

**APPENDIX D-4**  
**Beneficiary Eligible Mitigation Action Certification**

## BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

---

Beneficiary The State of Connecticut

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

Action Title:	Diesel Emission Reduction Act (DERA) Option	
Beneficiary's Project ID:	DERA Option FY2023 State DERA	
Funding Request No.	(sequential) 20	
Request Type: (select one or more)	<input checked="" type="checkbox"/> Reimbursement	<input type="checkbox"/> Advance
	<input type="checkbox"/> Other (specify): _____	
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input checked="" type="checkbox"/> Other (specify): <u>Grantee</u>	
Funding Request & Direction (Attachment A)	<input type="checkbox"/> Attached to this Certification <input checked="" type="checkbox"/> To be Provided Separately	

### SUMMARY

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

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

**ATTACHMENTS**  
**(CHECK BOX IF ATTACHED)**

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

**CERTIFICATIONS**

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

1. **This application is submitted on behalf of Beneficiary \_\_\_\_\_, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.**
2. **Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.**
3. **This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.**
4. **Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)**
5. **Beneficiary will maintain and make publicly available all documentation submitted in**

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

**DATED:** October 7, 2025



**Paul E. Farrell**  
Director, Air Planning & Standards Division  
Department of Energy & Environmental Protection

---

**[LEAD AGENCY]**

**for**  
**State of Connecticut**

---

**[BENEFICIARY]**

**APPENDIX D-4**  
**BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION**

**State of Connecticut  
Diesel Emissions Reduction Act (DERA) Option  
FY 2023 State DERA  
September 23, 2025**

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

**Beneficiary: State of Connecticut**

**Lead Agency: Department of Energy and Environmental Protection**

**In support of funding request No. 20 – FY 2023 DERA Option**

### **Appendix D-4-Summary**

---

#### **Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):**

Connecticut's 2018 Mitigation Plan, written in accordance with the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) (VW NO<sub>x</sub> Mitigation Trust) outlined a protocol for exercising the Diesel Emission Reduction Act (DERA) option. The Connecticut Department of Energy and Environmental Protection (DEEP) intends to implement the DERA Option, utilizing Trust funds to match its State DERA allocation to allow for a greater variety of eligible projects. Cariati, LLC; FlyingConnie Charters LLC; and Tilcon Connecticut Inc. were chosen to receive funds under the DERA Option for the replacement of diesel vehicles.

#### **Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):**

Potential air quality benefits are weighted heavily in the selection of projects to be funded through the State's DERA program and such benefits are calculated for all of the projects implemented with State DERA funds. The three (3) chosen 2023 DERA Option projects are replacement of three dump trucks, one marine propulsion engine, and one cement mixer and dump truck, which yield emissions reductions from the improved technology on the new engines. The specifics of each DERA Option project are outlined below.

#### **Bozzuto's Inc.**

The purpose of this project is to replace two model year (MY) 2008 Kalmar Ottawa diesel-powered yard horses, listed below. 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.

<b>Vehicle Class</b>	<b>Engine Make</b>	<b>Engine Model</b>	<b>Engine Model Year</b>	<b>Vehicle Identification Number (VIN)</b>	<b>Engine Serial Number</b>
Yard Horse	Cummins	ISB07-200	2007	11VF813E88A000274	46827417
Yard Horse	Cummins	ISB07-200	2007	11VF813E88A000596	60277474

Because of the electric-powered replacement and technology advances on the new yard horses, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment

with the 2008 and 2015 National Ambient Air Quality Standards for ozone. The yard horses operate in North Haven and Cheshire, which border environmental justice communities.

This grantee withdrew from the program on December 13, 2024. This project would have received \$309,816.94 from 2023 DERA allocation funds; these funds will be rolled over to cover projects selected for the 2024 DERA program.

### **Cariati, LLC**

The purpose of this project is to replace three model year (MY) 1993 Navistar Class 8 dump trucks identified below with engine model year (EMY) 2024 Kenworth T880 diesel-powered Triaxle dump trucks. The trucks will be used to haul materials from construction sites, ports and terminals. The vehicles will be used in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven and Middlesex counties. More specifically, they will be used in environmental justice communities in Hartford, Waterbury and Bridgeport, and operate on the main corridors of I-95, I-91, I-395 and I-84.

Unit Number	Vehicle Class or Type of Equipment	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number (VIN)	Engine Serial Number
21	Class 8	Navistar	DT466	1993	1HTSDPPR2PH483007	11665025
23	Class 8	Navistar	DT466	1993	1HTSDPPR0PH483093	664786
20A	Class 8	Navistar	DT4665	1993	1HTSDPPR2PH537509	50675555

Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for ozone.

### **FlyingConnie Charters LLC**

The purpose of this project is to provide funding to replace one Tier 0 2002 Yanmar 6CX 500 hp diesel propulsion engine on the *FV Flying Connie* (Vessel ID #HJM35048G202), with a new Yanmar 6LF530 530 hp, Tier 3 diesel engine.

The *FV Flying Connie* carries six passengers twice a day on 5-hour fishing trips out of Clinton, Connecticut, operating in various areas off the Connecticut coast in Long Island Sound and the rivers flowing into it. Reducing pollution from sources operating on Long Island Sound will benefit coastal areas reclassified from serious to severe with regard the 2008 National Ambient Air Quality Standards for ozone.

### **City of New Haven**

The purpose of this project is to provide funding to replace two vehicles: one MY 2012, Class 5, Isuzu NQR/NRR refuse vehicle (VIN JALE5W164C7301118), equipped with an EMY 2012 Isuzu 4HK1-TC engine (serial number 118082), and one MY 2017, Class 8, International SF537 refuse vehicle (VIN 1HTWPSUT2HH791721), equipped with an EMY 2017 Navistar N10 engine (serial number 570HM2U3554112). The two vehicles will be replaced with one MY 2024, Class 8, Crane Carrier Electric Power LET2 refuse vehicle. Purchase and installation of electric vehicle supply equipment (EVSE) is included.

Because of the electric-powered replacement and technology advances on the new refuse vehicle, the Project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for ozone.

This grantee withdrew from the program on December 6, 2024. This project would have received \$57,067.94 from 2023 VW DERA Option funds; these funds will be rolled over to cover projects selected for the 2024 DERA program.

#### **Tilcon Connecticut Inc.**

The purpose of this project is to replace one MY 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an EMY 2006 diesel-powered Cummins ISM 350V engine, and one MY 1994, Class 8, Kenworth T-450 dump truck, equipped with an EMY 1994 diesel-powered Cummins L-10 engine (listed below); these vehicles will be replaced with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-powered front discharge mixer and one MY 2025, Class 8, Peterbuilt 567 diesel-powered dump truck chassis with a 2025 Etnyre Live Bottom body, model TMLB-20. 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.

Existing Vehicle Data					
Vehicle Class	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number (VIN)	Engine Serial Number
Class 8	Cummins	ISM	2006	5DG8AU4T660011331	35152662
Class 8	Cummins	L-10	1994	2NKNX5TX7RM637313	34726808

Because of the technology advances on the new cement mixer and dump truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that has recently been reclassified from marginal to moderate with regard the 2015 National Ambient Air Quality Standards (NAAQS) for ozone. In addition, both units operate in Middlesex County and New Haven County, two of three counties reclassified from serious to severe with regard to the 2008 NAAQS for ozone. These reclassifications put increased responsibility on the state to decrease emissions.

#### **Estimate of Anticipated NO<sub>x</sub> Reductions (5.2.3):**

The estimated emissions were calculated using EPA's Diesel Emissions Quantifier (DEQ). The anticipated annual NO<sub>x</sub> emissions reduction from the 2023 DERA Option projects is 6.342 tons per year (tpy). The tons of pollution reduced or avoided over the lifetime of the engines/vehicles selected for the 2023 State DERA Option projects is 48.266 tons of NO<sub>x</sub>, and 1.426 tons of PM<sub>2.5</sub>.

#### **Describe how the Beneficiary will make documentation publicly available (5.2.7.2):**

Complete information and documentation will be posted on DEEP's Volkswagen incentive program website at: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home>; promotional materials will also be posted and cross-linked on DEEP's DERA Grants page at: <https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants>.

**Describe any cost share requirement to be placed on each NO<sub>x</sub> source proposed to be mitigated (5.2.8):**

The mandatory cost share for diesel replacement is dictated by the DERA program. For diesel-to-diesel replacements, the grantees were originally awarded 24.2% of the project cost, with their cost share being 75.8%. One grantee, Cariati, LLC, experienced an increase in the total cost of their project from the proposed amount on which the grant was based; therefore, their grant is now 23.4% of the total project cost. The mandatory cost share is 60% for marine engine replacement projects, with a grant amount of up to 40%.

**Cariati, LLC**

This Grant in the total amount of \$231,736.03 was authorized in accordance with EPA's 2023 State Diesel Emission Reduction Act (DERA) and is administered by DEEP. Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) ("DERA Option"). Cariati, LLC originally agreed to contribute an estimated additional \$727,195.97 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$958,932.00.

Due to increases in equipment costs, the total project cost has subsequently been revised to \$990,113.40, with the grantee agreeing to contribute an estimated additional \$758,377.37 to the project through a combination of cash and in-kind services. The grant amount remains \$231,736.03.

**FlyingConnie Charters LLC**

This Grant in the total amount of \$44,911.00 was authorized in accordance with EPA's 2023 State Diesel Emission Reduction Act (DERA) and is administered by DEEP. Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) ("DERA Option"). Grantee has agreed to contribute an estimated additional \$67,366.00 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$112,277.00.

**Tilcon Connecticut Inc.**

DEEP is granting \$95,448.93 in 2023 Diesel Emission Reduction Act (DERA) funding and \$48,339.09 in unspent 2020 DERA funding to Grantee. Tilcon Connecticut Inc. originally agreed to contribute an estimated additional \$451,211.98 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$595,000.00. Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) ("DERA Option").

Due to increases in equipment costs, the total project cost has subsequently been revised to \$627,575.00, with the grantee agreeing to contribute an estimated additional \$483,786.98 to the project through a combination of cash and in-kind services. The total awarded grant amount remains \$143,788.02.

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

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

**If applicable, describe how the mitigation action will mitigate the impacts of NO<sub>x</sub> emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10):**

The primary goal of Connecticut's 2018 Mitigation Plan is to improve and protect ambient air quality by reviewing, analyzing, and implementing eligible mitigation projects that will support statewide energy, environmental and economic development goals. DEEP's locational criteria for evaluating and selecting projects for State DERA funding have consistently addressed location in EJ communities, which are characterized, in part, by disproportionate air pollution impacts, and nearness to diesel transportation hubs, including ports, rail yards and highways. Consideration is also given to projects that are consistent with state energy and clean transportation policies and to applicants with anti-idling policies. All projects selected in this round of funding operate in EJ communities and all projects (except for FlyingConnie Charters, LLC) meet the locational selection criteria; mitigation funds will be used to decrease the impacts of NO<sub>x</sub> emissions on communities that have historically experienced a disproportionate share of the state's air pollution burden.

**ATTACHMENT B**

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

**ATTACHMENT B**

**PROJECT MANAGEMENT PLAN**  
**PROJECT SCHEDULE AND MILESTONES**  
**DERA OPTION CATEGORY**

**Project Management Plan– Project Schedule and Milestones**

<b>Milestone</b>	<b>Date</b>
Connecticut submitted its beneficiary form to US District Court, CA Northern District and to the Trustee	October 2017
Connecticut certified as a Designated Beneficiary under the VW Trust	January 29, 2018
Connecticut submitted its final mitigation plan to Wilmington Trust (the Trustee)	April 26, 2018
DEEP 2023 DERA informational webinar	November 16, 2023
Request for FY 2023 DERA State proposals announced	October 31, 2023
Request for FY 2023 DERA State proposals closing - application deadline	January 24, 2024
FY 2023 DERA awards selected, and notification sent to awardees/recipients	August 27, 2024
Recipients enter into contracts, purchase orders	CY 2024 Q4
New engines/vehicles delivered	CY 2025 Q1 – CY 2025 Q4
Recipients submit proof of destruction and scrappage documentation	CY 2025 Q1 – CY 2026 Q3
DEEP receives all required invoices and documentation	Upon completion but no later than August 31, 2026 <sup>1</sup>
DEEP reviews, requests corrections, if necessary, certifies project completion, and provides reimbursement	CY 2025 Q4 – CY 2026 Q4
DEEP reports to Trustee on status of and expenditures with Mitigation Actions completed and underway	Within 6 months of first disbursement; January 30 and July 30 thereafter

---

<sup>1</sup> To encourage prompt completion of the projects, DEEP included an August 31, 2025, deadline in its solicitation materials, with the expectation that it would take advantage of EPA's extended project period to grant extensions as needed.

### Project Budget – DERA Option

<b>Budget Category</b>	<b>Total Approved Project Budget</b>	<b>Share of Total Budget Funded by the Trust</b>	<b>Cost Share Paid by Recipient</b>
<b>Expenditure:</b>			
Cariati, LLC – Recipient #1	\$990,113.40	\$231,736.03	\$758,377.37
FlyingConnie Charters LLC – Recipient #2	\$112,277.00	\$44,911.00	\$67,366.00
Tilcon Connecticut Inc. – Recipient #3	\$627,575.00	\$95,448.93 <sup>2</sup>	\$483,786.98
<b>Project Totals</b>	<b>\$1,729,965.40</b>	<b>\$372,095.96</b>	<b>\$1,309,530.35</b>
Percentage of Total Project Cost	100%	22% <sup>3</sup>	76%
DEEP Administrative <sup>4</sup>	\$0	\$0	\$0
<b>Project Totals with DEEP Administrative</b>	<b>\$1,729,965.40</b>	<b>\$372,095.96</b>	<b>\$1,309,530.35</b>

<sup>2</sup> This project is funded by \$95,448.93 in 2023 DERA Option funds and \$48,339.09 in unspent 2020 DERA Option funds.

<sup>3</sup> Approximately 22% of the Total Approved Project Budget is being funded by 2023 DERA Option funds and approximately 3% of the Total Approved Project Budget is being funded by unspent 2020 DERA Option funds.

<sup>4</sup> Subject to Appendix D-2 15% administrative cap.

### PROJECTED TRUST ALLOCATIONS

	2018-2019 (Round 1)	2019 – 2020 (Round 2)	2021 – 2022 (DERA Option Round 3)	2022 (DOT Round 1)	2022-2023 (FY 21 DERA Option, Round 4)	VW 2022 – 2023 (Round 3)
1. Anticipated Annual Project Funding Request to be Paid through the Trust	\$6,567,301.63	\$7,031,231.62	\$1,285,203.82	\$4,901,169.00	\$373,949.10	\$9,464,611.40 <sup>5</sup>
2. Anticipated Annual Cost Share	\$12,297,653.09	\$11,563,464.25	\$2,193,056.16	\$10,172,211.00	\$569,572.78	\$5,500,879.38
3. Anticipated Total Project Funding by Year (line 1 + line 2)	\$18,445,096.77	\$18,594,695.87	\$3,478,259.98	\$15,073,380.00	\$943,066.88	\$14,965,490.78
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	-\$5,541,533.45 <sup>6</sup>	-\$5,525,265.14 <sup>7</sup>	-\$841,739.79 <sup>8</sup>	\$4,901,169.00 <sup>98</sup>	-\$317,256.07 <sup>10</sup>	-\$5,467,918.59 <sup>11</sup>
5. Current Beneficiary Project Funding to be Paid through the Trust (line 1)	\$6,567,301.63	\$7,031,231.62	\$1,285,203.82	\$4,901,169.00	\$373,949.10	\$9,464,611.40
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 + line 5) <sup>12</sup>	\$1,025,768.18	\$1,505,966.48	\$443,464.03	\$0	\$56,693.03	\$3,996,692.81
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$55,700,000.00	\$49,132,698.37	\$42,101,466.75	\$40,816,262.93	\$35,915,093.93	\$35,541,144.83
8. Net Beneficiary Funds Remaining in Trust, Net of Cumulative Beneficiary Funding Actions (line 7 - line 1) <sup>13</sup>	\$49,132,698.37	\$42,101,466.75	\$40,816,262.93	\$35,915,093.93	\$35,541,144.83	\$26,076,533.43

<sup>5</sup> \$9,464,611.40 is the total funding for Round 3; it includes funding for the electric crane and Class 4-8 buses mitigation projects awarded.

<sup>6</sup> \$5,541,533.45 represents the amount paid out from this Round 1 allocation as of 8/26/24

<sup>7</sup> \$5,525,265.14 represents the amount paid out from this Round 2 allocation as of 8/26/24

<sup>8</sup> \$841,739.79 represents the amount paid out from this Round 3 DERA Option allocation as of 2/27/25

<sup>9</sup> \$4,901,169.00 represents the amount paid out from this Round 1 allocation as of 8/26/24

<sup>10</sup> \$317,256.07 represents the amount paid out from this Round 3 DERA Option allocation as of 2/27/25

<sup>11</sup> \$5,467,918.59 represents the amount paid out from this Round 3 allocation as of 2/27/25

<sup>12</sup> As edited, this row now shows the funds remaining in this allocation for reimbursement by Wilmington Trust

<sup>13</sup> Net beneficiary funds were calculated by subtracting anticipated annual funding requests from beneficiary funds remaining. Including Trustee payments made to date in remaining funds calculation would result in double counting previously awarded funds.

## PROJECTED TRUST ALLOCATIONS, CONTINUED

	2023-2024 EVSE Round 1	2023-2024 (FY 22 DERA Option, Round 5)	2024-2025 (FY 23 DERA Option, Round 6)
1. Anticipated Annual Project Funding Request to be Paid through the Trust	\$8,608,175.00	\$355,242.00	\$372,095.96
2. Anticipated Annual Cost Share	\$5,568,937.09 <sup>14</sup>	\$1,145,406.66	\$1,309,530.35
3. Anticipated Total Project Funding by Year (line 1 + line 2)	\$14,177,112.09	\$1,500,648.66	\$1,729,965.40
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	-\$8,608,175.00 <sup>15</sup>	\$0 <sup>16</sup>	\$0
5. Current Beneficiary Project Funding to be Paid through the Trust (line 1)	\$8,608,175.00	\$355,242.00	\$372,095.96
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 + line 5)	\$0	\$355,242.00	\$372,095.96
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$26,076,533.43	\$17,468,358.43	\$17,113,116.43
8. Net Beneficiary Funds Remaining in Trust, Net of Cumulative Beneficiary Funding Actions (line 7 - line 1)	\$17,468,358.43	\$17,113,116.43	\$16,741,020.47

<sup>14</sup> This amount includes the grantee cost shares plus the leveraged funds (utility rebates).

<sup>15</sup> \$8,608,175.00 is the EVSE reimbursement amount paid by the Trustee in 2024.

<sup>16</sup> \$0 is the DERA Option reimbursement amount paid by the Trustee from the 2022 Allocation.

**ATTACHMENT B**  
**ELIGIBLE MITIGATION ACTION MANAGEMENT PLANS**

**ATTACHMENT B-1**

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR CARIATI, LLC**

**ATTACHMENT B-2**

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR FLYINGCONNIE CHARTERS**  
**LLC**

**ATTACHMENT B-3**

**ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR TILCON CONNECTICUT INC.**

**ATTACHMENT C**

**DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION**  
**IMPLEMENTATION**

## **ATTACHMENT C**

### **DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION**

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

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

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

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

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

Finally, one of the requirements of the FY 2023 DERA State Clean Diesel Grant Program is the timely submissions of semi-annual reports to EPA. DEEP will submit these reports to EPA and they will also be included in the semiannual reports that DEEP provides to the Trustee.

**ATTACHMENT D**

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

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

**Cariati, LLC Replacement of Three (3) Dump Trucks (Attachment D-1)**

Vehicle Class	Vehicle Type	Vehicle Make	Vehicle Model	Model Year (MY)	Fuel	Cost of Vehicle
Class 8	Dump Truck	Kenworth	T880	2024	Diesel	\$319,644.00
Class 8	Dump Truck	Kenworth	T880	2024	Diesel	\$319,644.00
Class 8	Dump Truck	Kenworth	T880	2024	Diesel	\$319,644.00
<b>Total</b>						<b>\$958,932.00<sup>17</sup></b>

**FlyingConnie Charters LLC Replacement of a Marine Engine (Attachment D-2)**

Engine Type	Engine Make	Engine Model	Model Year (MY)	Fuel	Cost
Propulsion	Yanmar	6LF530	2024	Diesel	<b>\$112,277.00</b>

**Tilcon Connecticut Inc. Replacement of One (1) Front-Discharge Mixer and One (1) Dump Truck (Attachment D-3)**

Equipment Type	Make	Model	Model Year (MY)	Fuel	Cost
Front-Discharge Mixer	Oshkosh	S-2204	2025	Diesel	\$350,000.00
Dump Truck	Peterbilt (chassis) Etnyre (body)	567 (chassis) TMLB-20 (body)	2025	Diesel	\$245,000.00
<b>Total</b>					<b>\$595,000.00<sup>18</sup></b>

See attached vendor cost estimates for the grantees.

