

APPENDIX D-4
BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

State of Connecticut
Diesel Emissions Reduction Act (DERA) Option
FY 2022 State DERA
October 5, 2023
Revised September 2024

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

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. 19 – FY 2022 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_x 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. Stamford Uniform, Linen, Towel and Napkin LLC and O&G Industries, Inc. and were chosen to receive funds under the 2022 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 two (2) chosen 2022 DERA Option projects are replacement of two box trucks and two front-discharge cement mixers, which yield emissions reductions from the improved technology on the new engines. The specifics of each DERA Option project are outlined below.

Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen):

The purpose of this project is to provide funding to replace one MY 2013, Hino 268 box truck, VIN 5PVNE8JT0E4S55911; the engine is a 2013 MY Hino model JO8E, ESN DHMXH077JVC. The funding will also replace one MY 2018, Isuzu NPR box truck, VIN JALE5W167K7900237; the engine is a 2018 MY Isuzu model 4HK1-TC, ESN 8983963520. The vehicles will be replaced with two MY 2023, Kenworth K270E box trucks. Purchase and installation of EVSE is included.

Because of the electric-powered replacement and technology advances on the new box trucks, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, NO_x, is critically needed in a state that is in nonattainment with the 2008 and 2015 NAAQS for ozone. The vehicles operate throughout Fairfield County, which includes EJ communities.

O&G Industries, Inc. (O&G Industries):

The purpose of this project is to replace one MY 2002, Model C12 Oshkosh front-discharge cement mixer and one MY 2001, Model C10 Oshkosh front-discharge cement mixer with two diesel-powered MY 2023 Oshkosh front-discharge cement mixers. The cement mixers will be used at the O&G asphalt and ready-mix concrete plant in Bridgeport.

Because of the technology advances on the new cement mixer, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, NO_x, is critically needed in a state that has recently been reclassified from marginal to moderate with regard the 2015 NAAQS for ozone. In addition, Bridgeport is in Fairfield County, one 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_x Reductions (5.2.3):

The estimated emissions were calculated using EPA's Diesel Emissions Quantifier (DEQ). The anticipated annual NO_x emissions reduction from the 2022 DERA Option projects is 0.923 tons per year (tpy). The tons of pollution reduced or avoided over the lifetime of the engines/vehicles selected for the 2022 State DERA Option projects is 4.572 tons of NO_x, and 0.245 tons of PM_{2.5}.

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> and on its [Drive Clean CT](#) Facebook page.

Describe any cost share requirement to be placed on each NO_x 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 awarded 25% of the project cost, with their cost share being 75%. The mandatory cost share is 60% for marine engine replacement projects, with a grant amount of up to 40%. The exception are the electric replacement projects, which are eligible under the DERA program for a grant of 45% of the project total, with a 55% cost share.

Stamford Linen:

DEEP is granting \$107,589.52 in 2019-2020 DERA funding toward this project to the Grantee ("DERA Allocation"). Funds for this project will also include \$261,167.35 in FY 2022 DERA Option funds 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"). In total, DEEP is granting \$368,756.87 in DERA funding to the Grantee. The Grantee has agreed to contribute an estimated additional \$453,159.79 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$821,916.66.

O&G Industries:

DEEP is granting up to \$94,074.65 in FY 2022 DERA Option funding to the Grantee. An additional \$68,947.01 will be awarded from the 2020 DERA Option funds. O&G has agreed to contribute an estimated additional \$515,910.34 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$678,732.00. 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.).

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_x 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 meet the locational selection criteria; mitigation funds will be used to decrease the impacts of NO_x emissions on communities that have historically experienced a disproportionate share of the state's air pollution burden.

Additionally, O&G Industries, implements an anti-idling program, satisfying preferential criteria as outlined in Connecticut's 2018 Mitigation Plan and during the project selection process.

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

Milestone	Date
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 2022 DERA informational webinar	November 3, 2022
Request for FY 2022 DERA State proposals announced	October 20, 2022
Request for FY 2022 DERA State proposals closing - application deadline	November 30, 2022
FY 2022 DERA awards selected, and notification sent to awardees/recipients	April 28, 2023
Recipients enter into contracts, purchase orders	CY 2023 Q2 – CY 2024 Q1
New engines/vehicles delivered	CY 2023 Q3 – CY 2024 Q3
Recipients submit proof of destruction and scrappage documentation	CY 2023 Q4 – CY 2024 Q3
DEEP receives all required invoices and documentation	Upon completion but no later than August 31, 2024 ¹
DEEP reviews, requests corrections, if necessary, certifies project completion, and provides reimbursement.	CY 2024 Q1 – 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

¹ To encourage prompt completion of the projects, DEEP included an August 31, 2023, deadline in its solicitation materials, with the expectation that it would take advantage of EPA's Covid-extended project period to grant extensions as needed.

Project Budget – DERA Option

Budget Category	Total Approved Project Budget	Share of Total Budget Funded by the Trust	Cost Share Paid by Recipient
Expenditure:			
Stamford Uniform, Linen, Towel and Napkin LLC – Recipient #3	\$821,916.66	\$261,167.35	\$560,749.31 ²
O&G Industries, Inc. – Recipient #5	\$678,732.00	\$94,074.65	\$584,657.35 ³
Project Totals	\$1,500,648.66	\$355,242.00	\$1,145,406.66
Percentage of Total Project Cost	100%	25%	75% ⁴
DEEP Administrative ⁵	\$0	\$0	\$0
Project Totals with DEEP Administrative	\$1,500,648.66	\$355,242.00	\$1,145,406.66

² Includes \$107,589.52 in 2019-2020 DERA Allocation funds from EPA

³ Includes \$68,747.01 in 2020 DERA Option Funds

⁴ The cost share for diesel-to-diesel replacement projects is 25% from the Trust and 75% paid by the grant recipient. Marine engine replacements are eligible for 40% from the Trust and 60% paid by recipient. Electric replacement projects are eligible for 45% of total project cost, with the recipient's cost share being 55%.

⁵ Subject to Appendix D-2 15% administrative cap.

PROJECTED TRUST ALLOCATIONS

	2018-2019 (Round 1)	2019 – 2020 (Round 2)	2021 – 2022 (Round 3)	2022 (DOT Round 1)	2022-2023 (FY 21 DERA Option)	VW 2022 – 2023 (Round 3)
1. Anticipated Annual Project Funding Request to be Paid through the Trust	\$6,147,443.68	\$7,031,231.62	\$1,285,203.82	\$4,901,169.00	\$373,494.10	\$9,464,611.40 ⁶
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	\$0	\$5,772,084.55 ⁷	\$3,023,287.72 ⁸	\$865,846.40 ⁵	\$1,656,368.23 ⁹	\$1,656,368.23 ¹⁰
5. Current Beneficiary Project Funding to be Paid through the Trust (line 1)	\$6,147,443.68	\$7,031,231.62	\$1,285,203.82	\$4,901,169.00	\$373,494.10	\$9,464,611.40
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 + line 5)	\$6,147,443.68	\$12,803,316.17	\$4,308,491.54	\$5,767,015.40	\$2,029,862.33	\$11,120,979.63
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$55,700,000.00	\$49,552,556.32	\$42,521,324.70	\$41,236,120.88	\$36,334,951.88	\$35,961,457.78
8. Net Beneficiary Funds Remaining in Trust, Net of Cumulative Beneficiary Funding Actions (line 7 - line 1) ¹¹	\$49,552,556.32	\$42,521,324.70	\$41,236,120.88	\$36,334,951.88	\$35,961,457.78	\$26,496,846.38

⁶ \$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.

