsion engine on the *FV Merrick* with a Tier 3 equivalent diesel engine.

Status: Ongoing, project details in attached Report Tables

William Wilczek/Fishing Vessel Susan LLC

Amount Awarded: \$36,839.60

Location: Niantic

Project Description: Replacement of one Tier 0, 1998 John Deere Series 300, 6.8l diesel engine and powertrain in the commercial fishing vessel, *FV Susan*.

Status: Ongoing, project details in attached Report Tables

On December 4, 2023, the State submitted a Round 5 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. The D-4 was approved by WT on February 7, 2024. No funds were disbursed for Round 5 projects in 2023. As of the date of this report, no funds were disbursed for DERA Round 5 projects in 2024.

Round 5 Submitted and Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
10	Diesel Emissions Reduction Act (DERA) Option – FY2022 DERA Option	December 4, 2023	February 7, 2024

Round 5 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
TBD	Connecticut Department of Transportation (CT DOT)	10	\$31,848.08	TBD	TBD
TBD	SMM New England Corp. (DBA Sims Metals)	10	\$192,092.55	TBD	TBD
TBD	Stamford Uniform, Linen, Towel and Napkin LLC	10	\$261,059.65	TBD	TBD
TBD	Waterfront Enterprises, LLC (DBA Gateway Terminal)	10	\$159,504.41	TBD	TBD
TBD	O&G Industries, Inc.	10	\$162,821.66	TBD	TBD
TBD	Captain John's Sport Fishing, Inc.	10	\$60,340.39	TBD	TBD
TBD	Seaview Fisheries, LLC	10	\$21,934.24	TBD	TBD
TBD	William Wilczek/Fishing Vessel Susan LLC	10	\$36,839.60	TBD	TBD

Administrative Costs

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

<p align="center">Volkswagen Diesel Emission Environmental Mitigation Trust for States Semi-Annual Report</p>
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Beneficiary	Connecticut
Lead Agency	Department of Energy and Environmental Protection (DEEP)
Reporting Period	January 1, 2024 – June 30, 2024

	Reporting Period	Cumulative
Total Trust Funds Allocated		\$55,721,169.00
Interest Earned	357,000.00 ¹	\$1,930,000.00
Funds Expended	\$5,591,673.30	\$30,168,604.20
CT Accounting Remaining Balance		\$27,482,564.80
Wilmington Trust (12/31/23) Financial Statement		\$37,164,000.00 ²

¹ Interest earned for this reporting period is estimated from the December 31, 2023, 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, 2023*.

² Balance of \$37,164,000.00 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, 2023*.

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	\$6,576,190.40	\$1,215,975.30	Three projects (Connecticut Department of Transportation, Durham School Services and First Student, Inc.) from this Eligible Mitigation Action category have been completed and funds have been disbursed by the Trustee for those three projects.
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) Shore Power	\$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	\$10,442,702.45	\$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	\$1,980,569.09	\$301,035.34	All six projects 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)	\$2,279,382.00 ⁴	\$1,519,108.25	\$417,732.30	Three school bus replacement projects in Round 2 EMA 2 (STA Naugatuck; DATTCO, Inc.; and First Student, Inc.) have been reimbursed.
EMA 3 - Freight Switchers	\$0	\$0	\$0	
EMA 4 - Ferries/Tugs	\$819,260.00	\$778,522.47	\$122,889.00	The Fisher’s Island Ferry District project has been completed and funds have been disbursed.
EMA 5 - Ocean Going Vessels (OGV) Shore Power	\$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 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	\$6,353,042.61 ⁵	\$5,522,265.14	\$1,028,781.39	

⁴ \$2,784,882.00 was the amount originally budgeted under DEMP Round 2, EMA 2. However, since the DEMP Round 2 projects were awarded, one grantee (Yale University) withdrew their project. The revised amount budgeted for DEMP Round 2, EMA 2 is \$2,279,382.00.

⁵ \$6,858,542.61 was the total amount originally budgeted under DEMP Round 2. One project, Yale University, was withdrawn from DEMP Round 2. A total combined amount of \$505,500.00 was awarded to Yale University; that amount has been deducted from the DEMP Round 2 total funds budgeted and will be eligible to be rolled over into a future round.

Summary of All Costs – DEMP Round 3				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses) ⁶	\$6,309,125.40 ⁷	\$2,312,432.59	\$0	Two EMA 2 projects (DATTCO, Inc. (Middletown) and DATTCO, Inc. (New Britain)) requested the opportunity to split funding, receiving payment for the buses, which are in use, now and payment for the chargers and installation later. WT approved the request. Thus, \$2,312,432.59 in funds have been disbursed for these projects. The Middletown project has been completed but the utility is still resolving easement issues to enable it to connect to the installed chargers for New Britain. STA is contemplating a reduction of the number of buses covered by their grant due to increases in the EVSE installation costs.
EMA 8 - Forklifts and Port Cargo Handling Equipment ⁸	\$3,155,486.00	\$3,155,486.00	\$0	The Waterfront Enterprises, LLC, dba Gateway Terminal, LLC project has been completed and funds have been disbursed.
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$528,342.90 ⁹	\$253,788.31	\$167,635.28	Five projects in the EMA 10, DERA Option have been completed (Blue Earth Compost, Inc.; Coastal Carriers of Connecticut, LLC; CWPM, LLC; E.A. Quinn Landscape Contracting, Inc.; and Murphy Road Recycling, LLC); \$253,788.31 in funds have been disbursed. Cariati Developers, Inc. has received, and requested partial reimbursement for, two of the five trucks; the partial reimbursement request package is under internal review. Cariati's remaining three trucks have been delivered and reimbursement documents are being compiled.
Totals	\$9,992,954.30 ¹⁰	\$5,721,706.90	\$167,635.28	

⁶ Previous Semi-Annual Reports identified these projects as DEMP Round 4. DEEP has revised this to correctly identify projects for their DEMP round accounting purposes.

⁷ \$9,552,069.40 was the amount originally budgeted under DEMP Round 3, EMA 2. However, since the DEMP Round 3 projects were awarded, one grantee, First Student, Inc., withdrew their project. The revised amount budgeted for DEMP Round 3, EMA 2 is \$6,309,125.40.

⁸ Previous Semi-Annual Reports identified these projects as DEMP Round 4. DEEP has revised this to correctly identify projects for their DEMP round accounting purposes.

Summary of All Costs – DEMP Round 4				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 10 - Diesel Emission Reduction Act (DERA) Option ¹¹	\$320,374.10 ¹²	\$123,754.71	\$52,564.22	Four projects in the EMA 10, DERA Option were selected in June 2022. One grantee, Joe's Boathouse, withdrew and the remaining three projects have been completed. The F & G Recycling, LLC project has been completed and funds have been disbursed. The Tirollo Bus Company, LLC project has been completed and the reimbursement request package is under internal review. The Cross Sound Ferry Services, Inc. project has been completed, and the reimbursement package is under internal review.
Totals	\$320,374.10 ¹³	\$123,754.71	\$52,564.22	

⁹ \$1,117,568.54 was the amount originally budgeted under DEMP Round 3, EMA 10. However, since the DEMP Round 3 projects were awarded, three grantees (Elate Moving, LLC, Ryder Systems, Inc., and Town of North Stonington) withdrew their projects. The revised amount budgeted for DEMP Round 3, EMA 10 is \$528,342.90.

¹⁰ \$13,825,123.94 was the total amount originally budgeted under DEMP Round 3. Four projects (First Student, Inc., Elate Moving, LLC, Ryder Systems, Inc., and Town of North Stonington) were withdrawn from DEMP Round 3. A total combined amount of \$3,832,169.64 was awarded to First Student, Inc. (\$3,242,944.00), Elate Moving, LLC (\$95,818.00), Ryder Systems, Inc. (\$427,050.00), and Town of North Stonington (\$66,357.64); that amount has been deducted from the DEMP Round 3 total funds budgeted and will be eligible to be rolled over into a future round.

¹¹ Previous Semi-Annual Reports identified these projects as DEMP Round 5. DEEP has revised this to correctly identify projects for their DEMP round accounting purposes.

¹² \$350,428.10 was the amount originally budgeted under DEMP Round 4, EMA 10. However, since the DEMP Round 4 projects were awarded, one grantee (Joe's Boathouse) withdrew their project. The revised amount budgeted for DEMP Round 4, EMA 10 is \$320,374.10.

¹³ \$350,428.10 was the total amount originally budgeted under DEMP Round 4. One project (Joe's Boathouse) was withdrawn from DEMP Round 4. A total combined amount of \$30,054.00 was awarded to Joe's Boathouse; that amount has been deducted from the DEMP Round 4 total funds budgeted and will be eligible to be rolled over into a future round.

Summary of All Costs – DEMP EVSE Round 1				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 9 – Light Duty EV Supply Equipment	\$8,358,175.00	\$8,358,175.00	\$250,000.00	Funds have been disbursed for the State of Connecticut project. Sub-grantees’ work on the projects is ongoing.
Totals	\$8,358,175.00	\$8,358,175.00	\$250,000.00	

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	\$926,440.58 ¹⁴	\$0	\$0	Eight projects in the EMA 10, DERA Option were selected in April 2023 and all eight are in progress.
Totals	\$926,440.58	\$0	\$0	

¹⁴ These projects are also budgeted to receive a total of \$560,471.22 in 2019-2022 DERA funding.

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 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. CT DOT 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 12 buses have been received. Charging infrastructure has been installed and is operational. CT DOT submitted the reimbursement package in Q4 of 2022. CT DEEP submitted the D-4 to WT in January 2023, and it was approved in March 2023. Notably, the National Transportation Safety Board (NTSB) has completed its review of

					the fire that destroyed one of the buses in this grant and all buses have been returned to service. The project has been completed and Trust funds have been disbursed.
4	1	Block Island Express	Repower of the M/V Cecelia Ann	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.	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.
2	1	University of Connecticut (UConn)	University of Connecticut Electric Transit Bus Replacement Project	Two 2005 MY transit buses owned and operated by UConn will be replaced with two 2019 or 2020 MY full electric transit buses.	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 the mitigation plan for the project was executed in 2022. (Note that CT DOT has been granted two separate awards during Rounds 1 and 2 of DEEP VW grant process.) Please refer to the Round 2 CT DOT grant for additional project updates. No D-4 has been filed for this award and the amount of this grant was not included in the D-4 for the original DOT grant.
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 operate 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	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

			15 Class 8 Diesel Trucks		vehicles have been received and the old trucks have been scrapped. The project has been completed and Trust funds have been disbursed.
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 is an extension of the VW Round 1 UConn award. Once fleet operations and the Round 1 award have been finalized, these two projects will be processed in tandem. The mitigation plan for this project was executed in 2022. The bus is currently in fabrication and delivery is expected in third quarter 2024. Grantee is working with the power company to set up a 50 KW portable charger for the pilot program to allow charging while the grantee completes the facility project. The facility project design for the first phase of

					WRTD is underway and is expected to be completed by the end of 2024 with construction starting in the spring of 2025. The first phase will consist of two 150 KW chargers and maintenance facilities for battery electric buses. CT DOT is also working with UConn to set up a portable charger on the UConn campus. No D-4 documentation has been submitted 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	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.

			Shuttle Bus and the Installation of the Associated Charging Infrastructure.		
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 step van 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.	Cariati's vendor was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and initially reported that the vehicles could not be delivered until after September 2022. Cariati submitted and was granted four requests for extensions, one to June 30, 2022, one to December 31, 2022, one to June 2023, and one to September 30, 2023; each was accompanied by a note from the vendor, confirming the delay. The no-cost extension granted by EPA to 2024 would cover this. Cariati submitted a request to substitute two 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. In the fall of 2023, Cariati reported that the trucks arrived at the dealership, but the dealer sold them. The issue was resolved and two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks is under review. The other three vehicles were delivered in April of 2024 and reimbursement documents are being prepared.
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 to 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 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	3	DATTCO, Inc. – Middletown	Type C Electric Buses for DATTCO Middletown,	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 Middletown 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

			Serving Public Schools		infrastructure. Procurement documents have been received by DEEP. Scrappage documents were submitted on June 28, 2023, and approved on October 10, 2023. DATTCO requested the opportunity to split funding, receiving payment for the buses, which are in use, now and payment for the chargers and installation later. WT approved the split funding request on August 23, 2023. The deadline was extended to June 30, 2024. The reimbursement request for the buses was submitted, approved, and disbursement of funds occurred on January 18, 2024. The EVSE installation for this project has been completed and reimbursement documents will be compiled.
2	3	DATTCO, Inc. – New Britain	Type C Electric Buses for DATTCO New Britain, Serving the Capitol Region Education Council (CREC)	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 for New Britain 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 chargers. Procurement documents have been received by DEEP. Scrappage documents were submitted June 28, 2023, and approved October 10, 2023. DATTCO requested the opportunity to split funding, receiving payment for the buses, which are in use, now and payment for the chargers and installation later. WT approved the split funding request on August 23, 2023. The deadline was extended to June 30, 2024. The reimbursement request for the buses was submitted, approved, and disbursement

					of funds occurred on March 15, 2024. The EVSE units have been installed but completion of the project is being held up by an easement dispute between the utility and an adjacent property owner.
2	3	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	3	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 requested an extension to December 31, 2024, due to COVID-related delays; that extension request was granted in December 2022. STA reports issues related to its clients not wanting as many EV buses as originally requested, and the cost of installing the charging infrastructure without support of the local school districts. STA is currently considering reducing the number of buses to be covered by the grant. STA has also been looking for other school districts and locations for the EV buses to be covered by this grant.
8	3	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 is 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. The project was completed and the new crane operational on December 5, 2023. Scrappage was completed and documents

					submitted with the reimbursement request on December 29, 2023; disbursement of funds occurred on April 18, 2024.
10	4	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.	The award letter was sent on August 19, 2022. The Mitigation Plan (Scope of Work, SOW) was executed on December 28, 2022, and updated on June 6, 2024. An extension was requested through December 31, 2023, due to unforeseen delays with work on a separate vessel that prevented the <i>MV Mary Ellen</i> from being taken out of service during spring 2023 for the auxiliary generator set replacements. The extension request was approved in June 2023. A second extension was requested through March 31, 2024, due to a severe storm that caused delayed work, and additional time required to document engine destruction and receive/pay the shipyard invoice. The extension request was approved in January 2024. Installation of the new engines began on December 11, 2023, and the vessel successfully completed sea trials in mid-January 2024. Scrappage was completed and documents submitted with the reimbursement request on March 29, 2024. Additional information and documentation was requested from the grantee on May 7, May 9, and June 10, 2024, and submitted on June 3 and June 10, 2024. The reimbursement package is under internal review.
10	4	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.	Joe's Boathouse, LLC withdrew the Round 4 DERA Option project on May 24, 2023.