<sup>17</sup> This is the original total project cost, upon which the grant amount was based. The updated total project cost is now \$990,113.40.

<sup>18</sup> This is the original total project cost, upon which the grant amount was based. The updated total project cost is now \$627,575.00.

**ATTACHMENT D-1**

**VENDOR ESTIMATE FOR CARTIATI, LLC**

**ATTACHMENT D-2**

**VENDOR ESTIMATE FOR FLYINGCONNIE CHARTERS LLC**

**ATTACHMENT D-3**

**VENDOR ESTIMATE FOR TILCON CONNECTICUT INC.**

**ATTACHMENT E**

**DERA OPTION**

**Workplan Narrative Plan for DERA Selections**

**Comes from Quarterly Report**

## Scope of Work

**Purpose:** This Agreement is entered into between the Connecticut Department of Energy and Environmental Protection (DEEP) and Cariati Developers, Inc. (Grantee) to provide funding to replace three model year (MY) 1993 Navistar Class 8 dump trucks identified below with engine model year (EMY) 2024 Kenworth T880 diesel-powered Triaxle dump trucks. The trucks will be used to haul materials from construction sites, ports and terminals. The vehicles will be used in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven and Middlesex counties.

Unit Number	Vehicle Class or Type of Equipment	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number (VIN)	Engine Serial Number
3077	Class 8	Navistar	DT466	1993	1HTSDPPR2PH483007	11665025
3093	Class 8	Navistar	DT466	1993	1HTSDPPR0PH483093	664786
7509	Class 8	Navistar	DT4665	1993	1HTSDPPR2PH537509	50675555

Because of technology advances on the new trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for Ozone.

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

**Description:** The Project is titled: *“Three Class 8 Highway Diesel Replacement”*

**1. Deliverables/Scope of Work:** Following execution of this Scope of Work, Grantee shall be responsible for the below tasks. Grantee shall complete all tasks below relating to this Project no later than August 31, 2025. Completion of the Project shall include documentation of the scrappage of the replaced trucks. All tasks conducted by Grantee shall be in accordance with the DERA Grant conditions.

### A. Work Tasks

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

- Task 1: Planning and Procurement*
- Task 2: Delivery and Scrappage*

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

***Task 1: Planning and Procurement:***

- Grantee shall comply with the work plan of specific tasks that was submitted by DEEP and approved by the Environmental Protection Agency (EPA).
- Grantee will provide documentation of any payments made in association with the Project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.
- Grantee shall submit to the DEEP Project Manager, a summary of Grantee's procurement process for selecting replacement trucks and vendor(s), along with all bids received. Grantee's summary of its procurement process shall include, but not be limited to, all criteria used for selecting the specific replacement trucks and vendor(s).
- Grantee shall submit to the DEEP Project Manager a copy of the Purchase Order(s) to the selected vendor(s) for the new trucks. Grantee shall also submit to the DEEP Project Manager all documentation of any down payments or up-front payments for the vehicles.

***Task 1 Deliverables:***

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

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

- After selecting a Vendor and issuing a Purchase Order for the new trucks, Grantee will track the progress of the manufacturing and outfitting of the new trucks for their intended use. When that process is complete, Grantee shall take delivery of the vehicles.
- Grantee shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frames and drilling a 3-inch hole in the engines or performing other procedures to render the vehicles inoperable.
- Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g. plow blades, shovels, seats, tires, etc.).

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

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

*Task 2 Deliverables:*

- Invoice from the Vendor for delivered trucks and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for each replaced truck
  - VIN plate
  - Engine plate showing serial number
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Delivery Confirmation (Certificates of Origin and photos of truck profiles, VIN and engine plates for new trucks)
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement. (See Item 3 below.)

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

- Status Report: Grantee shall provide DEEP with status updates to be included in DEEP's Quarterly Reports to EPA. Grantee shall provide the status reports to DEEP as follows:
  - a. *Fifth Quarter Status Report due on or before January 1, 2025*
  - b. *Sixth Quarter Status report due on or before April 1, 2025*
  - c. *Seventh Quarter status report due on or before July 1, 2025*
  - d. *Eighth Quarter status report due on or before August 31, 2025*
- Materials for DEEP's Final Report to EPA: Grantee shall also provide to DEEP all materials/information necessary to enable DEEP to prepare and submit a final report to EPA upon completion of the Project. Grantee shall provide all requested materials by August 31, 2025, to enable DEEP to prepare and submit the final report to EPA by

September 30, 2025. The materials/information to be provided by Grantee to DEEP may include, but will not be limited to:

- a. *Environmental results;*
- b. *Work plan accomplishments;*
- c. *Challenges encountered during planning and implementation;*
- d. *Emissions reductions;*
- e. *Budgetary issues, including funds expended;*
- f. *Public relations activities;*
- g. *Technical and identification information for vehicles and engines; and*
- h. *Jobs preserved or created.*

*Task 3 Deliverables:*

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

**B. General Provisions**

1. Grantee shall comply with all applicable Federal, State, and local laws, rules, and regulations.
2. Grantee shall perform all tasks within the timelines specified in the EPA approved extended Project period.
3. Grantee is responsible for all sub-contractors and/or vendors employed for this Project.
4. Grantee is responsible for developing and obtaining all applicable permits required for this Project.
5. Grantee shall ensure that all wastes, materials and/or contaminated water generated from the proposed Project are disposed of in accordance with all applicable federal, state, and local laws and regulations.
6. All electric vehicles and charging equipment purchased by Grantee using the DERA funds referenced in the Budget Section below shall be the property of Grantee. Said vehicles will be used to replace older diesel-powered vehicles in Grantee's fleet. Grantee shall bear sole responsibility for all vehicles purchased by Grantee using the DERA Funds. Such responsibilities include, but are not limited to, maintenance, storage, operation, insurance, and liability. Under no circumstances shall the State bear any responsibility for any vehicles purchased using such DERA Grant funds, or any vessels owned by Grantee.
7. All work related to this Project shall be completed at least thirty (30) days prior to the expiration date of this Scope of Work unless an extension has been requested and approved by DEEP in accordance with Section 7 below.

**2. Budget:**

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting \$231,736.03 in 2023 Diesel Emission Reduction Act (DERA) funding to Grantee. Grantee has agreed to contribute an estimated additional \$758,377.37 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$990,113.40. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work. Funds for this project will be from the DERA Option under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.). Payment will be made directly by the Wilmington Trust, the trustee for Volkswagen AG. Payment by Wilmington Trust is contingent upon DEEP's approval of Grantee's documentation of the completion of the tasks outlined in this Scope of Work

- 3. Acknowledgement of Funding:** Any publication or sign produced or distributed, or any publicity conducted in association with this Scope of Work must provide credit as follows: "Funding provided by EPA DERA Grant and administered by the Connecticut Department of Energy and Environmental Protection."
- 4. Publication of Materials:** Grantee must obtain written approval from DEEP prior to distribution or publication of any printed material prepared under the terms of this Scope of Work.

Unless specifically authorized in writing by the State, on a case by case basis, the Grantee shall have no right to use, and shall not use, the name of the State of Connecticut, its officials, agencies, or employees or the seal of the State of Connecticut or its agencies: (1) in any advertising, publicity, promotion; or (2) to express or to imply any endorsement of Grantee's products or services; or (3) to use the name of the State of Connecticut, its officials agencies, or employees or the seal of the State of Connecticut or its agencies in any other manner (whether or not similar to uses prohibited by (1) and (2) above), except only to manufacture and deliver in accordance with this Agreement such items as are hereby contracted for by the State. In no event may Grantee use the State Seal in any way without the express written consent of the Secretary of State.

**5. ADA Publication Statement:**

For all public notices printed in newspapers, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the Americans with Disabilities Act. To request an accommodation contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov).

If there is not a meeting or event associated with the material(s) being published, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov) if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint.

If the material(s) being published have a meeting or event associated with them, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov) if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint. Any person needing a hearing accommodation may call the State of Connecticut relay number – 711. Requests for accommodations must be made at least two weeks prior to any agency hearing, program, or event.

For videos that will be published on the DEEP website, the following ADA and Title VI statement and the following line should be included on the DVD cover and the title page of the video:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. To request an accommodation contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov).

This video with closed captioning is available at [www.ct.gov/deep](http://www.ct.gov/deep).

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

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

All invoices must include the completed DERA Option Request for Payment form and attachments confirming amounts, dates, and descriptions of services covered by the invoice, and shall be submitted to:

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

**7. Extensions/Amendments:** Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments, including but not limited to:

1. revisions to the maximum Scope of Work payment,
2. the total unit cost of service,
3. the Scope of Work's objectives, services, or plan,
4. due dates for reports,
5. completion of objectives or services, and
6. any other Scope of Work revisions determined material by DEEP.

If it is anticipated that the project cannot be completed as scheduled, a no-cost extension must be requested in writing no later than sixty (60) days prior to the expiration date of the Scope of Work. Said extension request shall include a description of what work has been completed to date, shall document the reason for the extension request, and shall include a revised work schedule and project completion date. Such extension must be approved by EPA if it is beyond the project period for the grant. If deemed acceptable, approval will be received in the form of an amendment to the Scope of Work.

**8. Final Report:** Within thirty (30) days of the expiration date of this Scope of Work, Grantee shall submit to the DEEP Project Coordinator, materials to assist DEEP in preparing its Final Report to EPA, including documentation and accuracy assessment satisfactory to the Commissioner, demonstrating that all the elements of This Scope of Work have been met. All data collected over the course of the Project will be submitted to the DEEP Project Coordinator.

**9. Final Financial Report:** Within thirty (30) days of the expiration date of this Scope of Work, Grantee shall submit a Final Financial Report to the DEEP Project Coordinator, with supporting documentation sufficient to demonstrate expenditures identified in the project proposal.

#### **BUDGET AND SCHEDULE OF PAYMENTS**

Payments by the Trustee shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to the deadline established in this Scope of Work and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$231,736.03.

**Budget and Schedule of Payments**

Task & Deliverables	Task Delivery Dates	Estimated Budget		
		Project Total	Grantee Cost-Share	CT DERA Option
<b>1. Planning &amp; Procurement:</b> <ul style="list-style-type: none"><li>• Approved work plan with project timeline/schedule</li><li>• Summary of criteria used for selecting Vendor and name of Vendor selected</li></ul>	11/30/2024	\$0	\$0	\$0
<ul style="list-style-type: none"><li>• Copy of Purchase Order issued for new trucks</li><li>• Documentation of any advance payments if applicable</li></ul>	12/30/2024	\$0	\$0	\$0
<b>2. Delivery of New Trucks, Scrappage of Replaced Trucks, Completion of Project</b> <ul style="list-style-type: none"><li>• Invoice from the Vendor for delivered trucks and documentation of payment to Vendor</li><li>• EPA-required photographic scrappage documentation for replaced trucks</li><li>• Completed copy of EPA Certificate of Engine/Chassis Destruction</li><li>• Receipt for scrap value or any other income from the scrapped trucks</li><li>• Delivery Confirmation</li><li>• Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use</li><li>• An invoice to DEEP for reimbursement under the grant</li></ul>	09/30/2025	\$990,113.40	\$990,113.40	\$0
<b>3. Provide Updates and Information for Quarterly and Other Reports</b> <ul style="list-style-type: none"><li>• Status Update for Fifth Quarter Report</li><li>• Status Update for Sixth Quarter Report</li><li>• Status Update for Seventh Quarter Report</li><li>• Status Update for Eighth Quarter Report</li><li>• EPA-required material for Final Report (upon completion but no later than 09/30/25)</li></ul>	01/01/25 04/01/25 07/01/25 08/31/25 09/30/25	\$0	\$0	\$0
<b>Total:</b>		\$990,113.40	\$758,377.37	\$231,736.03

Funds shall be paid to Grantee for the reimbursement of expenditures, contingent upon receipt by DEEP of detailed invoices showing work completed and costs thereof with any required supportive documentation. Invoices shall be submitted not more frequently than quarterly. All payments to Grantee are subject to review and approval by the Commissioner, at her sole discretion.

Final Payment shall be issued following completion of this Project to the Commissioner's satisfaction, submission of materials for a Final Report and associated documentation demonstrating that all elements of the Deliverables have been met. Payment shall be processed contingent upon receipt of detailed invoices with any required supportive documentation, subject to review and approval by DEEP. Total sum of all payments shall not exceed total project costs.

The total sum of all payments shall not exceed the maximum Scope of Work amount noted above. Should the total Project costs be less than the amount on which the grant was based, reimbursement will be reduced to the allowable percentage of total costs as established by EPA for the State DERA program.

Signature, Cariati Developers, Inc.,  
Authorized Representative



7/30/25

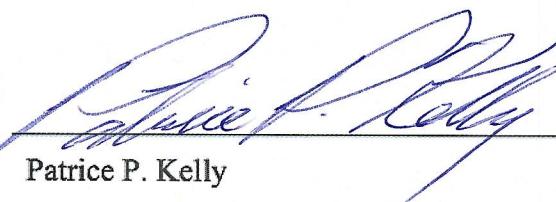
Typed Name: Michael Gaglio, Project Manager

Date

Signature, DEEP Assigned Project  
Manager

Typed Name: Patrice P. Kelly

Date



## **APPENDIX A**

### ***Certificate of Engine/Chassis Destruction***

*(Fillable Form provided as separate attachment)*

## **SCOPE OF WORK**

**Purpose:** This Agreement is entered into between the Connecticut Department of Energy and Environmental Protection (“DEEP”) and FlyingConnie Charters LLC (Grantee) to provide funding to replace one Tier 0 2002 Yanmar 6CX 500hp diesel propulsion engine on the *FV FlyingConnie* (Vessel ID #HJM35048G202), with a new Yanmar 6LF530 530hp Tier 3 diesel engine.

The *FV FlyingConnie* carries 6 passengers twice a day on 5-hour fishing trips out of Clinton CT, operating in various areas off the Connecticut coast in Long Island Sound and the rivers flowing into it.

**Description:** The Project is titled: “*Repowering Commercial Charter Boat from Tier 0 to Tier 3 Marine Diesel Engine*”

**1. Deliverables/Scope of Work:** Following execution of this Scope of Work, Grantee shall be responsible for the below tasks. Grantee shall complete all tasks below relating to this Project no later than August 31, 2026. Completion of the Project shall include documentation of the scrappage of the replaced marine engines. All tasks conducted by Grantee shall be in accordance with the DERA Grant conditions.

### **A. Work Tasks**

The Deliverables/Scope of Work is summarized according to the following four tasks:

- Task 1: Planning and Procurement*
- Task 2: Marine Engine Purchase and Delivery*
- Task 3: Installation & Confirmation*
- Task 4: Reports*

#### ***Task 1: Planning & Procurement***

- Grantee shall comply with this work plan of specific tasks that will be submitted by DEEP and approved by the Environmental Protection Agency (EPA).
- Grantee will provide documentation of any payments made in association with the Project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.
- Grantee shall submit to the DEEP Project Manager, a summary of Grantee’s procurement process for selecting replacement engine, vendor, and shipyard, along with all bids received. Grantee’s summary of its procurement process shall include, but not be limited to, all criteria used for selecting the specific replacement engine, vendor, and shipyard. It is anticipated that the current Tier 0 auxiliary engine on the *FV FlyingConnie* will be replaced with a Tier 3

Yanmar 6LF530 diesel engine. The engine replacement model is subject to change in the event of size constraints within the vessel's hull. In the event that the replacement engine specified above cannot be utilized due to size constraints within the vessel's hull, Grantee shall select a comparable engine replacement and promptly notify DEEP of the selection for its review and approval. Upon DEEP's approval, Grantee shall purchase said replacement engine.

- Grantee shall submit to the DEEP Project Manager a copy of the Purchase Order to the selected vendor for new marine engine and to the shipyard for installation of said engine. Grantee shall also submit to the DEEP Project Manager all documentation of any down payments or up-front payments for the engine or shipyard.

### ***Task 2. Marine Engine Purchase & Delivery***

Grantee shall accept delivery of the replacement engine for the *FV FlyingConnie* and provide DEEP with documentation of the purchase and delivery of the engine. Documentation shall include, but not be limited to, vendor invoice and proof of purchase. Proof of purchase consists of the paid invoice plus photos of the new engine and its ESN plate.

### ***Task 3. Installation & Confirmation***

Using the shipyard selected through the approved procurement process in Task 1, Grantee shall perform the tasks below to complete the *FV FlyingConnie* repower:

- Removal and disposal of the existing Tier 0 marine engine;
- Render existing engine that is being replaced inoperable, in accordance with EPA requirements for scrappage, and provide the DEEP Project Manager with the required EPA Certificate of Engine/Chassis Destruction. Drilling/cutting a three-inch hole in the engine block is the preferred EPA method for rendering the engine inoperable. Alternate method(s) require prior approval by EPA, and as such, Grantee shall, to the extent necessary, submit all documents necessary to enable DEEP to obtain approval for any alternate method for rendering engine(s) inoperable. The required Certificate of Engine/Chassis Destruction form is attached hereto as Appendix A;
- Install EPA-certified Tier 3 marine engine approved by EPA as noted in Task 1 above;
- Evaluation of the vessel's new engine systems; and
- Confirm that the vessel is fully operable without issues following installation of the new engine.
- Grantee shall submit the following documents to DEEP within thirty (30) days of installation and confirmation that the vessel is fully operable:
  - a. Shipyard invoice(s) for installation of Tier 3 engine;

- b. EPA-required form in Appendix A, along with photographic documentation in the form of digital photos that the replaced marine engine has been rendered inoperable. Digital photos required for a marine repower are as follows: (i) Engine label (showing serial number, engine family number, and engine model year); (ii) Engine block, prior to hole; (iii) Engine block, after hole; (iv) Others, as requested by DEEP and/or EPA; and
- c. Written confirmation that the *FV FlyingConnie* vessel is fully operable following installation of the new engine. Such written confirmation shall include, but not be limited to, submission by Grantee to the DEEP Project Manager of proof of seaworthiness testing.
- d. Invoice requesting payment from DEEP for the *FV FlyingConnie* repower under the DERA Grant.

#### **Task 4: Reports**

- Status Report: Grantee shall provide DEEP with status updates to be included in DEEP's Quarterly Reports to EPA. Grantee shall notify DEEP and provide explanation for delays in the required status reports. Grantee shall provide the status reports to DEEP as follows:
  - a. *Fifth Quarter status report due on or before October 1, 2024*
  - b. *Sixth Quarter status report due on or before January 1, 2025*
  - c. *Seventh Quarter Status report due on or before April 15, 2025*
  - d. *Eighth Quarter status report due on or before July 1, 2025*
  - e. *Ninth Quarter status report due on or before October 1, 2025*
  - f. *Tenth Quarter status report due on or before January 1, 2026*
  - g. *Eleventh Quarter Status report due on or before April 1, 2026*
  - h. *Twelfth Quarter status report due on or before July 1, 2026*
  - i. *Thirteenth Quarter status report due on or before October 1, 2026*
- Materials for DEEP's Final Report to EPA: Grantee shall also provide to DEEP all materials/information necessary to enable DEEP to prepare and submit a final report to EPA upon completion of the Project. Grantee shall provide all requested materials by August 31, 2026, to enable DEEP to prepare and submit the final report to EPA by December 31, 2026. The materials/information to be provided by Grantee to DEEP may include, but will not be limited to:
  - a. Environmental results;
  - b. Work plan accomplishments;
  - c. Challenges encountered during planning and implementation;
  - d. Emissions reductions;
  - e. Budgetary issues, including funds expended;
  - f. Public relations activities;
  - g. Technical and identification information for vehicles and engines; and
  - h. Jobs preserved or created.