⁷ \$5,772,084.55 is the reimbursement amount paid by the Trust in 2020.

⁸ \$3,023,287.72 is the reimbursement amount paid by the Trust in 2021.

⁹ \$1,656,368.23 is the reimbursement amount paid by the Trustee between 8/17/22 and 9/29/23.

¹⁰ \$1,656,368.23 is the reimbursement amount paid by the Trustee between 8/17/22 and 9/29/23.

¹¹ 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 (FY 22 DERA Option)
1. Anticipated Annual Project Funding Request to be Paid through the Trust	\$355,242.00
2. Anticipated Annual Cost Share	\$1,145,406.66
3. Anticipated Total Project Funding by Year (line 1 + line 2)	\$1,500,648.66
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$1,656,368.23 ¹²
5. Current Beneficiary Project Funding to be Paid through the Trust (line 1)	\$355,242.00
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 + line 5)	\$2,011,610.23
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$26,496,846.38
8. Net Beneficiary Funds Remaining in Trust, Net of Cumulative Beneficiary Funding Actions (line 7 - line 1) ¹³	\$26,141,604.38

¹² \$1,656,368.23 is the reimbursement amount paid by the Trustee between 8/17/22 and 9/29/23.

¹³ 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.

ATTACHMENT B
ELIGIBLE MITIGATION ACTION MANAGEMENT PLANS

ATTACHMENT B-1

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR STAMFORD LINEN

Appendix A SCOPE OF WORK

Purpose: This Agreement is entered into between the Connecticut Department of Energy and Environmental Protection (“DEEP”) and Stamford Uniform, Linen, Towel and Napkin LLC (hereinafter “Contractor”) to provide funding to replace one model year (MY) 2014, Hino 268 box truck, VIN 5PVNE8JT0E4S55911; the engine is a 2013 MY Hino model JO8E, Engine Serial Number (ESN) DHMXH077JVC. The funding will also replace one MY 2018, Isuzu NPR box truck, VIN JALE5W167K7900237; the engine is a 2018 MY Isuzu model 4HK1-TC, ESN 8983963520. The vehicles will be replaced with two MY 2023, Kenworth K270E box trucks. Purchase and installation of electric vehicle supply equipment (EVSE) is included.

Because of the electric-powered replacement and technology advances on the new box 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. The vehicles operate throughout Fairfield County, which includes environmental justice communities.

The Contractor shall be responsible for all phases of the project, including project management services and material as needed to complete this project. The project shall also require documentation of the scrappage of the replaced vehicles.

Description: The Project is titled: “***Stamford Linen, Diesel Truck Replacement Program***”

1. Deliverables/Scope of Work: Following execution of this Contract, the Contractor shall be responsible for the below tasks. The Contractor shall complete all tasks below relating to this Project no later than August 31, 2024. Completion of the Project shall include documentation of the scrappage of the replaced vehicles. All tasks conducted by the Contractor shall be in accordance with the Diesel Emissions Reduction Act (DERA) Grant conditions.

A. Work Tasks

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

Task 1: Planning & Procurement

- The Contractor shall comply with the work plan and schedule of specific tasks that was submitted by DEEP and approved by the Environmental Protection Agency (EPA).
- The Contractor 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.

- The Contractor shall submit to the DEEP Project Manager, a summary of the Contractor's procurement process for selecting replacement EVs, EVSE, vendors, and installation contractors, along with all bids received. The Contractor's summary of its procurement process shall include, but not be limited to, all criteria used for selecting the specific replacement vehicles, EVSE unit, vendors, and installation contractors. Upon DEEP's approval, the Contractor shall purchase said replacement vehicles and EVSE.
- The Contractor shall submit to the DEEP Project Manager a copy of the Purchase Orders to the selected vendor for new EVs and EVSE and to the installation contractor for the EVSE (if different from the vendor). The Contractor shall also submit to the DEEP Project Manager all documentation of any down payments or up-front payments for the vehicles and EVSE.

Task 2. Delivery and Installation of EV Charging Infrastructure

After selecting a vendor (if different from the EV vendor) and issuing a Purchase Order, the Contractor shall accept delivery of the EVSE and provide DEEP with documentation of the purchase and delivery of the charging unit. Documentation shall include, but not be limited to, vendor invoice and proof of purchase.

The Contractor shall have the EVSE installed at its Bridgeport location and shall submit to DEEP confirmation that the installation of the EVSE has been completed. Confirmation shall consist of photographs of the installed unit and a signed statement in the invoice or payment request form. This may be combined with the invoice and deliverables for the vehicle replacements.

Task 3. Delivery of Two EV Box Trucks and Scrappage of Two Diesel Trucks; Completion of Project

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

The Contractor shall render the replaced vehicle(s) and their engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other procedures to render the vehicle 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 engine, vehicle, equipment, or parts are to be sold, program

income requirements apply.

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

The Contractor shall submit the following documents to DEEP within thirty (30) days of completion and confirmation that the vehicles are fully operable:

- a. *Invoice from the Vendor for delivered vehicle(s) and documentation of payment to Vendor*
- b. *EPA-required photographic scrappage documentation for the replaced vehicle(s)*
 - a. *VIN plate*
 - b. *Engine plate showing serial number*
 - c. *Side profile of vehicle before destruction*
 - d. *Cut chassis rails*
 - e. *Engine block before drilling*
 - f. *Engine block with 3-inch diameter hole*
- c. *Completed copy of EPA Certificate of Engine/Chassis Destruction (Appendix C)*
- d. *Receipt for scrap value or other income from the scrapped vehicle(s), if applicable*
- e. *Delivery confirmation (Certificate of Origin and photos of the new vehicle(s), along with the VIN(s) and engine plate(s))*
- f. *Confirmation that the project is completed, and that the vehicle(s) are operating satisfactorily for their intended use*
- g. *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 6 ("Submission of Materials") below.)*

Task 4: Reports

- **Status Report:** The Contractor shall provide DEEP with status updates to be included in DEEP's Quarterly Reports to EPA. The Contractor shall provide the status reports to DEEP as follows:
 - a. First Status Update (*for EPA Seventh Quarter report*) due on or before July 1, 2023
 - b. Second Status Update (*for EPA Eighth Quarter report*) due on or before October 1, 2023
 - c. Third Status Update (*for EPA Ninth Quarter report*) due on or before January 1, 2024
 - d. Fourth Status Update (*for EPA Tenth Quarter report*) due on or before April 1, 2024