10	4	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.	The award letter was sent on August 19, 2022. Project revised from diesel-to-gasoline to diesel-to-diesel due to unavailability of gasoline school buses. SOW was executed on February 21, 2023. The supplier sent a bus that was missing the required optional equipment; it was determined that the wrong bus had been sent. A new bus was delivered in March 2024. The Tirollo Bus Company, LLC project has been completed and the reimbursement request package for \$27,967.44 is under internal review.
10	4	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.	The award letter was sent on May 5, 2022. Revised SOW executed on May 9, 2023. Scrappage documents submitted on May 9, 2023. The Request for Payment form was submitted on June 30, 2023. The project was completed, and disbursement of \$123,754.71 occurred on January 25, 2024.
9	EVSE 1	State of Connecticut	Light Duty Zero Emission Vehicle Supply Equipment, Round 1	Funding originally awarded to 55 sub-grantees (state agencies, municipalities, and private companies) for projects to purchase and install a total of up to 335 Level 2 chargers and 26 DC fast chargers, which will be publicly accessible throughout Connecticut. After consolidating multiple projects under the same sub-grantees and accounting for five sub-grantees that have withdrawn, this funding now covers 35 sub-grantees for projects to purchase and install a total of up to 315 Level 2 chargers and 26 DC fast chargers.	Award letters were sent on June 27, 2023. DEEP submitted the D-4, with an Attachment A request for \$8,358,175 on September 11, 2023. Disbursement of funds to DEEP occurred on November 30, 2023. DEEP is working with sub-grantees to draft and execute contracts. As of the date of this report, nine sub-grantee contracts/MOAs have been executed and five sub-grantees have withdrawn. One sub-grantee project has been completed and closed out.
10	5	Connecticut Department of Transportation (CT DOT)	Electric Vehicle – Ford ETransit	Replacement of one (1) 2005 MY, Class 7, diesel-powered New Flyer XD40 transit bus equipped with a 2005 MY Cummins ISL280 engine with a MY 2023 Ford ETransit all-electric vehicle; charging	The award letter was sent on April 24, 2023. Initial project to repower river ferry was replaced by project to replace diesel transit bus with EV transit van; waiver

				infrastructure included. The vehicle serves elderly, disabled and non-ADA customers within the 12 communities in the greater Waterbury, Meriden, and Wallingford area.	request approved by EPA on September 28, 2023. MOA has been drafted and sent to DOT for review. EVSE has been delivered and installed. The vehicle is due to be delivered in July. Some reimbursement documents have been submitted.
10	5	SMM New England Corp. (DBA Sims Metals)	Sims Metals Zero Emission Scrap Handling Initiative	Replacement of one (1) MY 2004 Sennebogen diesel-powered material handler, equipped with a 2004 MY Deutz model BF6M1013 engine, with a MY 2023 Sennebogen model 850E electric material handler; charging infrastructure included. The material handler will operate in North Haven, adjacent to environmental justice communities.	The award letter was sent on April 24, 2023. The SOW was originally executed on June 20, 2023. On October 25, 2023, Sims Metals submitted a request to alter the project location from New Haven, CT to North Haven, CT. On November 1, 2023, DEEP approved the location change request, and a revised SOW was executed to reflect the change. The crane was delivered and is fully assembled. The crane installation location has been determined and wiring is in place. The unit is not yet operational; some outstanding safety items need to be resolved and the concrete pad needs to be poured.
10	5	Stamford Uniform, Linen, Towel and Napkin LLC	Stamford Linen, Diesel Truck Replacement Program	Replacement of one (1) MY 2013, Hino 268 box truck and one (1) MY 2018, Isuzu NPR box truck with two (2) MY 2023, Kenworth K270E box trucks; charging infrastructure included. The vehicles operate throughout Fairfield County, which includes environmental justice communities.	The award letter was sent on April 24, 2023. The SOW was executed on July 3, 2023. Stamford Linen is still working with Kenworth to get delivery of the trucks. They are also investigating the new electric Isuzu trucks. Stamford Linen indicated that most of the new inventory is being sent to California.
10	5	Waterfront Enterprises, LLC (DBA Gateway Terminal)	Gateway Terminal – Clean Port Initiative	Replacement of one (1) 2001 MY diesel-powered Tico terminal tractor, equipped with a 2001 MY Cummins model 6BTA engine, with a MY 2023 all-electric Orange EV e-Triever tractor. The tractor operates at the Port of New Haven in an environmental justice area.	The award letter was sent on April 27, 2023. The SOW was executed on June 12, 2023. Gateway trialed and tested the Tico EV Yard Tractor but decided to purchase an Orange EV Terminal Tractor due to its lower cost and domestic parts and support availability. The new yard tractor has been

					delivered and the EVSE installed. We are awaiting scrappage of the old unit in a manner consistent with EPA requirements.
10	5	O&G Industries, Inc.	Front Discharge Mixer Replacement	Replacement of one (1) MY 2002, Model C12 Oshkosh front-discharge cement mixer and one (1) MY 2001, Model C10 Oshkosh front-discharge cement mixer with two (2) diesel-powered, MY 2023 Oshkosh front-discharge cement mixers. A location change to operate the cement mixers in Stamford instead of Bridgeport was requested and approved; both locations are in environmental justice communities.	The award letter was sent on April 24, 2023. The SOW was originally executed on July 11, 2023. The final SOW was executed on October 2, 2023. Invoice and proof of payment were submitted. Project has been completed and reimbursement documents have been submitted to DEEP for review.
10	5	Captain John's Sport Fishing, Inc.	Repowering Commercial Charter Boat from Tier 0 to Tier 3 Marine Diesel Engine	Replacement of one (1) 1981 Tier 0 Detroit 892N diesel propulsion engine on the <i>FV Sunbeam IV</i> with a Tier 3 Cummins QSL9 diesel engine. The <i>FV Sunbeam IV</i> is harbored in Waterford, CT. However, the vessel operates in various areas off the Connecticut coast in Long Island Sound and the rivers flowing into it.	The award letter was sent on April 24, 2023. The SOW was executed on July 5, 2023. Scrappage documents were submitted on January 4, 2024. The repower and sea trials were completed in April of 2024. The reimbursement request materials are being submitted and reviewed as they come in..
10	5	Seaview Fisheries, LLC	Diesel Emissions Reduction	Replacement of one (1) 1975 Tier 0 CAT 3304A diesel propulsion engine on the <i>FV Merrick</i> with a Tier 3 equivalent diesel engine. The <i>FV Merrick</i> is harbored in Milford, CT. However, the vessel operates in various areas off of the Connecticut coast in Long Island Sound and the rivers flowing into it.	The award letter was sent on April 27, 2023. The SOW was executed on July 11, 2023. Grantee has requested the substitution of a different vessel, the <i>Jennifer Joan</i> , for repowering; we have requested and are awaiting the eligibility statement to verify that it is eligible for the program. Engine information was submitted on January 2, 2024. Grantee is also experiencing funding issues and we are discussing options to allow the project to go forward.
10	5	William Wilczek/Fishing Vessel Susan LLC	Repower 32 South Shore F/V Susan.	Replacement of one (1) Tier 0, 1998 John Deere Series 300, 6.8l diesel engine and powertrain in the commercial fishing vessel, <i>FV Susan</i> . The <i>FV Susan</i> is harbored on the Niantic River in Connecticut.	The award letter was sent on April 24, 2023. The SOW was executed on June 15, 2023. A purchase order was issued in August 2023 for the new equipment. The

				However, the vessel’s range of operations extend from the Niantic River (CT) to the Thames River (CT), Eastern Long Island Sound and Fishers Island Sound both in Connecticut and New York waters, west to the area of Faulkner Island located south of the East River in Guilford, CT. Additionally, the <i>FV Susan</i> periodically operates in Block Island Sound and the waters south of Montauk, NY.	process of removing the old engine and transmission began in December 2023. The new engine has been installed. There was an issue with the steering after install which resulted in the unit being returned to the shop; however, the project is now complete, and the boat is operational.
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July 24, 2024

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

Re: Nineteenth 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 nineteenth quarterly report for State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00174-3. This report covers work performed between April 1, 2024, and June 30, 2024, on the Connecticut Clean Diesel Program. During this reporting quarter:

- DEEP continued working with the grantees selected in 2022 to develop management plans and other implementation documents for the projects. These projects are now reported with the FY 2021-2022 grants with the funding year, FY 2020, clearly indicated; and
- DEEP provided ongoing assistance to the remaining FY 2020 grantee, Cariati Developers, to ensure completion by EPA's extended grant deadline of September 30, 2024. The reimbursement documents for the two vehicles delivered in December of 2023 were approved and will be submitted to Wilmington Trust in July of 2024. The remaining three vehicles arrived in April of 2024 and reimbursement documents for those vehicles are being prepared.
- On June 20, 2024, DEEP requested a no-cost extension for this grant to allow the 2022 recipients of these funds to complete their projects.

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).

Yours truly,

Peter Babich
Asst. Director
Planning & Standards Division
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	April 1, - June 30, 2024

WORKPLAN BUDGET	FY 19	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

Table 1. Rate of Expenditure. Record all funds expended for each budget category.								
	Federal Funds Expended this Reporting Period	Mandatory Cost-Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost- Share Expended	Cumulative Voluntary Match Expended	
			Mitigation Funds	Other Funds			Mitigation Funds	Other Funds
Personnel	\$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		\$0.00		\$730,086.48		\$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	\$874,789.19	\$3,438,604.50	\$588,572.38	\$0.00

Table 2. Narrative Responses	
Question	Answer

CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities: In the nineteenth quarter, DEEP monitored the progress of the one project remaining from the original grantees and worked with the grantee, Cariati Developers, Inc. (Cariati) to compile reimbursement documents as the project neared completion.

On August 22, 2022, DEEP had 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 request was approved and a new grant agreement issued on September 15, 2022. The subsequent withdrawals of The Town of Enfield and Winkle Bus, covered by the Ryder leftover funds, resulted in new grant agreements with the September 2024 deadline in effect. The leftover funding was reallocated with the 2022 State DERA proposals.

On October 24, 2022, DEEP launched its 2022 State DERA Grant solicitation, with selection early in the fifteenth quarter; electric and marine replacement projects were preferred. \$701,961.80 remained available from this grant after the withdrawal of Winkle. These funds were used for six new projects: three EV projects, one diesel project, and two fishing boat repowers.

In the nineteenth quarter, DEEP continued to draft scopes of work (SOWs) and other implementation documents for the projects selected to receive leftover funding from this grant in 2022. The D-4 form for the DERA Option projects selected to receive leftover funds was submitted December 4, 2023 and approved February 7, 2024.

On June 20, 2024, DEEP requested a no-cost extension for this grant to allow the 2022 recipients of these funds to complete their projects.

In this quarter, DEEP also reviewed applications for the 2023 State DERA Program and submitted a list of recommendations for internal approval.

Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered Tico terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement. This award represents just under 45% of the cost of the new tractor, which is \$355,517.00. Beginning with the fourth quarter of FY 2023, this will be included in the FY 2021-2022 report for grant DS 00A00773-4.

O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$125,355.21 will come from the 2020 "DERA Option" and \$37,466.45 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement. This award represents just under 25% of the cost of the new trucks, which is \$678,732.00. The front discharge mixers will operate out of Bridgeport, CT, an environmental justice community. Beginning with the fourth quarter of FY 2023, this will be included in the FY 2021-2022 report for grant DS 00A00773-4.

Seaview Fisheries, LLC: Seaview Fisheries (Seaview) plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the *FV Merrick* with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement. The total project cost is \$55,000.00, of which the grant is just under 40%. EPA approved the applicant’s request for a waiver of the hours of use eligibility requirement because the annual hours of usage were only slightly below the required level and because the applicant anticipated a normal and qualifying number of hours in 2023. Beginning with the fourth quarter of FY 2023, this will be included in the FY 2021-2022 report for grant DS 00A00773-4.

What actual accomplishments occurred during the reporting period?

SMM New England Corp. (DBA Sims Metals): A grant of \$607,400.10, awarded to SMM New England Corp. (DBA Sims Metals) (Sims Metals), will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus. The projected cost is \$1,353,825.00 and the grant represents just under 45% of the projected cost of the 2023 MY replacement scrap metal handler. Beginning with the fourth quarter of FY 2023, this will be included in the FY 2021-2022 report for grant DS 00A00773-4.