## **B. General Provisions**

1. Grantee shall comply with all applicable Federal, State, and local laws, rules, and regulations.
2. Grantee shall perform all tasks within the timelines specified in the EPA-approved workplan and EPA-approved extended project period.
3. Grantee is responsible for all sub-contractors and/or vendors employed for this Project.
4. Grantee is responsible for developing and obtaining all applicable permits required for this Project.
5. Grantee shall ensure that all wastes, materials and/or contaminated water generated from the proposed Project are disposed of in accordance with all applicable federal, state, and local laws and regulations.
6. The engine purchased by Grantee using the DERA funds referenced in the Budget Section below shall be the property of Grantee. Said engine will be used to replace the older engine on the *FV FlyingConnie*. Grantee shall continue to be the owner of the *FV FlyingConnie*. Grantee shall bear sole responsibility for the vessel it owns, and the engine purchased by Grantee using the DERA Funds. Such responsibilities include, but are not limited to, maintenance, storage, operation, insurance, and liability. Under no circumstances shall the State bear any responsibility for any engine purchased using such DERA Grant funds, or any vessel owned by Grantee.
7. All work related to this Project shall be completed at least thirty (30) days prior to the expiration date of this Scope of Work unless an extension has been approved by DEEP in accordance with Section 7 below.

**2. Budget:** This Grant in the total amount of \$44,911.00 was authorized in accordance with EPA's State Diesel Emission Reduction Act (DERA) and is administered by DEEP. Grantee shall adhere to the budget which is included in this Scope of Work. Eligible costs shall include design and engineering, parts and materials, and installation. Project costs in excess of the maximum payable amount under this Scope of Work shall not be borne by the State.

Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) ("DERA Option"). Subject to availability, payment to Grantee of DERA Option funds will be made directly by the Wilmington Trust, the trustee for Volkswagen AG, upon DEEP's approval of Grantee's documentation of the completion of the tasks outlined in this Scope of Work. DEEP is not responsible for payment of the DERA Option funds.

Grantee has agreed to contribute an estimated additional \$67,366.00 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of

the project to \$112,277.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

**3. Acknowledgement of Funding:** Any publication or sign produced or distributed, or any publicity conducted in association with this Scope of Work must provide credit as follows: "Funding provided by EPA DERA Grant and administered by the Connecticut Department of Energy and Environmental Protection."

**4. Publication of Materials:** Grantee must obtain written approval from DEEP prior to distribution or publication of any printed material prepared under the terms of this Scope of Work.

Unless specifically authorized in writing by the State, on a case by case basis, the Grantee shall have no right to use, and shall not use, the name of the State of Connecticut, its officials, agencies, or employees or the seal of the State of Connecticut or its agencies: (1) in any advertising, publicity, promotion; or (2) to express or to imply any endorsement of Grantee's products or services; or (3) to use the name of the State of Connecticut, its officials agencies, or employees or the seal of the State of Connecticut or its agencies in any other manner (whether or not similar to uses prohibited by (1) and (2) above), except only to manufacture and deliver in accordance with this Agreement such items as are hereby contracted for by the State. In no event may Grantee use the State Seal in any way without the express written consent of the Secretary of State.

**5. ADA Publication Statement:**

For all public notices printed in newspapers, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the Americans with Disabilities Act. To request an accommodation contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov).

If there is not a meeting or event associated with the material(s) being published, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov) if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint.

If the material(s) being published have a meeting or event associated with them, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or

deep.accommodations@ct.gov if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint. Any person needing a hearing accommodation may call the State of Connecticut relay number – 711. Requests for accommodations must be made at least two weeks prior to any agency hearing, program, or event.

For videos that will be published on the DEEP website, the following ADA and Title VI statement and the following line should be included on the DVD cover and the title page of the video:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. To request an accommodation contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov).

This video with closed captioning is available at [www.ct.gov/deep](http://www.ct.gov/deep).

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

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

All **invoices** must include the completed DERA Option Request for Payment form and attachments confirming amounts, dates, and descriptions of services covered by the invoice, and shall be submitted to:

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

**7. Extensions/Amendments:** Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments, including but not limited to:

1. revisions to the maximum grant payment,
2. the total unit cost of service,
3. the grant's objectives, services, or plan,
4. due dates for reports,
5. completion of objectives or services, and
6. any other Scope of Work revisions determined material by DEEP.

If it is anticipated that the project cannot be completed as scheduled, a no-cost extension must be requested in writing no later than sixty (60) days prior to the project deadline in this Scope of Work. Said extension request shall include a description of what work has been completed to date, shall document the reason for the extension request, and shall include a revised work schedule and project completion date. Such extension must be approved by EPA if it is beyond the project period for the grant. If deemed acceptable, approval will be received in the form of an amendment to the Scope of Work.

- 8. Final Report:** Within thirty (30) days of the deadline stated in this Scope of Work, Grantee shall submit to the DEEP Project Coordinator, a Final Report including documentation and accuracy assessment satisfactory to the Commissioner, demonstrating that all the elements of this Scope of Work have been met. All data collected over the course of the Project will be submitted to the DEEP Project Coordinator.
- 9. Final Financial Report:** Within thirty (30) days of the deadline set in this Scope of Work, Grantee shall submit a Final Financial Report to the DEEP Project Coordinator, with supporting documentation sufficient to demonstrate expenditures identified in the project proposal.

## BUDGET AND SCHEDULE OF PAYMENTS

Payments by the Commissioner shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to the deadline set in this Scope of Work and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$44,911.00.

### Budget and Schedule of Payments

Tasks & Deliverables	Task Delivery Date	Budget		
		Project Total	Grantee Cost-Share Paid	CT State DERA Funds Paid
<b>1. Planning &amp; Procurement:</b>				
<ul style="list-style-type: none"> <li>Approved EPA work plan with project timeline/schedule</li> </ul>	September-October 2024	\$0	\$0	\$0
<ul style="list-style-type: none"> <li>Summary of procurement process for selecting replacement engine and shipyard with copies of bids received</li> <li>Summary of criteria used for selecting Vendor and shipyard</li> <li>Copy of Purchase Order to the selected Vendor for the new marine engine and to the shipyard for the installation</li> <li>Documentation of any down payments or up-front payments</li> </ul>	November 2024	\$____	\$____	\$0
<b>2. Marine Engine Purchase &amp; Delivery</b>				
<ul style="list-style-type: none"> <li>Documentation of delivery of marine engine for the <i>FV FlyingConnie</i></li> <li>Vendor Invoice for marine engine and proof of payment for engine</li> </ul>	January 2025	\$____	\$____	\$0
<b>3. Installation &amp; Completion</b>				
<ul style="list-style-type: none"> <li>Shipyard Invoice(s) for installation of Tier 3 engine</li> <li>EPA-required photographic documentation that the replaced marine engine has been rendered inoperable</li> <li>Completed copy of EPA Certificate of Engine/Chassis Destruction</li> <li>Confirmation of project completion for the <i>FV FlyingConnie</i> repower and sea trials</li> </ul>	January - March 2025	\$112,277.00	\$112,277.00	\$
Invoice Requesting payment from DEEP for the <i>FV FlyingConnie</i> repower under the grant	August 2026	\$0	-\$44,911.00	\$44,911.00

FlyingConnie Charters LLC

9/24/24

<b>4. Provide Updates and Information for EPA Quarterly and Other Reports</b>	<ul style="list-style-type: none"> <li>• Updates for Fifth Quarter Report</li> <li>• Updates for Sixth Quarter Report</li> <li>• Updates for Seventh Quarter Report</li> <li>• Updates for Eighth Quarter Report</li> <li>• Updates for Ninth Quarter Report</li> <li>• Updates for Tenth Quarter Report</li> <li>• Updates for Eleventh Quarter Report</li> <li>• Updates for Twelfth Quarter Report</li> <li>• Updates for Thirteenth Quarter Report</li> <li>• EPA-required material for Final Report (upon completion but no later than 08/31/2026)</li> </ul>	<ul style="list-style-type: none"> <li>• On or before 10/1/24</li> <li>• On or before 01/01/25</li> <li>• On or before 04/01/25</li> <li>• On or before 07/01/25</li> <li>• On or before 10/01/25</li> <li>• On or before 01/01/26</li> <li>• On or before 04/01/26</li> <li>• On or before 07/01/26</li> <li>• On or before 10/01/26</li> </ul>	\$0	\$0	\$0
<b>Total:</b>			\$112,277.00	\$67,366.00	\$44,911.00

**\*\* For avoidance of doubt, the above "Budget Table and Schedule of Payments" reflects the overall cost of replacing the engine on the vessel. Under no circumstances shall DEEP be responsible for reimbursing any sums greater than the maximum allowable amount under this Agreement.**

Funds shall be paid to Grantee for the reimbursement of expenditures, contingent upon receipt by DEEP of detailed invoices showing work completed and costs thereof with any required supportive documentation. Invoices shall be submitted not more frequently than quarterly. All payments to Grantee are subject to review and approval by the Commissioner, at her sole discretion.

Final payment shall be issued following completion of this Project to the Commissioner's satisfaction, review and submission of materials for a Final Report and associated documentation demonstrating that all elements of the Deliverables in this Scope of Work have been met. Payment shall be processed contingent upon receipt of detailed invoices with any required supportive documentation, subject to review and approval by DEEP. Total sum of all payments shall not exceed total project costs.

The total sum of all payments shall not exceed the maximum grant amount noted above. Should the total Project costs be less than the amount on which the grant was based, reimbursement will be reduced to the allowable percentage of total costs as established by EPA for the State DERA program.

Signature, FlyingConnie  
Charters, LLC  
Authorized Representative

Typed Name: Michael Pirri, President

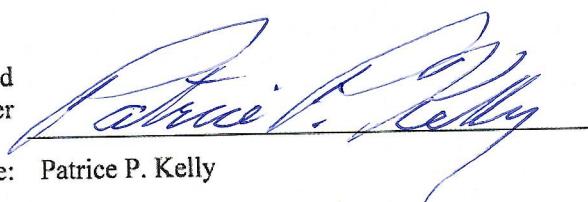


10/11/24

Date

Signature, DEEP Assigned  
Project Manager

Typed Name: Patrice P. Kelly



10/11/24

Date

**APPENDIX A**  
***Certificate of Engine/Chassis Destruction***  
*(Fillable Form provided as separate attachment)*

## Scope of Work

### Purpose:

This Agreement is entered into between the Connecticut Department of Energy and Environmental Protection (DEEP) and Tilcon Connecticut Inc. (Grantee) to provide funding to replace one model year (MY) 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an engine model year (EMY) 2006 diesel-powered Cummins ISM 350V engine, and one MY 1994, Class 8, Kenworth T-450 dump truck, equipped with an EMY 1994 diesel-powered Cummins L-10 engine (listed below); these vehicles will be replaced with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-powered front discharge mixer, and one MY 2025, Class 8, Peterbuilt 567 diesel-powered dump truck chassis with a 2025 Etnyre Live Bottom body, model TMLB-20. 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.

Existing Vehicle Data					
Vehicle Class	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number(VIN)	Engine Serial Number
Class 8	Cummins	ISM	2006	5DG8AU4T660011331	35152662
Class 8	Cummins	L-10	1994	2NKNX5TX7RM637313	34726808

Because of the technology advances on the new cement mixer and dump truck, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that has recently been reclassified from marginal to moderate with regard the 2015 National Ambient Air Quality Standards (NAAQS) for ozone. In addition, both units operate in Middlesex County and New Haven County, two of three counties reclassified from serious to severe with regard to the 2008 NAAQS for ozone. These reclassifications put increased responsibility on the state to decrease emissions.

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

**Description:** The Project is titled: ***“Ready Mix Concrete Truck and Tri-Axle Dump Truck Replacement”***

**1. Deliverables/Scope of Work:** Following execution of this Scope of Work, Grantee shall be

responsible for the below tasks. Grantee shall complete all tasks below relating to this Project no later than August 31, 2026. Completion of the Project shall include documentation of the scrappage of the replaced trucks. All tasks conducted by Grantee shall be in accordance with the DERA Grant conditions.

## **A. Work Tasks**

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

*Task 1: Planning & Procurement*

*Task 2: Delivery and Scrappage*

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

### ***Task 1: Planning & Procurement:***

- Grantee shall comply with the work plan of specific tasks that was submitted by DEEP and approved by the Environmental Protection Agency (EPA).
- Grantee will provide documentation of any payments made in association with the Project. The procurement of tangible personal property having a useful life of more than one year and an acquisition cost of one thousand dollars (\$1,000.00) or more per unit must be approved by the DEEP Commissioner before acquisition.
- Grantee shall submit to the DEEP Project Manager, a summary of Grantee's procurement process for selecting replacement trucks and vendor(s), along with all bids received. Grantee's summary of its procurement process shall include, but not be limited to, all criteria used for selecting the specific replacement trucks and vendor(s).
- Grantee shall submit to the DEEP Project Manager a copy of the Purchase Order(s) to the selected vendor(s) for the new trucks. Grantee shall also submit to the DEEP Project Manager all documentation of any down payments or up-front payments for the vehicles.

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

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

- Grantee shall render the replaced vehicles and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. Drilling/cutting a three-inch hole in the engine block is the preferred EPA method for rendering the engine inoperable. Alternate method(s) require prior approval by EPA, and as such, Grantee shall, to the extent necessary, submit all documents necessary to enable DEEP to obtain approval for any alternate method for rendering engine(s) inoperable. The required Certificate of Engine/Chassis Destruction form is attached hereto as Appendix A.
- Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced (e.g., plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engines, vehicles, equipment, or parts are to be sold, program income requirements apply.
- Grantee shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix A) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the trucks before and after cutting the chassis. Grantee shall submit to DEEP an invoice for payment, along with confirmation that the project has been completed.

*Task 2 Deliverables:*

- Invoice from the Vendor(s) for delivered trucks and documentation of payment to Vendor(s)
- EPA-required photographic scrappage documentation in the form of digital photos (clearly legible and not blurry) for each replaced truck:
  - VIN plate
  - Engine plate (showing serial number, EPA engine family number, and engine model year)
  - Side profile of vehicle before destruction
  - Cut chassis rails
  - Engine block before drilling
  - Engine block with 3-inch diameter hole
  - Others, as requested by DEEP and/or EPA
- Completed copy of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicles, if applicable
- Delivery Confirmation (Certificates of Origin and photos of truck profiles, VIN, and engine plates for new trucks)
- Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use

- An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of both EPA and Section D-4 of the Mitigation Trust Agreement (see Appendix D).

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

- Status Report: Grantee shall provide DEEP with status updates to be included in DEEP's Quarterly Reports to EPA. Grantee shall notify DEEP and provide explanation for delays in the required status reports. Grantee shall provide the status reports to DEEP as follows:
  - Fifth Quarter Status Report due on or before January 1, 2025*
  - Sixth Quarter Status Report due on or before April 1, 2025*
  - Seventh Quarter Status report due on or before July 1, 2025*
  - Eighth Quarter Status report due on or before October 1, 2025*
  - Ninth Quarter Status Report due on or before January 1, 2026*
  - Tenth Quarter Status Report due on or before April 1, 2026*
  - Eleventh Quarter Status Report due on or before July 1, 2026*
  - Twelfth Quarter Status Report due on or before October 1, 2026*
- Materials for DEEP's Final Report to EPA: Grantee shall also provide to DEEP all materials/information necessary to enable DEEP to prepare and submit a final report to EPA upon completion of the Project. Grantee shall provide all requested materials by August 31, 2026, to enable DEEP to prepare and submit the final report to EPA by September 30, 2026. The materials/information to be provided by Grantee to DEEP may include, but will not be limited to:
  - Environmental results;
  - Work plan accomplishments;
  - Challenges encountered during planning and implementation;
  - Emissions reductions;
  - Budgetary issues, including funds expended;
  - Public relations activities;
  - Technical and identification information for vehicles and engines; and
  - Jobs preserved or created.

**B. General Provisions**

1. Grantee shall comply with all applicable Federal, State, and local laws, rules, and

regulations.

2. Grantee shall perform all tasks within the timelines specified in the EPA approved workplan.
3. Grantee is responsible for all sub-contractors and/or vendors employed for this Project.
4. Grantee is responsible for developing and obtaining all applicable permits required for this Project.
5. Grantee shall ensure that all wastes, materials and/or contaminated water generated from the proposed Project are disposed of in accordance with all applicable federal, state, and local laws and regulations.
6. All vehicles/equipment purchased by Grantee using the DERA funds referenced in the Budget Section below shall be the property of Grantee. Said vehicles/equipment will be used to replace older diesel-powered vehicles in Grantee's fleet. Grantee shall bear sole responsibility for all vehicles purchased by Grantee using the DERA Funds. Such responsibilities include, but are not limited to, maintenance, storage, operation, insurance, and liability. Under no circumstances shall the State bear any responsibility for any vehicles/equipment purchased using such DERA Grant funds, or any vehicles owned by Grantee.
7. All work related to this Project shall be completed at least thirty (30) days prior to the expiration date of this Scope of Work unless an extension has been requested and approved by DEEP in accordance with Section 7 below.

**2. Budget:** This Grant in the total amount of \$143,788.02 was authorized in accordance with EPA's State Diesel Emission Reduction Act (DERA) and is administered by DEEP. Grantee shall adhere to the budget which is included in this Scope of Work. Project costs in excess of the maximum payable amount under this Scope of Work shall not be borne by the State.

Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in United States of America v. Volkswagen AG et al., Case No. 16-cv-295 (N.D. Cal.) ("DERA Option"). Subject to availability, payment to Grantee of DERA Option funds will be made directly by the Wilmington Trust, the trustee for Volkswagen AG, upon DEEP's approval of Grantee's documentation of the completion of the tasks outlined in this Scope of Work. DEEP is not responsible for payment of the DERA Option funds.

Grantee has agreed to contribute an estimated additional \$483,786.98 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$627,575.00. Payment is contingent upon documentation of the completion of the tasks outlined in this Scope of Work.

- 3. Acknowledgement of Funding:** Any publication or sign produced or distributed, or any publicity conducted in association with this Scope of Work must provide credit as follows: "Funding provided by EPA DERA Grant and administered by the Connecticut Department of Energy and Environmental Protection."
- 4. Publication of Materials:** Grantee must obtain written approval from DEEP prior to distribution or publication of any printed material prepared under the terms of this Scope of Work.

Unless specifically authorized in writing by the State, on a case by case basis, the Grantee shall have no right to use, and shall not use, the name of the State of Connecticut, its officials, agencies, or employees or the seal of the State of Connecticut or its agencies: (1) in any advertising, publicity, promotion; or (2) to express or to imply any endorsement of Grantee's products or services; or (3) to use the name of the State of Connecticut, its officials agencies, or employees or the seal of the State of Connecticut or its agencies in any other manner (whether or not similar to uses prohibited by (1) and (2) above), except only to manufacture and deliver in accordance with this Agreement such items as are hereby contracted for by the State. In no event may Grantee use the State Seal in any way without the express written consent of the Secretary of State.

## **5. ADA Publication Statement:**

For all public notices printed in newspapers, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the Americans with Disabilities Act. To request an accommodation contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov).

If there is not a meeting or event associated with the material(s) being published, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov) if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint.

If the material(s) being published have a meeting or event associated with them, the following ADA and Title VI Publication Statement should be used:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action/Equal Opportunity Employer that is committed to complying with the requirements

of the Americans with Disabilities Act. Please contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov) if you: have a disability and need a communication aid or service; have limited proficiency in English and may need information in another language; or if you wish to file an ADA or Title VI discrimination complaint. Any person needing a hearing accommodation may call the State of Connecticut relay number – 711. Requests for accommodations must be made at least two weeks prior to any agency hearing, program, or event.

For videos that will be published on the DEEP website, the following ADA and Title VI statement and the following line should be included on the DVD cover and the title page of the video:

The Connecticut Department of Energy and Environmental Protection is an Affirmative Action and Equal Opportunity Employer that is committed to complying with the requirements of the Americans with Disabilities Act. To request an accommodation contact us at (860) 418-5910 or [deep.accommodations@ct.gov](mailto:deep.accommodations@ct.gov).

This video with closed captioning is available at [www.ct.gov/deep](http://www.ct.gov/deep).

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

Kailyn Lundeberg  
Department of Energy and Environmental Protection  
Bureau of Air Management  
79 Elm Street  
Hartford, CT 06106-5127  
E-Mail: [Kailyn.Lundeberg@ct.gov](mailto:Kailyn.Lundeberg@ct.gov)

All **invoices** must include the completed DERA Option Request for Payment form and attachments confirming amounts, dates, and descriptions of services covered by the invoice, and shall be submitted to:

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

**7. Extensions/Amendments:** Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any

prior amendments, including but not limited to:

1. revisions to the maximum grant payment,
2. the total unit cost of service,
3. the grant's objectives, services, or plan,
4. due dates for reports,
5. completion of objectives or services, and
6. any other Scope of Work revisions determined material by DEEP.

