



July 30, 2025

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 - 11th Semi-Annual Report
Reporting Period: January 1, 2025, to June 30, 2025

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, 2025, to June 30, 2025.

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, 2025, through June 30, 2025**

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. Reimbursement did not occur in 2024 for the one remaining DEMP Round 1 project. Reimbursement did not occur during the first half of 2025 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. (STA 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, 2025, 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 (STA Naugatuck), 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. Reimbursement did not occur in 2024 for the one remaining DEMP Round 2 project. Reimbursement did not occur during the first half of 2025 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. (STA 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 6	\$72,302.26 \$79,858.75	\$152,161.01	April 7, 2021
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.

Leftover DEMF Round 3 VW “DERA Option” funds (resulting from project withdrawals) were subsequently awarded to six projects following an open and competitive solicitation in October 2022.

The awarded DEMF 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. (STA Ansonia and Griswold)

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

Captain John's Sport Fishing, Inc.

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, 2025, for a summary of the VW DERA Option Projects (EMA 10).

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 and closed out February 11, 2025

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: Completed and closed out May 20, 2025

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

Connecticut Department of Transportation (CT DOT)

Amount Awarded: \$5,030.15⁸

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

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, LLC⁹

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.

⁸ This project also received \$26,817.93 in 2021 DERA Option funding and \$37,466.45 in 2022 DERA funding.

⁹ 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.

Status: Project has been withdrawn by Elate Moving, LLC

F & G Recycling, LLC

Amount Awarded: \$54,914.08. \$123,883.60 was the total grant amount originally awarded; of this amount, \$53,120.00 was to come from 2021 DERA allocation and bonus, and \$70,763.60 was to come from 2021 VW DERA Option under the VW NOx Mitigation Trust Agreement. The project came in under budget, and there was a change to the funding allocations. The final project allocations resulted in \$68,840.63 coming from 2021 VW DERA Option and \$54,914.08 coming from 2020 VW DERA Option under the VW NOx Mitigation Trust Agreement.

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 February 8, 2024

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

O&G Industries, Inc.

Amount Awarded: \$68,747.01¹⁰

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: Completed and closed out on March 20, 2025

Ryder Systems, Inc.¹¹

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.

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: Project has been withdrawn by Seaview Fisheries, LLC

SMM New England Corp. (DBA Sims Metal)

Amount Awarded: \$192,092.55¹²

Location: North Haven

¹⁰ This project also received \$94,074.65 in 2022 DERA Option funding.

¹¹ 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.

¹² This project also received \$362,187.55 in 2022 DERA funding and \$53,120.00 in 2021 DERA funding.

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: Completed and closed out on December 9, 2024

Town of North Stonington¹³

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 North Stonington

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: Completed and closed out on September 27, 2024

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: Completed and closed out on December 9, 2024

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, reimbursements for the following five Round 3 projects were 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. Partial reimbursement for two Round 3 projects (DATTCO, Inc. (Middletown) and DATTCO, Inc. (New Britain)) and full reimbursement for four Round 3 projects (two Waterfront Enterprises, LLC, dba Gateway Terminal, LLC projects, SMM New England Corp. (DBA Sims Metal), and William Wilczek/Fishing Vessel Susan LLC) was disbursed in 2024. Reimbursement for three Round 3 projects (O&G Industries, Inc., Captain John’s Sport Fishing, Inc., and Cariati Developers, Inc.) and partial reimbursement for one project (Student Transportation of America, Inc. (STA)’s Ansonia project) was disbursed during the first half of 2025.

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

¹³ 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.

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 26, 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	\$121,927.36	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
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
				TBD	TBD
7	F & G Recycling, LLC	10	\$54,914.08	\$54,914.08	February 8, 2024
8	DATTCO, Inc. (New Britain)	2	\$1,060,479.18	\$924,973.04	March 15, 2024
				TBD	TBD
2 ¹⁴	Waterfront Enterprises, LLC, dba Gateway Terminal, LLC	8	\$3,155,486.00	\$3,155,486.00	April 18, 2024
10	Cariati Developers, Inc.	10	\$256,187.50	\$102,475.00	July 26, 2024
				\$153,712.50	May 20, 2025
11	Waterfront Enterprises, LLC (DBA Gateway Terminal)	10	\$159,504.41	\$147,477.51	September 27, 2024
12	SMM New England Corp. (DBA Sims Metal)	10	\$192,092.55	\$192,092.55	December 9, 2024
13	William Wilczek/Fishing Vessel Susan LLC	10	\$36,839.60	\$35,690.89	December 9, 2024

¹⁴ Note that a numbering error occurred here, which has subsequently thrown off the numbering for the three requests following this funding request. This should have been funding request #9.

14	Captain John's Sport Fishing, Inc.	10	\$60,340.39	\$60,340.39	February 11, 2025
15	O&G Industries, Inc.	10	\$68,747.01	\$68,747.01	March 20, 2025
16	Student Transportation of America, Inc. (STA Ansonia and Griswold)	2	\$3,743,914.85	\$429,564.46	June 25, 2025
				TBD	TBD
TBD	Connecticut Department of Transportation (CT DOT)	10	\$5,030.15	TBD	TBD

DEMP Round 4: DEEP conducted an open and competitive solicitation in October 2021, after which four projects were selected and awarded using VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust).

Leftover DEMF Round 4 VW “DERA Option” funds (resulting from project withdrawals) were subsequently awarded to one project following an open and competitive solicitation in October 2022.

The specifics of each Round 4 DERA Option project are listed below.

EMA 10 - DERA Option¹⁵

Connecticut Department of Transportation (CT DOT)

Amount Awarded: \$26,817.93¹⁶

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

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 and closed out on August 14, 2024

F & G Recycling, LLC

Amount Awarded: \$70,763.60. \$123,883.60 was the total grant amount originally awarded; of this amount, \$53,120.00 was to come from 2021 DERA allocation and bonus, and \$70,763.60 was to come from 2021 VW DERA Option under the VW NOx Mitigation Trust Agreement. The project came in under budget, and there was a change to the funding allocations. The final project allocations resulted in

¹⁵ 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, 2025, for a summary of the VW DERA Option Projects (EMA 10).

¹⁶ This project also received \$5,030.15 in 2020 DERA Option funding and \$37,466.45 in 2022 DERA funding.

\$68,840.63 coming from 2021 VW DERA Option and \$54,914.08 coming from 2020 VW DERA Option under the VW NOx Mitigation Trust Agreement.

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 February 8, 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

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 and closed out on August 14, 2024

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. Reimbursement for three DEMP Round 4 projects (F & G Recycling, LLC; Tirollo Bus Company, LLC; and Cross Sound Ferry Services, Inc.) was disbursed in 2024. No funds were disbursed for Round 4 projects in the first half of 2025.

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	\$70,763.60	\$68,840.63	February 8, 2024
2	Tirollo Bus Company, LLC	10	\$29,162.50	\$27,967.44	August 14, 2024
3	Cross Sound Ferry Services, Inc.	10	\$220,448.00	\$220,448.00	August 14, 2024
4	Connecticut Department of Transportation (CT DOT)	10	\$26,817.93	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 nine sub-grantees that have withdrawn, this funding now covers 31 sub-grantees for projects to purchase and install a total of up to 288 Level 2 chargers and 20 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 on October 20, 2022, after which the following two projects were selected and awarded using Round 5 VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust). During this solicitation, six additional projects were selected and awarded using Round 3 and Round 4 leftover VW “DERA Option” funds from the VW Trust (resulting from project withdrawals).

The specifics of each Round 5 DERA Option project are listed below. The selected projects being funded using Round 3 and Round 4 VW “DERA Option” funds are described in the respective sections for each round above.

EMA 10 - DERA Option¹⁷

O&G Industries, Inc.

Amount Awarded: \$94,074.65¹⁸

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: Completed and closed out on March 20, 2025

Stamford Uniform, Linen, Towel and Napkin LLC

Amount Awarded: \$261,167.35¹⁹

Location: Fairfield County

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

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.

On November 13, 2024, the State submitted a revised Round 5 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. On December 30, 2024, WT requested a revised D-4 with an Attachment E (DERA workplan) as it was not included with the original submission. On January 3, 2025, the State submitted a revised Round 5 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval, which included an Attachment E (DERA workplan). The D-4 was approved by WT on February 24, 2025. No funds were disbursed for DEMP Round 5 projects in 2024. Reimbursement for one DEMP Round 5 project (O&G Industries, Inc.) was disbursed during the first half of 2025.

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 (original) February 24, 2025 (revision)

Round 5 Approved EMA Funds Disbursed

¹⁷ 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, 2025, for a summary of the VW DERA Option Projects (EMA 10).

¹⁸ This project also received \$68,747.01 in 2020 DERA Option funding.

¹⁹ This project also received \$63,710.22 in 2020 DERA funding and \$43,879.30 in 2019 DERA funding.

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	O&G Industries, Inc.	10	\$94,074.65	\$93,131.99	March 20, 2025
2	Stamford Uniform, Linen, Towel and Napkin LLC	10	\$261,167.35	TBD	TBD

Administrative Costs

Connecticut is tracking administration expenses by EMA; however, Connecticut only included the full allowable amount of administrative funds in the D-4s for the first round of funding. With the exception of EMA-9 (EVSE), Connecticut has not included any administrative funds in subsequent D-4 filings. Connecticut has not included any administrative expenses in a reimbursement request to WT.

Volkswagen Diesel Emission Environmental Mitigation Trust for States Semi-Annual Report
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Beneficiary	Connecticut
Lead Agency	Department of Energy and Environmental Protection (DEEP)
Reporting Period	January 1, 2025 – June 30, 2025

	Reporting Period	Cumulative
Total Trust Funds Allocated		\$55,721,169.00
Interest Earned	\$282,000 ¹	\$2,489,000
Funds Expended	\$805,496.35	\$31,700,251.94
CT Accounting Remaining Balance		\$24,302,917.06
Wilmington Trust (12/31/24) Financial Statement		\$40,318,000.00 ²

¹ Interest earned for this reporting period is estimated from the December 31, 2024, 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, 2024*.

² Balance of \$40,318,000.00 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, 2024*.

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)	\$2,101,432.95	\$1,675,021.40	\$315,214.94	Both projects (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 two projects.
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$4,901,169.00	\$4,901,169.00	\$735,175.35	This project (Connecticut Department of Transportation) has been completed and funds have been disbursed by the Trustee.
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	\$30,617.63	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	\$10,884,903.85	\$10,442,702.45	\$1,632,735.58	

³ To date, the only administrative funds requested and received by Connecticut were for Round 1 and the EVSE program; no additional funds to cover administrative costs have been disbursed by the Trustee since this reporting period.

Summary of All Costs – DEMP Round 2				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ⁴	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 ⁵	\$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 ⁶	\$5,522,265.14	\$1,028,781.39	

⁴ No administrative funds have been requested by Connecticut except for Round 1 and the EVSE program; therefore, no funds to cover administrative costs have been disbursed by the Trustee during this reporting period.

⁵ \$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.

⁶ \$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 ⁴	Notes
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses) ⁷	\$6,309,125.40 ⁸	\$2,741,997.05	\$1,432,810.41	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 and New Britain projects have been completed and reimbursement request materials have been compiled for the EVSE installation. The Middletown charger reimbursement request was completed and submitted for internal review. STA also received a partial reimbursement of \$429,564.46 for its Ansonia project.
EMA 8 - Forklifts and Port Cargo Handling Equipment ⁹	\$3,155,486.00	\$3,155,486.00	\$473,322.90	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	\$1,050,897.01 ¹⁰	\$1,064,199.30	\$167,635.28	Ten projects in the EMA 10, DERA Option have been completed (Blue Earth Compost, Inc.; Captain John's Sport Fishing, Inc.; Coastal Carriers of Connecticut, LLC; CWPM, LLC; E.A. Quinn Landscape Contracting, Inc.; Murphy Road Recycling, LLC; O&G Industries, Inc.; Waterfront Enterprises, LLC (DBA Gateway Terminal); SMM New England Corp. (DBA Sims Metal); and William Wilczek/Fishing Vessel Susan LLC). \$758,136.66 in funds have been disbursed. Cariati Developers, Inc. requested and received partial reimbursement for two of the five trucks; Cariati's remaining three trucks have been delivered. Reimbursement documents were submitted and are under review.
Totals	\$10,515,508.41¹¹	\$6,961,682.35	\$2,073,768.59	

⁷ 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.

⁸ \$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.

⁹ 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.

¹⁰ \$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 funds from those withdrawn projects were reallocated to six projects following an open and competitive solicitation in October 2022. One of those six new projects has since withdrawn (Seaview Fisheries, LLC). The new budgeted amount for DEMP Round 3 - EMA 10 is \$1,050,897.01.

¹¹ \$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.

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 ¹²	\$400,312.03 ¹³	\$317,256.07	\$56,092.37	Four projects in the EMA 10, DERA Option were selected in June 2022. One grantee, Joe's Boathouse, withdrew and the remaining three projects (F & G Recycling, LLC; Tirollo Bus Company, LLC; and Cross Sound Ferry Services, Inc.) have been completed and funds have been disbursed. The leftover funds resulting from the withdrawal of Joe's Boathouse were reallocated to one project following an open and competitive solicitation in October 2022. This project (Connecticut Department of Transportation) has been completed with the transit van in service and EVSE installation complete. Reimbursement documents were compiled and are under internal review.
Totals	\$400,312.03	\$317,256.07	\$56,092.37	

¹² 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.

¹³\$373,949.10 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 leftover funds resulting from the withdrawal were reallocated to one project following an open and competitive solicitation in October 2022. The new budgeted amount under DEMP Round 4, EMA 10 is \$400,312.03.

Summary of All Costs – DEMP EVSE Round 1				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ¹⁴	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	

¹⁴ Administrative costs were included in the request for these funds.

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	\$355,242.00 ¹⁵	\$93,131.99	\$138,966.09	Two projects in the EMA 10, DERA Option were selected in April 2023. Stamford Uniform, Linen, Towel and Napkin LLC's project is in progress. One project in the EMA 10, DERA Option has been completed (O&G Industries, Inc.). \$93,131.99 in funds have been disbursed.
Totals	\$355,242.00	\$93,131.99	\$138,966.09 ¹⁶	

¹⁵\$926,440.58 was the amount originally budgeted under DEMP Round 5, EMA 10. Following the October 2022 solicitation, eight projects were selected and awarded funding. Originally, these were incorrectly reported as all being awarded DEMP Round 5 funding. This report was corrected to reflect that two projects were selected and awarded DEMP Round 5 funding. The remaining six projects selected were awarded using Round 3 and Round 4 leftover DERA Option funds (resulting from project withdrawals). The total funds budgeted has been adjusted to correctly reflect the two projects receiving Round 5 funding. Since the last semi-annual period, there has been a change to the funding allocation for the Stamford Uniform, Linen, Towel and Napkin LLC project. Therefore, the total funds budgeted has been adjusted to reflect this change.