Stamford Uniform, Linen, Towel and Napkin LLC: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Uniform) to scrap and replace one class 6, MY 2013, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$3,624.49 will come from the 2020 "DERA Option" and \$257,435.16 from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement, for a total of \$261,059.65 in "DERA Option" funding. In addition, \$107,697.22 is being granted from FY 2019 and 2020 State DERA allocations and bonuses. This award represents just under 45% of the cost of the new vans, which is \$821,916.66. Beginning with the fourth quarter of FY 2023, this will be included in the FY 2021-2022 report for grant DS 00A00773-4.

William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to Fishing Vessel Susan, LLC (FV Susan) for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the *FV Susan*, with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine. The funds will come from the 2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement. The grant represents just under 40% of the total cost, \$92,375.14, of this marine repower project. EPA denied the waiver request submitted by the applicant because it was too far below the required annual hours of operation, but EPA allowed DEEP to use leftover DERA Option funds from 2020, before the eligibility requirements came into effect. Beginning with the fourth quarter of FY 2023, this will be included in the FY 2021-2022 report for grant DS 00A00773-4.

Winkle Bus Company (Winkle Bus): With the funding increases related to the 2021-2022 program, DEEP had 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 would have included the electric vehicle charging infrastructure. \$160,548.86 was to have 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 represented 45% of the cost of the new bus and infrastructure, which would have been \$592,115.00. The bus would have operated in West Haven, CT, an environmental justice community. After months of contemplation, Winkle Bus withdrew from the program on March, 6, 2023.

	<p>Cariati: Cariati is receiving a grant for \$256,187.50 toward the replacement of five Class 8 diesel dump trucks, MY 1996-2002, with 2024 MY diesel equivalents. The projected cost is \$1,024,750.00 and the original grant represents 25% of the projected cost of the five 2024 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 was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and initially reported that the vehicles could not be delivered until after September 2022. Cariati submitted and was granted four requests for extensions, one to June 30, 2022, one to December 31, 2022, one to June 2023, and one to September 30, 2023; each was accompanied by a note from the vendor, confirming the delay. The no-cost extension granted to 2024 would cover this. Cariati submitted a request to substitute two 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. At the end of the fifteenth quarter, Cariati requested the forms for scrappage and reimbursement. During the sixteenth quarter, Cariati reported that the trucks arrived at the dealership, but the dealer sold them. The issue has been resolved and the dealer will be fulfilling the truck order; two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks (\$102,475) has been approved and will be submitted to WT in July. The other three vehicles were delivered in April of 2024 and reimbursement documents are being prepared. Thus, completion is anticipated in the twentieth quarter.</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>No rebates were awarded during this reporting period.</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 first reported that its manufacturer was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and projected that the vehicles could not 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 would cover this request, which has been approved. In the twelfth quarter, Cariati reported that the vendor could not guarantee delivery before June of 2023, and an additional extension request was submitted and approved. A similar request from Cariati and its vendor resulted in the approval of one final extension to September 30, 2023. As part of its status update for the fifteenth report, Cariati requested the reimbursement forms for the completion of its project. During the sixteenth quarter, Cariati reported that the trucks arrived at the dealership, but the dealer sold them. The issue has been resolved and the dealer will be fulfilling the truck order; two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks (\$102,475) has been approved and will be submitted to WT in July. The other three vehicles were delivered in April of 2024 and reimbursement documents are being prepared. Thus, completion is anticipated in the twentieth quarter.</p> <p>All the other original 2019-2020 projects have been completed. Schedules for the 2022 grantees have been developed.</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 first reported that its manufacturer was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and projected that the vehicles could not 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 would cover this request, which has been approved. In the twelfth quarter, Cariati reported that the vendor could not guarantee delivery before June of 2023, and an additional extension request was submitted and approved. A similar request from Cariati and its vendor resulted in the approval of one final extension to September 30, 2023. As part of its status update for the fifteenth report, Cariati requested the reimbursement forms for the completion of its project. Cariati reported that the trucks had not arrived by the end of September, but were promised by the end of 2023. During the sixteenth quarter, Cariati reported that the trucks arrived at the dealership, but the dealer sold them. The issue has been resolved and the dealer will be fulfilling the truck order; two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks has been approved and will be submitted to WT in July. The other three vehicles were delivered in April of 2024 and reimbursement documents are being prepared. Thus, completion is anticipated in the twentieth quarter.</p> <p>All the other original 2019-2020 projects have been completed. Schedules for the 2022 grantees have been developed.</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 first reported that its manufacturer was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and projected that the vehicles could not 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 would cover this request, which has been approved. In the twelfth quarter, Cariati reported that the vendor could not guarantee delivery before June of 2023, and an additional extension request was submitted and approved. A similar request from Cariati and its vendor resulted in the approval of one final extension to September 30, 2023. As part of its status update for the fifteenth report, Cariati requested the reimbursement forms for the completion of its project. During the sixteenth quarter, Cariati reported that the trucks arrived at the dealership, but the dealer sold them. The issue has been resolved and the dealer will be fulfilling the truck order; two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks has been approved and will be submitted to WT in July. The other three vehicles were delivered in April of 2024 and reimbursement documents are being prepared. Thus, completion is anticipated in the twentieth quarter. EPA's grant extension to September 30, 2024, which was requested and approved in the fall of 2022, will cover the completion of this project.</p> <p>All the other original 2019-2020 projects have been completed. Schedules for the 2022 grantees receiving funds leftover from this grant have been developed.</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 nineteenth 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>No public relations events directly related to this grant occurred during the nineteenth quarter.</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>

What project activities are planned for the next reporting period?

DEEP State DERA Administrative Activities: In the twentieth quarter, DEEP will continue to monitor the progress of the remaining projects, providing advice and assistance as required.
DEEP will continue preparing implementation and reimbursement documents for the projects selected with the 2022 State DERA program, some of which received leftover funds from this 2019-2020 grant.
DEEP will select projects for funding under the FY 2023 State DERA Program in the twentieth quarter and submit them to EPA in a workplan revision.

Winkle Bus: Winkle Bus withdrew from the program March 6, 2023. No further work is required.

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.

Blue Earth: In the twelfth quarter, Blue Earth's reimbursement request was approved and submitted to WT for payment. No further work is required.

Cariati: In the twentieth quarter, Cariati will finish compiling the partial reimbursement request package for the remaining three trucks that were delivered in April 2024, and will submit for review and approval by DEEP. EPA's Grant extension to September 2024 will cover the period needed to complete the project.

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.

CWPM: In the eleventh quarter, CWPM's project was approved for payment and DERA Option funds transferred from WT. No further work is required.

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.

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.

Elate Moving: Elate has withdrawn from the program. No further work is required.

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.

Murphy Road Recycling: Murphy Road's reimbursement request was approved for payment and DERA Option funds transferred from WT. No further work is required.

North Stonington: North Stonington has withdrawn from the program. No further work is required.

Ryder: Ryder has withdrawn from the program. No further work is required.

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.

Windsor: Windsor's project has been completed. In the thirteenth quarter, Windsor's reimbursement request was approved for payment. Funds were drawn down in the fourteenth quarter. No further work is required.

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.

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.

F&F Concrete: F&F Concrete's project has been completed and reimbursement has been received from WT. No further work is required.

Kay's: Kay's project has been completed and reimbursement has been received from WT. No further work is required.

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.

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.

Target: Target's project has been completed and reimbursement has been received from WT. No further work is required.

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.

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	N/A
Environmental results the subrecipient achieved	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A
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	N/A

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 3
Reporting Period	April 1, - June 30, 2024

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			South V
	- State(s):	Connecticut	Connecticut	Connecticut			C
	- County:	Hartford	Litchfield	Hartford			Hart
	- City:	Burlington	Canaan	Plantsville			South V
	- Zip Code:	06013	06031	06074			060
	Target:	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination
	Vehicle Class or Equipment Type:	Class 8	Class 8	Class 8	Class 8	Class 8	Class 8
	Quantity:	1	1	3			2
	Vehicle Identification Number(s):	1HTWDAAR55JO43870	IFDYF80C9WVA36934	5DG8AD4T550010623	5DG8AD4G760011483	5DG8AD4T870012014	1FUYTWEB6YHG07052
	Vehicle Make:	International	Ford	Terex advance	Terex advance	Terex advance	Freightliner
	Vehicle Model:	7400 SFA 4X2	F800	62-445AP6811	62-445AP6811	62-445AP6811	MED CONV
	Vehicle Model Year:	2004	1997	2005	2006	2007	2000
	Engine Serial Number(s) :	466HM2U2007559	56348358	06RO836516	06RO908034	06RO960056	KS24975
	Engine Make:	International	International	Detroit Diesel	Detroit Diesel	Detroit Diesel	CAT
	Engine Model:	D250	DT530	Series 60	Series 60	Series 60	C-12
	Engine Model Year:	2004	1997	2005	2006	2006	1999
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

y's Trucking	Group 5: Town of New Milford				Group 6: City of Stamford				Group 7: Target Enterprises
2019	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	
cking, Inc.	Town of New Milford				City of Stmford				Target Enterprises
On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway	On Highway
Vindsor	New Milford				Stamford				Fairfield County
T	CT				Connecticut				CT
ford	Litchfield				Fairfield				Litchfield
Vindsor	New Milford				Stamford				Thomaston
074	06776				06901				06787
Short Haul - Combination	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination	
Class 8	Class 8	Class 8	Class 8	Class 6	Class 6	Class 6	Class 6	Class 7	
2	3				4				1
1FUy8HCB7TL794515	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	1998	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	XCEXH0855NAD	2CEXH0661MAS	VNV444C8DARW	VNV444C8DARW	VNV444C8DARW	VNV444C8DARW	6MBXH7.20DJA	
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	
1987	1028	1019	1199	1200	1200	1200	1200	4700	
3987	10000	10000	10000	5000	5000	5000	5000	33,000	
410	150	150	150	200	200	200	200		
1	5	5	5	0	0	0	0	2	
2030	2022	2022	2022	2017	2017	2017	2017	2022	
2020	2020	2020	2020	2020	2020	2020	2020	2020	
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	
Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	
\$131,616.00	\$165,532.00	\$165,532.00	\$165,532.00	\$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	

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Group 8: Town of West Hartford	Group 9: Town of Weston		Group 10: ACES	Group 11: Blue Earth	Group 12: Cariati Developers			
2019	2019	2019	2020	2020	2020			
Maintenance Dump Truck	26WE - GMC Truck	27WE	School Bus	Step Van	8979	3380	8979	7898
Town of West Hartford	Town of Weston		ACES	Blue Earth Compost	Cariati 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			
1FV6JJB6YHB17534	1GDP7H1J3SJ503594	2FZAATAK52AK13913	4DRBUAFP36B257783	4UZAAPBW47CX72131	1HTSDADR4YH268979	1HTSDADR4ZH523380	1HTSDADR4YH268979	1HTSDADRX1H367926
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	531HM2U1208934	1276839
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
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	2024	2024	2024	2024
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	\$218,115	\$230,113		
			\$90,000	\$12,005				
2020	2020	2020	2021	2021	2024	2024	2024	2024
350	330	330	315	361	565	565	565	565
8.9 L	6.6	7.2			14.9	14.9	14.9	14.9
6	6	6			6	6	6	6
LCEXH0540LAX	RCP403DZDAAA	1CPXH0442HBK	MBBB2VOCVEMD	MTHO2VOCV601	PCEXH0912XCB	PCEXH0912XCB	PCEXH0912XCB	PCEXH0912XCB
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: North Stonington	
2020	2020	2020	2020	2020	2020	2020	2020	
0516	fuel delivery truck	flatbed service truck	Landscaping Truck		Yard Tractor	Refuse Truck	TRU Rep	
	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	Bloor	
	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	Bloor	
	06401	06062	06033	06830	06501	06359	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	4	1	4	4	
1HTSDAAR0S6538752	1XKDU9X56J119022	1HTMMAAL35H128278	J8DE5J16157900158	JHBNE8JT061S40436	1FVFCFAK14RM86182	4M1AA13Y2WW086684	Trailer: 1UYVS2537CM278004	Trailer: 1UYVS2530CM282606
International	Kenworth	International	GMC	Hino	Freightliner			
4900	T800	4300	W500	268	COE			
1996	2006	2005	2004	2005	2003	1997	2042	2042
1327331	2XS28281	2030906	81106	A10288	HEP44540	7H2640	NAG01235888	6004084113
IH Navistar	Caterpillar	International	Isuzu	Hino	Caterpillar	Mack	Carrier	Thermo King
DT530E	C12	Maxforce DT	4HK1TC	JO8E-1A	3126	E7350		
1995	1999	2005	2004	2004	2003	1997	2042	2042
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	VMK728EJDARW		
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
5622		1025	1400	5000	2600	1150	2400	2400
	125000						3000	3000
27,522	100,000	9232	8000	50000	1400	5403		
702	2184	129	520	30		312	1800	1800
11	4	5	0	5		2	5	5
2031	2024	2025	2021	2025		2022	2025	2025
2024	2021	2021	2021	2024	2001	2022	2024	2024
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	\$373,205.00	\$949,000	\$949,000
	0				\$12,594.00			
2024	2022	2021	2021	2020	2021	2020	2024	2024
565	505	220	215		80KW	400KW		
14.9		5.1	5.19	NA	NA	NA		
6		6	4	NA	NA	NA		
PCEXH0912XCB	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					