If it is anticipated that the project cannot be completed as scheduled, a no-cost extension must be requested in writing no later than sixty (60) days prior to the project deadline in this Scope of Work. Said extension request shall include a description of what work has been completed to date, shall document the reason for the extension request, and shall include a revised work schedule and project completion date. Such extension must be approved by EPA if it is beyond the project period for the grant. If deemed acceptable, approval will be received in the form of an amendment to the Scope of Work.

8. **Final Report:** Within thirty (30) days of the deadline stated in this Scope of Work, Grantee shall submit to the DEEP Project Coordinator, a Final Report including documentation and accuracy assessment satisfactory to the Commissioner, demonstrating that all the elements of this Scope of Work have been met. All data collected over the course of the Project will be submitted to the DEEP Project Coordinator.
9. **Final Financial Report:** Within thirty (30) days of the deadline set in this Scope of Work, Grantee shall submit a Final Financial Report to the DEEP Project Coordinator, with supporting documentation sufficient to demonstrate expenditures identified in the project proposal.

## **BUDGET AND SCHEDULE OF PAYMENTS**

Payments by the Trustee shall allow for use of funds to meet allowable financial obligations incurred in conjunction with this Project, prior to the deadline set in this Scope of Work and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$143,788.02.

### **Budget and Schedule of Payments**

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Grantee Cost Share	DERA Option VW Funds
<b>1. Planning &amp; Procurement:</b> <ul style="list-style-type: none"> <li>Approved EPA work plan with project timeline/schedule</li> <li>Summary of procurement process for selecting replacement trucks with copies of bids received</li> <li>Summary of criteria used for selecting Vendor(s) and name of Vendor(s) selected</li> </ul>	May-July 2024	\$0	\$0	\$0
<ul style="list-style-type: none"> <li>Copy of Purchase Orders issued for new cement mixer and new dump truck</li> <li>Documentation of any advance payments, if applicable</li> </ul>	September-October 2024	\$0	\$0	\$0
<b>2. Delivery of New Cement mixer and New Dump Truck, Scrappage of Replaced Cement Mixer and Dump Truck, Completion of Project</b> <ul style="list-style-type: none"> <li>Documentation of delivery of the new trucks</li> <li>Vendor invoice(s) for delivered cement mixer and dump truck, and documentation of payment to Vendor(s)</li> </ul>	January 2025 (Mixer) and March 2025 (Dump Truck)	\$627,575.00	\$627,575.00	\$0
<ul style="list-style-type: none"> <li>EPA-required photographic documentation that the replaced cement mixer and replaced dump truck have been rendered inoperable</li> <li>Completed copies of EPA Certificate of Engine/Chassis Destruction</li> <li>Receipt for scrap value or any other income from the scrapped cement mixer and dump truck, if applicable</li> <li>Confirmation that the project is completed and that the cement mixer and dump truck are operating satisfactorily for their intended uses</li> <li>Invoice requesting payment from DEEP for the replacement of the cement mixer and dump truck under the grant</li> </ul>	August 31, 2026	\$0	-\$143,788.02	\$143,788.02
<b>3. Provide Updates and Information for EPA Quarterly and Other Reports</b> <ul style="list-style-type: none"> <li>Status Update for Fifth Quarter Report</li> <li>Status Update for Sixth Quarter Report</li> <li>Status Update for Seventh Quarter Report</li> <li>Status Update for Eighth Quarter Report</li> <li>Status Update for Ninth Quarter Report</li> <li>Status Update for Tenth Quarter Report</li> <li>Status Update for Eleventh Quarter Report</li> <li>Status Update for Twelfth Quarter Report</li> <li>EPA-required material for Final Report (upon completion but no later than 08/31/26)</li> </ul>	01/01/25 04/01/25 07/01/25 10/01/25 01/01/26 04/01/26 07/01/26 10/01/26 08/31/26	\$0	\$0	\$0

**Budget and Schedule of Payments**

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Grantee Cost Share	DERA Option VW Funds
Total:		\$627,575.00	\$483,786.98	\$143,788.02

***\*\* For avoidance of doubt, the above "Budget and Schedule of Payments" reflects the overall cost of replacing the trucks. Under no circumstances shall DEEP be responsible for reimbursing any sums greater than the maximum allowable amount under this Agreement.***

Funds shall be paid to Grantee for the reimbursement of expenditures, contingent upon receipt by DEEP of detailed invoices showing work completed and costs thereof with any required supportive documentation. Invoices shall be submitted not more frequently than quarterly. All payments to Grantee are subject to review and approval by the Commissioner, at her sole discretion.

Final Payment shall be issued following completion of this Project to the Commissioner's satisfaction, review and submission of materials for a Final Report and associated documentation demonstrating that all elements of the Deliverables in this Scope of Work have been met. Payment shall be processed contingent upon receipt of detailed invoices with any required supportive documentation, subject to review and approval by DEEP.

The total sum of all payments shall not exceed the maximum grant amount noted above. Should the total Project costs be less than the amount on which the grant was based, reimbursement will be reduced to the allowable percentage of total costs as established by EPA for the State DERA program.

Signature, Tilcon Connecticut  
Inc. Authorized Representative



01/07/2025

Typed Name: Chris Costello

Date

Signature, DEEP Assigned  
Project Manager



1/08/2025

Typed Name: Kailyn Lundeberg

Date

## APPENDIX A

### *Certificate of Engine/Chassis Destruction*

# U.S. EPA Diesel Emission Reduction Program

## Certificate of Engine/Chassis Destruction

EPA Grantee Name: CT Dept. of Energy & Environmental Protection EPA Grant No.: DS - 00A01434Subgrantee Name: Vehicle Owner Name: Vehicle Owner Address: **Old Vehicle/Chassis Information**

Make:		Vehicle ID Number:	
Model:		Odometer Reading:	miles
Year:			

**Old Engine Information**

Make:		Horsepower:	
Model:		ID or Serial No.:	
Year:		EPA Engine Family Name:	

Name of Dismantler: Address of Dismantler: Date Vehicle Accepted by Dismantler: Signature of Dismantler: **EPA Grantee/Subgrantee Authorized Representative:**Date engine/chassis disabled: 

**Statement:** I certify that within 90 days of replacement, the old engine and chassis (where applicable) have been permanently disabled. Disabling the engine consists of cutting, drilling, or punching a three inch by three inch (3" x 3") hole in the engine block. Disabling the chassis consists of cutting completely through the frame/frame-rails on each side of the vehicle/equipment at a point located between the front and rear axles. If other, pre-approved scrappage methods were used, details and documentation are attached. Photos of the disabled engine/chassis that are required pursuant to the Terms and Conditions of the EPA award agreement are attached to this Certificate of Vehicle/Engine Destruction.

Authorized Name: Print Name Authorized Signature: Date: 

Note: Documentation must include JPEG images of the following, with corresponding file names:

1) Side profile of vehicle	3) Engine label	5) Engine block, prior to hole
2) VIN	4) Chassis rail cut in half	7) Others, as needed
		6) Engine block, after hole

## **APPENDIX B**

### ***2023 State DERA Cooperative Agreement*** ***# DS 00A01434-1***

## **APPENDIX C**

### ***Environmental Mitigation Trust Agreement for State Beneficiaries***

## **APPENDIX D**

### ***Connecticut Clean Diesel Program DERA Option Final Request for Payment Form***

NEW ENGLAND KENWORTH - CONCORD (Y150)  
 24 HALL STREET  
 CONCORD, New Hampshire 03301

CARIATI DEVELOPERS  
 70 NORTH PLAINS INDUSTRIAL RD  
 WALLINGFORD, Connecticut 06492  
 United States of America

**Sean Stebbins**  
 Cell Phone: 6037856004  
 Office Phone:  
 Email: [sean.stebbins@newenglandkw.com](mailto:sean.stebbins@newenglandkw.com)

**MICHAEL FROM CARIATI**  
 Email: [sales@cariatidevelopers.com](mailto:sales@cariatidevelopers.com)

## Vehicle Summary

	<b>Unit</b>		<b>Chassis</b>
Model:	T880 Series Conventional	Fr Axle Load (lbs):	18740
Type:	FULL TRUCK	Rr Axle Load (lbs):	46000
Description 1:	TRIAXLE DUMP	G.C.W. (lbs):	83480
Description 2:			
Intended Serv.:	<b>Application</b> Local Pickup & Delivery: Vehicles which	Road Conditions: Class A (Highway)	93
Commodity:	Gravel/Crushed Rock/Sand	Class B (Hwy/Mtn)	5
		Class C (Off-Hwy)	2
Type:	<b>Body</b> End Dump	Class D (Off-Road)	0
Length (ft):	18	Maximum Grade:	6
Height (ft):	13	Wheelbase (in):	230
Max Laden Weight (lbs):	4000	Overhang (in):	61
		Fr Axle to BOC (in):	74
No. of Trailer Axles:	<b>Trailer</b>	Cab to Axle (in):	156
Type:		Cab to EOF (in):	217
Length (ft):	0	Overall Comb. Length (in):	339.5
Height (ft):	0		
Kingpin Inset (in):		<b>Special Req.</b>	
Corner Radius (in):	0	U.S. Domestic Registry, 50-state.	
<b>Restrictions</b>			
Length (ft):	75		
Width (in):	102		
Height (ft):	13.5		

Approved by: \_\_\_\_\_

Date: \_\_\_\_\_

**Note: All sales are F.O.B. designated plant of manufacture.**

**KENWORTH**

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
<b>Model</b>				
0000810	S	<b>T880 Series Conventional</b>	234,126	<b>15,549</b>
0070060	S	<b>T880</b>	0	<b>0</b>
0080310	O	<b>EPA Clean Idle Label - Cummins Engines</b>	107	<b>0</b>
0090000	S	<b>Non-Sleeper w/ Rear Axle Capacity less than 59K.</b>	0	<b>0</b>
0098407	O	<b>State of Registry: Connecticut</b>	0	<b>0</b>
<b>Engine &amp; Equipment</b>				
0130356	O	<b>Cummins X15 500V 500@1900 1650@900, 2024</b> with Intebrake, Productivity Series N09420 C333 0.....Reserve Speed Limit Offset ( N09380 C334 0.....Maximum Cycle Distance (C334 N09360 C400 252...Reserve Speed Function Reset N09200 C399 120...Standard Maximum Speed Limit N09400 C401 10....Maximum Active Distance (C40 N09220 C402 0.....Expiration Distance (C402) N09540 C395 0.....Expiration Distance (C395) N09260 C121 64....Maximum Accelerator Pedal Ve N09440 C234 NO....Engine Protection Shutdown ( N09460 C231 NO....Gear Down Protection (C231) N09580 C133 5.....Timer Setting (C133) N09680 C233 NO....Idle Shutdown Manual Overrul N09480 C132 1400..Max PTO Speed (C132) N09300 C128 64....Maximum Cruise Speed (C128) N09500 C239 NO....Cruise Control Auto Resume ( N09520 C238 NO....Auto Engine Brake in Cruise N09240 C209 120...Hard Maximum Speed Limit (C2 N09780 C190 80....High Ambient Temperature Thr N09740 C188 40....Low Ambient Temperature Thre N09760 C189 60....Intermediate Ambient Tempera N09720 C382 YES...Enable Hot Ambient Automatic N09600 C396 YES...Enable Impending Shutdown Wa N09620 C397 60....Timer For Impending Shutdown N09640 C206 35....Engine Load Threshold (C206) N09560 C225 YES...Enable Idle Shutdown Park Br	11,221	<b>336</b>
1000046	O	<b>EPA Emissions Warranty Engine</b>	0	<b>0</b>
1000151	S	<b>PremierSpec</b>	0	<b>0</b>
1000233	O	<b>Powertrain Protect with SmartAccel - X15</b> Torque Rate Limiting	0	<b>0</b>
1000244	O	<b>Gearing Analysis: Balance</b> power/economy blend results.	0	<b>0</b>
1000256	O	<b>Customer's Typical Operating Spd: 64 MPH</b>	0	<b>0</b>

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

**KENWORTH**

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
1000524		<b>Registration Year</b> Year of Registration: 2024	0	<b>0</b>
1000684		<b>Effective VSL Setting NA</b>	0	<b>0</b>
1000858	O	<b>Engine Idle Shutdown Timer Disabled</b>	0	<b>0</b>
1000859	O	<b>Enable EIST Ambient Temp Overrule</b>	0	<b>0</b>
1000891		<b>Eff EIST NA Expiration Miles</b> Use only with MX and Cummins engines	0	<b>0</b>
1002080	O	<b>Air Compressor: Cummins 18.7 CFM, Naturally Aspirated for Cummins X15 engines</b>	211	<b>0</b>
1051200	S	<b>Air Cleaner: Composite Firewall Mounted PACCAR or Cummins Engines</b>	0	<b>0</b>
1099080	O	<b>Pre-Cleaner Mounted in the Hood Plenum</b>	317	<b>0</b>
1105220	O	<b>Fan Hub: Horton 2-Speed for X15</b>	24	<b>0</b>
1123555	S	<b>Cooling module: 1330 square inches.</b> Includes aluminum radiator core, aluminum charge air cooler, translucent surge tank and washer bottle, silicone hoses, and extended life coolant.	0	<b>0</b>
1160208	O	<b>Bug Screen: Between Hood &amp; Grille</b>	128	<b>2</b>
1247263	S	<b>EXH: Single Can 2024 RH Under with RH Side-of-Cab Vertical Tailpipe</b>	0	<b>0</b>
1290136	S	<b>Tailpipe: 5 in. single 36 in. 45 degree curved.</b>	0	<b>0</b>
1291944	O	<b>Single Lower Chrome Exhaust Elbow</b>	254	<b>0</b>
1321125	O	<b>Fuel Filter:Davco 382</b> Fuel/Water Separator	450	<b>8</b>
1321204	O	<b>Run Aid: Cummins TRV + Coolant Heat for Davco</b> *For Fuel Filter, X15 and 2.1M only	471	<b>0</b>
1321305	S	<b>Start Aid:12V Heat</b> *For Fuel Filter	0	<b>0</b>
1500029	O	<b>Kenworth Fuel Cooler</b> Required for Cummins engines with a single fuel tank. Required for PACCAR MX-13 engine with a single fuel tank and stationary use: High RPM, low vehicle speed, sustained for longer than 1 hour. Optional for all other applications.	219	<b>6</b>
1504005	O	<b>Immersion Block Heater 120V 1500W W/ Plug Under Door on C500, T660, T800 &amp; W900.</b>	150	<b>2</b>
1816260	O	<b>Alternator: PACCAR 160 amp, Brush Type</b>	-6	<b>0</b>
1821210	S	<b>Batteries: 3 PACCAR GP31 Threaded Post (700-730)</b> 2100-2190 CCA dual purpose.	0	<b>0</b>
1836106	O	<b>Mitsubishi 105P55 12V Starter with Cummins and PX</b>	0	<b>0</b>

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

**KENWORTH**

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
		PACCAR 12 volt electrical system. W/ centralized power distribution incorporating plug-in style relays. Circuit protection for serviceability, 12-volt light system w/circuit protection circuits number & color coded. Only for Cummins or PX engines.		
1840065	S	<b>12V Low Voltage Disconnect for Battery Protection</b>	0	<b>0</b>
1900996	O	<b>Jump Start Terminals Under Hood.</b>	276	<b>12</b>
1901017	S	<b>Remote PTO/Throttle, 12-Pin, Engine Bay</b> Remote Control Provision	0	<b>0</b>
<b>Transmission &amp; Clutch</b>				
2050008	O	<b>Neutral Coast Mode Cruise Only</b> Eaton Automated Transmission Programming.	0	<b>0</b>
2058420	O	<b>Transmission: Eaton FO-16E309ALL-VMS</b> UltraShift Plus 11-speed w/Hill Start Aid feature. Standard with synthetic lubricant. This product has a deep drive ratio intended for use in mixer applications, or where deep reduction is needed. *Torque Limit: 1650 pound-feet.	8,579	<b>284</b>
2250385	O	<b>Clutch:UltraShift Plus Or Fuller Advantage Series</b> Automated transmissions.	921	<b>0</b>
2406453	O	<b>Driveline: 2 Dana SPL250XL 1 Centerbearing</b> Low maintenance offering from Spicer. On-highway 350K mi first service interval, 100K mi subsequent service interval on U-joint, splines lubed for life, quick disconnect end caps.	1,184	<b>83</b>
2429351	O	<b>First Transmission PTO Compatibility -</b> Chelsea 230/236/238/442/489/660/680-V3 or Muncie CS8/SH8/TG8S-P1 bottom mounted 6 or 8-Bolt PTO's for all Eaton & PACCAR transmissions. This application includes use of the standard hydraulic clutch actuator on Eaton FR & RT transmissions and supports bottom mounted 6 and 8-Bolt PTO's with single acting air actuation.	0	<b>0</b>
2429358	O	<b>Rear Transmission Support Springs for</b> transmission PTO applications are required to ensure that engine flywheel housings are not overloaded when transmission PTO's are installed.	92	<b>0</b>
2429361	O	<b>First Customer Installed Eaton/PACCAR Trans PTO.</b>	0	<b>0</b>
2460042	O	<b>14" Eaton High Capacity Standard Cooler</b> Oil to Water. For Transmission 1550-2250 LBFT, 18-speed AutoShift.	0	<b>0</b>
2493009	O	<b>Aluminum Clutch Housing</b>	0	<b>0</b>
<b>Front Axle &amp; Equipment</b>				
2506181	O	<b>Dana Spicer D2000 Front Axle rated 20K</b> standard track.	373	<b>-27</b>
2607002	S	<b>Front Brakes: 14,601-22K Bendix Air Disc Brakes.</b>	0	<b>0</b>
2690025	O	<b>Splined Rotor for Front Air Disc Brakes for Use</b> with Iron Hubs.	-199	<b>0</b>
2702020	O	<b>Front Hubs Iron Hub Pilot 20,000 lbs. 10 Bolt</b>	-185	<b>80</b>

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

**KENWORTH**

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
		16.5x6in. or 7in. or air disc brakes. 10 Bolt, 11-1/4 in. bolt circle. Consider Wheelguards (5850002) with aluminum wheels.		
2741970	S	<b>ConMet PreSet Plus Hub Package; Front Axle.</b>	0	<b>0</b>
2750001	S	<b>Hubcap: Front Vented.</b>	0	<b>0</b>
2769000	S	<b>Slack Adjusters Included W/ Front Axle or Brakes.</b> Also use with disc brakes.	0	<b>0</b>
2866020	S	<b>Front Springs: Taperleaf 20K W/ Shock Absorbers</b> w/ maintenance-free elastomer spring pin bushings. Standard with rubber pins except for C500 which has threaded pins. Not available on W900L. W900B use 2866021.	0	<b>0</b>
2895302	S	<b>Dual Power Steering Gear: 16-22K Sheppard HD94.</b> Heavy duty. Not for use on T3.	0	<b>0</b>
2899336	S	<b>Power Steering Cooler:Radiator Mounted Air-to-Oil</b>	0	<b>0</b>
2900616	O	<b>Threaded Bushings for Taperleaf Spring</b> 16K, 18/20K, 22K, 40K replacing rubber.	103	<b>0</b>
2900903	O	<b>Front Bendix Air Disc Brake Dustshield</b> includes pad air disc brakes only.	72	<b>1</b>

### **Rear Axle & Equipment**

3144183	O	<b>Dual Dana Spicer D46-172HP Rear Axle rated at</b> 46K. w/ 16mm housing and 2.06in. shaft diameter. Includes pump. Tandem rear axles.	2,453	<b>-156</b>
3200391	O	<b>Rear Axle Ratio - 3.91.</b>	0	<b>0</b>
3306001	S	<b>Dual Rear Bendix Air Disc Brakes for Dual</b> rear axles to 46K capacity.	0	<b>0</b>
3392604	S	<b>Splined Rotor for Dual Rear Air Disc Brake for</b> use with aluminum hubs.	0	<b>0</b>
3407050	S	<b>Dual Rear Hubs: Aluminum Hub Pilot 46K;</b> 11.25" bolt circle. Requires "R" series outer ends.	0	<b>0</b>
3441972	S	<b>ConMet PreSet Plus Hub Package; Dual Rear Axle.</b>	0	<b>0</b>
3465900	S	<b>Rear Slack Adjusters Included W/ Axle or Air</b> disc brakes.	0	<b>0</b>
3485002	S	<b>Spring Brakes Included W/ Dual Rear Air Disc</b> brakes.	0	<b>0</b>
3490902	O	<b>Rear Air Disc Brake Dustshields for Tandem</b> axles; includes pads and rotor shields.	828	<b>12</b>
3495228	O	<b>Bendix 4S/4M Anti-Lock Brake System W/ Air</b> traction control (ATC).	-2,507	<b>2</b>
3500057	O	<b>Interaxle Driveline: 1 Dana SPL170XL</b> Tandem Rear Axles Only	-159	<b>-2</b>
3500070	O	<b>20-33 Cubic Yard Dump</b>	0	<b>0</b>
3532194	O	<b>Wheel Differential Lock for Dana Spicer Axles</b> D40-170(P)/D46-170(H)(P)(WT) forward rear axle & rear rear axle.	2,822	<b>112</b>