- Materials for DEEP's Final Report to EPA: The Contractor 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. The Contractor shall provide all requested materials by August 31, 2024, to enable DEEP to prepare and submit the final report to EPA by September 30, 2024. The materials/information to be provided by the Contractor 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. The Contractor shall comply with all applicable Federal, State, and local laws, rules, and regulations.
2. The Contractor shall perform all tasks within the timelines specified in the EPA approved workplan and schedule or provide explanation for delays in the required quarterly report updates.
3. The Contractor is responsible for all sub-contractors and/or vendors employed by Contractor for this Project.
4. The Contractor is responsible for developing and obtaining all applicable permits required for this Project.
5. The Contractor 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 the Contractor using the DERA funds referenced in the Budget Section (Appendix B) below shall be the property of the Contractor. Said vehicles will be used to replace older diesel-powered vehicles in the Contractor's fleet. The Contractor shall bear sole responsibility for all vehicles purchased by the Contractor 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 equipment owned by the Contractor.
7. All work related to this Project shall be completed at least thirty (30) days prior to the expiration date of this Contract 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 \$107,697.22 in 2019-2020 Diesel Emission Reduction Act (“DERA”) funding toward this Project to the Contractor (“DERA Allocation”). This Grant was authorized in accordance with EPA’s State Diesel Emission Reduction Act (DERA) and is administered by DEEP. The Contractor shall adhere to the budget which is included in this Agreement in Appendix B. Eligible costs shall include design and engineering, parts and materials, and installation. Project costs in excess of the maximum payable amount under this Contract shall not be borne by the State.

Funds for this Project will also include \$261,059.65 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 the Contractor of DERA Option funds will be made directly by the Wilmington Trust, the trustee for Volkswagen AG, upon DEEP’s approval of the Contractor’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.

In total, DEEP is granting \$368,756.87 in DERA funding to the Contractor. The Contractor has agreed to contribute an estimated additional \$453,159.79 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$821,916.66. 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 Contract 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: The Contractor must obtain written approval from DEEP prior to distribution or publication of any printed material prepared under the terms of this Contract.

Unless specifically authorized in writing by the State, on a case by case basis, Contractor 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 Contractor’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 the Contractor 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) 4185910 or 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) 4185910 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.

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) 4185910 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.

This video with closed captioning is available at 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:

Kaitlin Stern
Department of Energy and Environmental Protection
Bureau of Air Management
79 Elm Street
Hartford, CT 06106-5127
E-Mail: kaitlin.stern@ct.gov

All **invoices** must include the PO #, PS #, Project Title, DEEP Bureau/Division name, amount, dates and description 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

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 Contract payment,
2. the total unit cost of service,
3. the contract's objectives, services, or plan,
4. due dates for reports,
5. completion of objectives or services, and
6. any other Contract 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 contract. 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 a contract amendment.

8. Final Report: Within thirty (30) days of the expiration date of this Contract, the Contractor 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 Appendix A 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 Contract, the Contractor shall submit a Final Financial Report to the DEEP Project Coordinator, with supporting documentation sufficient to demonstrate expenditures identified in the project proposal.

Appendix B
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 expiration of this Contract and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$107,697.22.

Task & Deliverables	Task Delivery Date	Estimated Budget			
		Project Total	Contractor Cost-Share	DERA Option VW Funds	CT State DERA
1. Planning & Procurement: <ul style="list-style-type: none">• Approved work plan with project timeline/schedule• Signed EPA Eligibility Form• Summary of procurement process for selecting replacement vehicle(s)• Summary of criteria used for selecting Vendor and names of Vendors selected	Completed. No DERA funds used for this task.	\$0	\$0	\$0	\$0
<ul style="list-style-type: none">• Copy of Purchase Order issued for new vehicle(s)• Documentation of any advance payments, if applicable	<i>In accordance with the workplan and schedule developed by the Contractor and DEEP, and approved by EPA</i>	\$0	\$0		
2. Delivery and Installation of EVSE: <ul style="list-style-type: none">• Invoices from the Vendor/Contractor for delivery and installation of the EVSE along with documentation of payment to Vendor/Contractor• An invoice to DEEP, for reimbursement under the grant, that satisfies the requirements of Section D-4 of the Mitigation Trust Agreement.	<i>In accordance with the workplan and schedule developed by the Contractor and DEEP, and approved by EPA</i>	\$91,497.04	\$91,497.04		
	<i>In accordance with the workplan and schedule developed by the Contractor and DEEP, and approved by EPA</i>		-\$41,050.59		\$41,050.59
3. Delivery of New Vehicle(s), Scrappage of Replaced Vehicle(s), Completion of Project <ul style="list-style-type: none">• Invoice from the Vendor for delivered vehicle(s) and documentation of payment to Vendor• EPA-required photographic scrappage documentation for replaced vehicle(s)• Completed copy of EPA Certificate of Engine/Chassis Destruction• Receipt for scrap value or any other income from the scrapped vehicle(s), if applicable• Confirmation that the project is completed, and that the vehicle(s) are operating satisfactorily for their intended use• An invoice to DEEP for reimbursement under the grant, that satisfies the requirements of Section D-4 of the Mitigation Trust Agreement.	August 31, 2024	\$730,419.62	\$730,419.62		
	August 31, 2024		-\$327,706.28	\$261,059.65	\$66,646.63
4. Provide Updates and Information for	8				

Stamford Uniform, Linen, Towel and Napkin LLC
6-21-23

Quarterly and Other Reports	<ul style="list-style-type: none"> • Updates for Seventh Quarter Report • Updates for Eighth Quarter Report • Updates for Ninth Quarter Report • Updates for Tenth Quarter Report 	<ul style="list-style-type: none"> • On or before 07/01/23 • On or before 10/01/23 • On or before 01/01/24 • On or before 04/01/24 			
EPA-required material for Final Report (upon completion but no later than 08/31/24)		On or before 08/31/24			
Total:		\$821,916.66	\$453,159.79	\$261,059.65	\$107,697.22

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

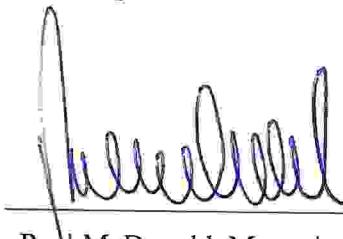
Funds shall be paid to the Contractor for the reimbursement of expenditures, contingent upon receipt by DEEP of detailed invoices showing work completed and costs thereof with any required supportive documentation. Invoices shall be submitted not more frequently than quarterly. All payments to the Contractor 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 in Appendix A 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 contract 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.