¹⁶ The administration costs for the DERA Option projects are covered by EPA DERA funds.

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 has been delivered and the EVSE has been installed. DOT is in the process of scrappage and will commence the reimbursement process.
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. (STA Naugatuck)	Replacement of 18 Diesel School Buses in Naugatuck, CT	Replace eighteen (18) Class 7, MY 2008, school buses with MY 2019 diesel-powered equivalents.	The new STA buses have been delivered and the old buses have been scrapped. The total project cost was reduced from \$1,403,184 to \$1,392,383.88; therefore, the VW grant funds were adjusted accordingly. STA has been reimbursed the amount of \$905,049.52 in December 2020. The project has been completed and Trust funds have been disbursed.
2	2	Yale University	Replacement of One Class 8 Diesel Bus with a Fully Electric Shuttle Bus and the Installation of the Associated Charging Infrastructure.	Replace one (1) Class 8, MY 2009, diesel-powered shuttle bus with a MY 2020	Project was withdrawn by the grantee by email on January 11, 2022.
4	2	Fisher's Island Ferry District (FIFD)	Ferry Vessel Marine Engine Repower Project – Race Point	Replace EMY 1985 propulsion engines, gearboxes, auxiliary generator sets and related equipment in the ferry M/V Race Point.	FIFD received an extension until July 31, 2021. The five engines have been installed and the Certificate of Inspection (COI) from United States Coast Guard was received. The project has been completed and Trust funds have been disbursed.

6	2	Eversource Energy Service Company	Eversource CT VW Project – Hybrid-Electric Bucket Trucks	Replace five (5) Class 7, MY 2007 & 2009, diesel-powered utility bucket trucks with MY 2020 diesel-powered hybrid electric utility buckets trucks.	The new trucks were delivered in September 2020 and the old trucks were scrapped in early 2021. The project has been completed and Trust funds have been disbursed.
6	2	H.I. Stone	Replacement of Two Class 8 & Two Class 5 Diesel Trucks	Replace two (2) Class 5, MY 2004 & 2006, diesel-powered with MY 2020 equivalents.	The two (2) Class 5 trucks were received, and the old trucks were scrapped. The project has been completed and Trust funds have been disbursed.
6	2	Hocon Gas, Inc.	Propane Delivery Truck	Replace four (4) Class 7 diesel-powered delivery trucks with MY 2020 propane-powered equivalents.	All four vehicles were received by HOCON in 2021. The project was completed, and disbursement of funds occurred in December 2021.
6	2	State Line Propane, LLC	Replace Old and Purchase New Trucks	Replace three (3) Class 7, MY 1995 & 2000, diesel-powered delivery fuel trucks with one MY 2020 diesel-powered and two MY 2020 propane-powered delivery fuel trucks.	The three (3) Class 7 fuel delivery trucks were delivered, and the old trucks were scrapped. The project has been completed and Trust funds have been disbursed.
10	2	F & F Concrete	Three Concrete Truck Replacement	Replacement of three Class 8 concrete trucks with MY 2020 diesel-powered equivalents.	The three replacement concrete trucks have been delivered and the old trucks scrapped. Trust funds have been disbursed for this project. The reimbursed amount is less than the grant amount; F&F was able to get the trucks at a cost less than listed in the proposal and the revision reflects the fixed percentage of the revised cost.
10	2	Gateway Terminal, LLC	Gateway Terminal's Clean Drayage Truck Initiative	Replace, for Gateway Terminal, LLC (Gateway), six Class 8 drayage trucks with 2020 MY Peterbilt model 567 units.	The project has been completed and \$285,637.60 of VW DERA Option funds have been disbursed to the grantee.
10	2	Kay's Trucking, Inc.	Kay's Diesel Decrease	The purpose of this project is to replace, for Kay's Trucking, Inc. (Kay's Trucking), two model year (MY) 1995 and 2000 Class 8 tractors, with 2020 and 2021 MY Volvo VNRs.	The project is complete; the two (2) Class 8 tractors have been received and the old trucks have been scrapped. Trust funds have been disbursed for this project.

10	2	Target Enterprises	Truck 10 with Crane Replacement	The purpose of this project is to replace, for Target Enterprises (Target), one model year (MY) 2007 Class 7 diesel-powered flatbed truck with hydraulic crane. The vehicle will be replaced with a 2019 International MV 607. The truck will be used for delivering construction materials throughout Connecticut, mostly to Fairfield County and the Connecticut shoreline.	Target has taken ownership of the new 2019 MY International MV 607 with hydraulic crane. The old flatbed truck and hydraulic crane were scrapped, and documentation was provided and reviewed by CT DEEP. Target was originally awarded a grant of \$37,885.74; however, Target decided to purchase a MY2019 truck tractor instead of a MY2020 tractor. The grant amount was adjusted accordingly to \$35,678.10. The project has been completed and Trust funds have been disbursed.
10	2	Town of Weston	Heavy Duty Dump Trucks	Replacement of two Class 8, MY 1995 & 2001, diesel-powered maintenance dump trucks with MY 2021 diesel-powered equivalents.	The two new dump trucks have been received and the old dump trucks have been scrapped. The project is complete, and the Town of Weston received reimbursement on December 8, 2020.
10	3	Blue Earth Compost	Cleaner Compost Collections	The purpose of this project is to replace a Class 5 compost collection 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	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 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.	This project was delayed a number of times because of delivery delays and other issues related to Covid. The issues were resolved and two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks was approved, submitted to WT, and paid. The other three vehicles were delivered in April of 2024. Reimbursement documents were approved; the project has been completed and the remaining Trust funds were disbursed on May 20, 2025.
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	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 infrastructure included. The vehicle serves elderly, disabled and non-ADA customers within the 12 communities in the greater Waterbury, Meriden, and Wallingford area.	This is a split-funded project. See the CT DOT entry in Round 4, EMA 10 for project updates.
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	F & G Recycling, LLC	Zero Emission Yard Spotter Replacement & Charting Infrastructure	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.	This is a split-funded project. See Round 4, EMA 10 for project updates.
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	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.	This is a split-funded project. See Round 5, EMA 10 for project updates.
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.
10	3	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	The award letter was sent on April 27, 2023. The SOW was executed on July 11, 2023. Seaview Fisheries requested withdrawal from the program via e-mail on

				in various areas off of the Connecticut coast in Long Island Sound and the rivers flowing into it.	October 7, 2024; a formal, signed withdrawal letter was requested and has not yet been submitted.
10	3	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 project was completed, and disbursement of funds occurred on December 9, 2024.
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	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 project was completed, and disbursement of funds occurred on September 27, 2024.
10	3	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. 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	The award letter was sent on April 24, 2023. The SOW was executed on June 15, 2023. The project was completed, and disbursement of funds occurred on December 9, 2024.

				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.	
2	3	DATTCO, Inc. – Middletown	Type C Electric Buses for DATTCO Middletown, Serving Public Schools	Replacement of six (6) engine model year (EMY) 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included. These buses serve Middletown, CT, which is an environmental justice community.	The Middletown project was awarded in December 2021. The Mitigation Plan has been finalized. After the buses were delivered, 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 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, reimbursement documents were reviewed and internally approved, and are ready for submission to WT.
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. After the buses were delivered, 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 reimbursement request for the buses was submitted, approved, and disbursement of funds occurred on March 15, 2024. The EVSE units have been installed and reimbursement documents have been compiled.

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 Ansonia and Griswold)	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 reduced the number of buses covered by the grant from 17 to 8, and a new SOW has been executed. A partial reimbursement package for Ansonia was submitted and approved; \$429,564.46 was disbursed on June 25, 2025.
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	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 infrastructure included. The vehicle serves elderly, disabled and non-ADA customers within the 12 communities in the greater Waterbury, Meriden, and Wallingford area.	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 request approved by EPA on September 28, 2023. MOA was reviewed and executed October 28, 2024. Approved EVSE has been delivered and installed. The vehicle is in service. The reimbursement documents

					have been compiled and are being reviewed.
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 were requested from the grantee on May 7, May 9, and June 10, 2024, and submitted on June 3 and June 10, 2024. The project was completed, and funds were disbursed on August 14, 2024.
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.
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 funds were disbursed on August 14, 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, 20 sub-grantee contracts/MOAs have been executed and nine sub-grantees have withdrawn. Five sub-grantee projects have been completed and closed out.
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;	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. The project has been completed and Trust funds have been disbursed. This project is split funded and will also be listed under Rounds 3 and 4.

				both locations are in environmental justice communities.	
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. The grantee had previously experienced some delays due to the fact that most of the inventory was being sent to California. The grantee is now able to get delivery of the trucks. They have updated pricing for the vehicles and charging stations but are awaiting written quotes for the installation costs. They have selected the vendors. The grantee is debating whether to expand the scope of the project to three trucks rather than two.



July 30, 2025

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

Re: Twenty-Third Quarterly Report on the FY 2019-2020 State DERA Grant, Connecticut DS
00A00174-4

Dear Ms. Maiti:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its twenty-third quarterly report for State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00174-4. This report covers work performed between April 1 and June 30, 2025, on the Connecticut Clean Diesel Program. In this quarter, DEEP Bureau of Air Management continued reviewing applications and working with applicants for the FY 2023-2024 State DERA Program. During this reporting quarter:

- DEEP continued working with the grantees selected to receive FY 2020 DERA Option funds in 2022 and 2023, developing management plans and other implementation documents for the projects. These projects are also reported with the FY 2021-2022 grants and FY 2023-2024 grants; in both cases, the funding year, FY 2020, is clearly indicated;
- One project receiving FY 2020 DERA Option funds, Cariati Developers, Inc., was completed and reimbursed with FY 2020 DERA Option funds;
- DEEP provided ongoing assistance to the remaining FY 2020 grantee, Stamford Uniform, Linen, Towel and Napkin LLC, to ensure completion by EPA's extended grant deadline of September 30, 2025;
- The Connecticut Department of Transportation's EV mini-van project has been completed, reimbursement request materials have been compiled, and an internal review is underway; and
- DEEP continued drafting implementation documents for the 2023 grantees receiving 2020 DERA Option funds.

Ms. Pujarini Maiti

July 30, 2025

Page 2

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,

A handwritten signature in blue ink that reads "Paul E. Farrell". The signature is fluid and cursive, with the first letters of each name being capitalized and prominent.

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

**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 - 4
Reporting Period	April 1 - June 30, 2025

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	\$1,117,568.54
Total Project Costs	\$799,625.00	\$1,623,658.54

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		\$153,712.50		\$730,086.48		\$1,349,108.23	
Other Leveraged Funds		\$436,317.58				\$6,245,646.34		
Indirect Charges	\$0.00				\$24,221.43			
TOTALS	\$0.00			\$0.00	\$874,789.19	\$6,245,646.34	\$1,349,108.23	\$0.00

Table 2. Narrative Responses	
Question	Answer
	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities: In the twenty-third quarter, DEEP monitored the progress of the one project remaining from the original grantees and compiled the reimbursement documents submitted by the grantee, Cariati Developers, Inc. (Cariati) for WT reimbursement. On August 22, 2022, DEEP submitted a request for an extension of the project period for this grant to September 30, 2024, to allow for completion of projects covered by funds made available by the Ryder withdrawal. The 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. A fourth extension request, to September 2025, was submitted in June of 2024 and granted August 1, 2024, to allow for completion of these projects. In the twenty-third quarter, the D-4 form for the DERA Option projects selected to receive leftover funds was submitted to Wilmington Trust (WT) on December 4, 2023, and approved on February 7, 2024. That D-4 has been revised and re-submitted to include only those projects covered by 2022 funds; the revision was approved by WT on February 24, 2025. In this quarter, DEEP prepared and submitted a workplan revision, covering project selection for the 2023 State DERA Program, which was declared acceptable. DEEP also prepared a D-4 application for the 2023 projects, to submit to WT once the projects have been approved. DEEP continued working with grantees on SOWs. The SOW was re-drafted for Stamford Uniform, Linen, Towel and Napkin LLC, the one remaining project scheduled to receive DERA Option Funding from the 2020 Grant Agreement DS 00A00174-4.

Cariati, LLC, 2023 (Cariati): In the 2023 State DERA program, Cariati was awarded a new grant for \$217,423.40 toward the replacement of three MY 1993 Class 8 diesel dump trucks with 2024 MY diesel equivalents. The projected cost is \$958,932.00 and the original grant represented 23% of the projected cost of the three 2024 MY replacement trucks. The grant was increased to \$231,736.03, or 24% of the total cost, after several other projects came in under budget and one grantee withdrew from the program. \$48,339.09 will come from the 2020 "DERA Option" and \$183,396.94 will come from the 2023 "DERA Option" under the VW NOx Mitigation Trust Agreement. The trucks will be used in Hartford, Waterbury, and Bridgeport, and operate on the main corridors of I-95, I-91, I-395 and I-84. This project will be included in the FY 2023-2024 report for grant DS 00A01434-2. The Scope of Work (SOW) was executed on 11/27/2024. On 12/3/2024, the grantee indicated that the new trucks were ordered. On 3/18/2025, the grantee indicated that one of the new trucks was delivered and the other two would be arriving in the second quarter of 2025. The remaining trucks were delivered in May of 2025 and the grantee has submitted reimbursement documents. These documents are being compiled and reviewed by DEEP.

Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP granted 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 was replaced with a MY 2023 all-electric Orange EV e-Triever. The funds came 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. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. This project was completed and the grantee reimbursed September 27, 2024. The project came in under budget at \$327,727.82, so the grant was reduced to \$147,477.51.

O&G Industries, Inc.: DEEP granted \$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. \$68,747.01 came from the 2020 "DERA Option" and \$94,074.65 came from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement. This award represented just under 25% of the cost of the new trucks, which was \$678,732.00. The front discharge mixers will operate out of Bridgeport, CT. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. The project was completed in the spring of 2024 and the reimbursement documents were reviewed and submitted in the twenty-second quarter. The project came in under budget so the amount drawn from the 2022 DERA Option funds was reduced to \$93,232.99. WT approved the reimbursement on March 19, 2025

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 with a total cost of \$159,729.00. This project is included in the FY 2021-2022 report for grant DS 00A00773-5. In the spring of 2024, DOT's EV charging station was delivered and installed. The vehicle was delivered in September and prepped for service. 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 who reviewed and approved the draft. The document was approved internally by DEEP and executed on October 25, 2024. The project has been completed and reimbursement documents have been submitted and compiled. This project came in under budget at \$129,404.00 and reimbursement of \$15,735.20 will come from the 2021 "DERA Option" and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY 2022 State DERA allocation and bonus. The reimbursement request package is currently under review by DEEP.