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1



Sales Code	Std/ Opt	Description	\$ List	Weight
3742941	O	<b>Tandem Hendrickson HAULMAAX EX (HMX) 460 46K.</b> 54 in. axle spacing, 17.5 in. saddle height. With shocks, track rods and rubber bolster bushings. Unladen Height: 12.5 in. Laden Height: 10.5 in.	1,182	<b>180</b>
3808802	O	<b>1 Steerable Pusher: Watson Chalin Tru Track 20K;</b> SL2065	19,346	<b>1,594</b>
3820083	O	<b>1 Steerable Pusher Brakes: Bendix Non-RSD 16.5x6</b> in.; Use with 20K axle.	0	<b>0</b>
3820562	O	<b>1 Steerable Pusher Cast Brake Drums.</b> 16.5X6 in. for use with 20K axle.	0	<b>0</b>
3821152	O	<b>1 Steerable Pusher Hubs Alum Hub Pilot 10-Hole</b> 11.25 in. bolt circle. For use with 20K axle.	33	<b>0</b>
3828333	O	<b>Pusher or Tag: Gauge/ Switch Dash-Mounted; Gauge</b> and pressure regulator mounted BOC lower LH side.	0	<b>0</b>
3830145	O	<b>Delete Standard Heavy-Duty Air Springs for Rear</b> suspension.	-24	<b>-28</b>
3841052	O	<b>1st Pusher Location: 52 in. From C/I Forward</b> tandem axle or single rear axle.	0	<b>0</b>

### Tires & Wheels

4017181	O	<b>Front Tires: Michelin XZY3 385/65R22.5 18PR</b> 42.4 in. Diameter, All Position. 19.6 in. SLR.	-497	<b>130</b>
4210003	O	<b>Rear Tires: Michelin X Works Z 11R24.5 16PR</b>	80	<b>216</b>
4781181	O	<b>1 Steerable Pusher: 2 Michelin XZY3 385/65R22.5</b> 18PR. 42.4 in. diameter, all position. 19.6 in. SLR.	415	<b>130</b>
4900008	O	<b>Rear Tire Quantity: 8</b>	0	<b>0</b>
5045218	O	<b>Front Wheel: Alcoa 82462 22.5x12.25 aluminum,</b> with Lv One [TM] High Polish finish, hub-pilot mount. 11000lb. maximum rating. 5.80 in. offset. Air disc brake compatible.	14	<b>-3</b>
5245275	O	<b>Rear Wheel: Alcoa 98U63 24.5X8.25 AL</b> Ultra One High Polish Wheel.	2,128	<b>-136</b>
5781518	O	<b>1 Steerable Pusher Wheel: 2 Alcoa 82462</b> 22.5X12.25; aluminum with Lv One [TM] High Polish finish, hub-pilot mount. 11000lb. maximum rating. 5.80in. offset. Air disc brake compatible.	991	<b>-3</b>
5850040	O	<b>Wheelguards: All Axles.</b>	119	<b>2</b>
5859010	O	<b>Single Front Axle: 2 wheels Dura-Bright Mirror</b> Polish Dura-Bright outboard surface of aluminum wheels.	308	<b>0</b>
5859012	O	<b>Dual Rear Axle Wheels: 4 Wheels Dura-Bright</b> Mirror Polish Dura-Bright outboard surface of outer dual or single aluminum wheels.	820	<b>0</b>
5859031	O	<b>1 Pusher: 2 Wheels Dura-Bright Mirror Polish</b> Dura-Bright outboard surface of outboard wheels mounted same as front axle. For use on 1 steerable or 1 non-steerable pusher axles w/ single wheel.	320	<b>0</b>
5900008	O	<b>Rear Wheel/Rim Quantity: 8</b>	0	<b>0</b>

### Frame & Equipment

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1



Sales Code	Std/ Opt	Description	\$ List	Weight
6056400	O	<b>Frame Rails: 10-3/4 x 3-1/2 x 3/8in. Steel 285in.</b> to 336 in. Truck frame weight is 3.48 lb.-in. per pair of rails. Section modulus is 17.80, RBM is 2,132,000 in-lbs per rail. Frame rail availability may be restricted based upon application, axle/suspension capacity, fifth wheel setting, or component/dimensional specifications. The results of the engineering review may result in a change to the requested frame rail. If a change is required Kenworth Application Engineering will advise the dealer of the appropriate material specification for a substitute rail.	394	390
6141400	O	<b>Full Steel Insert: for 10-5/8 in. or 10-3/4 in.</b> Steel 285 in. to 336 in. or 2nd insert for 11-5/8 in. steel frame. Adds 1,149,000 in-lb to main rail RBM. Truck insert weight is 2.05 lb.-in. per pair of rails. Full frame insert length is equal to wheelbase plus rear frame cutoff plus dimension forward of front axle by model. See databook addendum section 7.2.	2,490	640
6302361	O	<b>Bumper: Tapered Polished Aluminum Channel.</b> Requires a bumper setting code.	191	-6
6319485	S	<b>48.5 in. Bumper Setting. Requires a Bumper Code.</b>	0	0
6321005	O	<b>Removable Front Tow Hooks: 2.</b>	304	15
6391205	O	<b>Custom Frame Layout: 5-9 Chassis</b> CFL A/T: CFL A/T: 234579 CFL A/D: LOCATE A/D UNDER RH RAIL BOC	200	0
6401233	O	<b>Steel Cantilever Battery Box BOC W/ Smooth</b> aluminum cover. Vocational Style.	754	39
6409902	O	<b>Battery Box Location: RH Side.</b>	116	15
6451094	O	<b>T470, C5, T6, T8 Polished DPF/SCR or CNG Cover</b> with step. For use w/ 2010 or later exhaust systems. For T8, use extended length polished battery box on opposite rail to match the length of under cab components.	462	0
6490440	O	<b>Heavy-Duty BOC Crossmember Assembly.</b>	209	23
6679856	O	<b>Final End-of-Frame Cut-Off Dimension Will be</b> modified to less than or equal to 45 in.	0	0
6710080	O	<b>Two Rams Horn Open Rear Tow Hooks, Not for</b> trailer towing.	145	17
6721102	S	<b>Rear Mudflap Arms: Betts B-25 Standard-Duty,</b> straight. Includes B1732 mounting brackets as standard.	0	0
6722000	S	<b>Rear Mudflap Shields: White Plastic Antisail W/</b> Kenworth logo.	0	0
6742009	S	<b>Square End-of-Frame W/O Crossmember; Non-Towing.</b>	0	0
<b>Fuel Tanks &amp; Equip</b>				
7210120	O	<b>Fuel Tank: 120 US Gallon 24.5 in. Aluminum Under</b> replace. Class 8 fuel tanks w/o locking caps include an anti-siphon device on the filler neck.	256	63



Sales Code	Std/ Opt	Description	\$ List	Weight
7721045	O	<b>Hydraulic Tank: 45 US Gallon 24.5 in. Aluminum add.</b>	1,280	92
7722154	O	<b>Medium Round DEF Tank, 23.8 Gallons.</b> The DEF tank will be located on the side you specified. If you have specific configuration or body builder concerns, please utilize the Custom Frame Layout option. Standard capacity is calculated by fuel capacity of the vehicle and will accommodate two diesel fill-ups for every DEF fill-up. For 1:1 DEF fuel fill ratio, add 7889204.	261	15
7812238	O	<b>One Additional Standard Tank Support for 1 Fuel tank.</b> This is not a heavy-duty 7 in. wide support.	183	17
7813002	O	<b>Additional Tank Support Location. LH Under.</b>	0	0
7831008	O	<b>6 in. Wide Lower Fuel Tank Step, for One 22 in. or 24.5 in. tank LH.</b>	90	2
7840029	O	<b>Polish Only Two Aluminum Tanks.</b>	854	0
7840038	O	<b>Polished Cover for 1 DEF Tank Any Size.</b>	356	3
7880010	O	<b>Mechanical Anti-Roll Channel for Two Tanks.</b>	158	13
7889062	O	<b>Polished Stainless Steel Tank Straps for 2 Tanks.</b>	174	0
7889203	S	<b>DEF to Fuel Fill Ratio 2:1 or Greater.</b>	0	0
7889245	S	<b>Anti-Siphon Device in Fuel Tank Filler Neck.</b> For any number of fuel tanks.	0	0
7889604	S	<b>DEF Tank Location is LH.</b>	0	0
7889803	O	<b>Hydraulic Tank Location Right Side Behind Cab.</b>	0	0
7889810	O	<b>2 Hydraulic Tank Fittings, Forward Top, Bottom.</b>	0	0
7920120	O	<b>Location: 120 gal fuel tank LH under cab</b>	0	0

### Cab & Equipment

8025301	S	<b>Cab: Stamped Aluminum Cab with Panoramic Curved</b> glass windshield. Standard with stamped aluminum doors, heavy duty in-swinging hinges, and triple sealed doors. Manufactured using self-piercing rivets and structural adhesive. Includes LED exterior marker lights and turn signals.	0	0
8090604	O	<b>Hood: T880 Standard Length With Mechanically</b> Fastened Fenders. 122.6 inch BBC.	350	15
8098212	O	<b>Bright Engine Air Intake</b> Chrome Trimmed Engine Air Intake on Both Sides of Hood	109	0
8108002	O	<b>Fine Particulate Filter for Cabin Air HVAC</b> system. To provide extra filtration in high dust applications. Cabin airflow is reduced with this additional filter. *Cannot be used with code 8108003.	46	0
8108011	S	<b>Cab HVAC - Day Cab and 40 in. Sleeper</b>	0	0



Sales Code	Std/ Opt	Description	\$ List	Weight
		System With Defrost, A/C, and 48,000 BTU/hr Heater. Includes automatic temperature control with one touch defrost operation and dash mounted cab temperature and solar intensity sensors. Pleated fresh air filter and cabin recirculation air filter standard. The Kenworth HVAC system is designed to provide optimal heating and cooling in all operating environments without need for additional insulation. Cab HVAC without sleeper heater AC is available with 40in sleeper.		
8190138	O	<b>Shutoff Valves to Isolate Primary Heater</b> Remote mounted on frame under cab.	58	0
8201043	O	<b>Kenworth Smartwheel: 18 in. Leather Wrapped With Integrated Radio and Cruise Controls.</b>	94	2
8201052	S	<b>Column Mtd TMSN Control W/Retarder Cntrl, RH Side</b> Use with Automated and Automated Manual Transmissions Only	0	0
8201200	S	<b>Adjustable Telescoping Tilt Steering Column.</b>	0	0
8203060	O	<b>5 Sets of Keys. Replaces Standard 2 Sets of Keys.</b>	32	0
8205164	O	<b>Dash Switch: 1st Single-Acting Eaton or PACCAR</b> Mounted PTO. Electric switch, wiring, software, air solenoids, and plumbing are factory-installed to control the 1st Eaton (single-acting) trans PTO.	109	0
8208497	O	<b>Four Spare Switches: Wired to Power.</b>	168	0
8220106	O	<b>Gauge: Dash Mounted Air Filter Restriction Gauge.</b>	158	0
8221160	O	<b>Gauge: Engine Oil Temperature Gauge With Integral</b> warning light. The NavPlus HD unit includes a virtual engine oil temperature gauge.	45	0
8222404	S	<b>Gauge: DD Virtual Gauge - Oil Temp Engine</b>	0	0
8222409	S	<b>Gauge: DD Virtual Gauge - Air Filter Restriction</b>	0	0
8222413	S	<b>Gauge: DD Virtual Gauge - Manifold Pressure Boost</b>	0	0
8222414	S	<b>Gauge: DD Virtual Gauge - Engine Percent Torque</b>	0	0
8222712	O	<b>Gauge: Fuel Filter Restriction Gauge.</b>	139	0
8222722	O	<b>Gauge: Manifold Pressure Gauge.</b> The NavPlus HD unit includes a virtual manifold pressure gauge.	31	0
8225658	O	<b>Gauge: Axle Oil Temperature, Dual-Drive Axle.</b> (2 gauges) w/integral warning light.	227	0
8226667	O	<b>Gauge: Oil Temperature Gauge Transmission.</b> The NavPlus HD unit includes a virtual transmission oil temperature gauge.	62	0
8282027	S	<b>Main Instrument Package: 15" Digital Display.</b>	0	0

**KENWORTH**

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
		Includes Speedometer, Tachometer, Primary Air Pressure, Secondary Air Pressure, Fuel Level #1, DEF Level, DPF Filter Status, Fuel Economy, Oil Pressure, Coolant Temp, OAT and Voltmeter, and Air Application.		
8282120	O	<b>USB Charging Port - Dash Panel</b> *Requires 15" Digital Display 8282027/8282028	30	<b>0</b>
8300010	O	<b>Interior Color: Tan</b>	0	<b>0</b>
8330102	S	<b>Interior Package: Vantage Daycab</b> Includes durable headliner and vinyl sidewalls with geometric patterned trim and anodized aluminum accents throughout. Convenient overhead storage cubbies, full size glove box, two center console cupholders, and large door pad map pocket. Standard LH/RH power windows, electric door locks, interior LED lighting, nighttime-friendly red ambient lighting for dash and footwell, and door mounted courtesy light. Includes two standard 12V power outlets. Driver sunvisor includes strap.	0	<b>0</b>
8390634	S	<b>Rubber Floormat</b>	0	<b>0</b>
8410277	O	<b>Driver Seat: GT702 HB with Ultraleather material</b> and integral heat. The GT702 is standard with a single air bag, scissor linkage seat suspension that incorporates seat height memory, auto-leveling valves with exit air dump, and adjustable damper. It includes a dual chamber lumbar support, 10in Fore/Aft adjustment, 5in Up/Down adjustment with protection zones, 2.5in pan extension, 51 degree seat back recline, and 16 degree full seat tilt. Includes 3-point matching seat belts. DR seat standard w/ dual armrests.	558	<b>10</b>
8480104	O	<b>Rider Seat: GT100 Toolbox HB with Vinyl Material.</b> The GT100 seats are standard with fixed base. Includes 3-point matching seat belts. Rider seat standard w/ LH armrest.	244	<b>0</b>
8490181	S	<b>Seat Color: Black</b>	0	<b>0</b>
8497005	O	<b>Air Line Fitting: At Driver Seat.</b> Customer-installed air chuck.	66	<b>4</b>
8497470	O	<b>Storage Package Upgrade for Kenworth GT702 Driver</b> seat. Standard with Kenworth GT703 driver seat.	50	<b>0</b>
8601432	O	<b>Kenworth Radio DEA710 AM/FM/WB/USB, Bluetooth</b>	36	<b>0</b>
8601881	O	<b>CB Radio: Cobra 29. W/ Header Mounted Quick</b> release. Includes transceiver & separate speaker remote-mounted in headliner & dual CB antennas. Includes sound tracker & illuminated panel.	589	<b>11</b>
8698982	O	<b>Mid Level Audio System - Daycab: High Performance</b> Door and B-Pillar Speakers.	49	<b>4</b>
8700188	O	<b>Remote Keyless Entry</b>	418	<b>0</b>
8700196	O	<b>Turn Signal: Self-Cancelling</b>	273	<b>0</b>
8700283	S	<b>LH and RH Trip Ledge Rain Deflectors</b>	0	<b>0</b>
8700406	O	<b>Stainless Steel Permit Panel on Cab, Driver Side</b>	108	<b>0</b>

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

**KENWORTH**

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
		only		
8700663	S	<b>Kenworth TruckTech+:</b> This system provides the World's Best reporting of engine and aftertreatment fault codes, as well as enhanced support for the truck owner through rapid communication of fault severity and recommended actions. This is standard on all Kenworth models with a PACCAR MX engine, Cummins X15 engine, PX engine or Natural Gas engine.	0	<b>0</b>
8800260	O	<b>Long Grabhandle RH Side Mounted to Side-of-Cab exhaust.</b>	67	<b>2</b>
8800402	S	<b>Dual Cab Interior Grabhandles: A Pillar Mounted</b> Dash Wrap and B Pillar Mounted Grabhandles	0	<b>0</b>
8832113	S	<b>Kenworth Daylite Door With Standard LH/RH</b> electric door locks and LH/RH electric window controls.	0	<b>0</b>
8841618	O	<b>Dual Rectangular Air Horn 23 in. LH &amp; RH Top of</b> roof. Includes air horn covers.	249	<b>4</b>
8850139	S	<b>Look-Down, Pass. Door, Black 11x6</b>	0	<b>0</b>
8865002	S	<b>Aero Mirror: Dual Kenworth Aerodynamic Motorized</b> heated mirrors, 7in X 13in with cab color mirror shell and black mirror arms. Also includes LH/RH heated 6in X 7in convex mirrors. Mirror brackets set for 8-1/2 ft load width. Mirror controls located on driver side door pad.	0	<b>0</b>
8871447	O	<b>Rear Cab Stationary Window with Dark Tint</b> 19in x 36in.	55	<b>0</b>
8890038	O	<b>3.5in x 11.5in Plastic Records Holder: Mounted On</b> Rear Cab Panel. Not available With Sleeper Or 2 Person Bench Seat.	64	<b>0</b>
8890101	S	<b>One-Piece Bonded-In Windshield With Curved Glass.</b> Standard.	0	<b>0</b>
8890135	S	<b>Exterior Stainless Steel Sunvisor.</b>	921	<b>19</b>
8890300	O	<b>Fender Close-Out: Below Headlamp, Behind</b> bumper. *NOT available with 3-piece bumper.	214	<b>0</b>
8890349	S	<b>Wheelwell Fender Extension: 2.5 Inches</b>	0	<b>0</b>
8890876	S	<b>Kenworth Cab/Sleeper Air Suspension.</b>	0	<b>0</b>
<b>Lights &amp; Instruments</b>				
9010553	S	<b>Headlamps: SAE Dual Halogen Complex Reflector</b>	0	<b>0</b>
9022137	S	<b>Marker Lights: Five, Rectangular, LED</b>	0	<b>0</b>
9030016	S	<b>Turn Signal Lights: Flush Mounted LED. Mounted at</b> top of fender wheel arc.	0	<b>0</b>
9030052	S	<b>LED Stop, Turn, Tail: With Two LED</b> Backup Lights and With An LED License Plate.	0	<b>0</b>
9049825	O	<b>Customer-Installed Road/ Fog Lights Switch &amp;</b> wiring.	59	<b>0</b>
9052008	O	<b>Floodlights: Dual LED Flush First Set</b>	202	<b>0</b>

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1



Sales Code	Std/ Opt	Description	\$ List	Weight
9059921	O	<b>Floodlight Location: Located Low - First Set</b> . This Code To Be Used With Flush-Mount (9052011) or C/I (9058071) Codes Only.	0	0
9080206	O	<b>Switch and Wiring: Cust. Installed Beacon Lights</b> With Additional 20ft Jumper Harness Shipped Loose	246	1
9090039	S	<b>Marker Lights: Interrupter Switch.</b> Included in Turn Signal For All Models Except T3. The T3 Switch Is In The Dash.	0	0
9090049	S	<b>Omit Brake Light with Engine Brake.</b> Can only be selected when chassis also has engine brake. Cannot be used with options to delete engine brake.	0	0
9090058	O	<b>Switch &amp; Wiring: For Customer-Installed Plow</b> light. Includes circuit breaker.	239	0
9090117	O	<b>Marker Lights: Midframe</b> & reflectors mounted standout. Required on tractors where overall length exceeds 30 feet.	227	22
9090142	O	<b>Wiring Only: For Customer-Installed Backup</b> alarm.	59	0
9090302	O	<b>Junction Box: Mounted Behind Cab or Sleeper</b> Not Mounted at End of Frame.	176	1
9090316	O	<b>Junction Box: End of Frame</b>	298	1
9090849	O	<b>Polyswitches Replacing Fuses. Switch Will</b> automatically reset after removal of excess load.	49	0

### Air Equipment

9101219	O	<b>Air Dryer: Bendix AD-HF Extended Purge Heated</b> With Puraguard	148	0
9108001	S	<b>Moisture Ejection Valve W/ Pull Cable Drain.</b>	0	0
9140020	S	<b>Nylon Air Tubing in Frame &amp; Cab, Excluding Hoses</b> subject to excessive heat or flexing.	0	0
9140085	O	<b>Bendix LQ-5 Ratio Valve: for Kenworth-Installed</b> pusher/tag. LQ-5 valve limits the amount of air applied to the pusher brakes. Helps prevent lockup in lightly loaded conditions.	174	2
9140249	O	<b>Locate Air Dryer Under RH Rail BOC.</b> This code requires the use of a custom frame layout code.	0	0
9140288	O	<b>Air Tanks: Clear of Transmission Area.</b> This code requires the use of a custom frame layout code.	0	0