Stamford Uniform, Linen, Towel and Napkin LLC
6-21-23

Signature, Stamford
Uniform, Linen, Towel and
Napkin LLC Authorized
Representative



Typed Name: Paul McDonald, Managing Member



Date

Signature, DEEP Assigned
Project Manager



Typed Name: Kaitlin Stern

Date

Stamford Uniform, Linen, Towel and Napkin LLC
6-21-23

APPENDIX C
Certificate of Engine/Chassis Destruction

Stamford Uniform, Linen, Towel and Napkin LLC
6-21-23

**U.S. EPA Diesel Emission Reduction Program
Certificate of Engine/Chassis Destruction**

EPA Grantee Name: DOE Dept. of Energy & Environmental Protection EPA Grant No. DS 00A00773 - 3
Subgrantee 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 Disinfectant:

EPA Grantee/Subgrantee Authorized Representative

Data 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: _____

THEORY AND PRACTICE

Authorized Signature: _____ Date: _____

Date: _____

Note: Documentation must include JPRI Images of the following, with corresponding file names:

1) Sales profile of vehicles
2) VTR 3) Eugene label
4) Chinese and not in label 5) Eugene block, prior to label
6) Eugene block, after label 7) Others, as needed

ATTACHMENT B-2

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR O&G INDUSTRIES

Scope of Work

Purpose:

The purpose of this project is to replace, for O&G Industries, Inc. (O&G) one model year 2002 Oshkosh front-discharge cement mixer and one model year 2001 Oshkosh front-discharge cement mixer, listed below, with two diesel-powered MY 2023 Oshkosh front-discharge cement mixers. The cement mixers will be used at the O&G asphalt and ready-mix concrete plant in Bridgeport, CT.

Vehicle Class	Engine Make	Engine Model	Engine Model Year	Vehicle Identification Number(VIN)	Engine Serial Number
Mixer	Caterpillar	C12	2002	10TFAWD202S074561	2KS76687
Mixer	Caterpillar	C10	2001	10TFAEC281S070073	3CS18967

Because of the technology advances on the new cement mixer, 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, Bridgeport is in Fairfield County, one 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.

O&G 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.

Project Title: *Front Discharge Mixer Replacement*

Description: Following issuance of this purchase order, O&G shall begin providing the services outlined in this Scope of Work and continue to provide services through the completion of the project, which will be no later than April 30, 2024.

1. Funding:

The Connecticut Department of Energy and Environmental Protection (DEEP) is granting up to \$162,821.66 in FY 2021-2022 State Diesel Emission Reduction Act (DERA) funding to O&G, the grantee. O&G has agreed to contribute an estimated additional \$515,910.34 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$678,732.00. 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 O&G's documentation of the completion of the tasks outlined in this Scope of Work.

2. Work Tasks

The 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:

O&G shall conduct the project, provide oversight and track project progress. To ensure timely completion of the project, O&G shall provide a work plan with a schedule of expected target dates, milestones, responsible parties and completion dates to achieve specific tasks and accomplishments during the budget and project period. The schedule must be approved by DEEP and incorporated into this Scope of Work.

O&G may use its own procurement processes to identify possible vendors for the purchase of the cement mixer. However, those procurement procedures must reflect all applicable Federal, State and local laws, rules and regulations, and meet the conditions outlined in the DERA Grant Agreement between DEEP and EPA (Part 3. DERA Grant Conditions below). O&G 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.

Task 1 Deliverables:

- Approved work plan with project timeline/schedule
- Signed EPA Eligibility Form (Appendix A)
- Summary of criteria used for selecting Vendor(s) (lowest cost not required)
- Copy of Purchase Order(s) issued for the new cement mixers
- Documentation of any down payments or other up-front payments made for the project

Task 2: Delivery of New Cement mixers and Scrappage of Replaced Cement mixers Completion of Project:

After selecting a Vendor and issuing a Purchase Order for the two new cement mixers, O&G will track the progress of the manufacturing and outfitting of the new cement mixers for their intended use. When that process is complete, O&G shall take delivery of the vehicles.

O&G shall render the replaced vehicles, and the engines inoperable, in accordance with EPA requirements for scrappage under the DERA grant. This can include cutting the frame and drilling a 3-inch hole in the engine or performing other EPA-approved procedures to render the vehicles inoperable.

Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the units being replaced (e.g. plow blades, shovels, seats, tires, etc.). If scrapped or salvaged engine, vehicle, equipment, or parts are to be sold, program income requirements apply.

O&G shall provide documentation that the vehicles have been scrapped; this includes EPA's Certificate of Destruction (Appendix B) and the following photos: 1) the VIN plate, 2) the engine serial number plate, 3) the engine before and after drilling and 4) the cement mixer before and after cutting the chassis. O&G 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 cement mixers and documentation of payment to Vendor
- EPA-required photographic scrappage documentation for replaced cement mixers
 - 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 copies of EPA Certificate of Engine/Chassis Destruction
- Receipt for scrap value or other income from the scrapped vehicle, if applicable
- Delivery Confirmation (Certificate of Origin and photos: new cement mixer profile, VIN plate and engine plate)
- Confirmation that the project is completed and that the new cement mixers are operating satisfactorily for their intended use
- An invoice to DEEP for reimbursement under the grant that satisfies the requirements of 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.

O&G shall provide DEEP with status updates to be included in DEEP's quarterly reports to EPA and Semi-Annual Reports to Wilmington Trust. Quarterly progress updates will be requested before the 1st of the month following the end of a calendar quarter (i.e., July 1, 2023, October 1, 2023, January 1, 2024, and April 1, 2024). O&G will also contribute material necessary for a final report to EPA upon completion of the project, which shall be as soon as possible but no later than April 30, 2024. Items to be provided 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 vehicle and engines; and
- Jobs preserved or created.

Task 3 Deliverables:

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

3. DERA Grant Conditions

O&G commits to comply with the administrative conditions listed in the 2021 State DERA Cooperative Agreement # DS 00A00773 - 3, between DEEP and EPA, which is attached as Appendix C. Invoices for reimbursement must satisfy the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement, which is attached as Appendix D.

4. 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

All **invoices** must include the PO #, Project Title, DEEP Bureau/Division name, amount dates and description of services covered by the invoice, and shall be submitted to:

DEEP – Financial Management Division
Accounts Payable
79 Elm Street
Hartford, CT 06106-5127

5. 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.

The Project must be completed as soon as possible, but no later than April 30, 2024.

6. 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, and shall be scheduled as follows, provided that the total sum of all payments shall not exceed \$162,821.66.