Captain John's Sport Fishing Center, Inc. (Captain John's) A grant of \$60,340.39 was 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 FV Sunbeam VI (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine with a total cost of \$151,303.28. The funds came from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement. The new Cummins engine for Captain John's was installed over the winter of 2023-24. The new exhaust system and shaft tube were installed in the spring. Sea trials were successfully completed and the vessel is in operation. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. The reimbursement documents were approved internally and submitted to WT on January 27, 2025. WT approved the reimbursement on February 11, 2025

Seaview Fisheries, LLC: Seaview Fisheries (Seaview) planned 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 would have come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. The total project cost was \$55,000.00, of which the grant was 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. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. Seaview requested withdrawal from the program via e-mail on October 7, 2024.

SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to SMM New England Corp. (DBA Sims Metal) (Sims Metal), was used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding included the electric charging infrastructure. \$192,092.55 came from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$415,307.55 came from FY 2021 and 2022 State DERA allocations and bonus. The total project cost increased to \$1,409,510.94; the grant represented 44.9% of the originally estimated total cost and 43.1% of the final total cost. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. This project was completed and reimbursed by WT on December 9, 2024.

What actual accomplishments occurred during the reporting period?

	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 Linen) 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. \$261,167.35 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 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 trucks, which is \$821,916.66. This project has been included in the FY 2021-2022 report for grant DS 00A00773-5. Stamford Linen had previously experienced some delays due to the fact that most of the inventory was being sent to California. In this quarter, the grantee is finally able to secure the promise of delivery of the trucks. They have updated pricing for the vehicles and charging stations, but are awaiting written quotes for the installation costs. They have selected the vendors. The grantee is debating whether to expand the scope of the project to three trucks rather than two. William Wilczek/Fishing Vessel Susan LLC (FV Susan): A grant of \$36,839.60 was originally 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 <i>FV Susan</i>, with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine. The funds were to come from the 2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement. 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. This project has been included in the FY 2021-2022 report for grant DS 00A00773-5. This project was completed and reimbursed on December 9, 2024. Because the project came in under budget, the grant was reduced to \$35,690.89, which represented 40% of the reduced total cost, \$89,227.23, of this marine repower project. 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. After months of contemplation, Winkle Bus withdrew from the program on March, 6, 2023. Cariati 2020: 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 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. All issues have been resolved and two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks (\$102,475.00) was approved and submitted to WT; reimbursement was issued July 26, 2024. The other three vehicles were delivered to the vendor in April of 2024 and requested upgrades have been completed. Reimbursement documents, requesting \$153,712.50 in DERA Option funds, were reviewed, approved, and submitted to WT; the final reimbursement was issued on May 20, 2025.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	Cariati 2020: Cariati received 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 was \$1,024,750.00 and the original grant represented 25% of the projected cost of the five 2024 MY replacement trucks. The funds came from the “DERA Option” under VW NOx Mitigation Trust Agreement. Two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks (\$102,475.00) was approved and submitted to WT; reimbursement was issued July 26, 2024. The other three vehicles were delivered to the vendor in April of 2024 and requested upgrades were completed. Reimbursement documents, requesting the second and final reimbursement of \$153,712.50 in DERA Option funds, were reviewed, approved, and submitted to WT; the final reimbursement was issued on May 20, 2025.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in	Cariati 2020: 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 quarter 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 (\$102,475.00) was approved and submitted to WT in July and payment was made July 26, 2024. The other three vehicles were delivered to the vendor in April of 2024 and requested upgrades have been completed. Reimbursement documents, requesting \$153,712.50 in DERA Option funds, were reviewed, approved, and submitted to WT; the final reimbursement was issued on May 20, 2025.

the project Work Plan.	Stamford Linen: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) 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. \$261,167.35 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 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. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. The project had been delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. In this quarter, the grantee is finally able to secure the promise of delivery of the trucks. They have updated pricing for the vehicles and charging stations, but are awaiting written quotes for the installation costs. They have selected the vendors. The grantee is debating whether to expand the scope of the project to three trucks rather than two. All the other original 2019-2020 projects have been completed. Schedules for the 2022 grantees have been developed.
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?	Cariati 2020: 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 quarter 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; two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks (\$102,475.00) was approved and submitted to WT in July 2024 and payment was made July 26, 2024. The other three vehicles were delivered to the vendor in April of 2024 and requested upgrades have been completed. Reimbursement documents, requesting \$153,712.50 in DERA Option funds, were reviewed, approved, and submitted to WT; the final reimbursement was issued on May 20, 2025. Stamford Linen: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) 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. \$261,167.35 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 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 trucks, which is \$821,916.66. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. The project had been delayed by difficulties in finding a vendor that can provide the electric trucks in Connecticut. In this quarter, the grantee is finally able to secure the promise of delivery of the trucks. They have updated pricing for the vehicles and charging stations, but are awaiting written quotes for the installation costs. They have selected the vendors. The grantee is debating whether to expand the scope of the project to three trucks rather than two. All the other original 2019-2020 projects have been completed. Schedules for the 2022 grantees have been developed.
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.	Cariati 2020: 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 quarter report, Cariati requested the reimbursement forms. During the sixteenth quarter, Cariati reported that the trucks arrived at the dealership, but the dealer sold them. The issue was resolved and the dealer fulfilled the truck order; two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks (\$102,475) was approved and submitted to WT in July of 2024 and payment was made July 26, 2024. The other three vehicles were delivered to the vendor in April of 2024 and requested upgrades were completed. Reimbursement documents, requesting \$153,712.50 in DERA Option funds, were reviewed, approved, and submitted to WT; the final reimbursement was issued on May 20, 2025. Stamford Linen: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) 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. \$261,167.35 will come from the 2022 “DERA Option” under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 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 trucks, which is \$821,916.66. This project was included in the FY 2021-2022 report for grant DS 00A00773-5. The project had been delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. In this quarter, the grantee is finally able to secure the promise of delivery of the trucks. They have updated pricing for the vehicles and charging stations, but are awaiting written quotes for the installation costs. They have selected the vendors. The grantee is debating whether to expand the scope of the project to three trucks rather than two. All the other original 2019-2020 projects have been completed. Schedules for the 2022 grantees receiving funds leftover from this grant have been developed.

If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds.	Cariati paid \$436,317.58 as its cost share for the the final reimbursement of its diesel replacement project.
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 project income was generated this quarter.
Did any public relations events regarding this grant take place during the reporting period?	No public relations events directly related to this grant occurred during the twenty-third quarter.
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: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants 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
What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the twenty-fourth 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 and 2023 State DERA programs, some of which received leftover funds from this 2019-2020 grant. In the twenty-fourth quarter, DEEP will prepare and submit a revised workplan for the projects selected for FY 2024 State DERA Program funding and a revised FY 2021-22 workplan to submit for an extension to cover funds for the 2024 grants. DEEP will also be preparing a D-4 application for the 2024 projects to submit to WT. Cariati 2023: In the twenty-fourth quarter, Cariati will continue working on this project, assisting DEEP in the compilation of the reimbursement request documents. The goal is to submit a reimbursement request to WT and receive payment by the end of the quarter. EPA's Grant extension to September 2025 will cover the period needed to complete the project. Gateway: In the twentieth quarter Gateway's project was completed and reimbursement made by WT. No further work is required. O&G: In the twenty-second quarter, O&G's project was completed and reimbursement made by WT. No further work is required. CT DOT: DEEP will complete its review of the reimbursement request material in the twenty-fourth quarter with reimbursement from both EPA and WT anticipated before the end of the quarter. Capt. John's Sport Fishing: In the twenty-second quarter, the project was completed and reimbursement made by WT. No further work is required. Sims Metal: In the twenty-first quarter, Sims Metal's project was completed and reimbursement made by WT. No further work is required. Stamford Linen: In the twenty-fourth quarter, Stamford Linen will update its contract, which has expired, and continue to work with its vendor to order and take delivery of the new EV trucks and to have the chargers installed. FV Susan: In the twenty-first quarter, FV Susan's project was completed and reimbursement made by WT. No further work is required. 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 2020: In the twenty-third quarter, Cariati's final reimbursement request was approved and submitted to WT for payment, which was received May 20, 2025. No further work is required. 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	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 - 4
Reporting Period	April 1 - June 30, 2025

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: Kay's Trucking
	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 Trucking
	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):	1HTWDAAR55J043870	1FDYF80C9WVA36934	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	06R0836516	06R0908034	06R0960056	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:	4NVXH0466AEA	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	
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	
?	3				4				1
1FU Y8HCB7TL794515	2FZAAZAN64AM92952	2FZNEDYBOYAG76250	2FZAAZA873AK67769	1HTSCABL5WH555360	1HTSCABL7WH555361	1HTSCABLXXH620916	1HTSCABL8XH620915	1FVACXDJ27HX13456	
Freightliner	Sterling	Sterling	Sterling	International	International	International	International	Freightliner	
MED CONV	L9500	LT9500	L9500	4700 4X2	4700 4X2	4700 4X2	4700 4X2	M2/106	
1996	2004	2000	2003	1998	1999	1999	1999	2007	
04R0010751	MJB03817	119834196GH0261	35057804	640970	640969	781482	781483	906543765	
Detroit	Caterpillar	Cummins	Cummins	International	International	International	International	Mercedes Benz	
6047GK60	C10	N14	M11	T444E	T444E	T444E	T444E	MBE900	
1995	2003	2000	2002	1997	1997	1998	1998	2006	
315	335	435	350	190	190	190	190	300	
8.5		14 l	10.8 l	7.3 liter	7.3 liter	7.3 liter	7.3 liter	7.2	
4	6	6	6	6 Cylinders	6 Cylinders	6 Cylinders	6 Cylinders	6	
SDD8.5EJDAGW	3CPXH0629EBV	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	

The Connecticut Department of Energy and Environmental Protection (DEEP)
DS - 00A00174 - 4
October 1 - December 31, 2024

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	8986	7926
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	1HTSDADR1YH268986	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	531HM2U1209166	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	6CEXH0466BAG	YNVXH0466ANA	2NVXH0466ANA	YNVXH0530ANA	1NVXH0466ANA
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
970.27	253	261	1700	2000	6890	6852	6890	6872
4742.86	2029	2095	12000	15841	39,254	37,771	39,254	37,891
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	2036	2037
2020	2020	2020	2021	2022	2023	2023	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	\$286,292	\$286,292
			\$90,000	\$12,005				
2020	2020	2020	2021	2021	2024	2024	2024	2024
350	330	330	315	361	565	565	405-510	405-510
8.9 L	6.6	7.2			14.9	14.9	12.9	12.9
6	6	6			6	6	6	6
LCEXH0540LAX	RCP403DZDAAA	1CPXH0442HBK	MBBB2VOCVEMD	MTHO2VOCV601	PCEXH0912XCB	PCEXH0912XCB	RPCRH12.9M21	RPCRH12.9M21
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. Quinn	Group 16: Elate Moving	Group 17: Murphy Road Recycling	Group 18: North Stonington	Group 19: Ryder	
2020	2020	2020	2020	2020	2020	2020	2020	
3872	fuel delivery truck	flatbed service truck	Landscaping Truck		Yard Tractor	Refuse Truck	TRU Repl	
	Coastal Carriers of CT	CWPM	E.A. Quinn	Elate Moving	Murphy Road Recycling	Town of North Stonington	Ryder	
On Highway	On Highway	On Highway	On Highway	On Highway	NonRoad	On Highway	NonRoad	NonRoad
	Ansonia		Glastonbury & Satewide	Greenwich & Statewide	New Haven	North Stonington	Bloom	
	CT	CT	CT	CT	CT	CT	G	
	New Haven	Hartford	Hartford	Fairfield	New Haven	New London	Hart	
	Ansonia	Plainville	Glastonbury	Greenwich	New Haven	North Stonington	Bloom	
	06401	06062	06033	06830	06501	06359	06C	
Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Single Unit	Ports and Airports	Refuse Hauler	Short Haul - Combination	Short Haul - Combination
Class 8	Class 8	Class 6	Class 5	Class 6	Off-Highway Tractors	Class 8	ACRefrigeration	ACRefrigeration
	1	1	1	1	1	1	4	
1HTSDAAR05653872	1XKDU9X56J119022	1HTMMAAL35H128278	J8DE5J16157900158	JHBNE8JT051S40136	1FVFCFAK14RM86182	1M1AA13Y2WW086684	Trailer: 1UYVS2537CM278004	Trailer: 1UYVS2530CM282606
International	Kenworth	International	GMC	Hine	Freightliner			
4900	T800	4300	W500	268	COE			
1995	2006	2005	2004	2005	2003	1997	2012	2012
1327331	2XS28281	2030906	81106	A10288	HEP44540	ZH2610	NAG91235888	6001084113
IH Navistar	Caterpillar	International	Isuzu	Hine	Caterpillar	Mack	Carrier	Thermo King
DT530E	C12	Maxxforce DT	4HK1TC	J08E-TA	3126	E7366		
1995	1999	2005	2004	2004	2003	1997	2012	2012
230	400	225	215	220	330	350	50	50
7.6	8	7.6	5.19	7.6	7.2	12		
6		6	4	6	6	6		
SNV466D8DARB	XCPXL12.0ERM	5NVXH0466ANA	4SZXH05.23AA	4HMXH07.7JTA	3CPXH0442HBX	VMK728EJDARW		
ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD	ULSD
6835	27000	1025	1400	5000	2600	1150	2400	2400
	125000						3000	3000
37,625	100,000	9232	8000	50000	1400	5403		
702	2184	129	520	30		342	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
\$286,292	\$148,839	\$98,657	\$65,848	\$212,028	\$269,554.00	\$272,205.00	\$949,000	\$949,000
	0				\$12,594.00			
2024	2022	2021	2021	2020	2021	2020	2024	2024
405-510	505	220	215		80KW	400KW		
12.9		5.1	5.19	NA	NA	NA		
6		6	4	NA	NA	NA		
RPCRH12.9M21	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					

The Connecticut Department of Energy and Environmental Protection (DEEP)
DS - 00A00174 - 4
July 1 - Sept. 30, 2024