9: Ryder		Group 20: West Hartford	Group 21: Windsor	Group 22: Winkle-Bus	Group 23: Gateway	Group 24: O&G		Group 25: Sims Metals
20		2020	2020	2020	2020	2022 & 2020		2022, 2021, 2020
acements		Commercial Mower	Commercial Mower	EV School-Bus	Terminal Tractors	Concrete Mixer	Concrete Mixer	EV Material Handler
System		West Hartford	Town OF windsor	Winkle-Bus	Waterfront Enterprises, LLC (DBA Gateway Terminal)	O&G Industries, Inc.		SMM New England Corp. (DBA Sims Metals)
NonRoad	NonRoad	NonRoad	NonRoad	On-Highway	Non-Road	On Highway		NonRoad
nfield		West Hartford	Windsor	West Haven	Port of New Haven	Bridgeport		Port of New Haven
F		CT	CT	CT	CT	CT		Connecticut
ford		Hartford	Hartford	New Haven	New Haven	Fairfield		New Haven
nfield		West Hartford	Windsor	West Haven	New Haven	Torrington		New Haven
02		06110	06095	06516	06512	06790		06519
Short-Haul – Combination	Short-Haul – Combination	Agriculture	Agriculture	School-Bus	Ports and Airports	Construction		Ports and Airports
ACRefrigeration	ACRefrigeration	Agricultural Mowers	Agricultural Mowers	Class 7	Off-Highway Tractors	Cement & Mortar Mixers		Other Material Handling Equipment
		1	1	4	1	2		1
Trailer: 1UYVS2533CM285306	Trailer: 1UYVS2537CM285602	30455-60362	31598-280000129	4UZABRDK39CAC9576	15156BTA643380	10TFAWD202S074561		835.0.504
		Toro	Toro	Freightliner	Tico	Oshkosh	Oshkosh	Sennebogen
		455D	Groundsmaster 5900	B2-School-Bus	Pro-Spotter Off-Road	S2346	S2346	835M
2012	2012	1996	2008	2009	2001	2002	2001	2004
6001085414	6001085438	1V931 588039	68304255	926961S0-011053	46108462	2KS76687	3CS18967	906433
Thermo-King	Thermo-King	PEUGEOT	Cummins	Mercedes	Cummins	Caterpillar	Caterpillar	Deutz
		XUD9A1	QSB3.3	926	6BTA	C12	C10	BF6M1013
2012	2012	1996	2008	2009	2001	2002	2001	2004
		Uncontrolled	Uncontrolled		Tier 1	Tier 1	Tier 1	Tier 2
50	50	58	99	210	173	335	335	226
		1.9	3.26	7.2	5.88 l	12 L	10.3 L	7.21 L
			4	6	6	6	6	6
		N/A	8CEXL03.3ACB	9DDXH07.2DJA	1CEXA0359BA_	1CPXH0729ERK	YCPXH0629RK	4DZXL07.1034
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
2400	2400	1425	3200	929	2530	3182.8	4621..3	14,890
3000	3000	750	550	NA	575			1,551
				8000		9028	9604	
1800	1800	NA	NA	40				
				NA				
5	5	4	1	4	5	4	4	8
2026	2026	2024	2021	2026	2027	2026	2026	2030
2024	2024	2021	2021	2022	2023	2023	2023	2023
Engine Replacement	Engine Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle 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	Engine Replacement - All Electric	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - All Electric
\$949,990	\$949,990	\$24,924.00	\$110,000.00	\$395,750	\$355,517.00	\$339,366.00	\$339,366.00	\$1,153,900.00
				\$196,366				\$199,925.00
2024	2024	2021	2020	2024	2023	2023	2023	2023
			Tier 4					
			72			350	350	250 KW
			3.3			11.9	11.9	
			4			6	6	
		NA	MYDXL03.3TDA					
Battery Electric	Battery Electric	Battery Electric	ULSD	Battery Electric		ULSD	ULSD	Battery Electric
		0						14,890

Group 26: Stamford Uniform	
2022, 2020, 2019	
Box Trucks	
Stamford Uniform, Linen, Towel and Napkin LLC	
On Highway	
Fairfield County	
Connecticut	
Fairfield	
Bridgeport	
06608	
Short Haul - Single Unit	
Class 5	Class 6
1	1
5PVNE8JT0E4S55911	JALE5W167K7900237
Hino	Isuzu
268	NPR
2013	2018
DHMXH077JVC	8983963520
Hino	Isuzu
JO8E	4HK1-TC
2013	2018
220	210
7.7 L	5.2 L
6	4
EHMXH07.7JVB or EHMXH07.7JVC	JSZXD03.03FA
ULSD	ULSD
90,000	45,000
45,000	40,000
750	750
17	22
2039	2044
2023	2023
Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - All Electric	Vehicle Replacement - All Electric
\$412,177.11	\$396,977.55
\$6,381.00	\$6,381.00
2023	2023
355	355
Battery Electric	Battery Electric
90,000	45,000

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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:	2021
	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:	

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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:	

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Fleet Information		Group 1: Seaview Fisheries
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020
	Name of Vessel:	<i>FV Merrick</i>
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	FV Merrick
	Fleet Owner:	Ronald Pulley
	Application:	Commercial Fishing
	Primary Place of Performance	Long Island Sound
	- State(s):	Connecticut
	- County:	New Haven
	- City:	Milford
	- Zip Code:	6460
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	2B5512 Arr. 6N1105
	Engine Make:	Caterpillar
	Engine Model:	3304 PC
	Engine Model Year:	1975
	Engine Tier:	0
	Engine Horsepower:	200
	Engine Cylinder Displacement:	5.0 <= size <15.0
	Engine Number of Cylinders:	4
	Engine Total Displacement:	7
	Engine Family Name:	N/A
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	24000
	Annual Usage Rate:	900
	Remaining Life:	3
	Normal Attrition Year:	
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2023
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Deisel
	Upgrade Cost Per Unit:	\$55,000.00
	Upgrade Labor Cost Per Unit:	
	New Engine Model Year:	2022
	New Engine Tier:	Tier 3
	New Engine Horsepower:	
	New Engine Cylinder Displacement:	
	New Engine Number of Cylinders:	
	New Engine Total Displacement:	
	New Engine Family Name:	
	New Engine Fuel Type:	
	Annual Diesel Gallons Reduced:	

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Fleet Information		Group 1: FV Susan
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020
	Name of Vessel:	FV Susan
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	FV Susan
	Fleet Owner:	Willian Wilczek
	Application:	Commercial Fishing
	Primary Place of Performance	Long Island Sound
	- State(s):	Connecticut
	- County:	New London
	- City:	Niantic
	- Zip Code:	06357
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	T06068T580528
	Engine Make:	John Deere
	Engine Model:	Series 300 6.8l
	Engine Model Year:	1998
	Engine Tier:	0
	Engine Horsepower:	220
	Engine Cylinder Displacement:	5.0<= size <15.0
	Engine Number of Cylinders:	6
	Engine Total Displacement:	6.8l
	Engine Family Name:	NA
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	1115
	Annual Usage Rate:	550
	Remaining Life:	5
	Normal Attrition Year:	2027
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2023
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$54,703
	Upgrade Labor Cost Per Unit:	\$37,572.14
	New Engine Model Year:	2023
	New Engine Tier:	Tier 3
	New Engine Horsepower:	275
	New Engine Cylinder Displacement:	3.5<= size <7.0
	New Engine Number of Cylinders:	4
	New Engine Total Displacement:	4.5
	New Engine Family Name:	PJDXN04.5172
	New Engine Fuel Type:	ULSD
	Annual Diesel Gallons Reduced:	0



July 24, 2024

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

Re: Eleventh Quarterly Report on the FY 2021-2022 State DERA Grant, Connecticut DS 00A00773 - 4

Dear Ms. Maiti:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its eleventh quarterly report for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00773 - 4. This report covers work performed between April 1 and June 30, 2024, on the Connecticut Clean Diesel Program. In this quarter, DEEP prepared a list of funding recommendations for the FY 2023-2024 State DERA Program and submitted them for internal review. During this reporting quarter:

- Cross Sound Ferry Services, Inc. and Tirollo Bus, LLC completed their projects and submitted reimbursement documents which were reviewed and approved for submission to Wilmington Trust; and
- On June 24, 2024, DEEP requested a no-cost extension, to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants; approval was granted via e-mail on July 5, 2024, and DEEP is awaiting the official Grant Agreement revision documents.

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).

Yours truly,

Peter Babich
Assistant Director
Planning & Standards Division
Bureau of Air Management

cc: Gary Rennie

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	April 1, 2024 to June 30, 2024
Grant Number	DS 00A00773-4
Project Title	FY 2022 Connecticut Clean Diesel Grant Program

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	\$				291,682
Federal (EPA) Funds Remaining	\$				757,292

DERA State Grant Fiscal Summary Year #1		
Program Fiscal Year	FY2021 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	FY2022 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

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	\$ 73,002	\$ -	\$ -	\$ -	\$ 73,002	\$ 24,304	\$ -	\$ -	\$ -	\$ 24,304
Fringe Benefits	\$ 93,352	\$ -	\$ -	\$ -	\$ 93,352	\$ 63,183	\$ -	\$ -	\$ -	\$ 63,183	\$ 30,169	\$ -	\$ -	\$ -	\$ 30,169
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,091	\$ 373,532	\$ 123,755	\$ -	\$ 626,378	\$ (129,091)	\$ (373,532)	\$ (123,755)	\$ -	\$ (626,378)
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	\$ 265,276	\$ 373,532	\$ 123,755	\$ -	\$ 762,563	\$ 747,941	\$ (373,532)	\$ 581,915	\$ -	\$ 956,324
Indirect Charges	\$ 35,757	\$ -	\$ -	\$ -	\$ 35,757	\$ 26,406	\$ -	\$ -	\$ -	\$ 26,406	\$ 9,351	\$ -	\$ -	\$ -	\$ 9,351
TOTALS	\$ 1,048,974	\$ -	\$ 705,670	\$ -	\$ 1,754,644	\$ 291,682	\$ 373,532	\$ 123,755	\$ -	\$ 788,969	\$ 757,292	\$ (373,532)	\$ 581,915	\$ -	\$ 965,675

EPA Budget Details by Fiscal Year															
Financial Summary	FY2021 DERA State Grant					FY2022 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	\$ 26,094	\$ -	\$ -	\$ -	\$ 26,094	\$ 23,698	\$ -	\$ -	\$ -	\$ 23,698
Fringe Benefits	\$ 21,180	\$ -	\$ -	\$ -	\$ 21,180	\$ 22,385	\$ -	\$ -	\$ -	\$ 22,385	\$ 19,618	\$ -	\$ -	\$ -	\$ 19,618
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,091	\$ 373,532	\$ 123,755	\$ -	\$ 626,378
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 44,390	\$ -	\$ -	\$ -	\$ 44,390	\$ 48,479	\$ -	\$ -	\$ -	\$ 48,479	\$ 172,407	\$ 373,532	\$ 123,755	\$ -	\$ 669,694
Indirect Charges	\$ 8,484	\$ -	\$ -	\$ -	\$ 8,484	\$ 9,171	\$ -	\$ -	\$ -	\$ 9,171	\$ 8,751	\$ -	\$ -	\$ -	\$ 8,751
TOTALS	\$ 52,874	\$ -	\$ -	\$ -	\$ 52,874	\$ 57,650	\$ -	\$ -	\$ -	\$ 57,650	\$ 181,158	\$ 373,532	\$ 123,755	\$ -	\$ 678,445

Financial Summary	Year 4					Year 5									
	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						

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

Grant Recipient	Dept. of Energy & Environmental Protec	Total Federal Funds Expended: Year 1	\$	52,874
Grant Number	DS 00A00773-4	Project Reporting Period	Apr. to Jun. 2024	
Project Title	2022 Connecticut Clean Diesel Grant Prog			

Table 11. Year 1 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				
	Oct. to Dec. 2021					Jan. to Mar. 2022				
	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				
	Apr. to Jun. 2022					Jul. to Sep. 2022				
	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	Write below, as appropriate.
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	The D-4 document for the 2021 DERA Option projects , which was submitted to Wilmington Trust (VW Trustee) in May, was approved July 11, 2023.
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; scrappage 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 scrappage 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, andOne 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 scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 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 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.				Not Yet Started	Grantee working on SOW.
2021	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.				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 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.				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 scrappage 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	Withdrew 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

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/ . In the fifth quarter, DEEP will launch its 2022
What project activities are planned for the next reporting period?				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.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.				No program income has been generated in this reporting period.

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.				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
Do you have any other comments or feedback?				