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	O&G Cost-Share	CT State DERA
1. Planning & Procurement: <ul style="list-style-type: none"> Approved work plan with project timeline/schedule Signed EPA Eligibility Form Summary of criteria used for selecting Vendor from DAS list and names of Vendors selected 	May-July 2023	\$0	\$0	\$0
<ul style="list-style-type: none"> Copy of Purchase Order issued for new cement mixer Documentation of any advance payments if applicable 	July-August 2023	\$0	\$0	\$0
2. Delivery of New Cement mixer, Scrappage of Replaced Cement mixer, Completion of Project <ul style="list-style-type: none"> Invoice from the Vendor for delivered cement mixer and documentation of payment to Vendor EPA-required photographic scrappage documentation for replaced cement mixer Completed copy of EPA Certificate of Engine/Chassis Destruction Receipt for scrap value or any other income from the scrapped cement mixer if applicable Delivery Confirmation Confirmation that the project is completed and that the cement mixer is operating satisfactorily for its intended use An invoice to DEEP for reimbursement under the grant 	August, 2023	\$678,732.00	\$678,732.00	\$0
	April 30, 2024	\$0	-\$162,821.66	\$162,821.66
3. Provide Updates and Information for Quarterly and Other Reports <ul style="list-style-type: none"> Status Update for Sixth Quarter Report Status Update for Seventh Quarter Report Status Update for Eighth Quarter Report EPA-required material for Final Report (upon completion but no later than 03/30/24) 	07/01/23 10/01/23 01/01/24 04/30/24 04/30/24	\$0	\$0	\$0
Total:		\$678,732.00	\$515,910.34	\$162,821.66

Payment for each task referenced above cannot exceed the budgeted amount for each task. Total Payment shall not exceed a maximum of \$162,821.66, which shall constitute full and complete compensation from the DEEP for the scrappage and the early replacement of two older diesel-

powered cement mixers, model years 2001 and 2002, with a MY 2023 diesel-powered cement mixer. The total sum of all payments shall not exceed total funds committed by DEEP.

Payment is contingent upon completion of the tasks outlined in this Scope of Work and providing documentation of compliance with the 2021-2022 State DERA Cooperative Agreement #DS 00A00174-3 between DEEP and EPA, which is attached as Appendix C. Reimbursement is also contingent upon providing the information needed by DEEP to meet the requirements for Beneficiary Eligible Mitigation Action Certification found in Appendix D-4 to VW's Mitigation Trust Agreement.

Signature, O&G Company's
Authorized Representative



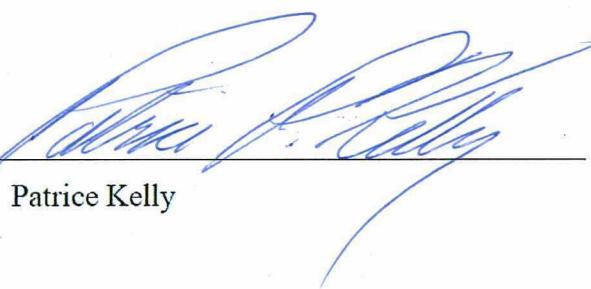
10/2/2023

Typed Name:

Matt Dmyterko, Director of Environmental
Compliance

Date

Signature, DEEP Assigned
Project Manager



10/2/23

Typed Name: Patrice Kelly

Date

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 2022 DERA State Clean Diesel Grant Program is the timely submissions of quarterly 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

Stamford Linen EV Replacement of Two (2) Box Trucks with EVSE (Attachment D-3)

Vehicle Class	Vehicle Type	Vehicle Make	Vehicle Model	Model Year (MY)	Fuel	Cost of Vehicle	Cost of EVSE with Installation	Total Cost with EVSE
Class 6	Box Truck	Kenworth	K270E	2023	Electric	\$357,610.03	\$45,748.52	\$403,358.55
Class 6	Box Truck	Kenworth	K270E	2023	Electric	\$372,809.59	\$45,748.52	\$418,558.11
Total						\$730,419.62	\$91,497.04	\$821,916.66

O&G Industries Replacement of Two (2) Front-Discharge Cement Mixers (Attachment D-5)

Equipment Type	Make	Model	Model Year (MY)	Fuel	Cost
Front-Discharge Mixer	Oshkosh	S-2305	2023	Diesel	\$323,758.00
Front-Discharge Mixer	Oshkosh	S-2305	2023	Diesel	\$323,758.00
Total					\$647,516.00

See attached vendor cost estimates for the grantees.

ATTACHMENT D-1

VENDOR ESTIMATE FOR STAMFORD LINEN

Sales Agreement

Tri-State Kenworth



Tri-State Kenworth
an Aviant Company
888.853.6967

1 Depot Hill Road
Enfield, CT 06082

Sales Person: Boudreau, Rick

Call 860.883.2485

Purchaser's Name: STAMFORD UNIFORM AND LINEN		Date: 2022-Nov-28
Purchaser's Addr: PO BOX 1052		Mobile Phone: 203.391.8529
City, State Zip: STAMFORD, CT 06904		Work Phone: 203.391.8529
Contact: McDONALD, PAUL	Email: PAUL@STAMFORDLINEN.COM	

VEHICLE BEING PURCHASED

Cash Delivered Price Of Vehicle: \$ 339,159.59

<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	Additional Equipment (Options)		Price
Vin No: Qte-1359	Due to the unprecedeted issues with costs and supply chain delivery, this order is subject to an adjustment equal to any surcharge(s) Kenworth applies to the order prior to delivery.		\$ 0.00
Year: 2024			
Deal No: 0			
Stock No: Quote	Morgan 24' body		\$ 33,650.00
Delivery Dt:			
Make: KENWORTH			
Model: K270			
Miles: 0			
Eng Type: DANA TM4 ELEC MOTOR			
Body Type: CHASSIS	 KENWORTH	Price Accessories Page 2	\$ 0.00
Color: WHITE		Price Of Vehicle And Accessories	\$ 372,809.59
If a new vehicle sale... The only warranties applying to this vehicle are those offered by the manufacturer.		0.00% Federal Excise Tax	\$ 0.00
		0.00% State Sales Tax	\$ 0.00
IF USED VEHICLE CHECK APPROPRIATE BOX		Extended Warranty	\$ 0.00
<input type="checkbox"/> AS IS: This vehicle is sold "as is" by us. This motor vehicle is sold as is without any warranty. The purchaser will bear the entire expense of repairing or correcting any defects that presently exist or that may occur in the Vehicle.		Purchaser Will Register Vehicle	\$ (Pur) 0.00
<input type="checkbox"/> The only Dealer Warranty on this vehicle is the Limited Warranty which is issued with and made a part of the order form.		Total Price Of One Unit	\$ 372,809.59
		#Units	1
		Total Price	\$ 372,809.59
For "AS IS" Sale Only: I understand that this vehicle is being sold "AS IS" with all faults and is not covered by any dealer warranty. I understand that the dealer is not required to make any repairs after I buy this vehicle. I will have to pay for any repairs this vehicle will need.(See #16 on Page 2)		2022-Nov-28	
		Date	Signature

USED VEHICLE TRADE IN AND REQUIRED DEPOSIT DOWN			
Year	Vin	Used Trade-In Allowance	\$ 0.00
Make	Miles	Balance Owed On Trade-In	\$ 0.00
Model	No Trade In On This Deal	Net Allowance On Used Trade-In	\$ 0.00
Body Type	Color	Dealer Discount Adjustment	\$ 0.00
Eng Type		Deposit Collected At Order Confirmation	
Balance Owed To:		NonRefundable On Custom Truck	\$ 5,000.00
Address:	Flat Dollar / PO		5,000.00

Contractual Disclosure Statement For Used Vehicle Only **Unpaid Balance Due On Delivery:** \$ 367,809.59

Information on the window form for this vehicle is part of this contract. Information on the window form overrides any contrary provisions in the contract sale.