D- Ryder		Group 20: West Hartford	Group 21: Windsor	Group 22: Winkle-Bus	Group 23: Gateway	Group 24: O&G		Group 25: Sims Metals	
2020		2020	2020	2020	2020	2022 & 2020		2022, 2021, 2020	
Equipment		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	
Field		West Hartford	Windsor	West Haven	Port of New Haven	Bridgeport		Port of New Haven	
T		CT	CT	CT	CT	CT		Connecticut	
ford		Hartford	Hartford	New Haven	New Haven	Fairfield		New Haven	
Field		West Hartford	Windsor	West Haven	New Haven	Torrington		New Haven	
02		06110	06095	06516	06512	06790		06519	
Short-Haul - Combination		Short-Haul - Combination	Agriculture	School-Bus	Ports and Airports	Construction		Ports and Airports	
ACRefrigeration		ACRefrigeration	Agricultural Mowers	Class 7	Off-Highway Tractors	Cement & Mortar Mixers		Other Material Handling Equipment	
		1	1	4	1	2		1	
Trailer: 1UYVS2633CM285306-		Trailer: 1UYVS2637CM285602-	30455-60362	31598-280000129	4UZABRDK39CAC9576	15156BTA643380	10TFAWD2025074561	10TFAEC281S070073	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	92696160-011063	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
50		50	Uncontrolled	Uncontrolled	Tier 1	Tier 1	Tier 1	Tier 1	Tier 2
			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	3DZXL07.1034	
ULSD	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	
4800		4800	NA	NA	40		9028	9604	
				NA	40				
5		5	4	1	4	5	4	4	8
2025		2025	2024	2021	2025	2027	2026	2026	2030
2024		2024	2021	2021	2022	2024	2024	2024	2024
Engine Replacement	Engine Replacement	Vehicle 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	Vehicle Replacement - All Electric	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - Diesel	Vehicle Replacement - All Electric
\$940,000-		\$940,000-	\$24,924.00	\$110,000.00	\$395,750	\$355,517.00	\$323,758.00	\$323,758.00	\$1,326,940.80
					\$196,365				\$82,570.14
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		
Battery Electric		Battery Electric	MYDXL03.3TDA						None
			ULSD		Battery Electric		ULSD	ULSD	Battery Electric
		0							14,890

Group 26: Stamford Uniform		Group 27: Cariati 2023	Group 28: CT DOT
2022, 2020, 2019		2020, 2023	2020
Box Trucks		Dump Trucks	EV Transit Van
Stamford Uniform, Linen, Towel and Napkin LLC		Cariati, LLC	CT Dept.of Transportation
On Highway		On Highway	On Highway
Fairfield County		Statewide in Connecticut	Waterbury, Meriden, Wallingford
Connecticut		Connecticut	Connecticut
Fairfield		Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven and Middlesex	New Haven
Bridgeport		Meriden	Waterbury, Meriden, Wallingford
06608		06451	06702, 06450, 06492
Short Haul - Single Unit		Short Haul - Single Unit	on-road
Class 5	Class 6	Class 8	Class 7 Transit Bus
1	1	3	1
5PVNE8JT0E4S55911	JALE5W167K7900237	1HTSDPPR2PH483007 1HTSDPPR0PH483093 1HTSDPPR2PH537509	5FYD4FV1X5C028243
Hino	Isuzu	International	New Flyer
268	NPR	4000 SER	XD40
2013	2018	1993	2005
DHMXH077JVC	8983963520	11665025, 664786, 50675555	45610105
Hino	Isuzu	Navistar	Cummins
JO8E	4HK1-TC	DT466, DT4665	ISL280
2013	2018	1993	2005
220	210	230	206-395
7.7 L	5.2 L	466 cu. In.	
6	4	8	6
EHMXH07.7JVB or EHMXH07.7JVC	JSZXD03.03FA	PNV466D8DARB or PNV466D8DATB	5CEXH0505CAW
ULSD	ULSD	ULSD	ULSD
90,000	45,000	6738, 6890, 6715	6570
45,000	40,000	37,015, 39,254, 36,487	35,959
750	750	702	340
17	22	5, 6, 5	
2039	2044	2029, 2030, 2029	2025
2024	2024	2025	2024
Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement
Vehicle Replacement - All Electric	Vehicle Replacement - All Electric	Vehicle Replacement - Diesel	Vehicle Replacement - All-Electric
\$412,177.11	\$396,977.55	319,644.00	\$159,729.00
\$6,381.00	\$6,381.00		
2024	2024	2024	2024
355	355		198 kW
Battery Electric	Battery Electric		
90,000	45,000		

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 4
Reporting Period	April 1 - June 30, 2025

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:	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 4
Reporting Period	April 1 - June 30, 2025

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:	1.2 <= size <2.5
	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:	1.2 <= size <2.5
	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:	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-4
Reporting Period	October 1 - December 31, 2024

Fleet Information		Group 1: Seaview Fisheries
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020-DEPA Option
	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:	06460
	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:	1.2 <= size <2.5
	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 - Diesel
	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:	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-4
Reporting Period	April 1 - June 30, 2025

Fleet Information		Group 1: FV Susan
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020 DERA Option
	Name of Vessel:	FV Susan
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	FV Susan
	Fleet Owner:	William 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:	0.9 <= size < 1.2
	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:	\$56,143
	Upgrade Labor Cost Per Unit:	\$33,084.23
	New Engine Model Year:	2023
	New Engine Tier:	Tier 3
	New Engine Horsepower:	315
	New Engine Cylinder Displacement:	0.9 <= size < 1.2
	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

Note: Each Vessel should be entered on a separate tab (e.g. Marine Vessel #1, Marine Vessel #2, etc). Please copy and create new tabs as needed. Similar engines may be grouped together or entered as separate engine groups. Auxiliary engines and propulsion engines must be entered as separate engine groups.

Instructions / Units		
		CURRENT VEHICLE INFORMATION
Per Vessel		
Per Vessel		
Number of engines in group		
Liters per cylinder per engine		
Per engine		
Liters per engine		
If unregulated, then NA		
Gallons per year per engine		
Hours per year per engine		
Years; Total number of years of engine life remaining at time of upgrade action		
Year in which engines would normally be retired/sold by the fleet owner if not for the grant		
		ADDITIONAL INFORMATION

	NEW VEHICLE/UPGRADE II
Per engine	
Liters per cylinder	
Per engine	
Liters per engine	
Gallons per year per engine	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-4
Reporting Period	April 1 - June 30, 2025

Fleet Information	Group 1: Capt. John's Sport Fishing
Fiscal Year of EPA Funds Used:	2020 DERA Option
Name of Vessel:	<i>FV Sunbeam IV</i>
Total # of Propulsion Engines	1
Total # of Auxiliary Engines	0
Vehicle Or Engine Group Name:	FV Sunbeam IV
Fleet Owner:	Robert Wadsworth
Application:	Commercial Fishing
Primary Place of Performance	Long Island Sound
- State(s):	Connecticut
- County:	New London
- City:	Waterford
- Zip Code:	06385
Engine Group Type:	propulsion
Quantity:	1
Engine Serial Number(s) :	8VFO73349
Engine Make:	Detroit
Engine Model:	BV92N
Engine Model Year:	1981
Engine Tier:	0
Engine Horsepower:	450
Engine Cylinder Displacement:	5.0<= size <15.0
Engine Number of Cylinders:	8
Engine Total Displacement:	12,1 Liters
Engine Family Name:	NA
Engine Fuel Type:	ULSD
Annual Amount of Fuel Used:	3760
Annual Usage Rate:	1080
Remaining Life:	3
Normal Attrition Year:	2026
Year of Upgrade Action:	2024
Upgrade Type:	Engine Replacement
Upgrade:	Engine Replacement - Diesel
Upgrade Cost Per Unit:	\$151,910
Upgrade Labor Cost Per Unit:	

New Engine Model Year:	2024
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:	8.9 liters
New Engine Family Name:	PCEXN08.9AAB
New Engine Fuel Type:	ULSD
Annual Diesel Gallons Reduced:	0

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

[illegible]

DUPS

[illegible]

[illegible]



July 30, 2025

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

Re: Fifteenth Quarterly Report on the FY 2021-2022 State DERA Grant, Connecticut
DS 00A00773 - 5

Dear Ms. Maiti:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its fifteenth quarterly report for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00773 - 5. This report covers work performed between April 1 and June 30, 2025, on the Connecticut Clean Diesel Program. In this quarter, DEEP prepared and reviewed a D-4 submission for the selected FY2023 grantees. DEEP completed the review of two applications for year two of the FY2023-2024 State DERA Program; due to some eligibility issues, DEEP requested a revised application from one of the applicants. That application is still under internal review. During this reporting quarter:

- Reimbursement request documents for the Connecticut Department of Transportation's EV transit van project were compiled and are under internal review;
- Stamford Uniform, Linen, Towel and Napkin LLC is working with a vendor with the intention of completing the project in the next quarter;
- DEEP revised workplans to meet EPA standards and for possible extension requests; and
- DEEP continued drafting implementation documents for the FY2023 grants.

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,

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

cc: Laura Berman

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

Grant Recipient	CT Dept. of Energy & Environmental Protection
Project Period of Performance	October 1, 2021 - September 30, 2025
Grant Number	DS 00A00773-5
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	\$ 968,752
Federal (EPA) Funds Remaining	\$ 80,222

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

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

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	\$ 82,933	\$ -	\$ -	\$ -	\$ 82,934	\$ 14,373	\$ -	\$ -	\$ -	\$ 14,372
Fringe Benefits	\$ 93,352	\$ -	\$ -	\$ -	\$ 93,352	\$ 70,742	\$ -	\$ -	\$ -	\$ 70,742	\$ 22,610	\$ -	\$ -	\$ -	\$ 22,610
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 785,003	\$ 2,326,859	\$ 410,388	\$ -	\$ 3,522,250	\$ (785,003)	\$ (2,326,859)	\$ (410,388)	\$ -	\$ (3,522,250)
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	\$ 938,678	\$ 2,326,859	\$ 410,388	\$ -	\$ 3,675,926	\$ 74,539	\$ (2,326,859)	\$ 295,282	\$ -	\$ (1,957,039)
Indirect Charges	\$ 35,757	\$ -	\$ -	\$ -	\$ 35,757	\$ 30,074	\$ -	\$ -	\$ -	\$ 30,074	\$ 5,683	\$ -	\$ -	\$ -	\$ 5,683
TOTALS	\$ 1,048,974	\$ -	\$ 705,670	\$ -	\$ 1,754,644	\$ 968,752	\$ 2,326,859	\$ 410,388	\$ -	\$ 3,706,000	\$ 80,222	\$ (2,326,859)	\$ 295,282	\$ -	\$ (1,951,356)

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	\$ 33,629	\$ -	\$ -	\$ -	\$ 33,630
Fringe Benefits	\$ 21,180	\$ -	\$ -	\$ -	\$ 21,180	\$ 22,385	\$ -	\$ -	\$ -	\$ 22,385	\$ 27,177	\$ -	\$ -	\$ -	\$ 27,177
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,091	\$ 400,093	\$ 317,256	\$ -	\$ 846,440
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 44,390	\$ -	\$ -	\$ -	\$ 44,390	\$ 48,479	\$ -	\$ -	\$ -	\$ 48,479	\$ 189,897	\$ 400,093	\$ 317,256	\$ -	\$ 907,247
Indirect Charges	\$ 8,484	\$ -	\$ -	\$ -	\$ 8,484	\$ 9,171	\$ -	\$ -	\$ -	\$ 9,171	\$ 12,419	\$ -	\$ -	\$ -	\$ 12,419
TOTALS	\$ 52,874	\$ -	\$ -	\$ -	\$ 52,874	\$ 57,650	\$ -	\$ -	\$ -	\$ 57,650	\$ 202,316	\$ 400,093	\$ 317,256	\$ -	\$ 919,666

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	\$ 655,912	\$ 1,926,766	\$ 93,132	\$ -	\$ 2,675,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 655,912	\$ 1,926,766	\$ 93,132	\$ -	\$ 2,675,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ 655,912	\$ 1,926,766	\$ 93,132	\$ -	\$ 2,675,810	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Grant Recipient	Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 1	\$ 52,874
Grant Number	DS 00A00773-5	Project Reporting Period	Apr. to Jun. 2024
Project Title	2022 Connecticut Clean Diesel Grant Program		

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 this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel					\$ -					\$ -
Fringe Benefits					\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges					\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
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: • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the FV American Dream with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the FV Joseph Julius with an EMY 2021 or 2022 John Deere or comparable EPA certified Tier 3 diesel-powered equivalent.	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the 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
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Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				DEEP began working with the grantees to draft Scopes of Work, Purchase Requisitions, and the DERA Option D-4 form for the selected projects. DEEP prepared and submitted a workplan revision for projects selected to receive funds from the Enfield project. DEEP also submitted an extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				Enfield's EV refuse truck was removed. Four Tier 3 marine engines and one diesel school bus were added. The school bus proposal was for diesel-to-gasoline, but gasoline school buses were no longer available.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				No rebates or subawards were awarded in this reporting period.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?				Projects with approved SOWs are on schedule. With three new grants awarded in the third quarter, two of them marine repowers that should be done in the off-season, It likely that some extensions may be required.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				No cost shares are being reported in the fourth quarter.
Have there been any major personnel changes during this reporting period?				One member of the grants management team left the agency in the fourth quarter; a replacement was hired early in the fifth quarter.
Did any public relations events regarding this grant take place during the reporting period?				Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bilateral Infrastructure Bill Clean School Bus Incentive program. DEEP has also shared information about such informational webinars with interested parties in Connecticut.
Are you using websites or other tools used to relay information about this grant to the public?				DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home . DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/ .
What project activities are planned for the next reporting period?				In the fifth quarter, DEEP will launch its 2022 State DERA solicitation, present a webinar on the subject and begin project selection. DEEP will continue working with 2021 recipients to develop scopes of work, contracts and purchase orders for implementing the projects.
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				
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Summaries of results of reviews of financial and programmatic reports.				DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.				
Environmental results the subrecipient achieved				
Summaries of audit findings and related pass-through entity management decisions				
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance				

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

Grant Recipient	Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 2	\$ 57,650
Grant Number	DS 00A00773-5	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 Oct. to Dec. 2022				Total Project Cost	Quarter 2 Jan. to Mar. 2023				Total Project Cost
		Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period			Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		
				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 Apr. to Jun. 2023				Total Project Cost	Quarter 4 Jul. to Sep. 2023				Total Project Cost
		Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period			Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		
				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	\$ -	\$ -	\$ -	\$ 19,280	\$ 12,400	\$ -	\$ -	\$ -	\$ 12,400	
Indirect Charges	\$ 3,569				\$ 3,569	\$ 2,498				\$ 2,498	
TOTALS	\$ 22,849	\$ -	\$ -	\$ -	\$ 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 Metal): A grant of \$607,400.10, awarded to Sims Metal, 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 Metal 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: • 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	• 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.