### Extended Warranty

9200021	S	<b>Base Warranty - Standard Service Heavy Duty</b> 12 months / 100,000 miles / 160,000 km.	0	0
9201882	O	<b>EW: US Radiator/CAAC 5 year/300,000 miles,</b> United States only.	480	0
9201928	O	<b>EW: US Heater &amp; Air Conditioner 5 year/300,000</b> miles, United States only.	1,110	0
9203779	O	<b>Cummins EW: Protect Plan 1 X15 EPA24</b> 5YR/400K (643,738KM), Efficiency/Productivity Series. Each code registered between 366 and 546 days after the vehicles in-service date	2,795	0

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

Printed On: 8/29/2023 7:01:00 PM

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1



Sales Code	Std/ Opt	Description	\$ List	Weight
		will be subject to a \$400 late fee. Coverage cannot be added after 200K MI or 545 days past the in-service date.		
9203813	O	<b>Cummins EW: Aftertreatment X15 Use W/ PP1 EPA24</b> 5YR/400K (643,738KM), Efficiency/Productivity Series. Each code registered between 366 and 546 days after the vehicles in-service date will be subject to a \$400 late fee. Coverage cannot be added after 200K MI or 545 days past the in-service date.	1,720	0
9212651	O	<b>TruckTech+ RD - 3YR Sub Cummins Engines</b>	499	0
9220001	O	<b>Base Warranty: Emissions</b> 5YR/100K MI - EPA Engine	0	0
<b>Miscellaneous</b>				
9409852	O	<b>GHG Secondary Manufacturer: Does Not Apply</b>	0	0
9490206	O	<b>Warning Triangle Reflector Kit: Shipped Loose.</b> Kit consists of 3 triangles in plastic carrying case. Not floor mounted.	56	4
9490406	O	<b>One 5 lb. Dry Chemical Type Fire Extinguisher</b> mounted outboard of rider seat. Class ABC.	151	11
9490645	O	<b>Zinc Phosphate Frame Rail Paint Processing.</b> Requires frame rail code. Code is for 1 pair of rails.	405	0
9490647	O	<b>Zinc Phosphate Frame Insert Paint Processing.</b> Requires any 1st frame insert code. Code is for 1 pair of any frame inserts.	405	0
9491659	S	<b>VMUX Architecture</b>	0	0
<b>Promotions</b>				
<b>Paint</b>				
9700000	O	<b>Paint Color Number(s).</b>  N9702 A - L0023 SILVER N9715 FENDER L5797 RADIANT RED N9720 FRAME N0001 BLACK	0	0
9943004	O	<b>Bumper Unpainted</b>	0	0
9943052	O	<b>Day Cab Pearl Metallic Paint</b>	952	0
9944840	O	<b>Spectrum Design - Fenders Only.</b> Approval or disapproval is at the discretion of Kenworth Truck Company. Consult with your paint coordinator if the chassis paint sketch includes any of the following items: Items attached to the frame or below the frame are to be painted a color that is different than the frame paint color, Items attached to the cab or sleeper are to be painted a color that is different than the cab or sleeper paint color, The requested paint number cannot be identified as a number or type approved by Kenworth.	2,118	0
9965510	S	<b>Base Coat/ Clear Coat.</b>	0	0



# KENWORTH

<b>Sales Code</b>	<b>Std/ Opt</b>	<b>Description</b>	<b>\$ List</b>	<b>Weight</b>
The Kenworth Color Selector contains additional instructions, as well as information on Kenworth paint guidelines and surface finish applications. Kenworth is standard with Dupont Imron Elite paint.				

## Special Requirements

Special Requirement 1 0098025

Special Requirement 2

Special Requirement 3

Special Requirement 4

## Order Comments



<b>Total List Price (W/O Freight &amp; Warranty &amp; Surcharges )</b>	\$308,020
<b>Marketing and Service Support Fee</b>	\$1,395
<b>Prepaid Freight</b>	\$3,625
<b>Total Surcharge/Options Not Subject To Discount</b>	\$6,604
 <b>Total Weight</b>	 19,837

## **Prices and Specifications Subject to Change Without Notice.**

---

Unpublished options may require review/approval.

Dimensional and performance data for unpublished options may vary from that displayed in CRM.

---

### **PRICING DISCLAIMER**

*While we make every effort to maintain the web site to preserve pricing accuracy, prices are subject to change without notice. Although the information in this price list is presented in good faith and believed to be correct at the time of printing, we make no representations or warranties as to the completeness or accuracy of this information. We reserve the right to change, delete or otherwise modify the pricing information which is represented herein without any prior notice. We carefully check pricing specifications, but occasionally errors can occur, therefore we reserve the right to change such prices without notice. We disclaim all liability for any errors or omissions in the materials. In no event will we be responsible for any damages of any nature whatsoever from the reliance upon information from these materials. Please check your order prebills to confirm your pricing information*



### Shipping Destinations

#### Intermediate Destination:

Final Destinations	Quantity



## Port Niantic Inc.

**17 Smith Avenue  
Niantic, CT 06357-3229  
860-739-2155  
860-739-4681 FAX**

## Estimate

DATE	ESTIMATE #
12/12/2023	425-2912

Michael Pirri  
(FlyingConnie LLC)  
251 Stonehedge Lane  
Guilford, CT 06437

TERMS	Boat Make	Size	Boat Name	Location	Key/combo	Hull #	Engine #
							Y CX GTE
DESCRIPTION				QTY		TOTAL	
Yanmar 6LF530 HP Tier 3 Common rail diesel repower package at 3000 RPM with ZF 280-1 gear at 2:1, live PTO, front pulley, harness and set up for Morse controls					1		71,000.00
Subtotal Taxable Motor Sales							71,000.00
Motor Sales Tax 2.99%							0.00
Materials to install the repower engine and transmission in the vessel					1		6,000.00
New matching propeller to suit repower package est. 25x29x5					1		6,277.00
Subtotal materials							12,277.00
CT Sales Tax 6.35%							0.00
Remove existing powerand install new repower package, rig and run					1		29,000.00
Subtotal labor							29,000.00
Non-Taxable Labor							0.00
All engine and transmission sales must be prepaid upon ordering						<b>TOTAL</b>	\$112,277.00

To schedule this work please sign and date below then return this estimate to the marina office with a payment of 50%.

Sign: \_\_\_\_\_ Date: \_\_\_\_\_

**TOTAL**

\$112,277.00

To schedule this work please sign and date below then return this estimate to the marina office with a payment of 50%.

Sign: \_\_\_\_\_ Date: \_\_\_\_\_

Mastercard/Visa/Discover/Amex: \_\_\_\_\_ Exp: \_\_\_\_\_ Code: \_\_\_\_\_

Payment is due upon completion of work. A service charge of 1 1/2% per month (annual rate of 18%) will be charged on balances 30 days past due. If legal referral is necessary to collect, all costs of collection, including reasonable attorney's fees will be added.



July 12, 2024

Attn: Dan Ditunno  
Tilcon Connecticut-New Britain  
P.O. Box 1357  
New Britain, CT 06050  
USA

Thank you for the opportunity to quote Oshkosh Commercial products for Tilcon Connecticut-New Britain. I am pleased to submit for your approval the following proposal for ( 2 ) S-2204 S-Series Front Discharge Mixer(s) . In this quote, you will find:

- Quotation
- Full Specifications
- Finance Information
- Terms and Conditions

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

Sincerely,

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

**OSHKOSH CORPORATION**

2307 OREGON STREET | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54903-2566 | 484-955-5850

**BUYER**

Tilcon Connecticut-New Britain  
 Attn: Dan Ditunno  
 P.O. Box 1357  
 New Britain, CT 06050  
 USA

**BILL TO**

Tilcon Connecticut-New Britain  
 Attn: Dan Ditunno  
 P.O. Box 1357  
 New Britain, CT 06050  
 USA

**FINAL USER**  
**(Delivery Location)**  
 Tilcon Connecticut-New Britain

642 Black Rock Ave.  
 New Britain, CT 06050  
 USA

**PRICING QUOTATION**

Total Configured Price	\$310,416
FET	\$22,145
Extended Warranties	\$980
Sales Tax	Not Included
Total Unit Price	\$333,541
Freight	\$4,200
Quantity	2
Total	\$675,482
Required Downpayment	\$62,083



- Quote Discount:** Pricing includes all applicable discounts for quantity quoted. Change of quantity ordered may result in a revision of price.
- Freight Charges:** Freight charge is estimated based upon fuel cost at the time of quotation. The charge is subject to change at the time of delivery. Shipping arrangements (when applicable) are made for the convenience of the Buyer. McNeilus Financial, Inc. d/b/a McNeilus Truck and Manufacturing ("Seller") assumes no responsibility for the equipment in transport.
- Taxes:** No state or local taxes are included in the prices quoted herein. Any applicable state and local taxes must be added to these prices and paid directly by the Buyer.
- Specifications:** All specifications are subject to change without notice. Several factors beyond the control of the chassis OEM or Seller may result in the substitution of components of equal or greater quality.
- Special Options:** Special options are subject to Engineering application approval.
- Terms & Conditions:** This quotation assumes and is subject to Seller standard Terms and Conditions of Sale, Including Limitations of Warranty.
- Payment Terms:** Down-payment of \$62,083.00 is due within 30 days of signing, or as directed by Oshkosh Sales. Balance is due upon delivery per payment terms. Net Due On Pickup/Delivery
- Quotation Currency:** All prices are in USD
- Delivery Terms:** FOB Destination, Freight Prepaid and Added. The Seller pays the freight charges but bills them to the Buyer.

**ACCEPTANCE**

This quotation is valid until 08/15/2024. Any order is contingent upon acceptance by Seller. By signing and returning this document, you are indicating that you have read and approved the above pricing. Please return this signed quotation and down payment to your Seller representative, or to Kristina Nigl-Klabunde, Product Specialist, Oshkosh Corporation. If you have any questions, please feel free to contact us.

This quote may be subject to the imposition of a surcharge based on the price increases on materials. Oshkosh will provide clarity on applicable surcharge as soon as practicable.

Authorized Signature

Date



Quote Number: CPQ-16077  
Revision: 1  
Model: S-Series Mixer  
Created: 07/12/2024  
Valid Until: 08/15/2024

#### Base Configuration

Model Year	2024
State of Operation	Connecticut
Vehicle Model	S-2204, FATT
Model Body	Primary Model Body Price
Model Chassis	Primary Model Chassis Price
Wheel Base	220" Wheel Base

#### Axle, Front

Front Axle	23k Oshkosh HRPA Disc Brake
Front Axle Ratio	5.17 Ratio
Locking Front Differential	Not Equipped
Front Shock Absorber	Front Shock Absorbers

#### Axles, Rear

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

#### Axle(s), Auxiliary

Auxiliary Axle(s)	18,500 lb Rated Fixed Axle
Aux Axle Type	Watson Alumilite
Pusher Axle Qty	One (1) Pusher Axle
Tag Axle Qty	Not Equipped
Aux Axle Controls	Internal Auxiliary Regulator Controls
Aux Axle Steering Lockout	Not Equipped
Load Span Tag Axle	Not Equipped

#### Wheels and Tires

Front Axle Tires	Continental 445/65R22.5 HCS; Heavy Duty; Qty 2
Rear Axle Tires	Continental 445/65R22.5 HCS; Heavy Duty; Qty 4
Pusher Axle Tires	Continental 445/65R22.5 HCS; Heavy Duty; Qty 2
Tag Axle Tires	Not Equipped or Customer Supplied
Load Span Tag Axle Tires	Not Equipped or Customer Supplied
Front Wheels	Aluminum 22.5 x 13.0 x 6.122 - Clean Buff
Rear Wheels	Aluminum 22.5 x 14.0 x 6.122 - Clean Buff
Pusher Wheels	Aluminum 22.5 X 13.0 X 3.50 - Clean Buff
Tag Wheels	Not Equipped
LSTA Wheels	Not Equipped



Quote Number: CPQ-16077  
Revision: 1  
Model: S-Series Mixer  
Created: 07/12/2024  
Valid Until: 08/15/2024

Wheel Nut Covers	Not Equipped
------------------	--------------

#### Cab

Cab Size	Aluminum Construction; Single Operator Arrangement
Cab HVAC	Cab Heat + Air-Conditioning
Cab Fan	Not Equipped
Safety Equipment	2.5lb Fire Extinguisher and Triangle Kit
Accessory Power	Accessory Power Point, 12V w/USB Ports
Camera System	Roscoe Rear Vision Camera System
Seat	National High-back Driver Seat w/ Arm Rests
Steering Column	Tilting/Telescoping Steering Column
Mirrors	16x7 Heated Stainless Steel Mirrors with 8" Diameter Convex Spotter Mirrors

#### Chassis Selections

Frame	Vertical RBM 6,306,020 in-lb, Lateral RBM 2,766,099 in-lb
Front Bumper	Impact and Chemical Resistant, Injection Molded DCPD
Fenders, Front	Aluminum Front Fender
Fenders, Rear	Aluminum Rear Fenders
Hood	Fiberglass Tilting Type Engine Enclosure with Rear Hatch
Grille	Bright Stainless Steel Grille
Lighting Package	LED Lighting, Work Lights and 360 Degree Strobe Light Package
Toolbox	Aluminum Tool Box, RH Front, Frame Mounted
Air Dryer	Wabco System Saver 1200 Air Dryer
Air Brakes	Wabco Anti-Lock Braking System
Batteries	Three (3) Prestolite Batteries
Battery Disconnect	Gigavac Battery Disconnect Switch at Battery Box
Auto Lube System	No Automatic Lubrication

#### Engine and Powertrain

Engine	430 HP Cummins X12 with EPA 2021 or 2022 Emissions
Engine Brake	Engine Brake
Engine Heater	Kim-Glo Block Heater
Transmission	Allison HD4500 Deep Sump
Transmission Controls	Allison 6-button, Push
Transfer Case	Oshkosh Aluminum 2 Range 2.48:1 w/FR Declutch
Starter	Delco, 12V, 39MT, 3.9kW
Alternator	160A 12 V Prestolite
Fuel Tank Location	72 gal round aluminum, RH Fill, FR Mounted
DEF Tank	10 Gal. RH Fill
Exhaust Stack	Polished Stainless Steel



Quote Number: CPQ-16077  
Revision: 1  
Model: S-Series Mixer  
Created: 07/12/2024  
Valid Until: 08/15/2024

#### Mixer Package

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

#### Mixer Equipment

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

#### Mixer Controls

Hydraulics Controls	Wired External Keypad
Joystick	Electronic Joystick with F/N/R

#### Water Tank

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



## S-Series™

Quote Number: CPQ-16077  
Revision: 1  
Model: S-Series Mixer  
Created: 07/12/2024  
Valid Until: 08/15/2024

### Additional Truck Options

Telematics	ClearSky Telematics; 1 year subscription
# of Cab Colors	1 Color
Cab Color Complexity	Yellow, Red, Orange, Metallic, Custom
# of Drum Colors	1 Color
Drum Color Complexity	Whites, Greys, Black
# of Hood Colors	1 Color
Hood Color Complexity	Yellow, Red, Orange, Metallic, Custom
# of Bumper Colors	1 Color
Bumper Color Complexity	Yellow, Red, Orange, Metallic, Custom
# of Fender Colors	1 Color
Fender Color Complexity	Yellow, Red, Orange, Metallic, Custom
Rust Proofing	Rust Protection
Clear Coat	Clear Coat

## SPECIAL FEATURES & OPTIONS

Preco

Provide and Install CRH Preco (Part Number 1588961)

## Bucket Holder

Paint & Install bucket holder (Part Number: 1108359)

## STANDARD WARRANTIES

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

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

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

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

## EXTENDED WARRANTIES

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

**BUYER'S ORDER**
**PLEASE ENTER MY ORDER FOR THE FOLLOWING:**  NEW  USED  TRUCK  TRACTOR  TRAILER

YEAR	MAKE	MODEL	BODY TYPE
VEHICLE ID-NUMBER		MILEAGE	STOCK #
DEALER'S PRINTED NAME (SELLER)			
DEALER'S STREET ADDRESS			
CITY		STATE	ZIP
CUSTOMER'S PRINTED NAME (BUYER)			
1)			
CUSTOMER'S PRINTED NAME (BUYER)			
2)			
BUYER'S STREET ADDRESS			
CITY		STATE	ZIP
EMAIL		PHONE NUMBER	
<b>TRADE-IN</b>			
YEAR	MAKE	MODEL	BODY TYPE
VEHICLE ID-NUMBER		TRIM	TITLE NO.
MILEAGE			
EXISTING LIEN HOLDER			
ACCOUNT #	BALANCE DUE		

<b>LIEN HOLDER INFORMATION</b>			
LIEN HOLDERS NAME		PHONE NUMBER	
ADDRESS		ELT CODE	
CITY		STATE	ZIP

**THIS ORDER IS NOT VALID UNLESS SIGNED BY AN AUTHORIZED REPRESENTATIVE  
OF THE DEALERSHIP**

CUSTOMER, by the execution of this Buyers Order ("Order"), offers to purchase the vehicle(s) described herein, subject to the terms and conditions set forth in this Order and the Additional Terms and Conditions hereto.

**THIS ORDER, TOGETHER WITH THE ADDITIONAL TERMS AND CONDITIONS ATTACHED HERETO, AS OF THE DATE HEREOF COMPRIMES THE ENTIRE AGREEMENT AFFECTING THIS PURCHASE AND CANCELS AND SUPERSEDES ANY PRIOR AGREEMENTS. CUSTOMER ACKNOWLEDGES THAT CUSTOMER HAS READ THE TERMS AND CONDITIONS OF THIS ORDER, INCLUDING THE ADDITIONAL TERMS AND CONDITIONS, AGREES TO THE SAME, AND HAS RECEIVED A TRUE COPY OF THE SAME. THERE ARE NO UNWRITTEN AGREEMENTS BETWEEN THE PARTIES**
**THERE IS NO AGREEMENT, GUARANTEE, OR WARRANTY OF MERCHANTABILITY OR OTHERWISE, VERBAL OR WRITTEN, EXPRESSED OR IMPLIED, EXTENDING BEYOND THE DESCRIPTION OF THE GOODS ON THE PAGE OF THIS AGREEMENT.**
**TERMS ARE C.O.D. UNLESS PRIOR ARRANGEMENTS HAVE BEEN APPROVED.**
**VA Purchasers:** CREDIT SALES- FOR SALES INVOLVING DEALER-ARRANGED FINANCING  
 (\$ 46.2-1530) SEE VA BUYER'S ORDER ADDENDUM.

RECEIVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_ (1) PURCHASER SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

SALESPERSON

ACCEPTED BY: \_\_\_\_\_ DATE: \_\_\_\_\_ (2) PURCHASER SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

AUTHORIZED REPRESENTATIVE OF DEALERSHIP

**BUYER'S ORDER**  
**ADDITIONAL TERMS AND CONDITIONS**

**1. PARTIES; DEFINITIONS.** As used in this Buyer's Order ("Order"), the terms: (a) "Dealer" shall mean the Pete Store Dealer identified on the first page of this Order, to whom this Order is addressed, and who shall become a party hereto only by its acceptance hereof; (b) "Customer" shall mean Customer identified on the first page of this Order and executing this Order as such; (c) "Manufacturer(s)" shall mean the entity or entities that manufactured the Product(s), it being understood by Customer that Dealer is in no respect the agent of Manufacturer(s); and (d) "Product(s)" shall mean the new and/or used vehicle(s) or other products, accessories, or components, which are being purchased by Customer, as set forth in this Order; and (e) "Agreement" means this Buyer's Order and the Additional Terms and Conditions.

**2. WARRANTY DISCLAIMERS AND LIMITATIONS.** Any warranties on any Product(s) sold hereby are limited only to any printed Manufacturer's warranties delivered to the Customer with the Product(s). EXCEPT FOR ANY SUCH WARRANTIES MADE BY MANUFACTURERS, SAID PRODUCT(S) ARE ON AN "AS IS, WHERE IS" BASIS, AND SOLD WITHOUT ANY WARRANTIES BY DEALER, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, EACH OF WHICH ARE EXPRESSLY DISCLAIMED.