No LIABILITY INSURANCE INCLUDED UNLESS SPECIFICALLY INDICATED

KENWORTH SALES COMPANY ("Seller") and purchaser referenced below ("Purchaser") agree as follows:

1. Obligation to Accept Delivery. In consideration of the purchase price set forth herein, Seller will deliver possession of the vehicle(s) identified in the Vehicle Summary of Specifications ("the Trucks") to Purchaser. The Trucks will be delivered to Purchaser at Seller's business address. If Purchaser requests a different destination for delivery, Purchaser shall pay a reasonable charge for such delivery. Risk of loss will pass from Seller to Purchaser at the point of delivery.

2. Purchase Price. The Sales Price listed is based on the manufacturer's price to Seller as of the date this Agreement is signed by Purchaser. Purchaser will bear any manufacturer's increase in cost for the Trucks imposed subsequent to the execution of this agreement, and will accept delivery as tendered.

TERMS OF AGREEMENT ITEMS 3 - 20 LISTED ON FINAL 2 PAGES

Accepted:

Date	(Purchaser's Signature)	Date	(Tri-State Kenworth, INC. Seller)
------	-------------------------	------	-----------------------------------

Sales Agreement

Tri-State Kenworth



Tri-State Kenworth
an Aviant Company
888.853.6967

1 Depot Hill Road
Enfield, CT 06082

Sales Person: Boudreau, Rick

Call 860.883.2485

Purchaser's Name: STAMFORD UNIFORM AND LINEN		Date: 2022-Nov-28
Purchaser's Addr: PO BOX 1052		Mobile Phone: 203.391.8529
City, State Zip: STAMFORD, CT 06904		Work Phone: 203.348.6964
Contact: McDONALD, PAUL	Email: PAUL@STAMFORDLINEN.COM	

VEHICLE BEING PURCHASED

Cash Delivered Price Of Vehicle: \$ 323,960.03

<input checked="" type="checkbox"/> New <input type="checkbox"/> Used	Additional Equipment (Options)		Price
Vin No: 3BKJHL6X0PF583223	Due to the unprecedeted issues with costs and supply chain delivery, this order is subject to an adjustment equal to any surcharge(s) Kenworth applies to the order prior to delivery.		\$ 0.00
Year: 2023			
Deal No: 0			
Stock No: 7505-0	Morgan 24' body with lift gate		\$ 33,650.00
Delivery Dt: 2022-Dec-15			
Make: KENWORTH			
Model: K270			
Miles: 0			
Eng Type: ELECTRIC			
Body Type: DRY VAN	 KENWORTH	Price Accessories Page 2	\$ 0.00
Color: WHITE		Price Of Vehicle And Accessories	\$ 357,610.03
If a new vehicle sale... The only warranties applying to this vehicle are those offered by the manufacturer.		0.00% Federal Excise Tax	\$ 0.00
		0.00% State Sales Tax	\$ 0.00
IF USED VEHICLE CHECK APPROPRIATE BOX		Extended Warranty	\$ 0.00
<input type="checkbox"/> AS IS: This vehicle is sold "as is" by us. This motor vehicle is sold as is without any warranty. The purchaser will bear the entire expense of repairing or correcting any defects that presently exist or that may occur in the Vehicle.		Purchaser Will Register Vehicle	\$ (Pur) 0.00
<input type="checkbox"/> The only Dealer Warranty on this vehicle is the Limited Warranty which is issued with and made a part of the order form.		Total Price Of One Unit	\$ 357,610.03
		#Units	1
		Total Price	\$ 357,610.03
For "AS IS" Sale Only: I understand that this vehicle is being sold "AS IS" with all faults and is not covered by any dealer warranty. I understand that the dealer is not required to make any repairs after I buy this vehicle. I will have to pay for any repairs this vehicle will need.(See #16 on Page 2)			
2022-Nov-28			
Date		Signature	

USED VEHICLE TRADE IN AND REQUIRED DEPOSIT DOWN			
Year	Vin	Used Trade-In Allowance	\$ 0.00
Make	Miles	Balance Owed On Trade-In	\$ 0.00
Model	No Trade In On This Deal	Net Allowance On Used Trade-In	\$ 0.00
Body Type	Color	Dealer Discount Adjustment	\$ 0.00
Eng Type		Deposit Collected At Order Confirmation	
Balance Owed To:		NonRefundable On Custom Truck	\$ 2,500.00
Address:		Flat Dollar / PO	2,500.00

Contractual Disclosure Statement For Used Vehicle Only

Unpaid Balance Due On Delivery: \$ 355,110.03

Information on the window form for this vehicle is part of this contract. Information on the window form overrides any contrary provisions in the contract sale.

No LIABILITY INSURANCE INCLUDED UNLESS SPECIFICALLY INDICATED

KENWORTH SALES COMPANY ("Seller") and purchaser referenced below ("Purchaser") agree as follows:

1. Obligation to Accept Delivery. In consideration of the purchase price set forth herein, Seller will deliver possession of the vehicle(s) identified in the Vehicle Summary of Specifications ("the Trucks") to Purchaser. The Trucks will be delivered to Purchaser at Seller's business address. If Purchaser requests a different destination for delivery, Purchaser shall pay a reasonable charge for such delivery. Risk of loss will pass from Seller to Purchaser at the point of delivery.

2. Purchase Price. The Sales Price listed is based on the manufacturer's price to Seller as of the date this Agreement is signed by Purchaser. Purchaser will bear any manufacturer's increase in cost for the Trucks imposed subsequent to the execution of this agreement, and will accept delivery as tendered.

TERMS OF AGREEMENT ITEMS 3 - 20 LISTED ON FINAL 2 PAGES

Accepted:

Date	(Purchaser's Signature)	Date	(Tri-State Kenworth, INC. Seller)
------	-------------------------	------	-----------------------------------



Please Remit Payment To:

PO BOX 358137

PITTSBURGH, PA 15251-5137

860-627-8030

gabriellittruck.com

1 DEPOT HILL ROAD

ENFIELD, CT 06460



RETURNS: ABSOLUTELY NO RETURNS ON ELECTRICAL OR SPECIAL ORDER PARTS. OTHER RETURNS FOR CREDIT MUST BE ACCCOMPANIED BY THIS INVOICE IN THEIR ORIGINAL PACKAGING AND ARE SUBJECT TO A 20% HANDLING CHARGE. NO RETURNS WILL BE ACCEPTED AFTER 10 DAYS ON EITHER PARTS OR CORES. SHORTAGES MUST BE REPORTED WITHIN 48 HOURS.