4. Year 2

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 "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/	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/	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/	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/
What project activities are planned for the next reporting period?	In the 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 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 Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	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 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
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	\$ 202,316
Grant Number	DS 00A00773-5	Project Reporting Period	Jul. to Sep. 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 Oct. to Dec. 2023					Quarter 2 Jan. to Mar. 2024				
	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	\$ 400,093	\$ 68,841		\$ 598,025
Other					\$ -					\$ -
Direct Cost Total	\$ 12,982	\$ -	\$ -	\$ -	\$ 12,982	\$ 135,677	\$ 400,093	\$ 68,841	\$ -	\$ 604,611
Indirect Charges	\$ 2,666				\$ 2,666	\$ 1,324				\$ 1,324
TOTALS	\$ 15,648	\$ -	\$ -	\$ -	\$ 15,648	\$ 137,002	\$ 400,093	\$ 68,841	\$ -	\$ 605,935

Financial Summary	Quarter 3 Apr. to Jun. 2024					Quarter 4 Jul. to Sep. 2024				
	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	\$ 9,932				\$ 9,932
Fringe Benefits	\$ 10,856				\$ 10,856	\$ 7,559				\$ 7,559
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual	\$ -				\$ -			\$ 248,415		\$ 248,415
Other					\$ -					\$ -
Direct Cost Total	\$ 23,747	\$ -	\$ -	\$ -	\$ 23,747	\$ 17,491	\$ -	\$ 248,415	\$ -	\$ 265,906
Indirect Charges	\$ 4,761				\$ 4,761	\$ 3,668				\$ 3,668
TOTALS	\$ 28,508	\$ -	\$ -	\$ -	\$ 28,508	\$ 21,158	\$ -	\$ 248,415	\$ -	\$ 269,574

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 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 the updated Grant Agreements arrived August 1, 2024. 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 approval. Award letters were sent out in the twelfth quarter for 2023 State DERA
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 2020 "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	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. Some reimbursement documents have been submitted and reviewed. Additional documents have been requested.
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. \$26,817.93 will come from the 2021 "DERA Option" and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 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 Progress	In the eleventh quarter, DOT's EV charging station was delivered and installed. The vehicle was delivered in September and is being prepped for service. 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 who reviewed and approved the draft. The document is now going through the internal review and approval process at DEEP, which is required before execution.

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	Completed	In the twelfth quarter, the EPA-designated destruction of Gateway's replaced 2001 model year diesel-powered terminal truck was completed. Reimbursement request documents were submitted and approved. Payment was made by Wilmington Trust (WT) on September 27, 2024. This was not included in the Finance table because the funds were not related to the 2021-22 DERA Grant.
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. \$68,747.01 will come from the 2020 "DERA Option" and \$94,074.65 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	Completed	In the eleventh quarter, O&G's project was completed. In the twelfth quarter, reimbursement request documents were compiled and sent 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	In Progress	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 and partial reimbursement for an engine with a separate reimbursement for installation. It is also considering withdrawal.
2022	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, 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	Completed	In the twelfth quarter, the grantee indicated that the material handler was "seamlessly implemented into the facility's operations and the operators are very happy with the new all-electric machine." The contract was executed on 10/7/2024. Reimbursement documents have been submitted and reviewed. The reimbursement should be completed in the thirteenth quarter.
2022	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen): DEEP is granting a total of \$368,756.87 to Stamford Linen, 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. \$261,167.35 will come from the 2022 "DERA Option," under VW NOx Mitigation Trust Agreement. 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 Progress	In this quarter, Stamford Linen is still working with their vendor to get delivery of the EV trucks. Allegiance Trucks in Hartford reports that several Isuzu NRR EV trucks are currently in production with possible delivery in the first quarter of 2025. Allegiance Trucks supported Stamford Linen's previous report 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. The funds will come from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	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 twelfth quarter, the project was completed, and the boat is operational. Reimbursement documents are being compiled and reviewed for submission to WT.

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. The funds will come from the 2020 and 2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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 has been approved. The project came in under budget so the grant was reduced to \$123,754.71, divided between 2020 (\$54,914.08), and 2021 (\$68,840.63) DERA Option funds. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024. The 2021 funds are listed as DERA Option in the finance table above, the 2020 funds are added to the cost share.
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: - 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	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. These funds are being granted from FY 2021 State DERA allocation and bonus.	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	Completed	The old vehicle was scrapped this quarter and training for the new vehicle was completed. There were some warranty issues that were resolved and the new vehicle is in operation. A press event was held on July 16, 2024. Reimbursement paperwork is being compiled and reviewed with payment anticipated in the thirteenth quarter.
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. The funds will come from the 2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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	Completed	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 submission in July. They were approved by WT and payment was made on August 14, 2024.
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. The funds will come from the 2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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	Completed	Tirollo's new bus arrived at the end of March and the old bus was scrapped on April 5, 2024. Approved reimbursement request documents were submitted to WT in July and payment was made on August 14, 2024. The project came in under budget so the reimbursement was reduced to \$27,967.44.

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 two 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.	DEEP selected projects for the 2023 DERA program and began working on implementation documents. However the delays in securing internal approval of the projects selected for 2023 funding have set back the schedule submitted with the FY 2023-24 Work Plan by about five months. DEEP plans to prepare and submit a revised workplan for the new projects with new projections for the timelines.. DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed and assisting in implementation of ongoing projects selected for 2020 DERA Option funding. The D-4 package for the 2022 DERA Option projects is being revised to eliminate projects being funded by 2020 and 2021 DERA Option funds.
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.	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 was awarded from 2020 and 2021 VW DERA Option funds; only the 2021 funds are listed above. Hidden Empire Leasing: \$129,091.00 was awarded from 2021 EPA DERA allocation funds	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	Cross Sound Ferry: \$220,448.00 was awarded from 2021 DERA Option funds. Tirollo Bus: \$27,967.44 was awarded from 2021 DERA Option funds. Waterfront Enterprises: \$147,477.51 was awarded from 2020 DERA Option funds. This was not listed in the Finance table because the funds were not from the FY 2021-22 DERA grant.
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.	The delays in securing internal approval of the projects selected for 2023 funding have set back the schedule submitted with the FY 2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Light Duty Zero Emission Vehicle Supply program, and the Clean School Bus program. By committing fewer DERA Option funds and giving up the matching bonus funds, we hope to have fewer DERA projects to manage in the next year.
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.	Mandatory cost shares were provided by the grant recipients.

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.	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.	On July 16, 2024, The City of New Haven held a Press Event to announce their new EV refuse truck: https://www.newhavenindependent.org/article/city_debuts_ets_first_electric_trash_truck . 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. 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 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 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 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 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
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.	In the thirteenth quarter, DEEP will continue to develop SOWs and other implementation documents for the 2023 projects and prepare a workplan revision describing the new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be launching the second year of the State DERA 2023-24 grant program with a webinar and e-mail announcements.
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; 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	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	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	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
Do you have any other comments or feedback?	No	No	No	No

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</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.	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.

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.
FY2022 DERA State Grant	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) and completed contracts for all of the FY2021-2022 approved projects, except for Stamford Linen DEEP is working with Stamford Linen to update their SOW and draft a contract. DEEP requested and received a no-cost extension to September 30, 2025, to allow for completion of the FY2019-2020 and FY2021-2022 State DERA grants. The updated Grant Agreement arrived August 1, 2024. In the fifteenth quarter, DEEP completed a D-4 application for the FY2023 projects, to submit to WT once the projects have been approved. DEEP continued to evaluate FY2024 applicanttions, working with one applicant to resolve eligibility issues. DEEP began working with grantees on SOWs for the FY2023 graants. The SOW was executed for the one remaining project scheduled to receive DERA Option Funding from the FY2020 Grant Agreement, DS 00A00174-4. DEEP drafted a revised workplan for the FY2021-22 grant to submit for an extension to use leftover funds for FY2024 projects. The FY2023-24 workplan was also revised. The updates included descriptions of the selected projects, which were not avaiable when the original workplans were submitted,
FY2022 DERA State Grant	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 FY2020 “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.	Completed	Completed	Completed		The repower for Captain John's was completed in the spring of 2024. Sea trials were successfully completed and the vessel is in operation. The reimbursement documents were approved internally and submitted to WT on January 27, 2025. WT approved the reimbursement on February 11, 2025.

FY2022 DERA State Grant	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. \$26,817.93 will come from the 2021 “DERA Option” and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 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.	Completed	Completed	Completed	In the eleventh quarter, DOT's EV charging station was delivered and installed. The vehicle was delivered in September of 2024 and has been put into service. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project. The document was executed on October 25, 2024. The project has been completed and reimbursement documents for both EPA DERA Allocation and DERA Option funds have been submitted and compiled. The package is currently under internal review at DEEP.
FY2022 DERA State Grant	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 FY2020 “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.	Completed	Completed	Completed	In the twelfth quarter, the EPA-designated destruction of Gateway's replaced 2001 model year diesel-powered terminal truck was completed. Reimbursement request documents were submitted and approved. Payment was made by Wilmington Trust (WT) on September 27, 2024. Because this project came in under budget, the reimbursement was reduced to \$147,477.51.
FY2022 DERA State Grant	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. \$68,747.01 will come from the FY2020 "DERA Option" and \$94,074.65 will come from the FY2022 “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.	Completed	Completed	Completed	In the eleventh quarter, O&G's project was completed. In the twelfth quarter, reimbursement request documents were compiled and sent for internal review. The reimbursement request was submitted to WT in the fourteenth quarter. The project came in under budget so the amount drawn from the FY2022 DERA Option funds was reduced to \$93,131.99 while the portion from the FY2020 DERA Option remained the same, at \$68,747.01. WT approved the reimbursement of \$161,879.00 on March 19, 2025.
FY2022 DERA State Grant	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.	Not Yet Started			Seaview experienced inflation-related financial challenges and, after considering options to allow it to remain in the program, Seaview requested withdrawal from the program via e-mail in the twelfth quarter, on October 7, 2024.

FY2022 DERA State Grant	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, 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 FY2020 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY2021 and FY2022 State DERA allocations and bonuses.	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.	Completed	Completed	Completed	In the thirteenth quaqrter, reimbursement documents were compiled, reviewed and submitted to DEEP and to WT. Payment of \$192,092.55 in FY2020 DERA Option funds was received from WT on December 9, 2024; this was not added to the cost share in the financial report since it was not a part of the 2021-22 DERA grant. A separate payment of \$415,307.55 was made from FY2021 and 2022 State DERA allocations and bonuses. The grantee reported that the material handler was "seamlessly implemented into the facility's operations and the operators are very happy with the new all-electric machine."
FY2022 DERA State Grant	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen): DEEP is granting a total of \$368,756.87 to Stamford Linen, 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. \$261,167.35 will come from the FY2022 "DERA Option," under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 is being granted from FY2019 and FY2020 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	Stamford Linen had previously experienced some delays due to the fact that most of the inventory was being sent to California. In this quarter, the grantee is finally able to seciure the promise of delivery of the trucks. They have updated pricing for the vehicles and charging stations, but are awaiting written quotes for the installation costs. They have selected the vendors. The grantee is debating whether to expand the scope of the project to three trucks rather than two.
FY2022 DERA State Grant	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. The funds will come from the FY2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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.	Completed	Completed	Completed	In the eleventh quarter, the project was completed, and the <i>FV Susan</i> was operational. Reimbursement documents were compiled and reviewed internally before submission to WT. The reimbursement request for FY2020 DERA Option funds was submitted to WT and reimbursed on December 9, 2024. The project came in under budget so the award was reduced to \$35,690.89. This was not included in the financial report because the funds were not related to the FY2021-22 DERA grant.
FY2021 DERA State Grant	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. The funds will come from the FY2020 and FY2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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	F & G Recycling's Request for Payment Form was submitted on June 30, 2023; review has been completed and the package has been approved. The project came in under budget so the grant was reduced to \$123,754.71, divided between FY2020 and FY2021 DERA Option funds. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024.

FY2021 DERA State Grant	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in FY2021 State DERA allocation funds for the scrappage and replacement of: • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the <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.
FY2021 DERA State Grant	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. These funds are being granted from FY2021 State DERA allocation and bonus.	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.	Completed	Completed	Completed		The old vehicle was scrapped in the twelfth quarter and training for the new vehicle was completed. There were some warranty issues that were resolved and the new vehicle is in operation. A press event was held on July 16, 2024. Reimbursement paperwork was compiled, reviewed, and approved. Payment of \$240,604.00, from FY2021 EPA DERA funds was made on December 31, 2024.
FY2021 DERA State Grant	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. The funds will come from the FY2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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.	Completed	Completed	Completed		Work on the <i>M/V Mary Ellen</i> was completed and the vessel returned to service in mid-January 2024. Reimbursement request documents for FY2020 VW DERA Option funds were reviewed and approved by DEEP. WT submission documents were prepared and approved for submission in July. They were approved by WT and payment was made on August 14, 2024.
FY2021 DERA State Grant	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.
FY2021 DERA State Grant	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. The funds will come from the FY2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	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.	Completed	Completed	Completed		Tirollo's new bus arrived at the end of March 2024 and the old bus was scrapped on April 5, 2024. Approved reimbursement request documents were submitted to WT in July and payment was made on August 14, 2024. The project came in under budget so the reimbursement was reduced to \$27,967.44.

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.	After long delays in securing internal approval for the 2023 DERA selections, DEEP has continued working on implementation documents for the projects selected for the 2023 DERA program. DEEP plans to prepare and submit a revised workplan for the new projects with new projections for the timelines in the fourteenth quarter. DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects, along with reimbursement requests. That effort includes assisting in implementation of ongoing projects selected in 2022 to receive 2020 DERA Option funding. The D-4 package for the 2022 DERA Option projects has been revised to eliminate projects being funded by 2020 and 2021 DERA Option funds; the revision has been submitted to WT and is awaiting approval.	After long delays in securing internal approval for the 2023 DERA selections, DEEP has continued working on implementation documents for the projects selected for the FY2023 DERA program. DEEP prepared and submitted a revised workplan for the new projects with new projections for the timelines in the fourteenth quarter. DEEP has executed contracts and other implementation documents for the FY 2021-2022 projects, along with some reimbursement requests. That effort includes assisting in implementation of ongoing projects selected in 2022 to receive FY2020 DERA Option funding. The D-4 package for the FY2022 DERA Option projects was revised to eliminate projects being funded by FY2020 and FY2021 DERA Option funds; the revision was submitted to WT and approved February 24, 2025.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. DEEP continues to work with FY2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY2023-24 Work Plan has been set back by about one to two months. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan by an additional three months. Workplans are being revised to meet new EPA standards and to submit if extensions are required.	
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.	

Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	Sims Metal: \$192,092.55 was awarded from 2020 VW DERA Option funds and \$415,307.55 was awarded from 2021 and 2022 EPA DERA allocation funds. The 2020 funds were added to the cost share in the financial table above so that the total project cost would be accurate. Fishing Vessel Susan LLC: \$35,690.89 was awarded from 2020 VW DERA Option funds, which are in the FY2020 grant quarterly report and not reported above.	City of New Haven (New Haven): DEEP granted \$240,604.00 in FY2021 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. These funds are being granted from FY2021 State DERA allocation and bonus. Captain John's: A grant of \$60,340.39 was awarded from the FY2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement. These funds are in the FY2020 grant quarterly report and not reported above. O&G: DEEP granted \$68,747.01 from the FY2020 "DERA Option" and \$93,131.99 from the FY2022 "DERA Option" under VW NOx Mitigation Trust Agreement. The FY2020 funds were added to the cost share in the financial table above so that the total project cost would be accurate.	No rebates or subawards were awarded during 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?	The delays in securing internal approval of the projects selected for FY2023 funding have set back the schedule submitted with the FY2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Light-Duty Electric Vehicle Charging Infrastructure Program (EVSE) program, and the Clean School Bus program. By committing fewer DERA Option funds and giving up the matching bonus funds, we hope to have fewer DERA projects to manage in the FY2024 program. Stamford Linen is still trying to find a vendor that can deliver the electric trucks to Connecticut.	The delays in securing internal approval of the projects selected for FY2023 funding have set back the schedule submitted with the FY2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Electric Vehicle Supply Equipment (EVSE) Round 1 program, and the Clean School Bus program. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. Stamford Linen appears to have found a vendor that can deliver the electric trucks to Connecticut.	The delays in securing internal approval of the projects selected for FY2023 funding have set back the schedule submitted with the FY2023-24 Work Plan by about five months. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. Some of these projects are to be covered by funds rolled over from the FY2021-22 grant and will require an extension request. Stamford Linen appears to have found a vendor that can deliver the electric trucks to Connecticut. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan by an additional three months.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	Mandatory cost shares were provided by the grant recipients.	Mandatory cost shares were provided by the grant recipients.	Mandatory cost shares were provided by the grant recipients.	

Have there been any major personnel changes during this reporting period?	No changes in staffing have occurred in this quarter.	No changes in staffing have occurred in this quarter.	No changes in staffing have occurred in this 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 EPA's Grant programs. DEEP has also attended and participated in informational exchanges with OTC and NACAA Mobile Sources groups. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	On January 9, 2025, DEEP launched its FY2024 State DERA Program with a mass e-mailing, agency press release, and a webinar describing the program. 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 Grant programs. DEEP has also attended and participated in informational exchanges with OTC and NACAA Mobile Sources groups. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	No dedicated public relations events occurred during this reporting period.	
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 maintains a website for Diesel 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. 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 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 the "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive	
What project activities are planned for the next reporting period?	In the fourteenth quarter, DEEP will continue to develop SOWs and other implementation documents for the 2023 funded projects and prepare a workplan revision describing the new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be reviewing proposals submitted for the second year of the State DERA 2023-24 grant program.	In the fifteenth quarter, DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The D-4 for the FY2023 projects will be completed and submitted to WT. DEEP will continue working with FY2021 and FY2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be selecting and approving proposals submitted for the second year of the State DERA FY2023-24 grant program. A workplan revision and D-4 application will be developed for submission to Region 1 and WT.	In the sixteenth quarter, DEEP will announce the recipients of the FY2024 State DERA grants. DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The D-4 for the FY2023 projects will be submitted to WT and the FY2024 D-4 documents will be prepared. DEEP will continue working with FY2021 and FY2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Workplan revisions will be developed for submission to Region 1.	

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 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 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	
Do you have any other comments or feedback?	No	No	No	

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.	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 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 00A00773-5 FY 2022 Connecticut Clean Diesel Grant Program							Number of Fleets Total # of All Vehicles			
	Fleet Information	Example	Group 1		Group 2			Group 3	Group 4		
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	FY2021 DERA State Grant		
CURRENT											
Basic Fleet Information	Group Name:	Sample	F & G Recycling, LLC		Joseph Julius Propulsion	Joseph Julius Auxiliary	American Dream Auxiliary	City of New Haven		Cross Sound Ferry Repower	
	Fleet Owner:	Sarah	USA Hauling & Recycling, Inc.		Hidden Empire Leasing, LLC			City of New Haven		Cross Sound Ferry Services, Inc.	
	Publicly or Privately Owned?:	Publicly	Privately		Privately			Publicly		Privately	
	Place of Performance										
	- State(s):	Arizona	Connecticut		Connecticut			Connecticut		Connecticut	
	- County(s):	Maricopa	New Haven		New Haven, New London, Fairfield (Long Island Sound (LIS) & Naugatuck River)			New Haven		New London (LIS)	
	- City(s):	Phoenix	Waterbury		Milford			New Haven		New London	
	- Zip Code(s):	85308; 85306	06708		06460			06513		06320	
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%					100%		50%	
	Equipment Type:	Onroad	Nonroad		Marine Vessels	Marine Vessels	Marine Vessels	Onroad		Marine Vessels	
	Target Fleet:	Transit Bus	Terminal Tractor		Marine - Propulsion	Marine - Auxiliary	Marine - Auxiliary	Refuse Hauler		Marine - Auxiliary	
	Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8					Class 8			
	Vehicle or Engine Group Sector:	Municipal	Industrial					Municipal		Port	
	Vocation (on-highway, short-haul, and marine only):	Other	Refuse Hauler		Fishing Vessel	Fishing Vessel	Fishing Vessel	Refuse Hauler		Ferry Vessel	
Quantity (number of vehicles in group):	4	1		2			1		1		
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4LMBB21135L017D00		CTZ05538D303	CTZ05538D303	CTZ049901097	1CYCEL584BT050026		N/A	
	Vehicle Make:	Ford	CAPACITY					Crane Carrier		Ferry (M/V Mary Ellen)	
	Vehicle Model:	Taurus	TJ5000					Low Entry		N/A	
	Baseline Vehicle Model Year:	1995	2005					1981		N/A	
Current Engine Information	Engine Serial Number(s) :	4548154	4653556		RG6081A137207	T04045D875261	949614	73238846	75Z01377	75Z01364	
	Engine Make:	ABC	Cummins		John Deere	John Deere	Isuzu	Cummins	Caterpillar	Caterpillar	
	Engine Model:	ABC	B5.9-173c		6081AFM01	4045DM	4BD1	ISL9 345	3406	3406	
	Engine Model Year:	1995	2005		2001	2001	1997	2011	1983	1983	
	Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Tier 1		Uncontrolled	Uncontrolled	Uncontrolled		Uncontrolled	Uncontrolled	
	Tier 4 Standards (Tier 4 only):	N/A									
	Engine After-Treatment Technology (Tier 4 nonroad only):	No DPF, Yes SCR									
	Engine Horsepower:	660	173		375	100	120	450	275	275	
	Engine Cylinder Displacement (liters/cylinder; marine only):	5.0 <= size <15.0			1.2 <= size <2.5	0.9 <= size <1.2	0.9 <= size <1.2		1.2 <= size <2.5	1.2 <= size <2.5	
	Engine Number of Cylinders (# of cylinders per engine; marine only):	N/A	6		6	4	4	N/A		6	
	Engine Total Displacement (liters per engine; marine only):	N/A			8.1	4.5	3.856	N/A		14.64	
	Engine Family Name (if unregulated, then NA):	N/A	5CEXL0359A__		1JDXL08.10__	1JDXL04.5025 or 28	VSZ3.9C6DARA	BCEXH0540LAQ	NA	NA	
	Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)		ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	
	Total # of Propulsion Engines (per vessel; marine only):	N/A			1			N/A	0	0	
	Total # of Auxiliary Engines (per vessel; marine only):	N/A				1	1	N/A	3	3	

Grant Recipient	CT Dept. of Energy & Environmental Protection					Number of Fleets			
Program FY	FY2021 DERA State Grant					Total # of All Vehicles			
Grant Number	DS 00A00773-5								
Project Title	FY 2022 Connecticut Clean Diesel Grant Program								
Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	2600	16000	4000	6000	4264	23,000	23,000
	Annual Usage Hours (hours per year per engine; includes idling hours; nonroad, locomotive, and marine only)	3000	1400	2000	2000	2000	N/A	1,600	1,600
	Annual Miles Traveled (miles per vehicle; on-highway only):	12000	NA				9620	NA	NA
	Annual Idling Hours (hours per engine; on-highway only):	1500	NA				520	NA	NA
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	NA				N/A	NA	NA
	Remaining Life of Baseline Engine/Vehicle (years per engine; total # of years of engine life remaining at time of upgrade action):	3	5	15	20	15	10	10	10
NEW VEHICLE									
Upgrade Information	Year of Upgrade Action:	2018	2022		2023		2023		2023
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement		Engine Replacement		Engine Replacement		Engine 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)
	Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8					Class 8	
	VIN for New Vehicle(s)	1234567890ABCDE	DKXX23-004718					N/A	N/A
	Total Cost Per Unit (equipment plus labor):	\$ 175,000.00	\$ 275,010	\$ 275,010	\$ 128,038	\$ 97,116	\$ 97,116	\$ 618,782	\$605,455.18
	Upgrade Equipment Cost only Per Unit:	\$ 150,000.00	\$ 275,010.47	\$ 275,010.47	\$ 54,249.00	\$ 23,327.00	\$ 23,327.00	\$ 618,010.15	\$261,605.05
	Upgrade Labor Cost only Per Unit:	\$ 25,000.00			\$ 73,789.33	\$ 73,789.33	\$ 73,789.33	\$ 771.54	\$343,850.13
	Total Federal Funds Expended Per Unit (\$ of Total Cost per Unit):	\$ 50,000.00	\$ -	\$ -	\$ 51,215.20	\$ 38,846.40	\$ 38,846.40	\$ 240,604.00	\$0.00
	Federal Cost Share Expended Per Unit (% of Total Cost per Unit):	29%	0%	0%	40%	40%	40%	39%	0%
New Engine Information	New Engine Model Year:	2018	2023		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					N/A		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					520		N/A
	New Annual Hoteling Hours (hours per vehicle; class 8 long-haul combination only):	N/A					N/A		N/A
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	0		2000		2000		2000

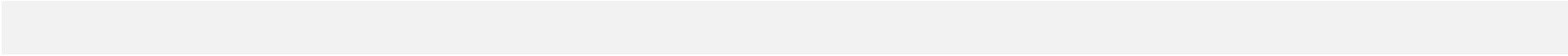
6 10	

	Group 5	Group 6	Group 7	Group 8			Group 9	Group 10	
	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2022 DERA State Grant	FY2022 DERA State Grant	FY2021 DERA State Grant	FY2020 DERA State Grant	FY2020 DERA State Grant	FY2022 DERA State Grant	FY2020 DERA State Grant
	Empire Fisheries	Tirollo Bus Company, LLC	Repower <i>FV Sunbeam IV</i>	EV Transit Van			EV Terminal Tractor	2 Concrete Mixers	
	Joe's Boathouse, LLC	Tirollo Bus Company, LLC	Captain John's Sport Fishing Center, Inc.	Connecticut Department of Transportation			Waterfront Enterprises, LLC (DBA Gateway Terminal):	O&G Industries, Inc.:	
	Privately	Privately	Privately	Publicly			Privately	Privately	
	Connecticut	Connecticut	Connecticut	Connecticut			Connecticut	Connecticut	
	New Haven, New London, Fairfield (LIS & Quinnipiac River)	New Haven & Fairfield	Waterford, Niantic, Niantic River, Long Island Sound	Waterbury, Meriden, Wallingford			Port of New Haven	Bridgeport and surrounding area	
	Milford	Orange	Waterford	Waterbury, Meriden, Wallingford			New Haven	Fairfield	
	06460	06477	06385	06702, 06450, 06492			06512	06605	
		100%	100%	80%			100%	80%	
	Marine Vessels	Onroad	Marine Vessels	Onroad			Nonroad	Onroad	
	Marine - Auxiliary	School Bus	Marine - Propulsion	Transit Bus			Terminal Tractor	Cement & Mortar Mixer	
		Class 8		Class 7				Class 8	
		School Bus		Transit			Port	Construction	
	Fishing Vessel		Fishing Vessel						
	4	1	1	1			1	1	
	DUJ08531C595	4UZABRDKX 8CZ46756 Freightliner	1034431	5FYD4FVIX5C028243			15156BTA643380	10TFAWD2025074561	10TFAEC281S07073
				New Flyer			Tico	Oshkosh	Oshkosh
				XD40			Pro-Spotter Off-Road	S2346	S2346
		2008		2005			2001	2002	2001
75Z01380	70620	926961S000461	08VF073349	45610105			46108462	2KS76687	3CS18967
Caterpillar	Isuzu	Mercedes	Detroit	Cummins			Cummins	Caterpillar	Caterpillar
3406	4BG4	GM926LA	892N	ISL280			6BTA	C12	C10
1983	1993	2008	1981	2005			2001	2002	2001
Uncontrolled			Uncontrolled				Tier 1	Tier 1	Tier 1
275	90	205	400	206-395			173	335	335
1.2 <= size <2.5	0.9 <= size <1.2		1.2 <= size <2.5						
	4	6	6	6			6	6	6
	4		9						
NA		8DDXH07.2DJA or JC		5CEXH0505CAW			1CEXA0359BA_	1CPXH0729ERK	1CPXH0729ERK
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)			ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
0			1						
3	4								

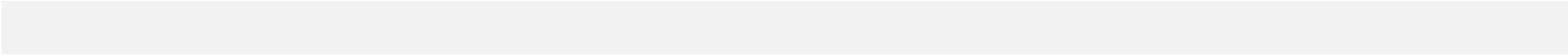
Country	Number of People
United Kingdom	10
United States	6

23,000	4000	3000	3760	6570			2530	3182.8	4621.3
1,600	2000		1080			575			
NA		18000		35959					
NA		200		340					
NA									
10	12	3	3	3			5	4	4