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 Protec	Total Federal Funds Expended: Year 2	\$ 57,650
Grant Number	DS 00A00773-4	Project Reporting Period	Jul. to Sep. 2023
Project Title	2022 Connecticut Clean Diesel Grant Prog		

Table 11. Year 2 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					
		Oct. to Dec. 2022					Jan. to Mar. 2023					
		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					\$ -	\$ 8,958				\$ 8,958		
Fringe Benefits					\$ -	\$ 7,841				\$ 7,841		
Travel					\$ -					\$ -		
Equipment					\$ -					\$ -		
Supplies					\$ -					\$ -		
Contractual					\$ -					\$ -		
Other		\$ -		\$ -	\$ -					\$ -		
Direct Cost Total		\$ -	\$ -	\$ -	\$ -	\$ 16,799	\$ -	\$ -	\$ -	\$ 16,799		
Indirect Charges					\$ -	\$ 3,104				\$ 3,104		
TOTALS		\$ -	\$ -	\$ -	\$ -	\$ 19,903	\$ -	\$ -	\$ -	\$ 19,903		
Financial Summary		Quarter 3					Quarter 4					
		Apr. to Jun. 2023					Jul. to Sep. 2023					
		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		\$ 10,299			\$ 10,299	\$ 6,837				\$ 6,837		
Fringe Benefits		\$ 8,981			\$ 8,981	\$ 5,563				\$ 5,563		
Travel					\$ -					\$ -		
Equipment					\$ -					\$ -		
Supplies					\$ -					\$ -		
Contractual					\$ -					\$ -		
Other					\$ -					\$ -		
Direct Cost Total		\$ 19,280	\$ -	\$ -	\$ -	\$ 12,400	\$ -	\$ -	\$ -	\$ 12,400		
Indirect Charges		\$ 3,569			\$ 3,569	\$ 2,498				\$ 2,498		
TOTALS		\$ 22,849	\$ -	\$ -	\$ -	\$ 14,899	\$ -	\$ -	\$ -	\$ 14,899		

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	Write below, as appropriate.
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	In Progress	In Progress	In Progress	DEEP approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects and approved July 11. The selected 2022 State DERA proposals included: four EV projects, three marine repowers and one diesel truck project.. \$701,961.80 remained available from the 2019-2020 grant; these funds will be used toward funding six of the eight new projects: three EV projects, one diesel project, and two fishing boat repowers. The D-4 submission package for the 2022 DERA Option projects was drafted and is being reviewed.
2022		Captain John’s Sport Fishing Center, Inc. (Captain John’s) A grant of \$60,340.39 is being awarded to Captain John’s for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the 2022 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.		Not Yet Started	In Progress	In Progress	The engine for Capt. John's is on order. Delivery is hoped for by the end of September. The <i>Sunbeam VI</i> will be hauled and dry docked on Nov. 14. The old 892 Detroit will be removed and the new Cummins installed over the winter.
2022		Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van.. \$31,848.08 will come from the 2021 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$37,477.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and Replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.		Not Yet Started	Not Yet Started	In Progress	DEEP submitted and EPA approved a waiver request for two issues associated with this project. One is that the diesel bus to be retired does not serve the same community as the EV van that will be replacing it. Both communities are EJ, and the van will be placed in a community that has greater need for that specialized transport. Also, the replacement van is only Class 3, which would not be eligible to be replaced, but might be eligible as a specialized replacement. Upon approval of the waiver on 9/27/23, An SOW was drafted and sent to CT DOT for review.
2022		Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement. This project will be reported with the 2020 projects.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven CT.		Not Yet Started	In Progress	In Progress	Gateway is awaiting delivery of a TICO All-Electric Terminal Truck to test on site before committing to the Orange EV equivalent. The truck should be delivered soon and will be tested for two weeks.
2022		O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$125,355.21 will come from the 2020 "DERA Option" and \$37,466.45 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with a MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.		Not Yet Started	In Progress	In Progress	F&G has completed the project and submitted the documents required for reimbursement on 6/30/23, their projected completion date. DEEP has reviewed the package and is waiting for supplemental documents.
2022		Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement. This project will be reported with the 2020 projects.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.		Not Yet Started	In Progress	In Progress	Seaview was waiting until the end of the oystering season to put the <i>FV Merrick</i> in dry dock for the engine replacement. The owner has acquired a second vessel and has raised the possibility of substituting that for the repower project, assuming the second vessel meets the EPA eligibility standards.

2022		SMM New England Corp. (DBA Sims Metals): A grant of \$607,400.10, awarded to Sims Metals, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.		Not Yet Started	In Progress	In Progress	Sims Metals reports that the new material handler has been ordered.
2022		Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Uniform): DEEP is granting a total of \$368,756.87 to Stamford Uniform, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$3,624.49 will come from the 2020 "DERA Option" and \$257,435.16 from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement, for a total of \$261,059.65 in "DERA Option" funding. In addition, \$107,697.22 is being granted from FY 2019 and 2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.		Not Yet Started	In Progress	In Progress	Stamford Linen is working with Kenworth to coordinate delivery of the trucks.
2022		William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the <i>FV Susan</i> , with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine. This project will be reported with the 2020 projects.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.		Not Yet Started	Not Yet Started	In Progress	William Wilczek reports that the replacement engine has been ordered.
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 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	In Progress	Completed	Completed	F & G has completed the project and submitted the documents required for reimbursement on 6/30/23, their projected completion date. DEEP has reviewed the package and is waiting for supplemental documents.
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 scrappage 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 <i>FV American Dream</i> 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 <i>FV Joseph Julius</i> 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	In Progress	In Progress	In Progress	<ul style="list-style-type: none"> The pump engine replacement in the <i>FV American Dream</i> was completed and the vessel is operational The <i>FV Joseph Julius</i> is in the shipyard with both engines removed and replaced; working on exhaust and electrical systems with completion anticipated by November.
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 scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 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, CT.	In Progress	In Progress	In Progress	In Progress	New Haven's EV refuse truck is still being assembled, and the vehicle is due at the end of December. New Haven is still considering the substitution of a different vehicle for the one originally scheduled to be replaced. DEEP has requested a new eligibility statement and operational data for the substitute truck.
2021		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 <i>M/V Mary Ellen</i> 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	In Progress	In Progress	In Progress	Because of delays in ongoing work on another vessel, the <i>Mary Ellen</i> has to remain in service for most of the summer; an extension request was submitted and approved to 12/31/23. Installation is scheduled to begin 11/27/23, and to be completed by 12/14/23.
2021		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 <i>FV Nancy E</i> 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	In Progress			Joe's Boathouse withdrew from the program on 5/4/23. Funds were used for projects selected for the FY2022 DERA program.
2021		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	In Progress	In Progress	In Progress	Tirollo has been in constant contact with the vendor, who reports that Tirollo's bus is now scheduled to be built in November.

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 (SOWs), 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.	DEEP continued working with the grantees to draft SOWs, Purchase Requisitions. and Contracts. The DERA Option D-4 form for the projects selected in 2022 were completed and are being reviewed prior to submission. DEEP reviewed and ranked the 15 proposals FY 23 proposals submitted, with the goal of maximizing electric replacements and marine repowers. Selections have been made and are in the approval process.	DEEP approved Scopes of Work (SOWs) for all of the 2021 approved projects and has been working on contracts where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects. Eight projects were selected for the 2022 State DERA grants: four EV projects, three marine repowers and one diesel truck project.. \$701,961.80 remained available from the 2019-2020 grant; these funds will be used toward funding six of the eight new projects: three EV projects, one diesel project, and two fishing boat repowers. Scopes of work (SOWs) have been drafted and executed for most of the projects and other implementation documents for the new projects are being developed.	DEEP approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects and approved 7/11/23. The D-4 submission package for the 2022 DERA Option projects was drafted and is being reviewed.
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.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter, though two grantees are considering substituting vehicles or vessels.
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.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.
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.	All projects now have approved SOWs and are on or ahead of schedule.	Cross Sound Ferry requested and received an extension to the end of 2023. All other projects are on or ahead of schedule.	New Haven is behind schedule and has not requested an extension. All other projects are on or ahead of schedule.
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 first quarter.	No cost shares are being reported in the second quarter.	No cost shares are being reported in the third quarter.	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.	Paul E. Farrell, who, as head of Planning and Standards in DEEP's Bureau of Air Management, has been the signatory on DERA documents, is now Acting Bureau Chief.	One new member joined the grants management team and is being mentored in the seventh quarter.	One member of the grants team left the agency in the eighth quarter and has not been replaced.
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 Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	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 Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	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 Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	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 Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also aattended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such 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: 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://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	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: 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://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	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at:	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/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	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	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/	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/	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/	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 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.	In the seventh quarter, DEEP will draft its workplan revision for the projects selected 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 and completing the projects.	In the eighth quarter, DEEP will submit its workplan revision for the projects selected for 2022 State DERA Funding and draft the D-4 document for the 2022 DERA Option Projects. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.	In the ninth quarter, DEEP will launch its 2023 State DERA solicitation and present a webinar for interested parties. DEEP will submit the D-4 document for the 2022 DERA Option Projects. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.
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.	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	A press release will be prepared announcing the 2022 Awards	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA Awards will be listed 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	A press release will be issued announcing the 2023 DERA Proposal Solicitation
		DERA awards will be listed on DEEP's Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants		DERA awards will be listed on DEEP's Diesel Grants and Funding page 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		DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home
Do you have any other comments or feedback?				

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.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	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 3

Grant Recipient	CT Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 3	\$181,158
Grant Number	DS 00A00773-4	Project Reporting Period	Apr. to Jun. 2024
Project Title	FY 2022 Connecticut Clean Diesel Grant Program		

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				
	Oct. to Dec. 2023					Jan. to Mar. 20244				
	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	\$7,220				\$7,220	\$3,586				\$3,586
Fringe Benefits	\$5,762				\$5,762	\$3,000				\$3,000
Travel					\$-					\$-
Equipment					\$-					\$-
Supplies					\$-					\$-
Contractual					\$-	\$129,091	\$373,532	\$123,755		\$626,378
Other					\$-					\$-
Direct Cost Total	\$12,982	\$-	\$-	\$-	\$12,982	\$135,677	\$373,532	\$123,755	\$-	\$632,964
Indirect Charges	\$2,666				\$2,666	\$1,324				\$1,324
TOTALS	\$15,648	\$-	\$-	\$-	\$15,648	\$137,002	\$373,532	\$123,755	\$-	\$634,288
Financial Summary	Quarter 3					Quarter 4				
	Apr. to Jun. 2024					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	\$12,892				\$12,892					\$-
Fringe Benefits	\$10,856				\$10,856					\$-
Travel					\$-					\$-
Equipment					\$-					\$-
Supplies					\$-					\$-
Contractual	\$-				\$-					\$-
Other					\$-					\$-
Direct Cost Total	\$23,747	\$-	\$-	\$-	\$23,747	\$-	\$-	\$-	\$-	\$-
Indirect Charges	\$4,761				\$4,761					\$-
TOTALS	\$28,508	\$-	\$-	\$-	\$28,508	\$-	\$-	\$-	\$-	\$-

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 descried within the table.								
Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	Write below, as appropriate.
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	In Progress	In Progress		DEEP has approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. On June 24, 2024, DEEP requested a no-cost extension to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants. Region 1 approved the request via e-mail on July 5, 2024, and we are waiting for the updated Grant Agreements. While DEEP had launched the solicitation for 2023 projects on November 9, 2023, with a submission deadline of December 15, 2023, too few applications were submitted to spend the allocated funds, so the application deadline was extended to January 24, 2024. In the eleventh quarter, proposal reviews were completed and recommendations were submitted to the agency leadership for
2022	Captain John’s Sport Fishing Center, Inc. (Captain John’s) A grant of \$60,340.39 is being awarded to Captain John’s for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the 2022 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	Completed		The new Cummins engine for Capt. John's was installed over the winter. The new exhaust system and shaft tube were installed in the spring. Sea trials were successfully completed and the vessel is in operation. Reimbursement documents have been submitted and are under review.
2022	Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van.. \$31,848.08 will come from the 2021 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$37,477.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	In Progress	In Progress	In Progress		In the eleventh quarter, DOT's EV charging station was delivered and installed. The vehicle is scheduled to be delivered to the vendor in July, after which the decals and a communications radio will be installed. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project, and sent it to the grantee for review prior to the internal review and approval process required before

2022	Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	In Progress	In Progress	In Progress		In the eleventh quarter, Gateway's new Orange EV All-Electric Terminal Truck was delivered to Gateway Terminal and the EVSE was installed. With the unit fully operational, Gateway is arranging for the EPA-designated destruction of the replaced 2001 model year diesel-powered terminal truck and has begun submitting documents for reimbursement.
2022	O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$125,355.21 will come from the 2020 "DERA Option" and \$37,466.45 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	Completed		O&G's units were delivered and were being prepped before being put into service. A relocation request was submitted and approved. The new mixers were relocated to Stamford and the old mixers have been scrapped. The project has been completed and reimbursement documents have been submitted for internal review.
2022	Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress		Seaview s has acquired a second vessel, the <i>FV Jennifer Jean</i> and has requested that it be substituted for the <i>FV Merrick</i> repower project; DEEP is still awaiting documentation that the substitute vessel meets the EPA eligibility standards. Seaview is experiencing inflation-related financial challenges and considering options to allow it to remain in the program. Among them is the preparation of an extension request.
2022	SMM New England Corp. (DBA Sims Metals): A grant of \$607,400.10, awarded to Sims Metals, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	In Progress	In Progress	In Progress		In the eleventh quarter, the crane was delivered and has been fully assembled. The crane installation location has been determined and wiring is in place. The unit is not yet operational; some outstanding safety items need to be resolved and the concrete pad needs to be poured.
2022	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Uniform): DEEP is granting a total of \$368,756.87 to Stamford Uniform, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$3,624.49 will come from the 2020 "DERA Option," \$107.70 from the 2021 "DERA Option," and \$257,435.16 from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement, for a total of \$261,059.65 in "DERA Option" funding. In addition, \$107,589.52 is being granted from FY 2019 and 2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	In Progress		In this quarter, Stamford Uniform is still working with Kenworth to get delivery of the trucks. They are also investigating the new electric Isuzu trucks. Stamford Uniform indicated that most of the new inventory is being sent to California.