DATE ENTERED	YOUR ORDER NO.	DATE SHIPPED	INVOICE DATE	INVOICE NUMBER
11 NOV 22		29 NOV 22		Q17707

***** INVOICE QUOTE - DO NOT PAY *****

S ACCOUNT NO. E13629 S PAGE 1 OF 1
 O STAMFORD UNIFORM LINEN TOWEL H
 L AND NAPKIN LLC P STAMFORD UNIFORM LINEN T 11:00
 D 141 COVE ROAD 141 COVE ROAD
 T STAMFORD, CT 06902 T
 O (203)348-6964 O
 STAMFORD, CT 06902

SHIP VIA	SLSM.	B/L NO.	TERMS	F.O.B. POINT		
	C10		CENPOS	ENFIELD, CT		
1	1	0	CM120-1-002 CHARGEMAX 1204033.89	4033.89	74,033.89	74,033.89
			***** INVOICE QUOTE - DO NOT PAY *****			

*Thank You~
 We
 Appreciate
 Your
 Business!*

*** THANK YOU FOR YOUR PATRONAGE ***
 ACH PAYMENTS NOW ACTIVE ON AR PORTAL
 ** NO CASH REFUNDS **

PARTS	74,033.89
SUBLET	0.00
FREIGHT	0.00
SALES TAX	4,701.15
TOTAL	\$78,735.04

AS IS THE ONLY WARRANTIES APPLYING TO THIS PART(S) ARE THOSE WHICH MAY BE OFFERED BY THE MANUFACTURER. THE SELLING DEALER EXPRESSLY DISCLAIMS ALL WARRANTIES, EITHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, AND NEITHER ASSUMES NOR AUTHORIZES ANY OTHER PERSON TO ASSUME FOR IT ANY LIABILITY IN CONNECTION WITH THE SALE OF THIS PART(S) AND/OR SERVICE. BUYER SHALL NOT BE ENTITLED TO RECOVER FROM THE SELLING DEALER ANY CONSEQUENTIAL DAMAGES, DAMAGES TO PROPERTY, DAMAGES FOR LOSS OF USE, LOSS OF TIME, LOSS OF PROFIT, OR INCOME, OR ANY OTHER INCIDENTAL DAMAGES.

CUSTOMER'S SIGNATURE
 X

LONGO ELECTRIC, INC.

111 BRUCE AVENUE
STRATFORD, CT 06615
(203) 377-5526
(203) 377-5269 FAX
longoelec@optonline.net

11/22/2022

Stamford Uniform
Helen Street
Bridgeport, CT 06610

RE: Electric Vehicle Charger

Install (1) 200 amp 480 volt circuit from main electrical service area to outside by loading dock.

Install 2 ½" conduit approximately 150' to charger location.

Install 200 amp 480 volt W/P disconnect on outside wall for charger.

Install wiring to charger.

\$12,000.00 + Tax

John Longo
Longo Electric, Inc.

ATTACHMENT D-2

VENDOR ESTIMATE FOR O&G INDUSTRIES



May 03, 2023

Attn: Jim Zambero
O & G Industries Inc
900 S Main St
Torrington, CT 06790
USA

Thank you for the opportunity to quote Oshkosh Commercial products for O & G Industries Inc. I am pleased to submit for your approval the following proposal for (5) S-2305 S-Series Front Discharge Mixer(s) . In this quote, you will find:

2

- 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@mcneilusco.com

OSHKOSH CORPORATION

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

BUYER

O & G Industries Inc
 Attn: Jim Zambero
 900 S Main St
 Torrington, CT 06790
 USA

FINAL USER
 (Delivery Location)
 O & G Industries Inc
 900 S Main St
 Torrington, CT 06790
 USA

PRICING QUOTATION

Total Configured Price	\$296,241
FET	\$19,599
Extended Warranties	\$3,810
Sales Tax	Not Included
Total Unit Price	\$319,650
Freight	\$4,108
Quantity	5
Total	\$1,618,790
Required Downpayment	\$161,879

- **Payment Terms:** Ten percent (10%) down-payment, balance due upon delivery. 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 06/03/2023. 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



OSHKOSH CORPORATION

1917 FOUR-WHEEL DRIVE | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54902-2566 | 484-955-5850

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S-Series
BACKED BY MCNEILUS

Quote Number: CPQ-11066
Revision: 3
Model: S-Series Mixer
Created: 05/03/2023
Valid Until: 06/03/2023

Base Configuration	
Model Year	2023
State of Operation	Connecticut
Vehicle Model	S-2305 FBTTC
Model Body	Primary Model Body Price
Model Chassis	Primary Model Chassis Price
Wheel Base	230" Wheel Base

Axle, Front	
Front Axle	23k Oshkosh HRPA Disc Brake
Front Axle Ratio	4.86 Ratio
Locking Front Differential	Not Equipped
Front Shock Absorber	Front Shock Absorbers

Axles, Rear	
Rear Axle	Dana D46-170
Rear Axle Ratio	4.78 Ratio
Tandem Wheels	Duals
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)	13,500 lb Rated Steerable Axle
Aux Axle Type	Watson Alumilite
Pusher Axle Qty	One (1) Pusher Axle
Tag Axle Qty	One (1) Tag Axle
Aux Axle Controls	External Auxiliary Regulator Controls
Aux Axle Steering Lockout	Aux Axle Steering Lock for Pusher and Tag Axles
Load Span Tag Axle	Not Equipped

Wheels and Tires	

OSHKOSH CORPORATION

1917 FOUR-WHEEL DRIVE | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54902-2566 | 484-955-5850



Quote Number: CPQ-11066
 Revision: 3
 Model: S-Series Mixer
 Created: 05/03/2023
 Valid Until: 06/03/2023

Front Axle Tires	Goodyear 445/65R22.5 G278MSD; Heavy Duty; Qty 2
Rear Axle Tires	Goodyear 11R24.5 Armor Max MSD; Heavy Duty; Qty 8
Pusher Axle Tires	Goodyear 275/70R22.5 Endurance RSA; On Road; Qty 2 per axle
Tag Axle Tires	Goodyear 275/70R22.5 Endurance RSA; On Road; Qty 2
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 24.5 x 8.25 x 6.60 - Clean Buff
Pusher Wheels	Aluminum 22.5 X 8.25 X 6.60 - Clean Buff
Tag Wheels	Aluminum 22.5 X 8.25 X 6.60- Clean Buff
LSTA Wheels	Not Equipped
Wheel Nut Covers	Chrome Wheel Nut Covers, All Axles

<u>Cab</u>	
Cab Size	Aluminum Construction; Single Operator Arrangement
Cab HVAC	Cab Heat + Air-Conditioning
Cab Fan	Caged fan on LH overhead panel
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

<u>Chassis Selections</u>	
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

OSHKOSH CORPORATION

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S-Series
BACKED BY MCNEILUS

Quote Number: CPQ-11066
Revision: 3
Model: S-Series Mixer
Created: 05/03/2023
Valid Until: 06/03/2023

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

<u>Engine and Powertrain</u>		
Engine		380 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

<u>Mixer Package</u>		
Drum Size		11.5 yd Drum: .210 (7/32) inch AR200 Shell; Long
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

<u>Mixer Equipment</u>		
Main Chute		Power Chute w/Paver Hooks
Chute Extension		Steel Extensions, 14 Gauge
Chute Extension Qty		Two (2), 48" Chute Extensions
Chute Racks		Not Equipped