2023	2023	2024	2023	2023			2023	2023	
Engine Replacement	Engine Replacement	Vehicle Replacement	Engine Replacement	Vehicle Replacement			Vehicle Replacement	Vehicle Replacement	
Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Vehicle Replacement - All-Electric			Vehicle Replacement - All-Electric	Vehicle Replacement - B20 (diesel)	
		Class 8		Class 7				Class 8	
N/A									
	\$ 75,135	\$ 111,870	\$ 151,303	\$ 159,729	\$ 159,729	\$ 159,729	\$ 327,728	\$ 647,516	\$ 647,516
	\$ 23,173.00	\$ 111,869.75	\$ 111,923.28	\$ 132,264.00	\$ 132,264.00	\$ 132,264.00	\$ 318,227.82	\$ 647,516.00	\$ 647,516.00
	\$ 51,962.00		\$ 39,380.00	\$ 27,465.00	\$ 27,465.00	\$ 27,465.00	\$ 9,500.00		
	\$ 30,054.00	\$ -	\$ -	\$ 37,466.45	\$ -	\$ -	\$ -	\$ -	\$ -
	40%	0%	0%	23%	0%	0%	0%	0%	0%
2022	2022	2023	2022	2024			2023		
Tier 3	Tier 3		Tier 3						
325		250		198 kW					
N/A									
5.0 <= size <15.0									
9		6.7 Liters							
6		6							
NJDXN09.0154		PCEXHO408BCA							
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)					ULSD (diesel)	ULSD (diesel)
N/A				0					
N/A									
23,000		3000					0		



Group 11		Group 12		Group 13			Group 14	Group 15
FY2020 DERA State Grant		FY2022 DERA State Grant		FY2021 DERA State Grant	FY2020 DERA State Grant	FY2022 DERA State Grant	FY2019 DERA State Grant	FY2020 DERA State Grant
<i>FV Merrick</i> Oyster Boat Repower	EV Scrap Metal Handler			2 EV Delivery Box Trucks			Marine Repower of the <i>FV Susan</i>	
Seaview Fisheries	SMM New England Corp. (DBA Sims Metal)			Stamford Uniform, Linen, Towel and Napkin LLC			FV Susan, LLC	
Privately	Privately			Privately			Privately	
Connecticut	Connecticut			Connecticut			Connecticut	
Milford and Long Island Sound	Port of New Haven			Fairfield County			Niantic & Long Island Sound	
New Haven	New Haven			Fairfield			New London	
06460	06519			06608			06357	
100%	100%			95%			100%	
Marine Vessels	Nonroad			Onroad			Marine Vessels	
Marine - Propulsion	Other Material Handling Equipment			Short Haul - Single Unit			Marine - Propulsion	
				Class 5	Class 6		N/A	
	Port			Freight	Freight			
Fishing Vessel				Delivery	Delivery		Fishing Vessel	
1	1			1	1		1	
	835.0.504			5PVNE8JT0E4S55911	JALE5W167K7900237		SS130023C999	
	Sennebogen			Hino	Isuzu		SouthShore	
	835M			268	NPR		Lobster	
	2004			2013	2018		1989	
2B5512 Arr. 6N1105	906433			DHMXH077JVC	8983963520		T06068T580528	
Caterpillar	Deutz			Hino	Isuzu		John Deere	
3304A	BF6M1013			JO8E	4HK1-TC		Series 300 6.8l	
1975	2004			2013	2018		1998	
Uncontrolled	Tier 2						Uncontrolled	
200	226			220	210		220	
1.2 <= size <2.5	N/A						0.9 <= size <1.2	
4	N/A			6	4		6	
7	N/A			N/A			6.8	
	3DZXL07.1034			EHMXH07.7JVB or EHMXH07.7JVC	JSZXD03.03FA		N/A	
ULSD (diesel)	ULSD (diesel)			ULSD (diesel)	ULSD (diesel)		ULSD (diesel)	
	N/A			N/A	N/A		1	
	N/A			N/A	N/A			



2,400	14,890	90,000	45,000	1,115	
900	1,551	N/A	N/A	550	
	N/A	45000	40000	N/A	
	N/A	750	750	N/A	
	N/A	N/A	N/A	N/A	
3	8	17	22	5	

2023	2024			2024	2024		2024	
Engine Replacement	Vehicle Replacement			Vehicle Replacement	Vehicle Replacement		Engine Replacement	
Engine Replacement - B20 (diesel)	Vehicle Replacement - All-Electric			Vehicle Replacement - All-Electric	Vehicle Replacement - All-Electric		Engine Replacement - B20 (diesel)	
				Class 5	Class 5		N/A	
	850.5.3253						Vehicle was not replaced.	
\$ 55,000	\$ 1,409,511	\$ 1,409,511	\$ 1,409,511	\$ 821,917	\$ 821,917	\$ 821,917	\$ 89,227	\$ -
\$ 45,000.00	\$ 1,326,940.80	\$ 1,326,940.80	\$ 1,326,940.80	\$ 730,419.62	\$ 730,419.62	\$ 730,419.62	\$ 56,143.00	
\$ 10,000.00	\$ 82,570.14	\$ 82,570.14	\$ 82,570.14	\$ 91,497.04	\$ 91,497.04	\$ 91,497.04	\$ 33,084.23	
\$ -	\$ 362,187.55	\$ 53,120.00		\$ -	\$ 63,710.22	\$ 43,879.30		
0%	26%	4%	0%	0%	8%	5%	0%	#DIV/0!
	2023						2023	
							Tier 3	
	250 kW						315	
	N/A			N/A	N/A		N/A	
							0.9 <= size <1.2	
	N/A			N/A	N/A		4.5 L	
	N/A			N/A	N/A		4	
	None						PJDXN04.5172	
ULSD (diesel)	EV			EV	EV		ULSD (diesel)	ULSD (diesel)
	N/A			750		750	N/A	
	N/A			N/A	N/A		N/A	
	0			0		0	8,800	



July 30, 2025

Mr. Luke Sedor Protti
U.S. EPA Region 1
5 Post Office Square
Boston, MA 02109-3912

Re: Seventh Quarterly Report on the FY 2023 State DERA Grant, Connecticut DS-00A01434-2

Dear Mr. Sedor Protti:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its seventh quarterly report for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS-00A01434-2. This report covers work performed between April 1 and June 30, 2025, on the Connecticut Clean Diesel Program. During this reporting period:

- DEEP worked with 2023 State DERA awardees to answer implementation questions and gather reimbursement documentation.
- DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information/proposal revisions.
- DEEP continued to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.

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,

Paul E. Farrell
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 - 2
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	\$		1,037,551	
Total Cost Share Amount	\$		2,726,042	
Total Project Costs (Fed. + Cost Share)	\$		3,763,593	
Federal (EPA) Funds Expended to Date	\$		71,390	
Federal (EPA) Funds Remaining	\$		966,161	

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	\$		398,782	
Total Cost Share Amount	\$		884,079	
Total Voluntary Matching Funds	\$		-	
Total Mandatory Cost Share Amount	\$		884,079	
Total Project Costs (Fed. + Cost Share)	\$		1,282,861	

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	\$ 68,290	\$ -	\$ -	\$ -	\$ 68,290	\$ 33,820	\$ -	\$ -	\$ -	\$ 33,820	\$ 34,470	\$ -	\$ -	\$ -	\$ 34,470
Fringe Benefits	\$ 63,352	\$ -	\$ -	\$ -	\$ 63,352	\$ 25,445	\$ -	\$ -	\$ -	\$ 25,445	\$ 37,907	\$ -	\$ -	\$ -	\$ 37,907
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 881,955	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,997	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 881,955	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,997
Direct Cost Total	\$ 1,013,597	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,739,639	\$ 59,265	\$ -	\$ -	\$ -	\$ 59,265	\$ 954,332	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,680,374
Indirect Charges	\$ 23,954	\$ -	\$ -	\$ -	\$ 23,954	\$ 12,126	\$ -	\$ -	\$ -	\$ 12,125	\$ 11,829	\$ -	\$ -	\$ -	\$ 11,829
TOTALS	\$ 1,037,551	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,763,593	\$ 71,390	\$ -	\$ -	\$ -	\$ 71,390	\$ 966,161	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,692,203

EPA Budget Details by Fiscal Year

Financial Summary	FY2023 State DERA Grant					FY2024 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	\$ 41,593	\$ -	\$ -	\$ -	\$ 41,593	\$ 26,697				\$ 26,697	\$ 68,290	\$ -	\$ -	\$ -	\$ 68,290
Fringe Benefits	\$ 39,805	\$ -	\$ -	\$ -	\$ 39,805	\$ 23,547				\$ 23,547	\$ 63,352	\$ -	\$ -	\$ -	\$ 63,352
Travel	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 542,959	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,384,922	\$ 338,996	\$ 884,079			\$ 1,223,075	\$ 881,955	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,997
Direct Cost Total	\$ 624,357	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,466,320	\$ 389,240	\$ 884,079	\$ -	\$ -	\$ 1,273,319	\$ 1,013,597	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,739,639
Indirect Charges	\$ 14,412	\$ -	\$ -	\$ -	\$ 14,412	\$ 9,542	\$ -	\$ -	\$ -	\$ 9,542	\$ 23,954	\$ -	\$ -	\$ -	\$ 23,954
TOTALS	\$ 638,769	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,480,732	\$ 398,782	\$ 884,079	\$ -	\$ -	\$ 1,282,861	\$ 1,037,551	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,763,593

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	\$ 30,977	\$ -	\$ -	\$ -	\$ 30,977	\$ -	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ 2,780	\$ -	\$ -	\$ -	\$ 2,780	\$ 22,665	\$ -	\$ -	\$ -	\$ 22,665	\$ -	\$ -	\$ -	\$ -	\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 5,623	\$ -	\$ -	\$ -	\$ 5,623	\$ 53,642	\$ -	\$ -	\$ -	\$ 53,642	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 1,050	\$ -	\$ -	\$ -	\$ 1,050	\$ 11,076	\$ -	\$ -	\$ -	\$ 11,076	\$ -	\$ -	\$ -	\$ -	\$ -
TOTALS	\$ 6,673	\$ -	\$ -	\$ -	\$ 6,673	\$ 64,717	\$ -	\$ -	\$ -	\$ 64,717	\$ -	\$ -	\$ -	\$ -	\$ -
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 <i>Financial and Narrative Summary - Year 1</i>

Grant Recipient CT Dept. of Energy & Environmental Protection Grant Number DS - 00A01434 - 2 Project Title Fiscal Year 2023-2026 State Clean Diesel Conversion	<table style="width: 100%;"> <tr> <td style="width: 50%;"> Total Federal Funds Expended: Year 1 Project Reporting Period </td> <td style="width: 50%; text-align: right;"> \$ 6,673 Jul. to Sep. 2024 </td> </tr> </table>	Total Federal Funds Expended: Year 1 Project Reporting Period	\$ 6,673 Jul. to Sep. 2024
Total Federal Funds Expended: Year 1 Project Reporting Period	\$ 6,673 Jul. to Sep. 2024		

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 Oct. to Dec. 2023					Quarter 2 Jan. to Mar. 20244				
	Federal Funds Expended this 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 Apr. to Jun. 2024					Quarter 4 Jul. to Sep. 2024				
	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	In Progress	During this quarter, DEEP sent award letters to 2023 State DERA awardees and worked with them to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP also finalized a press release to announce these awards, but it appears that it was never published. DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. 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

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 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	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.	During this quarter, DEEP sent award letters to 2023 State DERA awardees and worked with them to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP also finalized a press release to announce these awards, but it appears that it was never published. DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two 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)	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.	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.	DEEP has not yet announced awardees for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.	No vehicles in this project have changed from the last quarter.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	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?	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	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.	During this quarter, DEEP sent award letters to 2023 State DERA awardees and worked with them to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP also finalized a press release to announce these awards, but it appears that it was never published. DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months.
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.	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.	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.	No public relations events occurred during this reporting period. DEEP responded to emails from current and prospective applicants.
Are you using websites or other tools used to relay	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 .	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 resources 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 https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive . DEEP's Marketing group also sent information about the 2023 DERA State solicitation to their municipal contacts.	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 .	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 .	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 .
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.	DEEP State DERA Administrative Activities: In the fifth quarter, DEEP will finalize solicitation materials for the 2024 State DERA grants.
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. 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 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 .	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 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 .	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 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 .	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 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 .
Do you have any other comments or feedback?	No other comments or feedback at this time.	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.	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	N/A
Environmental results the subrecipient achieved	N/A	N/A	N/A	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A	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	N/A

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

Grant Recipient	Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 2	\$ 64,717
Grant Number	DS - 00A01434 - 2	Project Reporting Period	Apr. to Jun. 2025
Project Title	Year 2023-2026 State Clean Diesel Grant P		

Table 5. 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 Oct. to Dec. 2024					Quarter 2 Jan. to Mar. 2025				
	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					\$ -	\$ 7,124				\$ 7,124
Fringe Benefits					\$ -	\$ 5,490				\$ 5,490
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Subawards					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total		\$ -	\$ -	\$ -	\$ -	\$ 12,614	\$ -	\$ -	\$ -	\$ 12,614
Indirect Charges					\$ -	\$ 2,550				\$ 2,550
TOTALS		\$ -	\$ -	\$ -	\$ -	\$ 15,165	\$ -	\$ -	\$ -	\$ 15,165
Financial Summary	Quarter 3 Apr. to Jun. 2025					Quarter 4 Please select reporting quarter.				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 23,853				\$ 23,853					\$ -
Fringe Benefits	\$ 17,174				\$ 17,174					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Subawards					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ 41,027	\$ -	\$ -	\$ -	\$ 41,027	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 8,525				\$ 8,525					\$ -
TOTALS	\$ 49,552	\$ -	\$ -	\$ -	\$ 49,552	\$ -	\$ -	\$ -	\$ -	\$ -

Table 6. 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.
FY2023 DERA State Grant	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, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP also completed a D-4 application for the FY2023 projects, to submit to WT once the projects have been approved. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. DEEP also drafted a revised workplan for the FY2021-22 grant to submit for an extension to allow the leftover funds to be used for the 2024 grants. The FY2023-24 workplan was also revised. The updates included descriptions of the selected projects, which were not available when the original workplans were submitted, before the solicitation and selection.
FY2023 DERA State Grant	Cariati Developers, Inc. (Cariati) A grant of \$231,736.03 is being awarded to Cariati for the scrappage and replacement of three EMY 1993 dump trucks with three EMY 2024 diesel equivalents. \$48,339.09 will come from unspent 2020 VW DERA Option funds, and \$183,396.94 will come from 2023 VW DERA Option funds. The grant represents 24.2% of the total project cost (\$958,932.00).	Scrap and replace three EMY 1993 dump trucks with three EMY 2024 diesel equivalents.	Improve air quality and public health in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven, and Middlesex counties.	In Progress	In Progress	Completed		The Scope of Work (SOW) was executed on 11/27/2024. On 12/3/2024, the grantee indicated that the new trucks were ordered. On 3/18/2025, the grantee indicated that one of the new trucks was delivered and the other two will be arriving in the second quarter of 2025. The remaining trucks were delivered in May of 2025 and the grantee has submitted reimbursement documents. These documents are under review by DEEP.