2022	William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the <i>FV Susan</i> , with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	Completed	In the eleventh quarter, the new engine was installed. There was an issue with the steering after install which resulted in the unit being returned to the shop; however, the project is now complete, and the boat is operational. Reimbursement documents are being compiled.
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 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.	Completed	Completed	Completed	Completed	F & G's request for payment form was submitted on June 30, 2023, review has been completed and the package approved. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024.
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 scrappage 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 <i>FV American Dream</i> 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 <i>FV Joseph Julius</i> 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.	Completed	Completed	Completed		The repower of two vessels for Hidden Empire Leasing was completed in the ninth quarter. Reimbursement documents were submitted and approved. A reimbursement check was issued on January 17, 2024.
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 scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 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, CT.	In Progress	In Progress	Completed		The "wiring harness issues" were resolved and the City of New Haven took delivery of the truck on June 20, 2024. The grantee is awaiting manufacturer's training on how to operate the vehicle before it will be deployed. Reimbursement paperwork will be compiled and a press event is scheduled in July.
2021	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 <i>M/V Mary Ellen</i> 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	Completed	Completed		An extension was requested through March 31, 2024, due to a severe storm that caused delayed work, and additional time required to document engine destruction and receive/pay the shipyard invoice. The extension request was approved in January 2024. Work was completed and the vessel returned to service in mid-January 2024. Reimbursement request documents were reviewed and approved by DEEP. WT submission documents were prepared and approved for
2021	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 <i>FV Nancy E</i> 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				Joe's Boathouse withdrew from the program on May 4, 2023. Funds were used for projects selected for the FY2022 DERA program.

2021	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	In Progress	Completed		Tirollo's new bus arrived at the end of March and the old bus was scrapped on April 5, 2024. Reimbursement request documents were submitted and approved by DEEP. WT submission documents were prepared and approved for submission in July.

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 has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. The D-4 package was submitted to Wilmington Trust for the 2022 DERA Option projects on 12/4/23; DEEP is awaiting approval. DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. The D-4 package for the 2022 DERA Option projects was approved by Wilmington Trust DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23, which was extended to 1/24/24 after too few applications had been received. This has set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. DEEP launched the solicitation for 2023 projects on November 9, 2023, with a submission deadline of December 15, 2023, which was extended to January 24, 2024, after too few applications had been received. Proposals were reviewed and recommendations were submitted to the agency leadership for approval in May; we are still awaiting approval.. This has set back the schedule submitted with the FY 2023-24 Work Plan by about five months.	

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, though two grantees are considering substituting vehicles or vessels.	The owner of Seaview Fisheries acquired a second vessel, the <i>FV Jennifer Jean</i> and has requested that it be substituted for the <i>FV Merrick</i> repower project; DEEP is awaiting documentation that the substitute vessel meets the EPA eligibility standards.	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 were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	F&G Recycling: \$123,754.71 from VW DERA Option funds Hidden Empire Leasing: \$129,091.00 from EPA DERA allocation	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	
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?	The New Haven EV refuse truck project is behind schedule, and while no extension has been requested, delivery is expected in January of 2024. Captain John's is also behind its original schedule without requesting an extension, but expects the project to be completed in January 2024. While extensions have been granted for delays, generally associated with supply chain and delivery issues, all other projects are on or ahead of schedule.	The New Haven EV refuse truck project is behind schedule; no extension has been requested, and the grantee is still waiting on delivery of the new truck. It apparently has "wiring harness issues." Captain John's is also behind its original schedule without requesting an extension, but expects the project to be completed in by the end of April 2024. Seaview Fisheries is drafting a request for an extension. While extensions have been granted for delays, generally associated with supply chain and delivery issues, all other projects are on or ahead of schedule.	The delays in this reporting period are mostly due to having a limited staff overburdened by the pressure to administer 40 VW EVSE grants along with a normal load of DERA and VW mobile source grants. The newest staff member is being well-mentored and able to take on more and more responsibilities, which helps greatly. On June 24, 2024, DEEP requested a no-cost extension, to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants. Region 1 approved the request via e-mail on July 5, 2024, and we are waiting for the updated Grant Agreements. While extensions have been granted for delays, generally associated with supply chain and delivery issues, most projects are on or ahead of schedule.	
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 this quarter.	Mandatory cost shares were provided by the grant recipients.	No cost shares are being reported in this quarter.	

Have there been any major personnel changes during this reporting period?	One member of the grants team left the agency in the eighth quarter and was replaced in the ninth quarter.	No changes in staffing have occurred in the tenth quarter.	No changes in staffing have occurred in the eleventh quarter.	
Did any public relations events regarding this grant take place during the reporting period?	On 11/9/23, DEEP launched its 2023 State DERA Program with a mass e-mailing and agency press release. A webinar describing the program followed on 11/16/23. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for MHDVs and multi-pollutant emission standards for LMDVs. Some of these compared the EPA standards to CARB's. DEEP also routinely shares information about such 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	Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	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 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 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	
What project activities are planned for the next reporting period?	In the tenth quarter, DEEP will review and select projects to be funded through its 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the two completed projects will receive their reimbursements.	In the eleventh quarter, DEEP will review and select projects to be funded through its 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the newly completed projects will receive their reimbursements.	In the twelfth quarter, DEEP will award and announce the recipients of grants from the 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the newly completed projects will receive their reimbursements. DEEP will begin planning for the launch of the second year of the State DERA 2023-24 grant program.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	
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.	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed 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	DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	
Do you have any other comments or feedback?	No	No	No	

Grant Recipient Program FY Grant Number Project Title	CT Dept. of Energy & Environmental Protection FY2021 DERA State Grant DS 00A00773-4 FY 2022 Connecticut Clean Diesel Grant Program					Number of Fleets Total # of All Vehicles		
	Fleet Information	Example	Group 1		Group 2			Group 3
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2021 DERA State Grant	FY2020 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant
Basic Fleet Information	Group Name:	Sample	F & G Recycling, LLC		Joseph Julius Propulsion	Joseph Julius Auxiliary	American Drream Auxiliary	City of New Haven
	Fleet Owner:	Sarah	USA Hauling & Recycling, Inc.		Hidden Empire Leasing, LLC			City of New Haven
	Publicly or Privately Owned?:	Publicly	Privately		Privately			Publicly
	- State(s):	Arizona	Connecticut		Connecticut			Connecticut
	- County(s):	Maricopa	New Haven		New Haven, New London, Fairfield (Long Island Sound (LIS) & Naugatuck River)			New Haven
	- City(s):	Phoenix	Waterbury		Milford			New Haven
	- Zip Code(s):	85308; 85306	06708		06460			06513
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%					100%
	Equipment Type:	Onroad	Nonroad		Marine Vessels	Marine Vessels	Marine Vessels	Onroad
	Target Fleet:	Transit Bus	Terminal Tractor		Marine - Propulsion	Marine - Auxiliary	Marine - Auxiliary	Refuse Hauler
	Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8					Class 8
	Vehicle or Engine Group Sector:	Municipal	Industrial					Municipal
	Vocation (on-highway, short-haul, and marine only):	Other	Refuse Hauler		Fishing Vessel	Fishing Vessel	Fishing Vessel	
	Quantity (number of vehicles in group):	4	1		2			1
	Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4LMBB21135L017D00		CTZ05538D303	CTZ05538D303	CTZ049901097
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
	Engine Make:	ABC	Cummins		John Deere	John Deere	Isuzu	Cummins
	Engine Model:	ABC	B5.9-173c		6081AFM01	4045DM	4BD1	L6
	Engine Model Year:	1995	2005		2001	2001	1997	2011
	Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Tier 1		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
	Engine Cylinder Displacement (liters/cylinder; marine only):	5.0 <= size <15.0	5.0 <= size <15.0		5.0 <= size <15.0	3.5 <= size <5.0	3.5 <= size <5.0	
	Engine Number of Cylinders (# of cylinders per engine; marine only):	N/A	6		6	4	4	6
	Engine Total Displacement (liters per engine; marine only):	N/A			8.1	4.5	3.856	
	Engine Family Name (if unregulated, then NA):	N/A	5CEXL0359A__		1JDXL08.10__	1JDXL04.5025 or 28	VSZ3.9C6DARA	BCEXH0408BAK
	Baseline Engine Fuel Type:	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	

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 00A00773-4 FY 2022 Connecticut Clean Diesel Grant Program					Number of Fleets Total # of All Vehicles			
Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	2600		16000	4000	6000	4264	
	Annual Usage Hours (hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)	3000	1400		2000	2000	2000		
	Annual Miles Traveled (miles per vehicle; on-highway only):	12000	NA					9620	
	Annual Idling Hours (hours per engine; on-highway only):	1500	NA					520	
	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	
Upgrade Information	Year of Upgrade Action:	2018	2022		2023	2023	2023	2022	
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement		Engine Replacement	Engine Replacement	Engine Replacement	Vehicle Replacement	
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - All-Electric		Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Vehicle Replacement - All-Electric	
	Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8					Class 8	
	VIN for New Vehicle(s)	1234567890ABCDE	DKXX23-004718						
	Total Cost Per Unit (equipment plus labor) :	\$ 175,000.00	\$ 275,297	\$ 275,297	\$ 128,038	\$ 97,116	\$ 97,116	\$ 534,675	
	Upgrade Equipment Cost only Per Unit:	\$ 150,000.00	\$ 275,296.88	\$ 275,296.88	\$ 54,249.00	\$ 23,327.00	\$ 23,327.00	\$ 527,200.00	
	Upgrade Labor Cost only Per Unit:	\$ 25,000.00			\$ 73,789.33	\$ 73,789.33	\$ 73,789.33	\$ 7,475.00	
	Total Federal Funds Expended Per Unit (\$ of Total Cost per Unit) :	\$ 50,000.00	\$ 68,969.52	\$ 54,914.08	\$ 51,215.20	\$ 38,846.40	\$ 38,846.40	\$ 240,604.00	
	Federal Cost Share Expended Per Unit (% of Total Cost per Unit) :	29%	25%	20%	40%	40%	40%	45%	
New Engine Information	New Engine Model Year:	2018	2023		2022	2022	2022	2022	
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2			Tier 3	Tier 3	Tier 3		
	Tier 4 Standards (Tier 4 only):	N/A							
	New Engine After-Treatment Technology (Tier 4 nonroad only):	No DPF, Yes SCR							
	New Engine Horsepower:	750	80 kW		285-425 hp	100-125 hp	100-125 hp		
	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			3.5 <= size <5.0	3.5 <= size <5.0	3.5 <= size <5.0		
	New Engine Total Displacement (liters per engine; marine only)	N/A			9 l.	4.5 l.	4.5 l.		
	New Engine Number of Cylinders (per engine; marine only):	N/A			6	4	4		
	New Engine Family Name:	ABC	LOEV2VOCVAA2		PJDXN09.0154	PJDXN04.5165	PJDXN04.5165		
	New Engine Fuel Type:	ULSD (diesel)	EV		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	0		2000	2000	2000	0	

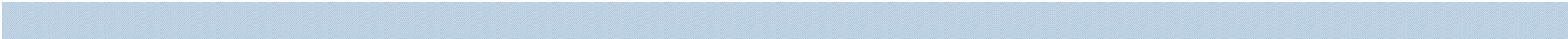
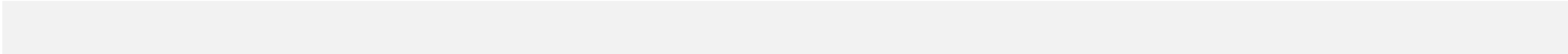
6									
10									

Group 4			Group 5		Group 6	Group 7	Group 8	
FY2021 DERA State Grant			FY2021 DERA State Grant		FY2021 DERA State Grant	FY2022 DERA State Grant	FY2022 DERA State Grant	FY2021 DERA State Grant
CURRENT VEHICLE AND ENGINE INFORMATION								
Cross Sound Ferry Repower			Empire Fisheries		Tirollo Bus Company, LLC	Repower <i>FV Sunbeam IV</i>	EV Transit Van	
Cross Sound Ferry Services, Inc.			Joe's Boathouse, LLC		Tirollo Bus Company, LLC	Captain John's Sport Fishing Center, Inc.	Connecticut Department of Transportation	
Privately			Privately		Privately	Privately	Publicly	
Place of Performance								
Connecticut			Connecticut		Connecticut	Connecticut	Connecticut	
New London (LIS)			New Haven, New London, Fairfield (LIS & Quinnipiac River)		New Haven & Fairfield	Waterford, Niantic, Niantic River, Long Island Sound	Waterbury, Meriden, Wallingford	
New London			Milford		Orange	Waterford	Waterbury, Meriden, Wallingford	
06320			06460		06477	06385	06702, 06450, 06492	
50%					100%	100%	80%	
Marine Vessels			Marine Vessels		Onroad	Marine Vessels	Onroad	
Marine - Auxiliary			Marine - Auxiliary		School Bus	Marine - Propulsion	Transit Bus	
					Class 8		Class 7	
Port					School Bus		Transit	
Ferry Vessel			Fishing Vessel			Fishing Vessel		
1			1		1	1	1	
N/A			DUJ08531C595		4UZABRDKX 8CZ46756	1034431	5FYD4FV1X5C028243	
Ferry (<i>M/V Mary Ellen</i>)					Freightliner		New Flyer	
N/A							XD40	
N/A					2008		2005	
75Z01377	75Z01364	75Z01380	70620		926961S000461	08VF073349	45610105	
Caterpillar	Caterpillar	Caterpillar	Isuzu		Mercedes	Detroit	Cummins	
3406	3406	3406	4BG1		GM926LA	892N	ISL280	
1983	1983	1983	1993		2008	1981	2005	
Uncontrolled	Uncontrolled	Uncontrolled				Uncontrolled		
275	275	275	90		205	400	206-395	
1.2 <= size <2.5	1.2 <= size <2.5	1.2 <= size <2.5	3.5 <= size <5.0			5.0 <= size <15.0	5.0 <= size <15.0	
6			4		6	6	6	
14.64			4		7.2 liters			
NA	NA	NA			8DDXH07.2DJA or JC	5CEXH0505CAW		
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)		ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	
0	0	0				1		
3	3	3	1					