NO OTHER WARRANTIES, EXCEPT AS SET FORTH ABOVE, DEALER EXPRESSLY DISCLAIMS ALL WARRANTIES, EXPRESS OR IMPLIED.

**3. CHANGES BY MANUFACTURER; MANUFACTURER SURCHARGES; EFFECT ON ORDER.** The Manufacturer has reserved the right to change the price to Dealer of any Product that is not currently in Dealer stock, without notice to Dealer. Accordingly, Dealer reserves the right to change the Product price to reflect any price increases imposed by the Manufacturer. If such Product price is increased by Dealer, Customer may, if dissatisfied therewith, cancel this Order in writing within 3-business days of such notice to Customer. In the event the Order is canceled in accordance with this Section 3, and a motor vehicle has been traded in ("Trade-in Vehicle") as a part of the consideration for the Product(s) ordered hereunder, such Trade-in Vehicle shall be either: 1) returned to Customer upon payment of a reasonable charge for storage and repairs (if any); or 2) if such Trade-in Vehicle has been previously sold by Dealer, the amount received therefore, less any expenses incurred and a selling commission of 15% shall be returned to the Customer. In the event Manufacturer shall change or modify the design of any Product after the Order has been accepted by Dealer, the Customer shall have no claim or right against Dealer should the Customer's Product(s) not contain such changes or modifications, nor shall the Dealer be required to effect such changes or modifications to the Product(s).

**4. REAPPRAISAL OF TRADE-IN VEHICLE.** If the Trade-in Vehicle is not to be delivered to Dealer until delivery to Customer of the Product(s), the Trade-in Vehicle shall be reappraised at that time and such reappraised value shall determine the allowance made for such Trade-in Vehicle. If such reappraised value is lower than the original allowance shown on the front of this Order, Customer may, if dissatisfied therewith, cancel this Order.

**5. DELIVERY OF TRADE-IN VEHICLE BY CUSTOMER; CUSTOMER WARRANTY OF TITLE.** Customer agrees to deliver to Dealer satisfactory evidence of title to any Trade-in Vehicle at the time of delivery of such Trade-in Vehicle to Dealer. Customer warrants any such Trade-in Vehicle to be Customer's property free and clear of all liens and encumbrances except as otherwise noted herein.

**6. PAYMENT; RISK OF LOSS.** Customer agrees to complete payment and accept delivery as soon as reasonably practicable, in any event not to exceed thirty (30) days, after notification that the Product(s) are ready. Upon full payment or delivery to the Customer the Product(s) shall be held and used at Customer's risk, including expenses, loss or damage, taxes, and liabilities of any kind.

**7. NON-CANCELABLE; REFUSAL OF ACCEPTANCE OF MOTOR VEHICLE; RIGHTS OF DEALER.** Once accepted by the Dealer, except as provided in paragraphs 3 and 4 above, this order is non-cancelable by Customer. When Dealer orders the Product(s) from the Manufacturer, Customer understands and acknowledges that the Product is being ordered from the Manufacturer specifically for the Customer and it is not readily available from any other source. Accordingly, Customer shall not cancel or terminate the Order or refuse to accept delivery of the Product(s) except as specifically provided herein. Any attempted cancellation, failure or refusal of Customer to accept delivery of any product ordered hereunder and/or to comply with the terms of this Order, or the existence of circumstances, which provide Dealer with a reasonable basis for believing Customer intends to breach its obligations under this Order shall be considered a Breach of this Agreement by Customer and Dealer shall have the right to pursue remedies as outlined in Section 11.

**8. DELAY OR FAILURE IN DELIVERY; LIMITATION OF DEALER LIABILITY.** Dealer shall not be liable for failure to deliver or delay in delivering any Product(s) covered by this Order where such failure or delay is due, in whole or in part, to any cause beyond the reasonable control, or is without the gross negligence or intentional misconduct of Dealer.

**9. LIABILITY FOR TAXES.** The price for the Product(s) specified on the face of this Order includes reimbursement to Dealer for Federal Excise taxes paid but does not include sales or use taxes or occupational taxes based on sales volume, (Federal, State or Local) unless expressly so stated. Customer assumes and agrees to pay, unless prohibited by law, any such sales or use or occupational taxes imposed on or applicable to the transaction covered by this Order, regardless of which party may have primary tax liability thereof. Customer is responsible for federal excise tax on add-ons purchased after date of truck sale.

**10. CUSTOMER DEPOSIT.** Placement of any Customer's deposit into Dealer's account shall not mean that Dealer has accepted this Order. This Order shall not become binding upon Dealer, until accepted and executed by Dealer's authorized representative. A list of authorized representatives may be obtained, by request sent to legal@thepetestore.com or The Pete Store, Attention: Legal, 2441 S. State Road 7, Fort Lauderdale, FL 33317. Any Customer deposit, whether cash or Trade-in Vehicle value, shall not be refunded except due to Dealer's failure to deliver the Product(s).

**11. BREACH; DEFAULT; REMEDIES.** Upon any breach, threatened breach, or default by Customer, which includes, but is not limited to, Customer's: a) payment method being returned without payment, disputed, or otherwise charged-back to the Dealer; b) failure to make any payment when due; c) failure to deliver Trade-in Vehicle to Dealer; d) failure to deliver Trade-in Vehicle title unencumbered; e) failure to cooperate and sign documents; f) failure or refusal to accept delivery of the Product(s), and/or g) failure to perform any of Customer's obligations hereunder, Dealer shall be entitled, at its discretion, to exercise any and/or all of the following remedies: a) demand specific performance; b) cancel this Order and recover its damages, including, but not limited to, incidental and consequential loss caused by such breach; c) retain any cash deposit made by Customer as initial liquidated damages for the breach; d) in the event of a Trade-in, sell such Trade-in and apply the proceeds of such sale to offset the expenses specified in Section 3 above and for such other expenses and losses as Dealer may incur or suffer as a result of the breach; e) repossess the Product(s) without notice; f) cancel or rescind the Order/transaction; g) seek collection for any amounts due plus any damages incurred; and/or h) or any other remedy available at law or in equity. Customer agrees to indemnify and hold Dealer harmless from any breach of any term of this Order, including, but not limited to prepossession or collection costs, attorney's fees and litigation costs. Customer agrees to pay all attorney's fees and litigation costs of Dealer in any litigation or arbitration procedure where Dealer substantially prevails.

**12. ADDITIONAL DOCUMENTS.** Customer agrees to cooperate and execute all documents required by Dealer to complete the sale/lease of a vehicle. In the event the Buyer's Order must be retyped or changed, Customer agrees to execute a new Buyer's Order so long as there is not a material change in the terms agreed upon.

**14. SECURITY AGREEMENT.** Customer hereby grants Dealer, its successors and assigns, a security interest in the motor vehicle, equipment and accessories to be purchased pursuant to this agreement and such security interest shall remain in effect until all sums due hereunder have been paid in full.

**15. GOVERNING LAW; VENUE; TIME TO COMMENCE ACTION.** The rights and obligations of the parties hereunder shall be governed by, and construed and interpreted in accordance with, the laws of the state in which Dealer is located, without regard to conflict of laws principles. The mandatory venue for any claim, litigation, civil action or any other legal or administrative proceeding ("Action") involving any controversy or claim between or among the parties to this Order, is the state in which the Dealer is located. Customer has one (1) year from the accrual of any cause of action arising from the purchase of the Product(s) to commence an action against Dealer.

**16. LIMITATION OF DAMAGES.** Customer agrees that in the event of any civil action by Customer against Dealer, Customer shall not be entitled to recover any consequential damages as defined in the Uniform Commercial Code, including but not limited to, indirect or special damages, loss of income or anticipated profits, or down-time, or punitive damages.

**17. EXECUTION AND DELIVERY BY ELECTRONIC MEANS.** Customer acknowledges and agrees that Dealer may require or permit this Order or related documents be signed electronically using electronic signatures. Customer agrees that Customer shall be bound by its electronic signature and by the terms, conditions, requirements contained in any electronic records of this Order or related documents. Such electronic signature shall be considered an original for all purposes.

**18. WAIVER; SEVERABILITY.** No waiver of any term of this Order shall be valid unless it is in writing and signed by Dealer's authorized representative. Any waiver shall not constitute a continuing waiver. If any provision of part of any provision of this Order shall be deemed to violate any applicable law or regulation, such invalid provision shall be severable and shall not invalidate any other provision or portion thereof, the remainder of this Order shall continue to be binding and enforceable.

**19. USED VEHICLE DISCLOSURE.** If applicable, the information on the window form for this vehicle(s) is part of this Agreement/Order. Information on the window form overrides any contrary provisions in the contract/order of sale.

## VA Buyers Order Addendum

IF YOU ARE FINANCING THIS VEHICLE, PLEASE READ THIS NOTICE: YOU ARE PROPOSING TO ENTER INTO A RETAIL INSTALLMENT SALES CONTRACT WITH THE DEALER. PART OF YOUR CONTRACT INVOLVES FINANCING THE PURCHASE OF YOUR VEHICLE. IF YOU ARE FINANCING THIS VEHICLE AND THE DEALER INTENDS TO TRANSFER YOUR FINANCING TO A FINANCE PROVIDER SUCH AS A BANK, CREDIT UNION OR OTHER LENDER, YOUR VEHICLE PURCHASE DEPENDS ON THE FINANCE PROVIDER'S APPROVAL OF YOUR PROPOSED RETAIL INSTALLMENT SALES CONTRACT. IF YOUR RETAIL INSTALLMENT SALES CONTRACT IS APPROVED WITHOUT A CHANGE THAT INCREASES THE COST OR RISK TO YOU OR THE DEALER, YOUR PURCHASE CANNOT BE CANCELED, IF YOUR RETAIL INSTALLMENT SALES CONTRACT IS NOT APPROVED, THE DEALER WILL NOTIFY YOU VERBALLY OR IN WRITING. YOU CAN THEN DECIDE TO PAY FOR THE VEHICLE IN SOME OTHER WAY OR YOU OR THE DEALER CAN CANCEL YOUR PURCHASE. IF THE SALE IS CANCELED, YOU NEED TO RETURN THE VEHICLE TO THE DEALER WITHIN 24 HOURS OF VERBAL OR WRITTEN NOTICE IN THE SAME CONDITION IT WAS GIVEN TO YOU, EXCEPT FOR NORMAL WEAR AND TEAR. ANY DOWN PAYMENT OR TRADE-IN YOU GAVE THE DEALER WILL BE RETURNED TO YOU. IF YOU DO NOT RETURN THE VEHICLE WITHIN 24 HOURS OF VERBAL OR WRITTEN NOTICE OF CANCELLATION, THE DEALER MAY LOCATE THE VEHICLE AND TAKE IT BACK WITHOUT FURTHER NOTICE TO YOU AS LONG AS THE DEALER FOLLOWS THE LAW AND DOES NOT CAUSE A BREACH OF THE PEACE WHEN TAKING THE VEHICLE BACK. IF THE DEALER DOES NOT RETURN YOUR DOWN PAYMENT AND ANY TRADE-IN WHEN THE DEALER GETS THE VEHICLE BACK IN THE SAME CONDITION IT WAS GIVEN TO YOU, EXCEPT FOR NORMAL WEAR AND TEAR, THE DEALER MAY BE LIABLE TO YOU UNDER THE VIRGINIA CONSUMER PROTECTION ACT."

Customer Signature: \_\_\_\_\_



ESTABLISHED 1898  
INCORPORATED 1917

**E.D. ETNYRE & CO.,** Oregon, Illinois 61061-9778

1333 South Daysville Road Phone: 815-732-2116 Fax: 815-732-7400

## PROPOSAL & ACCEPTANCE

To: Tilcon Connecticut

Date: 6/20/2024

Black Rock Ave.

P.O. Box 1357

New Brittain, CT 06050

Attention: Dan Ditunno

Work: (860)224-6059

Cell:

Email: Dditunno@tilcon-inc.com

We are pleased to quote for your consideration for 14 days from this date. The prices and terms on equipment listed on the attached Specification Sheet for delivery in 150-180 days after receipt of order (depending on chassis delivery).

New Etnyre LIVE BOTTOM

Model: TMLB-19

per the attached specifications, number 0048906-01

---

Total Net, F.O.B. Oregon, Illinois	Price	<b>\$99,394.00</b>
Includes F.E.T., but does not include any	Quantity	1
applicable state or local taxes		<b>\$99,394.00</b>

---

Notes:

Terms: Net upon receipt of invoice

Respectfully Submitted,  
E.D. Etnyre & Co.

Signature \_\_\_\_\_

Title \_\_\_\_\_

Date \_\_\_\_\_

Etnyre reserves the right to modify pricing on all quotes and orders with material and labor surcharges as needed.

The terms and conditions applicable to this sale are available upon request or can be viewed at [www.etnyre.com](http://www.etnyre.com). Terms and Conditions are those stated on Form E-682-04. The applicable terms and conditions are incorporated into any proposal, acceptance, invoice or contract by reference herein and the Purchaser acknowledges that the Purchaser is familiar with or has read and fully understands these terms and conditions.

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

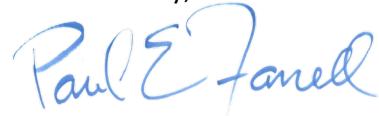
Dear Mr. Sedor Protti:

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](mailto:kaitlin.stern@ct.gov)) or Paul Kritzler ([paul.kritzler@ct.gov](mailto: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	
<b>TOTALS</b>	<b>\$ 1,037,551</b>	<b>\$ 2,300,196</b>	<b>\$ 425,846</b>	<b>\$ -</b>	<b>\$ 3,763,593</b>	<b>\$ 71,390</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 71,390</b>	<b>\$ 966,161</b>	<b>\$ 2,300,196</b>	<b>\$ 425,846</b>	<b>\$ -</b>	<b>\$ 3,692,203</b>	

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
<b>TOTALS</b>	<b>\$ 638,769</b>	<b>\$ 1,416,117</b>	<b>\$ 425,846</b>	<b>\$ -</b>	<b>\$ 2,480,732</b>	<b>\$ 398,782</b>	<b>\$ 884,079</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,282,861</b>	<b>\$ 1,037,551</b>	<b>\$ 2,300,196</b>	<b>\$ 425,846</b>	<b>\$ -</b>	<b>\$ 3,763,593</b>

Financial Summary	Year 1
-------------------	--------

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	\$ -	\$ -	\$ -
<b>TOTALS</b>	<b>\$ 6,673</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,673</b>	<b>\$ 64,717</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 64,717</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

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	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
<b>TOTALS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

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

Grant Recipient **CT Dept. of Energy & Environmental Pro**  
 Grant Number **DS - 00A01434 - 2**  
 Project Title **Fiscal Year 2023-2026 State Clean Diesel C**

**Total Federal Funds Expended: Year 1** **\$ 6,673**  
**Project Reporting Period** **Jul. to Sep. 2024**

**Table 3. Year 1 Annual Rate of Expenditure**

*Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.*

Financial Summary	Quarter 1					Quarter 2				
	Oct. to Dec. 2023					Jan. to Mar. 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	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Travel	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -					\$ -
<b>TOTALS</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
Financial Summary	Quarter 3					Quarter 4				
	Apr. to Jun. 2024					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					\$ -
<b>TOTALS</b>	<b>\$ 6,673</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 6,673</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

**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.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
----------	------------------	------------------	------------------	------------------

<p>Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.</p>	<p>DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to January 24, 2024. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program</p>	<p>DEEP launched the solicitation for 2023 projects on 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program. Additionally, on 2/6/24, DEEP emailed EPA requesting a waiver of the highway vehicle minimum usage requirement for the City of New Haven. EPA headquarters did not provide an initial response to this inquiry until 3/13/24, when they inquired whether the city has another vehicle that can be scrapped, in addition to the originally proposed vehicle, to meet the minimum 7,000-mile per year threshold. Since this date, discussions have been ongoing between the City of New Haven, DEEP, and EPA headquarters to attempt to resolve this issue. The project for which DEEP is seeking a waiver is highly ranked, and DEEP does not want to commit the funds until we know whether that proposal can be eligible for funding. Therefore, DEEP's ranking and funding recommendation cannot be completed until an agreement is reached regarding this waiver request. This will set back the schedule submitted with the FY 2023-24 Work Plan by about five months total.</p>	<p>EPA reviewed and accepted City of New Haven's proposal to retire a second refuse vehicle in order to meet the mileage threshold eligibility requirement. DEEP reviewed the revised application submitted by City of New Haven and finalized the funding recommendation. DEEP has presented the funding recommendation to agency leadership and is awaiting final approval. In anticipation of that approval, DEEP has drafted award/denial letters and a press release. Due to the delays described in Quarters 1 through 3, the schedule submitted with the FY 2023-24 Work Plan has been set back by about five months total.</p>	<p>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.</p>
<p>Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)</p>	<p>DEEP has not yet completed the selection process for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.</p>	<p>DEEP has not yet completed the selection process for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.</p>	<p>DEEP has not yet announced awardees for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.</p>	<p>No vehicles in this project have changed from the last quarter.</p>
<p>Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.</p>	<p>No rebates or subawards were awarded in this reporting period.</p>	<p>No rebates or subawards were awarded in this reporting period.</p>	<p>No rebates or subawards were awarded in this reporting period.</p>	<p>No rebates or subawards were awarded in this reporting period.</p>

<p>If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?</p>	<p>DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to January 24, 2024. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program</p>	<p>DEEP launched the solicitation for 2023 projects on 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program. Additionally, on 2/6/24, DEEP emailed EPA requesting a waiver of the highway vehicle minimum usage requirement for the City of New Haven. EPA headquarters did not provide an initial response to this inquiry until 3/13/24, when they inquired whether the city has another vehicle that can be scrapped, in addition to the originally proposed vehicle, to meet the minimum 7,000-mile per year threshold. Since this date, discussions have been ongoing between the City of New Haven, DEEP, and EPA headquarters to attempt to resolve this issue. The project for which DEEP is seeking a waiver is highly ranked, and DEEP does not want to commit the funds until we know whether that proposal can be eligible for funding. Therefore, DEEP's ranking and funding recommendation cannot be completed until an agreement is reached regarding this waiver request. <small>This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months.</small></p>	<p>EPA reviewed and accepted City of New Haven's proposal to retire a second refuse vehicle in order to meet the mileage threshold eligibility requirement. DEEP reviewed the revised application submitted by City of New Haven. 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.</p>	<p>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.</p> <p>DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program.</p> <p>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.</p>
<p>If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.</p>	<p>No cost share or additional leveraged funds are being reported in the first quarter.</p>	<p>No cost share or additional leveraged funds are being reported in the second quarter.</p>	<p>No cost share or additional leveraged funds are being reported in this quarter.</p>	<p>No cost share or additional leveraged funds are being reported in this quarter.</p>
<p>Have there been any major personnel changes during this reporting period?</p>	<p>A new hire was added to the grants management team during this reporting period.</p>	<p>There have been no major personnel changes during this reporting period.</p>	<p>There have been no major personnel changes during this reporting period.</p>	<p>There have been no major personnel changes during this reporting period.</p>
<p>Did any public relations events regarding this grant take place during the reporting period?</p>	<p>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: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a>.</p>	<p>DEEP 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.</p>	<p>DEEP responded to emails from current and prospective applicants.</p>	<p>No public relations events occurred during this reporting period. DEEP responded to emails from current and prospective applicants.</p>
<p>Are you using websites or other tools used to relay information to the public?</p>	<p>DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a>.</p>	<p>DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a>.</p>	<p>DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a>.</p>	<p>DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a>.</p>

Are you using websites or other tools used to relay information about this grant to the public?	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> . 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 <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .
What project activities are planned for the next reporting period?	<b>DEEP State DERA Administrative Activities:</b> 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.	<b>DEEP State DERA Administrative Activities:</b> 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.	<b>DEEP State DERA Administrative Activities:</b> 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.	<b>DEEP State DERA Administrative Activities:</b> 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: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive</a> .
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 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**  
**Grant Number** **DS - 00A01434 - 2**  
**Project Title** **Year 2023-2026 State Clean Diesel Grant P**

**Total Federal Funds Expended: Year 2** **\$ 64,717**  
**Project Reporting Period** **Apr. to Jun. 2025**

<b>Table 5. Year 2 Annual Rate of Expenditure</b> <i>Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.</i>									
<b>Financial Summary</b>	<b>Quarter 1</b> <b>Oct. to Dec. 2024</b>					<b>Quarter 2</b> <b>Jan. to Mar. 2025</b>			
	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	
			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					\$ -				\$ -
<b>Direct Cost Total</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,614	\$ -	\$ -	\$ 12,614
<b>Indirect Charges</b>					\$ -	\$ 2,550			\$ 2,550
<b>TOTALS</b>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,165	\$ -	\$ -	\$ 15,165
<b>Financial Summary</b>	<b>Quarter 3</b> <b>Apr. to Jun. 2025</b>					<b>Quarter 4</b> <i>Please select reporting quarter.</i>			
	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	
			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					\$ -				\$ -
<b>Direct Cost Total</b>	\$ 41,027	\$ -	\$ -	\$ -	\$ 41,027	\$ -	\$ -	\$ -	\$ -
<b>Indirect Charges</b>	\$ 8,525				\$ 8,525				\$ -
<b>TOTALS</b>	\$ 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	
FY2023 DERA State Grant	<b>CT Dept. of Energy &amp; Environmental Protection (DEEP) State DERA Activities:</b>	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
FY2023 DERA State Grant	<b>Cariati Developers, Inc.</b> (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	<p><b>FlyingConnie Charters LLC</b> (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.</p>	<p>Scrap and replace a 2002 diesel-powered marine engine with a Tier 3 diesel-powered marine equivalent.</p>	<p>Improve air quality and public health in communities along Long Island Sound.</p>	In Progress	In Progress	In Progress	<p>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</p>
FY2023 DERA State Grant	<p><b>Tilcon Connecticut Inc.</b> (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).</p>	<p>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.</p>	<p>Improve air quality and public health in Hartford County, Middlesex County, New Haven County, and New London County.</p>	In Progress	In Progress	In Progress	<p>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.</p>
FY2023 DERA State Grant	<p><b>Bozzuto's Inc</b> (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.</p>	<p>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.</p>	<p>Improve air quality and public health in North Haven and Cheshire, which border environmental justice communities.</p>	Not Yet Started	Not Yet Started	Not Yet Started	<p>Bozzuto's requested withdrawal from the program via email on 12/13/2024.</p>

FY2023 DERA State Grant	<p><b>City of New Haven</b> (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.</p>	<p>Scrap and replace one 2012 Class 5 refuse vehicle and one 2017 Class 8 refuse vehicle with a 2024 Class 8 electric refuse vehicle.</p>	<p>Improve air quality and public health in New Haven, an environmental justice community.</p>	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.	<p>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.</p>	<p>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.</p>	<p>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.</p>	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	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	
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: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> .	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: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> .	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: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</a> .	