FY2023 DERA State Grant	FlyingConnie Charters LLC (FlyingConnie) A grant of \$44,911.00 is being awarded to FlyingConnie to replace a 2002 diesel-powered Yanmar engine with a Tier 3 Yanmar, diesel-powered equivalent. \$44,911.00 will come from 2023 VW DERA Option funds. The grant represents 40% of the total cost (\$112,277.00) of this marine repower project.	Scrap and replace a 2002 diesel-powered marine engine with a Tier 3 diesel-powered marine equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	The Scope of Work (SOW) was executed on 10/11/2024. On 3/22/2025, the grantee indicated that they were preparing/commissioning FlyingConnie for the 2025 season, which officially runs from 4/25/2025 through 12/1/2025. Work on the repower project will begin at the end of the season, in October/November 2025. The project is expected to be completed in the winter of 2025-26. On 6/19/2025, the grantee confirmed that they are currently fishing every day. Procurement for the engine will begin in the fall.
FY2023 DERA State Grant	Tilcon Connecticut Inc. (Tilcon) A grant of \$143,788.02 is being awarded to Tilcon to replace one 1994 Kenworth tri-axle dump truck with a 2025 Peterbilt 567 dump truck chassis equipped with a 2025 Etnyre Live Bottom body, and for the replacement of one 2006 Terex Advance concrete mixer truck with a 2025 Oshkosh ready mix concrete truck. The new vehicles will operate in environmental justice communities. The dump truck will operate in Hartford County, Middlesex County, and New Haven County; the front discharge mixer will operate in Hartford County, Middlesex County, New Haven County, and New London County. \$143,788.02 will come from 2023 VW DERA Option funds. The grant represents 24.2% of the total project cost (\$595,000.00).	Scrap and replace one 1994 tri-axle dump truck with a 2025 dump truck chassis equipped with a 2025 body, and scrap/replace one 2006 concrete mixer truck with a 2025 ready mix concrete truck.	Improve air quality and public health in Hartford County, Middlesex County, New Haven County, and New London County.	In Progress	In Progress	In Progress	The Scope of Work (SOW) was executed on 1/8/2025. The Peterbilt dump truck has been delivered to Tilcon. The grantee is doing last-minute preparations and waiting on the registration from IRP. The Kenworth dump truck chassis and engine were scrapped 7/2/2025. Payment for the body of the new dump truck is being sent out 7/16/2025. The Oshkosh mixer was delivered and payment was made to the dealer. This vehicle is registered and in service. The concrete mixer truck was scrapped on 5/2/2025. Reimbursement documents are being compiled.
FY2023 DERA State Grant	Bozzuto's Inc (Bozzuto's) A grant of \$309,816.94 was awarded to Bozzuto's to replace two model year (MY) 2008 Kalmar Ottawa diesel-powered yard horses. The vehicles will be replaced with two MY 2024 Orange EV E-Triever electric yard horses. Purchase and installation of EV Supply Equipment (EVSE) is included. The funds were to come from the 2023 DERA allocation. The grant represented 45% of the total cost (\$688,482.08) of this EV project. *The Grantee, however, withdrew from the program after the award. In accordance with past practice and prior approvals by EPA, these funds will be reallocated to projects selected in the 2024 round. This selection process should occur in winter/spring of 2025.	Scrap and replace two model year (MY) 2008 diesel-powered yard horses. The vehicles will be replaced with two MY 2024 electric yard horses. Purchase and installation of EV Supply Equipment (EVSE) is included.	Improve air quality and public health in North Haven and Cheshire, which border environmental justice communities.	Not Yet Started	Not Yet Started	Not Yet Started	Bozzuto's requested withdrawal from the program via email on 12/13/2024.

FY2023 DERA State Grant	City of New Haven (New Haven) A grant of \$290,210.00 was awarded to New Haven to replace one 2012 Isuzu Class 5 refuse vehicle and one 2017 International Class 8 refuse vehicle with a 2024 Crane Carrier Electric Power LET2 class 8 refuse vehicle. \$233,142.06 would have come from 2023 DERA allocation and bonus, and \$57,067.94 would have come from 2023 VW DERA Option funds. The refuse vehicle was intended to operate in New Haven, an environmental justice community. The grant represented 45% of the total cost of this EV project (\$644,933.00). *The Grantee, however, withdrew from the program after the award. In accordance with past practice and prior approvals by EPA, these funds will be reallocated to projects selected in the 2024 round. This selection process should occur in winter/spring of 2025.	Scrap and replace one 2012 Class 5 refuse vehicle and one 2017 Class 8 refuse vehicle with a 2024 Class 8 electric refuse vehicle.	Improve air quality and public health in New Haven, an environmental justice community.	Not Yet Started	Not Yet Started	Not Yet Started		New Haven requested withdrawal from the program via email on 12/6/2024.

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.	During this quarter, DEEP worked with 2023 DERA awardees to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025. The informational webinar was also held on 1/9/2025. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months.	During this quarter, DEEP worked with 2023 State DERA awardees to finalize scopes of work (SOWs). The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025. The informational webinar was also held on 1/9/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. On 2/21/2025, DEEP submitted a work plan revision for Connecticut's State DERA Grant #DS-00A01434-0 to include the selected projects; on 3/27/2025, EPA indicated that the work plan revision was acceptable. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months. One FY 2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan by an additional three months. Workplans are being revised to meet new EPA standards and to submit if extensions are required.	
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 in this project have changed from the last quarter.	Vehicles have been added to the Fleet Description for Cariati, FlyingConnie, and Tilcon.	No vehicles in this project have changed from the last quarter.	

Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	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?	During this quarter, DEEP worked with 2023 State DERA awardees to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025. The informational webinar was also held on 1/9/2025. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months.	During this quarter, DEEP worked with 2023 State DERA awardees to finalize scopes of work (SOWs). The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025. The informational webinar was also held on 1/9/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. On 2/21/2025, DEEP submitted a work plan revision for Connecticut's State DERA Grant #DS-00A01434-0 to include the selected projects; on 3/27/2025, EPA indicated that the work plan revision was acceptable. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. Some of these projects are to be covered by funds rolled over from the FY2021-22 grant and will require an extension request. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 Work Plan has been set back by about one to two months. One DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan by an additional three months.	
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 this quarter.	No cost share or additional leveraged funds are being reported in this 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?	There have been no major personnel changes 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?	No public relations events occurred during this reporting period. Subsequent to the reporting period, on 1/7/2025, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them of the 2024 DERA solicitation and upcoming webinar. On 1/9/25, DEEP held an informational webinar on the 2024 State DERA program. The webinar slides can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.	On 1/7/2025, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them of the 2024 DERA solicitation and upcoming webinar. On 1/9/25, DEEP held an informational webinar on the 2024 State DERA program. The webinar slides can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.	No public relations events occurred during this reporting period.	
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. 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.	

	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 .	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 .	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 .	
What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the sixth quarter, DEEP will review proposals and announce the awardees for 2024 State DERA grants. DEEP 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. In addition, DEEP will continue to work with the 2023 recipients to implement their projects and will prepare and submit a revised workplan for the 2023 projects to submit to EPA for review and approval. DEEP will continue to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.	DEEP State DERA Administrative Activities: In the seventh quarter, DEEP will announce the awardees for 2024 State DERA grants. DEEP 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. In addition, DEEP will continue to work with the 2023 recipients to implement their projects. DEEP will continue to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.	DEEP State DERA Administrative Activities: In the eighth quarter, DEEP will announce the awardees for 2024 State DERA grants. DEEP 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. In addition, DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The D-4 for the FY2023 projects will be submitted to WT. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Workplan revisions will be developed for submission to EPA Region 1.	
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: 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: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive .	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 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 .	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 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 .	
Do you have any other comments or feedback?	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	

Grant Recipient	CT Dept. of Energy & Environmental Protection		Number of Fleets	3
Program FY(s)	FY2023-2024 DERA State Grant		Total # of All Vehicles	6
Grant Number	DS - 00A01434 - 2			
Project Title	Fiscal Year 2023-2026 State Clean Diesel Grant Program			

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

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

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

Fleet Information		Example	Group 1	Group 2			Group 3			
Financial Information		Fiscal Year of EPA Funds Used	2022	FY2023 VW DERA Option	FY2023 VW DERA Option		FY2020 VW DERA Option	FY2023 VW DERA Option		
CURRENT VEHICLE AND ENGINE INFORMATION										
Basic Fleet Information	Group Name:	Sample	FlyingConnie Charters LLC	Cariati Developers, Inc.			Tilcon Connecticut Inc.			
	Fleet Owner:	Sarah	FlyingConnie Charters LLC	Cariati Developers, Inc.			Tilcon Connecticut Inc.			
	Publicly or Privately Owned?: Place of Performance	Publicly	Privately	Privately			Privately			
	- State(s):	Arizona	Connecticut	Connecticut			Connecticut			
	- County(s):	Maricopa	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	Guilford	Statewide			Statewide			
	- Zip Code(s):	85308, 85306	06437	Statewide			Statewide			
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	40%, 20%, 20%, 20%	Unknown			50% in Hartford County 25% in New Haven County 15% in Middlesex County 10% in New London County	65% in Hartford County 20% in New Haven County 15% in Middlesex County		
	Equipment Type:	Onroad	Marine Vessels	Onroad			Onroad			
	Target Fleet:	Transit Bus	Marine - Propulsion	Short Haul - Single Unit			Short Haul - Single Unit	Short Haul - Single Unit	Short Haul - Combination	Short Haul - Single Unit
Class (onroad vehicles, as defined in data dictionary):	Class 6		Class 8			Class 8	Class 8	Class 8	Class 8	
Vehicle or Engine Group Sector:	Municipal	Port	Construction			Construction	Construction	Construction	Construction	
Vocation (on-highway, short-haul, and marine only):	Other	Fishing Vessel	Delivery			Delivery	Delivery	Other	Utility	
Quantity (number of vehicles in group):	4	1	3			2				
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	HHM35048G202	1HTSDPPR2PH483007	1HTSDPPR0PH483093	1HTSDPPR2PH537509	5DGR8AU4T660011331	2NKNX5TX7RM637313		
	Vehicle Make:	Ford	H&H Marine	International	International	International	Terex - Advance	Kenworth Dump		
	Vehicle Model:	Taurus	35 Downcast	4900	4900	4900	4P48811	T-450		
	Baseline Vehicle Model Year:	1995	2002	1993	1993	1993	2006	1994		
Current Engine Information	Engine Serial Number(s):	4548154	70343	11665025	664786	50675555	35152662	34726808		
	Engine Make:	ABC	Yanmar		Navistar		Cummins	Cummins		
	Engine Model:	ABC	6CX-GTE2	DT466	DT466	DT4665	ISM 350V	L-10		
	Engine Model Year:	1995	2002	1993	1993	1993	2006	1994		
	Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Uncontrolled							
	Tier 4 Standards (Tier 4 only):	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	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		
	Engine Number of Cylinders (# of cylinders per engine, marine only):	N/A	6	N/A	N/A	N/A	N/A	N/A		
	Engine Total Displacement (liters per engine, marine only):	N/A	7.413	N/A	N/A	N/A	N/A	N/A		
	Engine Family Name (if unregulated, then NA):	N/A	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)		
	Total # of Propulsion Engines (per vessel, marine only):	N/A	1	N/A	N/A	N/A	N/A	N/A		
	Total # of Auxiliary Engines (per vessel, marine only):	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	3000	6738	6951	6715	3525	1270	
Annual Usage Hours (hours per year per engine, includes idling hours, nonroad, locomotive, and marine only)		3000	1000	N/A	N/A	N/A	N/A	N/A		
Annual Miles Traveled (miles per vehicle, on-highway only)		12000	N/A	37,015	38,011	36,487	8000	8000		
Annual Idling Hours (hours per engine, on-highway only):		1500	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		
Remaining Life of Baseline Engine Vehicle (years per engine; total # of years of engine life remaining at time of upgrade action):		3	9	6	6	6	4	4		
NEW VEHICLE AND ENGINE UPGRADE INFORMATION										
Upgrade Information	Year of Upgrade Action:	2018	2024			2024			2024	
	Upgrade Type:	Vehicle Replacement	Engine Replacement	Vehicle Replacement			Vehicle Replacement			Vehicle Replacement
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Engine 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
	VIN for New Vehicle(s)	1234567890ABCDE								
	Total Cost Per Unit (equipment plus labor):	\$ 175,000.00	\$ 112,277.00	\$ 319,644.00	\$ 319,644.00	\$ 319,644.00	\$ 319,644.00	\$ 350,000.00	\$ 245,000.00	
	Upgrade Equipment Cost only Per Unit:	\$ 150,000.00	\$ 71,000.00	\$ 319,644.00	\$ 319,644.00	\$ 319,644.00	\$ 319,644.00	\$ 350,000.00	\$ 245,000.00	
	Upgrade Labor Cost only Per Unit:	\$ 25,000.00	\$ 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%	0%	0%	0%	0%	

Fleet Information		Example	Group 1		Group 2		Group 3	
Financial Information	Fiscal Year of EPA Funds Used	2022	FY2023 VW DERA Option		FY2020 VW DERA Option		FY2023 VW DERA Option	
New Engine Information	New Engine Model Year:	2018	2024	2024	2024	2024	2025	2025
	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	530	405-510 HP	405-510 HP	405-510 HP	430 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
	New Engine Cylinder Displacement (liters per cylinder per engine, 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		
	New Engine Total Displacement (liters per engine, marine only):	N/A	6.728	N/A	N/A	N/A		
	New Engine Number of Cylinders (per engine, marine only):	N/A	6	N/A	N/A	N/A		
	New Engine Family Name:	ABC	RFPXN06.7R3D	RPCRH12.9M21	RPCRH12.9M21	RPCRH12.9M21		
New Annual Vehicle Data	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
	New Annual Idling Hours (hours per vehicle, on-highway only):	N/A	N/A	702	702	702	60	20
	New Annual Hotelling Hours (hours per vehicle, class 8 long-haul combination only):	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	3000	3459	3,552	3,410	1,915	1,690