6 10					

23,000	23,000	23,000	4000	3000	3760	6570	
1,600	1,600	1,600	2000		1080		
NA	NA	NA		18000		35959	
NA	NA	NA		200		340	
NA	NA	NA					
10	10	10	12	3	3	3	

NEW VEHICLE AND ENGINE UPGRADE INFORMATION							
2023	2023	2023		2024	2023	2023	
Engine Replacement	Engine Replacement	Engine Replacement	Engine Replacement	Vehicle Replacement	Engine Replacement	Vehicle Replacement	
Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Vehicle Replacement - All-Electric	
				Class 8		Class 7	
N/A	N/A	N/A					
\$605,455.18			\$ 75,135	\$ 111,870	\$ 151,303	\$ 159,729	\$ 159,729
\$261,605.05			\$ 23,173.00	\$ 111,869.75	\$ 111,923.28	\$ 132,264.00	\$ 132,264.00
\$343,850.13			\$ 51,962.00		\$ 39,380.00	\$ 27,465.00	\$ 27,465.00
\$220,448.00			\$ 30,054.00	\$ 27,967.44	\$ 60,340.39	\$ 37,466.45	\$ 31,848.48
36%			40%	25%	40%	23%	20%
2022	2022	2022	2022	2023	2022	2024	
Tier 3	Tier 3	Tier 3	Tier 3		Tier 3		
325	325	325		250		198 kW	
N/A	N/A	N/A					
5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0					
	9	9	9	6.7 Liters			
	6	6	6				
NJDXN09.0154	NJDXN09.0154	NJDXN09.0154		PCEXHO408BCA			
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)		
N/A	N/A	N/A				0	
N/A	N/A	N/A					
23,000	23,000	23,000		3000			



Group 9		Group 10		Group 11		Group 12	
FY2020 DERA State Grant	FY2022 DERA State Grant	FY2020 DERA State Grant	FY2020 DERA State Grant	FY2020 DERA State Grant	FY2022 DERA State Grant	FY2021 DERA State Grant	FY2020 DERA State Grant
EV Terminal Tractor		2 Concrete Mixers		FV Merrick Oyster Boat Repower		EV Scrap Metal Handler	
Waterfront Enterprises, LLC (DBA Gateway Terminal):		O&G Industries, Inc.:		Seaview Fisheries		SMM New England Corp. (DBA Sims Metals)	
Privately	Privately			Privately	Privately		
Connecticut		Connecticut		Connecticut		Connecticut	
Port of New Haven		Bridgeport and surrounding area		Milford and Long Island Sound		Port of New Haven	
New Haven		Fairfield		New Haven		New Haven	
06512		06605		06460		06519	
100%		80%		100%		100%	
Nonroad	Onroad			Marine Vessels		Nonroad	
Terminal Tractor	Cement & Mortar Mixer			Marine - Propulsion		Other Material Handling Equipment	
	Class 8						
Port	Construction				Port		
				Fishing Vessel			
1	1	1	1	1	1	1	1
15156BTA643380	10TFAWD202S074561		10TFAEC281S07073		835.0.504		
Tico	Oshkosh		Oshkosh		Sennebogen		
Pro-Spotter Off-Road	S2346		S2346		835M		
2001	2002		2001		2004		
46108462	2KS76687		3CS18967	2B5512 Arr. 6N1105	906433		
Cummins	Caterpillar		Caterpillar	Caterpillar	Deutz		
6BTA	C12		C10	3304A	BF6M1013		
2001	2002		2001	1975	2004		
Tier 1	Tier 1		Tier 1	Uncontrolled	Tier 2		
173	335		335	200	226		
5.0 <= size <15.0	5.0 <= size <15.0		5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0		
6	6		6	4	6		
1CEXA0359BA_	1CPXH0729ERK		1CPXH0729ERK		4DZXL07.1034		
ULSD (diesel)	ULSD (diesel)		ULSD (diesel)	ULSD (diesel)	ULSD (diesel)		

[illegible]

Group 13				Group 15	Group
FY2022 DERA State Grant	FY2022 DERA State Grant	FY2020 DERA State Grant	FY2019 DERA State Grant	FY2020 DERA State Grant	Please select fiscal year from the drop down menu.
2 EV Delivery Box Trucks				Marine Repower of the <i>FV Susan</i>	
Stamford Uniform, Linen, Towel and Napkin LLC				FV Susan, LLC	
Privately				Privately	
Connecticut				Connecticut	
Fairfield County				Niantic & Long Island Sound	
Fairfield				New London	
06608				06357	
95%				100%	
Onroad				Marine Vessels	
Short Haul - Single Unit				Marine - Propulsion	
Class 5	Class 6				
Freight	Freight				
Delivery	Delivery			Fishing Vessel	
1	1			1	
5PVNE8JT0E4S55911	JALE5W167K7900237				
Hino	Isuzu				
268	NPR				
2013	2018				
DHMXH077JVC	8983963520			T06068T580528	
Hino	Isuzu			John Deere	
JO8E	4HK1-TC			Series 300 6.8l	
2013	2018			1998	
				Uncontrolled	
220	210			220	
5.0 <= size <15.0	5.0 <= size <15.0			5.0 <= size <15.0	
6	4			6	
EHMXH07.7JVB or EHMXH07.7JVC	JSZXD03.03FA			none	
ULSD (diesel)	ULSD (diesel)			ULSD (diesel)	
				1	



July 24, 2024

Ms. Laura Berman
U.S. EPA Region 1
5 Post Office Sq. Suite 100
Mail Code: 5-MI
Boston, MA 02109-3912

Re: Third Quarterly Report on the FY 2023 State DERA Grant, Connecticut DS-00A01434-0

Dear Ms. Berman:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its third quarterly report for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS-00A01434-0. This report covers work performed between April 1 and June 30, 2024, on the Connecticut Clean Diesel Program. In this quarter, DEEP communicated with EPA regarding the acceptance of a revised application in order to meet the mileage threshold eligibility requirement. DEEP also finalized the funding recommendation, which is awaiting approval. During this reporting quarter:

- DEEP and EPA reviewed and accepted an applicant's proposal to retire a second refuse vehicle in order to meet the DERA mileage threshold eligibility requirement;
- DEEP reviewed the revised application and associated materials for this applicant;
- DEEP finalized the funding recommendation;
- DEEP presented the funding recommendation to agency leadership for final approval;
- In anticipation of approval, DEEP drafted award/denial letters and a press release.

If you have additional questions regarding this report or the status of Connecticut's Clean Diesel Program, please contact Kaitlin Stern (kaitlin.stern@ct.gov) or Paul Kritzler (paul.kritzler@ct.gov).

Yours truly,

Peter Babich
Assistant Director
Planning & Standards Division
Bureau of Air Management

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

Grant Recipient	CT Dept. of Energy & Environmental Protection
Project Period of Performance	October 1, 2023 - September 30, 2026
Grant Number	DS - 00A01434 - 0
Project Title	Fiscal Year 2023-2026 State Clean Diesel Grant Program

State DERA Grant Fiscal Summary TOTAL Year #1 + Year #2	
Federal (EPA) Project Award Amount Total	\$ 1,277,538
Total Cost Share Amount	\$ 3,683,985
Total Project Costs (Fed. + Cost Share)	\$ 4,961,523
Federal (EPA) Funds Expended to Date	\$ 6,673
Federal (EPA) Funds Remaining	\$ 1,270,865

State DERA Grant Fiscal Summary Year #1	
Program Fiscal Year	FY2023 State DERA Grant
Federal (EPA) Project Award Amount Year #1	\$ 638,769
Total Cost Share Amount	\$ 1,841,963
Total Voluntary Matching Funds	\$ 425,846
Total Mandatory Cost Share Amount	\$ 1,416,117
Total Project Costs (Fed. + Cost Share)	\$ 2,480,732

State DERA Grant Fiscal Summary Year #2	
Program Fiscal Year	FY2024 DERA State Grant
Federal (EPA) Project Award Amount Year #2	\$ 638,769
Total Cost Share Amount	\$ 1,842,022
Total Voluntary Matching Funds	\$ 425,846
Total Mandatory Cost Share Amount	\$ 1,416,176
Total Project Costs (Fed. + Cost Share)	\$ 2,480,791

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	\$ 83,212	\$ -	\$ -	\$ -	\$ 83,212	\$ 2,843	\$ -	\$ -	\$ -	\$ 2,843	\$ 80,369	\$ -	\$ -	\$ -	\$ 80,369
Fringe Benefits	\$ 79,634	\$ -	\$ -	\$ -	\$ 79,634	\$ 2,780	\$ -	\$ -	\$ -	\$ 2,780	\$ 76,854	\$ -	\$ -	\$ -	\$ 76,854
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 1,085,859	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,769,844	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,085,859	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,769,844
Direct Cost Total	\$ 1,248,705	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,932,690	\$ 5,623	\$ -	\$ -	\$ -	\$ 5,623	\$ 1,243,082	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,927,067
Indirect Charges	\$ 28,833	\$ -	\$ -	\$ -	\$ 28,833	\$ 1,050	\$ -	\$ -	\$ -	\$ 1,050	\$ 27,783	\$ -	\$ -	\$ -	\$ 27,783
TOTALS	\$ 1,277,538	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,961,523	\$ 6,673	\$ -	\$ -	\$ -	\$ 6,673	\$ 1,270,865	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,954,850

Financial Summary	EPA Budget Details by Fiscal Year										Total Project Budget				
	FY2023 State DERA Grant					FY2024 DERA State Grant					Total Project Budget				
	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	Federal (EPA) Funds	Mandatory Cost Share	VW Mitigation Funds	Other Funds	Total Project Cost
Personnel	\$ 41,593	\$ -	\$ -	\$ -	\$ 41,593	\$ 41,619				\$ 41,619	\$ 83,212	\$ -	\$ -	\$ -	\$ 83,212
Fringe Benefits	\$ 39,805	\$ -	\$ -	\$ -	\$ 39,805	\$ 39,829				\$ 39,829	\$ 79,634	\$ -	\$ -	\$ -	\$ 79,634
Travel	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 542,959	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,384,922	\$ 542,900	\$ 1,416,176	\$ 425,846		\$ 2,384,922	\$ 1,085,859	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,769,844
Direct Cost Total	\$ 624,357	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,466,320	\$ 624,348	\$ 1,416,176	\$ 425,846	\$ -	\$ 2,466,370	\$ 1,248,705	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,932,690
Indirect Charges	\$ 14,412	\$ -	\$ -	\$ -	\$ 14,412	\$ 14,421	\$ -	\$ -	\$ -	\$ 14,421	\$ 28,833	\$ -	\$ -	\$ -	\$ 28,833
TOTALS	\$ 638,769	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,480,732	\$ 638,769	\$ 1,416,176	\$ 425,846	\$ -	\$ 2,480,791	\$ 1,277,538	\$ 2,832,293	\$ 851,692	\$ -	\$ 4,961,523

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	\$ 2,843	\$ -	\$ -	\$ -	\$ 2,843	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ 2,780	\$ -	\$ -	\$ -	\$ 2,780	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 5,623	\$ -	\$ -	\$ -	\$ 5,623	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 1,050	\$ -	\$ -	\$ -	\$ 1,050	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ 6,673	\$ -	\$ -	\$ -	\$ 6,673	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Financial Summary	Year 4					Year 5									
	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						
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					

U. S. Environmental Protection Agency State DERA Grant Report Financial and Narrative Summary - Year 1
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Grant Recipient	CT Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 1	\$ 6,673
Grant Number	DS - 00A01434 - 0	Project Reporting Period	Jan. to Mar. 20244
Project Title	Fiscal Year 2023-2026 State Clean Diesel Conversion		

Table 3. Year 1 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				
	Oct. to Dec. 2023					Jan. to Mar. 20244				
	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	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financial Summary	Quarter 3					Quarter 4				
	Apr. to Jun. 2024					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	\$ 2,843				\$ 2,843					\$ -
Fringe Benefits	\$ 2,780				\$ 2,780					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Subawards					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ 5,623	\$ -	\$ -	\$ -	\$ 5,623	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 1,050				\$ 1,050					\$ -
TOTALS	\$ 6,673	\$ -	\$ -	\$ -	\$ 6,673	\$ -	\$ -	\$ -	\$ -	\$ -

Table 4. 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	Write below, as appropriate.
2024	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Activities:	Scopes of Work (SOWs), Purchase Orders, contracts, VW D-4s, and other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress		During this quarter, EPA reviewed and accepted an applicant's proposal to retire a second refuse vehicle in order to meet the DERA mileage threshold eligibility requirement; DEEP reviewed the revised application and associated materials for this applicant. DEEP finalized the funding recommendations and submitted them to agency leadership for final approval. In anticipation of that approval, DEEP has drafted award/denial letters and a press release. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.