	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.</a>	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.</a>	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.</a>	
What project activities are planned for the next reporting period?	<b>DEEP State DERA Administrative Activities:</b> 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.	<b>DEEP State DERA Administrative Activities:</b> 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.	<b>DEEP State DERA Administrative Activities:</b> 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: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.</a>  DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.</a>	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.</a>  DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.</a>	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants.</a>  DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: <a href="https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.">https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.</a>	
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 Program FY(s) Grant Number Project Title	CT Dept. of Energy & Environmental Protection FY2023-2024 DERA State Grant DS - 00A01434 - 2 Fiscal Year 2023-2026 State Clean Diesel Grant Program				Number of Fleets Total # of All Vehicles	3 6																																																																																																																																																																																																																																																																																																																																																																																																																													
<p><b>INSTRUCTIONS:</b> 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. <b>The Fleet Description should be updated quarterly with all vehicle and engine upgrades completed.</b> 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 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.</p> <p>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.</p> <p>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.</p>																																																																																																																																																																																																																																																																																																																																																																																																																																			
<table border="1"> <thead> <tr> <th colspan="2">Fleet Information</th> <th>Example</th> <th>Group 1</th> <th>Group 2</th> <th>Group 3</th> <th></th> </tr> </thead> <tbody> <tr> <td>Financial Information</td> <td>Fiscal Year of EPA Funds Used</td> <td>2022</td> <td>FY2023 VW DERA Option</td> <td>FY2023 VW DERA Option</td> <td>FY2020 VW DERA Option</td> <td>FY2023 VW DERA Option</td> </tr> <tr> <td colspan="7">CURRENT VEHICLE AND ENGINE INFORMATION</td> </tr> <tr> <td rowspan="10">Basic Fleet Information</td> <td>Group Name:</td> <td>Sample</td> <td>FlyingConnie Charters LLC</td> <td>Cariati Developers, Inc.</td> <td>Tilcon Connecticut Inc.</td> <td></td> </tr> <tr> <td>Fleet Owner:</td> <td>Sarah</td> <td>FlyingConnie Charters LLC</td> <td>Cariati Developers, Inc.</td> <td>Tilcon Connecticut Inc.</td> <td></td> </tr> <tr> <td>Publicly or Privately Owned?:</td> <td>Publicly</td> <td>Privately</td> <td>Privately</td> <td>Privately</td> <td></td> </tr> <tr> <td>Place of Performance</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>- State(s):</td> <td>Arizona</td> <td>Connecticut</td> <td>Connecticut</td> <td>Connecticut</td> <td>Hartford County</td> <td></td> </tr> <tr> <td>- County(s):</td> <td>Maricopa</td> <td>New Haven, Middlesex, New London, Fairfield</td> <td>Statewide</td> <td>New Haven County</td> <td>New Haven County</td> <td>Hartford County</td> </tr> <tr> <td>- City(s):</td> <td>Phoenix</td> <td>Guilford</td> <td>Statewide</td> <td>Middlesex County</td> <td>Middlesex County</td> <td>New Haven County</td> </tr> <tr> <td>- Zip Code(s):</td> <td>85308; 85306</td> <td>06437</td> <td>Statewide</td> <td>New London</td> <td>New London</td> <td>Middlesex County</td> </tr> <tr> <td>- % of Time operated in each Zip Code</td> <td>80% in 85308; 20% in 85306</td> <td>40%, 20%, 20%, 20%</td> <td>Unknown</td> <td>50% in Hartford County</td> <td>50% in Hartford County</td> <td>65% in Hartford County</td> </tr> <tr> <td>Equipment Type:</td> <td>Onroad</td> <td>Marine Vessels</td> <td>Onroad</td> <td>25% in New Haven County</td> <td>25% in New Haven County</td> <td>20% in New Haven County</td> </tr> <tr> <td>Target Fleet:</td> <td>Transit Bus</td> <td>Marine - Propulsion</td> <td>Short Haul - Single Unit</td> <td>15% in Middlesex County</td> <td>15% in Middlesex County</td> <td>15% in Middlesex County</td> </tr> <tr> <td>Class (onroad vehicles, as defined in data dictionary):</td> <td>Class 6</td> <td></td> <td>Class 8</td> <td>10% in New London County</td> <td></td> <td></td> </tr> <tr> <td>Vehicle or Engine Group Sector:</td> <td>Municipal</td> <td>Port</td> <td>Construction</td> <td>Onroad</td> <td>Onroad</td> <td></td> </tr> <tr> <td>Vocation (on-highway, short-haul, and marine only):</td> <td>Other</td> <td>Fishing Vessel</td> <td>Delivery</td> <td>Short Haul - Combination</td> <td>Short Haul - Single Unit</td> <td></td> </tr> <tr> <td>Quantity (number of vehicles in group):</td> <td>4</td> <td>1</td> <td>3</td> <td>Construction</td> <td>Construction</td> <td></td> </tr> <tr> <td>Current Vehicle Information</td> <td>Vehicle Identification Number(s):</td> <td>1234567891011</td> <td>HHM35048G202</td> <td>1HTSDPPR2PH483007</td> <td>1HTSDPPR2PH483093</td> <td>1HTSDPPR2PH537509</td> </tr> <tr> <td></td> <td>Vehicle Make:</td> <td>Ford</td> <td>H&amp;H Marine</td> <td>International</td> <td>International</td> <td>International</td> </tr> <tr> <td></td> <td>Vehicle Model:</td> <td>Taurus</td> <td>35 Downeast</td> <td>4900</td> <td>4900</td> <td>4900</td> </tr> <tr> <td></td> <td>Baseline Vehicle Model Year:</td> <td>1995</td> <td>2002</td> <td>1993</td> <td>1993</td> <td>1993</td> </tr> <tr> <td rowspan="10">Current Engine Information</td> <td>Engine Serial Number(s) :</td> <td>4548154</td> <td>70343</td> <td>11665025</td> <td>664786</td> <td>50675555</td> <td>35152662</td> <td>34726808</td> </tr> <tr> <td>Engine Make:</td> <td>ABC</td> <td>ABC</td> <td>Yanmar</td> <td>Navistar</td> <td>Navistar</td> <td>Cummins</td> <td>Cummins</td> </tr> <tr> <td>Engine Model:</td> <td>ABC</td> <td>6CX-GTE2</td> <td>DT466</td> <td>DT466</td> <td>DT466</td> <td>ISM 350V</td> <td>L-10</td> </tr> <tr> <td>Engine Model Year:</td> <td>1995</td> <td>2002</td> <td>1993</td> <td>1993</td> <td>1993</td> <td>2006</td> <td>1994</td> </tr> <tr> <td>Engine Tier (nonroad, locomotive, and marine only):</td> <td>Tier 2</td> <td>Uncontrolled</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Tier 4 Standards (Tier 4 only):</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Engine After-Treatment Technology (Tier 4 nonroad only):</td> <td>No DPF, Yes SCR</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Engine Horsepower:</td> <td>660</td> <td>500</td> <td>230</td> <td>230</td> <td>230</td> <td>350</td> <td>300</td> </tr> <tr> <td>Engine Cylinder Displacement (liters/cylinder; marine only):</td> <td>5.0 &lt;= size &lt;15.0</td> </tr> <tr> <td>Engine Number of Cylinders (# of cylinders per engine; marine only):</td> <td>N/A</td> <td>6</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Engine Total Displacement (liters per engine; marine only):</td> <td>N/A</td> <td>7.413</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Engine Family Name (if unregulated, then N/A):</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>6CEXH0661MAT</td> <td>RCE611EGDARW</td> </tr> <tr> <td>Baseline Engine Fuel Type:</td> <td>ULSD (diesel)</td> </tr> <tr> <td>Total # of Propulsion Engines (per vessel; marine only):</td> <td>N/A</td> <td>1</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Total # of Auxiliary Engines (per vessel; marine only):</td> <td>N/A</td> <td>0</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td rowspan="6">Current Annual Vehicle Data</td> <td>Annual Amount of Fuel Used (gallons/year per engine):</td> <td>6000</td> <td>3000</td> <td>6738</td> <td>6951</td> <td>6715</td> <td>3525</td> <td>1270</td> </tr> <tr> <td>Annual Usage Hours (hours per year per engine; includes idling hours; nonroad, locomotive, and marine only):</td> <td>3000</td> <td>1000</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Annual Miles Traveled (miles per vehicle; on-highway only):</td> <td>12000</td> <td>N/A</td> <td>37,015</td> <td>38,011</td> <td>36,487</td> <td>8000</td> <td>8000</td> </tr> <tr> <td>Annual Idling Hours (hours per engine; on-highway only):</td> <td>1500</td> <td>0</td> <td>702</td> <td>702</td> <td>702</td> <td>75</td> <td>40</td> </tr> <tr> <td>Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> <td>N/A</td> </tr> <tr> <td>Remaining Life of Baseline Engine/Vehicle (years per engine; total # of years of engine life remaining at time of upgrade action):</td> <td>3</td> <td>9</td> <td>6</td> <td>6</td> <td>6</td> <td>4</td> <td>4</td> </tr> <tr> <td colspan="7">NEW VEHICLE AND ENGINE UPGRADE INFORMATION</td> </tr> <tr> <td rowspan="10">Upgrade Information</td> <td>Year of Upgrade Action:</td> <td>2018</td> <td>2024</td> <td>2024</td> <td>2024</td> <td>2024</td> <td>2024</td> </tr> <tr> <td>Upgrade Type:</td> <td>Vehicle Replacement</td> <td>Engine Replacement</td> <td>Vehicle Replacement</td> <td>Vehicle Replacement</td> <td>Vehicle Replacement</td> <td>Vehicle Replacement</td> </tr> <tr> <td>Upgrade Specific:</td> <td>Diesel Oxidation Catalyst + Diesel Particulate Filter</td> <td>Engine Replacement - ULSD (diesel)</td> <td>Vehicle Replacement - ULSD (diesel)</td> </tr> <tr> <td>Class (onroad vehicles, as defined in data dictionary):</td> <td>Class 6</td> <td>Class 8</td> <td>Class 8</td> <td>Class 8</td> <td>Class 8</td> <td>Class 8</td> </tr> <tr> <td>VIN for New Vehicle(s)</td> <td>1234567890ABCDE</td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total Cost Per Unit (equipment plus labor):</td> <td>\$ 175,000.00</td> <td>\$ 112,277.00</td> <td>\$ 319,644.00</td> <td>\$ 319,644.00</td> <td>\$ 319,644.00</td> <td>\$ 350,000.00</td> <td>\$ 245,000.00</td> </tr> <tr> <td>Upgrade Equipment Cost only Per Unit:</td> <td>\$ 150,000.00</td> <td>\$ 71,000.00</td> <td>\$ 319,644.00</td> <td>\$ 319,644.00</td> <td>\$ 319,644.00</td> <td>\$ 350,000.00</td> <td>\$ 245,000.00</td> </tr> <tr> <td>Upgrade Labor Cost only Per Unit:</td> <td>\$ 25,000.00</td> <td>\$ 41,277.00</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> </tr> <tr> <td>Total Federal Funds Expended Per Unit (\$ of Total Cost per Unit):</td> <td>\$ 50,000.00</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> <td>\$ -</td> </tr> <tr> <td>Federal Cost Share Expended Per Unit (% of Total Cost per Unit):</td> <td>29%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> <td>0%</td> </tr> <tr> <td>New Engine Model Year:</td> <td>2018</td> <td>2024</td> <td>2024</td> <td>2024</td> <td>2024</td> <td>2025</td> <td>2025</td> </tr> </tbody></table>							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?:	Publicly	Privately	Privately	Privately		Place of Performance							- State(s):	Arizona	Connecticut	Connecticut	Connecticut	Hartford County		- County(s):	Maricopa	New Haven, Middlesex, New London, Fairfield	Statewide	New Haven County	New Haven County	Hartford County	- City(s):	Phoenix	Guilford	Statewide	Middlesex County	Middlesex County	New Haven County	- Zip Code(s):	85308; 85306	06437	Statewide	New London	New London	Middlesex County	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	40%, 20%, 20%, 20%	Unknown	50% in Hartford County	50% in Hartford County	65% in Hartford County	Equipment Type:	Onroad	Marine Vessels	Onroad	25% in New Haven County	25% in New Haven County	20% in New Haven County	Target Fleet:	Transit Bus	Marine - Propulsion	Short Haul - Single Unit	15% in Middlesex County	15% in Middlesex County	15% in Middlesex County	Class (onroad vehicles, as defined in data dictionary):	Class 6		Class 8	10% in New London County			Vehicle or Engine Group Sector:	Municipal	Port	Construction	Onroad	Onroad		Vocation (on-highway, short-haul, and marine only):	Other	Fishing Vessel	Delivery	Short Haul - Combination	Short Haul - Single Unit		Quantity (number of vehicles in group):	4	1	3	Construction	Construction		Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	HHM35048G202	1HTSDPPR2PH483007	1HTSDPPR2PH483093	1HTSDPPR2PH537509		Vehicle Make:	Ford	H&H Marine	International	International	International		Vehicle Model:	Taurus	35 Downeast	4900	4900	4900		Baseline Vehicle Model Year:	1995	2002	1993	1993	1993	Current Engine Information	Engine Serial Number(s) :	4548154	70343	11665025	664786	50675555	35152662	34726808	Engine Make:	ABC	ABC	Yanmar	Navistar	Navistar	Cummins	Cummins	Engine Model:	ABC	6CX-GTE2	DT466	DT466	DT466	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	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	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 N/A):	N/A	N/A	N/A	N/A	N/A	6CEXH0661MAT	RCE611EGDARW	Baseline Engine Fuel Type:	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	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	2024	2024	Upgrade Type:	Vehicle Replacement	Engine Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Vehicle Replacement	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Engine Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Class (onroad vehicles, as defined in data dictionary):	Class 6	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	\$ 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	\$ 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%	New Engine Model Year:	2018	2024	2024	2024	2024	2025	2025																															
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?:	Publicly	Privately	Privately	Privately																																																																																																																																																																																																																																																																																																																																																																																																																														
	Place of Performance																																																																																																																																																																																																																																																																																																																																																																																																																																		
	- State(s):	Arizona	Connecticut	Connecticut	Connecticut	Hartford County																																																																																																																																																																																																																																																																																																																																																																																																																													
	- County(s):	Maricopa	New Haven, Middlesex, New London, Fairfield	Statewide	New Haven County	New Haven County	Hartford County																																																																																																																																																																																																																																																																																																																																																																																																																												
	- City(s):	Phoenix	Guilford	Statewide	Middlesex County	Middlesex County	New Haven County																																																																																																																																																																																																																																																																																																																																																																																																																												
	- Zip Code(s):	85308; 85306	06437	Statewide	New London	New London	Middlesex County																																																																																																																																																																																																																																																																																																																																																																																																																												
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	40%, 20%, 20%, 20%	Unknown	50% in Hartford County	50% in Hartford County	65% in Hartford County																																																																																																																																																																																																																																																																																																																																																																																																																												
	Equipment Type:	Onroad	Marine Vessels	Onroad	25% in New Haven County	25% in New Haven County	20% in New Haven County																																																																																																																																																																																																																																																																																																																																																																																																																												
Target Fleet:	Transit Bus	Marine - Propulsion	Short Haul - Single Unit	15% in Middlesex County	15% in Middlesex County	15% in Middlesex County																																																																																																																																																																																																																																																																																																																																																																																																																													
Class (onroad vehicles, as defined in data dictionary):	Class 6		Class 8	10% in New London County																																																																																																																																																																																																																																																																																																																																																																																																																															
Vehicle or Engine Group Sector:	Municipal	Port	Construction	Onroad	Onroad																																																																																																																																																																																																																																																																																																																																																																																																																														
Vocation (on-highway, short-haul, and marine only):	Other	Fishing Vessel	Delivery	Short Haul - Combination	Short Haul - Single Unit																																																																																																																																																																																																																																																																																																																																																																																																																														
Quantity (number of vehicles in group):	4	1	3	Construction	Construction																																																																																																																																																																																																																																																																																																																																																																																																																														
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	HHM35048G202	1HTSDPPR2PH483007	1HTSDPPR2PH483093	1HTSDPPR2PH537509																																																																																																																																																																																																																																																																																																																																																																																																																													
	Vehicle Make:	Ford	H&H Marine	International	International	International																																																																																																																																																																																																																																																																																																																																																																																																																													
	Vehicle Model:	Taurus	35 Downeast	4900	4900	4900																																																																																																																																																																																																																																																																																																																																																																																																																													
	Baseline Vehicle Model Year:	1995	2002	1993	1993	1993																																																																																																																																																																																																																																																																																																																																																																																																																													
Current Engine Information	Engine Serial Number(s) :	4548154	70343	11665025	664786	50675555	35152662	34726808																																																																																																																																																																																																																																																																																																																																																																																																																											
	Engine Make:	ABC	ABC	Yanmar	Navistar	Navistar	Cummins	Cummins																																																																																																																																																																																																																																																																																																																																																																																																																											
	Engine Model:	ABC	6CX-GTE2	DT466	DT466	DT466	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	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 N/A):	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	2024	2024																																																																																																																																																																																																																																																																																																																																																																																																																												
	Upgrade Type:	Vehicle Replacement	Engine Replacement	Vehicle 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)	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	\$ 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	\$ 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%																																																																																																																																																																																																																																																																																																																																																																																																																											
New Engine Model Year:	2018	2024	2024	2024	2024	2025	2025																																																																																																																																																																																																																																																																																																																																																																																																																												

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	
New Engine Information	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Tier 3					
	Tier 4 Standards (Tier 4 only):	N/A						
	New Engine After-Treatment Technology ( <i>Tier 4 nonroad only</i> ):	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 ( <i>line-haul locomotive only</i> ):	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	New Engine Cylinder Displacement ( <i>liters per cylinder per engine; marine only</i> ):	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 ( <i>liters per engine; marine only</i> ):	N/A	6.728	N/A	N/A	N/A		
	New Engine Number of Cylinders ( <i>per engine; marine only</i> ):	N/A	6	N/A	N/A	N/A		
	New Engine Family Name:	ABC	RFPXN06.7R3D	RPCRH12.9M21	RPCRH12.9M21	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
	New Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
New Annual Vehicle Data	New Annual Idling Hours ( <i>hours per vehicle; on-highway only</i> ):	N/A	N/A	702	702	702	60	20
	New Annual Hoteling Hours ( <i>hours per vehicle; class 8 long-haul combination only</i> ):	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