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

<p>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.</p>	<p>DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to January 24, 2024. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months.</p> <p>No schedules have been established for the projects being considered for the program</p>	<p>DEEP launched the solicitation for 2023 projects on 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program. Additionally, on 2/6/24, DEEP emailed EPA requesting a waiver of the highway vehicle minimum usage requirement for the City of New Haven. EPA headquarters did not provide an initial response to this inquiry until 3/13/24, when they inquired whether the city has another vehicle that can be scrapped, in addition to the originally proposed vehicle, to meet the minimum 7,000-mile per year threshold. Since this date, discussions have been ongoing between the City of New Haven, DEEP, and EPA headquarters to attempt to resolve this issue. The project for which DEEP is seeking a waiver is highly ranked, and DEEP does not want to commit the funds until we know whether that proposal can be eligible for funding. Therefore, DEEP's ranking and funding recommendation cannot be completed until an agreement is reached regarding this waiver request. This will set back the schedule submitted with the FY 2023-24 Work Plan by about five months total.</p>	<p>EPA reviewed and accepted City of New Haven's proposal to retire a second refuse vehicle in order to meet the mileage threshold eligibility requirement. DEEP reviewed the revised application submitted by City of New Haven and finalized the funding recommendation. DEEP has presented the funding recommendation to agency leadership and is awaiting final approval. In anticipation of that approval, DEEP has drafted award/denial letters and a press release. Due to the delays described in Quarters 1 through 3, the schedule submitted with the FY 2023-24 Work Plan has been set back by about five months total.</p>	
<p>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)</p>	<p>DEEP has not yet completed the selection process for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.</p>	<p>DEEP has not yet completed the selection process for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.</p>	<p>DEEP has not yet announced awardees for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.</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>No rebates or subawards were awarded in this reporting period.</p>	<p>No rebates or subawards were awarded in this reporting period.</p>	<p>No rebates or subawards were awarded in this reporting period.</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 project objectives?	DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to January 24, 2024. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program	DEEP launched the solicitation for 2023 projects on 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program. Additionally, on 2/6/24, DEEP emailed EPA requesting a waiver of the highway vehicle minimum usage requirement for the City of New Haven. EPA headquarters did not provide an initial response to this inquiry until 3/13/24, when they inquired whether the city has another vehicle that can be scrapped, in addition to the originally proposed vehicle, to meet the minimum 7,000-mile per year threshold. Since this date, discussions have been ongoing between the City of New Haven, DEEP, and EPA headquarters to attempt to resolve this issue. The project for which DEEP is seeking a waiver is highly ranked, and DEEP does not want to commit the funds until we know whether that proposal can be eligible for funding. Therefore, DEEP's ranking and funding recommendation cannot be completed until an agreement is reached regarding this waiver request. This will set back the schedule submitted with the FY 2023-24 Work Plan by about five months total.	EPA reviewed and accepted City of New Haven's proposal to retire a second refuse vehicle in order to meet the mileage threshold eligibility requirement. DEEP reviewed the revised application submitted by City of New Haven. DEEP finalized the funding recommendation, presented it to agency leadership, and is awaiting final approval. DEEP drafted award/denial letters and a press release. Due to the delays described in Quarters 1 through 3, the schedule submitted with the FY 2023-24 Work Plan has been set back by about five months total.	
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 share or additional leveraged funds are being reported in the first quarter.	No cost share or additional leveraged funds are being reported in the second quarter.	No cost share or additional leveraged funds are being reported in this quarter.	
Have there been any major personnel changes during this reporting period?	A new hire was added to the grants management team during this reporting period.	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.	
Did any public relations events regarding this grant take place during the reporting period?	On 11/9/23, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them of the 2023 DERA solicitation and upcoming webinar. On 1/3/24, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them that the deadline for the 2023 DERA solicitation had been extended to 1/24/24. On 11/16/23, DEEP held an informational webinar on the 2023 State DERA program. The webinar slides can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	DEEP responded to emails from prospective applicants. On 1/18/24, DEEP updated its website (link below) with information that the deadline for the 2023 DERA solicitation had been extended to 1/24/24 and included the proposal form, guidance document, and webinar slides revised for the new submission deadline. https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	DEEP responded to emails from current and prospective applicants.	
Are you using websites or other tools used to relay information to the public?	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 .	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 .	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 .	

Are you using websites or other tools used to relay information about this grant to the public?	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at	
	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive_	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive_	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-	
	DEEP's Marketing group also sent informtion about the 2023 DERA State solicitation to their municipal contacts.			
What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the second quarter, DEEP will complete the selection process for 2023 State DERA grantees and will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised work plan for submission to EPA. DEEP will also prepare the D-4 forms to submit to Wilmington Trust for the DERA Option projects.	DEEP State DERA Administrative Activities: In the third quarter, DEEP will complete the selection process for 2023 State DERA grantees and will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised work plan for submission to EPA. DEEP will also prepare the D-4 forms to submit to Wilmington Trust for the DERA Option projects.	DEEP State DERA Administrative Activities: In the fourth quarter, DEEP will announce the awardees for 2023 State DERA grants and will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised work plan for submission to EPA. DEEP will also prepare the D-4 forms to submit to Wilmington Trust for the DERA Option projects.	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	
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.	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:	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:	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_	https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants_	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 the "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at	
Do you have any other comments or feedback?	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive_	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive_	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-	
	No other comments or feedback at this time.	No other comments or feedback at this time.	No other comments or feedback at this time.	

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.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	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.	N/A	N/A	N/A	
Environmental results the subrecipient achieved	N/A	N/A	N/A	
Summaries of audit findings and related pass-through entity management decisions	N/A	N/A	N/A	
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	N/A	N/A	N/A	

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

Grant Recipient
Program FY(s)
Grant Number
Project Title

CT Dept. of Energy & Environmental Protection
FY2023-2024 DERA State Grant
DS - 00A01434 - 0
Fiscal Year 2023-2026 State Clean Diesel Grant Program

Number of Fleets
Total # of All Vehicles

5
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 FInanical 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		
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2023 DERA State Grant	FY2021 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant		
CURRENT VEHICLE AND ENGINE INFORMATION															
Basic Fleet Information	Group Name:	Sample	Anonymous Wholesale Distributor		Connecticut Municipality		Anonymous Charter Fishing Co.		Anonymous Truck Rental Company			Anonymous Construction Company			
	Fleet Owner:	Sarah	Anonymous Wholesale Distributor		Connecticut Municipality		Anonymous Charter Fishing Co.		Anonymous Truck Rental Company			Anonymous Construction Company			
	Publicly or Privately Owned?:	Publicly	Privately		Publicly		Privately		Privately			Privately			
	Place of Performance														
	- State(s):	Arizona	Connecticut		Connecticut		Connecticut		Connecticut			Connecticut			
	- County(s):	Maricopa	New Haven		New Haven		New Haven, Middlesex, New London, Fairfield		Statewide			Hartford County New Haven County Middlesex County New London	Hartford County New Haven County Middlesex County		
	- City(s):	Phoenix	North Haven		Cheshire		Connecticut Municipality		Statewide			Statewide			
	- Zip Code(s):	85308; 85306	06473		06410		Zip Code		Statewide			Statewide			
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%		100%		100%		100%		40%, 20%, 20%, 20%			Unknown	
	Equipment Type:	Onroad	Nonroad		Onroad		Marine Vessels		Onroad			Onroad			
	Target Fleet:	Transit Bus	Terminal Tractor		Refuse Hauler		Marine - Propulsion		Short Haul - Single Unit			Short Haul - Single Unit			
	Class (onroad vehicles, as defined in data dictionary):	Class 6			Class 5		Class 8		Class 8			Class 8			
Vehicle or Engine Group Sector:	Municipal	Freight		Municipal		Port		Construction			Construction				
Vocation (on-highway, short-haul, and marine only) :	Other	N/A		Refuse Hauler		Refuse Hauler		Fishing Vessel		Delivery		Delivery			
Quantity (number of vehicles in group):	4	2		2		1		3			2				
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	11VF813E88A000596	11VF813E88A000274	JALE5W164C7301118	1HTWPSUT2HH791721	IHHM35048G202	1HTSDPPR2PH483007	1HTSDPPR0PH483093	1HTSDPPR2PH537509	5DG8AU4T660011331	2NKNX5TX7RM637313			
	Vehicle Make:	Ford	Kalmar	Kalmar	Isuzu	International	H&H Marine	International	International	International	Terex - Advance	Kenworth Dump			
	Vehicle Model:	Taurus	Ottawa	Ottawa	NQR/NRR	SF537	35 Downeast	4900	4900	4900	AP-6811	T-450			
	Baseline Vehicle Model Year:	1995	2008	2008	2012	2017	2002	1993	1993	1993	2006	1994			
Current Engine Information	Engine Serial Number(s) :	4548154	60277474	46827417	118082	570HM2U3554112	70343	11665025	664786	50675555	35152662	34726808			
	Engine Make:	ABC	Cummins	Cummins	Isuzu	Navistar	Yanmar	Navistar	Navistar	Navistar	Cummins	Cummins			
	Engine Model:	ABC	ISB07-200	ISB07-200	4HK1-TC	N10	6CX-GTE2	DT466	DT466	DT4665	ISM 350V	L-10			
	Engine Model Year:	1995	2007	2007	2012	2017	2002	1993	1993	1993	2006	1994			
	Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Tier 3	Tier 3			Uncontrolled								
	Tier 4 Standards (Tier 4 only):	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A					
	Engine After-Treatment Technology (Tier 4 nonroad only) :	No DPF, Yes SCR													
	Engine Horsepower:	660	156	156	210	315	500	230	230	230	350	300			
	Engine Cylinder Displacement (liters/cylinder; marine only) :	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0	5.0 <= size <15.0			
	Engine Number of Cylinders (# of cylinders per engine; marine only) :	N/A	N/A	N/A	N/A	N/A	6	N/A	N/A	N/A	N/A	N/A			
	Engine Total Displacement (liters per engine; marine only):	N/A	N/A	N/A	N/A	N/A	7.413	N/A	N/A	N/A	N/A	N/A			
	Engine Family Name (if unregulated, then NA) :	N/A	7CEXH0408BAC	7CEXH0408BAC	BSZXH05.23FA	J9B#791721	N/A	N/A	N/A	N/A	6CEXH0661MAT	RCE611EGDARW			
Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	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	N/A	N/A	N/A	N/A	1	N/A	N/A	N/A	N/A	N/A				
Total # of Auxiliary Engines (per vessel; marine only):	N/A	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	N/A				
Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	418	720	1308	1395	3000	6738	6951	6715	3525	1270			
	Annual Usage Hours (hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)	3000	2,894	2,740	N/A	N/A	1000	N/A	N/A	N/A	N/A	N/A			
	Annual Miles Traveled (miles per vehicle; on-highway only):	12000	N/A	N/A	5600	3148	N/A	37,015	38,011	36,487	8000	8000			
	Annual Idling Hours (hours per engine; on-highway only):	1500	466	72	520	520	0	702	702	702	75	40			
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
	Remaining Life of Baseline Engine/Vehicle (years per engine; total # of years of engine life remaining at time of upgrade action):	3	8	8	9	14	9	6	6	6	4	4			
	NEW VEHICLE AND ENGINE UPGRADE INFORMATION														
Upgrade Information	Year of Upgrade Action:	2018	2024	2024	2024	2024	2024	2024	2024	2024	2024	2024			
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Engine Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement			
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - All Electric	Vehicle Replacement - All Electric	Vehicle Replacement - All Electric	Vehicle Replacement - All Electric	Engine Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)			
	Class (onroad vehicles, as defined in data dictionary) :	Class 6			Class 8		Class 8	Class 8	Class 8	Class 8	Class 8	Class 8			
	VIN for New Vehicle(s)	1234567890ABCDE													
	Total Cost Per Unit (equipment plus labor) :	\$ 175,000.00	\$ 344,241.04	\$ 344,241.04	\$ 644,933.00	\$ 112,277.00	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
	Upgrade Equipment Cost only Per Unit:	\$ 150,000.00	\$ 338,821.04	\$ 338,821.04	\$ 639,733.00	\$ 71,000.00									
	Upgrade Labor Cost only Per Unit:	\$ 25,000.00	\$ 5,420.00	\$ 5,420.00	\$ 5,200.00	\$ 41,277.00									
	Total Federal Funds Expended Per Unit (\$ of Total Cost per Unit) :	\$ 50,000.00													
	Federal Cost Share Expended Per Unit (% of Total Cost per Unit) :	29%	0%	0%	0%	0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!			
New Engine Model Year:	2018	2024	2024	2024	2024	2024	2024	2024	2024	2025	2025				

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8. Fleet Description

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	Fleet Information	Example	Group 1		Group 2	Group 3	Group 4			Group 5	
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2023 DERA State Grant	FY2021 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant	FY2023 DERA State Grant			FY2023 DERA State Grant	
New Engine Information	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2				Tier 3					
	Tier 4 Standards (Tier 4 only):	N/A									
	New Engine After-Treatment Technology (Tier 4 nonroad only):	No DPF, Yes SCR									
	New Engine Horsepower:	750	7-kwh per hour	7-kwh per hour	500 hp/400 kWh	530	405-510 HP	405-510 HP	405-510 HP		
	New Engine Duty Cycle (line-haul locomotive only):	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
	New Engine Cylinder Displacement (liters per cylinder per engine; marine only):	5.0 <= size <15.0	N/A	N/A	N/A	5.0 <= size <15.0					
	New Engine Total Displacement (liters per engine; marine only)	N/A	N/A	N/A	N/A	6.728	N/A	N/A	N/A		
	New Engine Number of Cylinders (per engine; marine only):	N/A	N/A	N/A	N/A	6	N/A	N/A	N/A		
	New Engine Family Name:	ABC				RFPXN06.7R3D					
	New Engine Fuel Type:	ULSD (diesel)	Electric	Electric	Electric	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	N/A	N/A		N/A	702	702	702	60	20
	New Annual Hoteling Hours (hours per vehicle; class 8 long-haul combination only):	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	0	0	0	3000	3459	3,552	3,410	1,915	1,690