OSHKOSH CORPORATION

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Quote Number: CPQ-11066
Revision: 3
Model: S-Series Mixer
Created: 05/03/2023
Valid Until: 06/03/2023

Chute Rotation Pump		Chute Rotation Pump - High Flow
Extended LH Step		Not Equipped
Fender Chute Racks		Two (2) Fender Chute Racks, Right Side Mounted
Charge Hopper Mount		Swing Away Throat (SAT) Charge Hopper
Discharge Boot		Gum Rubber Boot
Paver Chute		Not Equipped

<u>Mixer Controls</u>		
Hydraulics Controls		Wired External Keypad
Joystick		Electronic Joystick with F/N/R

<u>Water Tank</u>		
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

OSHKOSH CORPORATION

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S-Series
BACKED BY McNEILUS

Quote Number: CPQ-11066
Revision: 3
Model: S-Series Mixer
Created: 05/03/2023
Valid Until: 06/03/2023

<u>Additional Truck Options</u>	
Telematics	ClearSky Telematics; 1 year subscription
# of Cab Colors	1 Color
Cab Color Complexity	Whites, Greys, Black
# of Drum Colors	1 Color
Drum Color Complexity	Whites, Greys, Black
# of Hood Colors	1 Color
Hood Color Complexity	Whites, Greys, Black
# of Bumper Colors	1 Color
Bumper Color Complexity	Whites, Greys, Black
# of Fender Colors	1 Color
Fender Color Complexity	Whites, Greys, Black
Rust Proofing	Rust Protection
Clear Coat	Clear Coat

SPECIAL FEATURES & OPTIONS

OSHKOSH CORPORATION

1917 FOUR-WHEEL DRIVE | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54902-2566 | 484-955-5850

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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

5 YEAR EXTENDED WARRANTY:
Cummins Engine. 5 Year/200,000 Miles:
Protection Plan 1 HT1 Aftertreatment AT3

ADDITIONAL COST OPTIONS (not included in quoted price)

ADDITIONAL NOTES

OSHKOSH CORPORATION

1917 FOUR-WHEEL DRIVE | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54902-2566 | 484-955-5850

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Quote Number: CPQ-11066
Revision: 3
Model: S-Series Mixer
Created: 05/03/2023
Valid Until: 06/03/2023

February 23, 2023

O & G Industries Inc
900 S Main St
Torrington, CT 06790
USA

At McNeilus, we want to make it easier for you to get the equipment you need to keep your operations running smoothly. We offer robust loan and lease financing to purchase our industry-leading products. Please review the following options at your convenience.

	Equipment Cost	Term	Down Payment	Payment Amount	# of	Total Payments
Loan	\$1,618,790	60	\$80,940	\$29,021	60	\$1,822,200
	\$1,618,790	60	\$161,879	\$28,507	60	\$1,872,299
	\$1,618,790	72	\$80,940	\$25,014	72	\$1,881,948
	\$1,618,790	72	\$161,879	\$24,492	72	\$1,925,303

	Equipment Cost	Term	Advance Rents	Payment Amount	# of	Residual %	Residual Amount	Total Payments
Lease	\$1,618,790	60	\$53,614	\$26,807	60	20	\$323,758	\$1,932,178

Rates are based on the current month's delivery and subject to change due to factors outside our control. Subject to credit approval and \$400 documentation fee. We appreciate your business and the opportunity to assist you. If you have any questions or would like to explore other options that might be available, please contact us.

Sincerely,

Ryan Horvay
(P) 484-955-5850
(F)
rhorvay@mcneilusco.com

OSHKOSH CORPORATION

1917 FOUR-WHEEL DRIVE | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54902-2566 | 484-955-5850

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Terms and Conditions of Sale Including Limitations of Warranty

Order Placement. All goods and services furnished by McNEILUS FINANCIAL, INC. d/b/a McNEILUS TRUCK AND MANUFACTURING ("McNeilus") are governed by these Terms and Conditions of Sale. Placement of order by Buyer shall be in accordance with McNeilus' then current procedure. Acceptance by McNeilus of Buyer's order is expressly conditioned upon Buyer's acceptance of these Terms and Conditions, including those on the face of the order acceptance, and any provisions of Buyer's order or other communication in conflict with these Terms and Conditions are expressly rejected. Stenographic and clerical errors are subject to correction. No additions or modifications shall be valid unless confirmed in writing by McNeilus. McNeilus may supplement or alter these Terms and Conditions of Sale, issue product and/or sale policy announcements, or the like, but no such publication shall supersede any of these Terms and Conditions of Sale. McNeilus IS NOT BOUND TO FURNISH ITS GOODS OR SERVICES EXCEPT IN ACCORDANCE WITH THE TERMS OF ITS ORDER ACCEPTANCE FORM.

Cancellation. Buyer may cancel the order, in whole or in part, by written notice any time, provided the Buyer pays: a) the cost, including installation and removal costs, of any equipment purchased by McNeilus prior to cancellation for the purpose of filling Buyer's order and not usable by McNeilus for making other goods it then manufactures; b) the quoted price for all goods finished and ready to ship; and c) other reasonable costs (including but not limited to the cost of raw materials and goods still in the process of manufacture but unfinished at the time of cancellation) which McNeilus may have incurred in the performance of the order. Notice of cancellation is not effective until received by McNeilus at its corporate address (P.O. Box 70, 524 E. Highway St, Dodge Center, MN 55927 U.S.A., Attn: Corporate Secretary). If Buyer elects to cancel the order in part, McNeilus may, at its option, within a reasonable time thereafter, cancel the entire order by written notice. If Buyer elects, upon payment of costs of equipment, quoted prices of goods finished and ready to ship and/or costs of raw materials, it may take delivery of the same as provided below.

Price/Delivery. Unless otherwise provided by our quotation or agreed by us in writing, price and delivery terms shall be on FOB Shipping Point (Incoterms 2010) basis. All applicable taxes shall be for the account of Buyer. Unless otherwise agreed in writing, we will select the route and manner of shipment, reserve the right to make delivery in installments when necessary, to invoice each installment separately and to expect payment for each installment within our selling terms. All risk of loss shall pass to the Buyer at the point and time of delivery set forth in this paragraph. Prices for goods shall be those in effect on the date of invoice unless otherwise provided by our quotation or agreed to in writing by McNeilus. If McNeilus shall fail to make delivery, or Buyer to accept delivery, according to the agreed upon delivery schedule, the other party may cancel the then remaining balance of the order unless the delay is an excusable delay. Prices are good for only quantities indicated. If shipment or any other act or condition affecting payment for the goods or any part of them shall be delayed on account of Buyer, payment shall be due as if shipment had been made. A reasonable storage charge may be made and such storage shall be at the risk of Buyer.

Payment/Credit/Security. All payments shall be made in U.S. dollars. Payment shall be due upon delivery or as otherwise provided by our quotation, order acceptance, invoice or other writing. We reserve and by its order Buyer grants a security interest in all goods wherever located until payment has been received, and Buyer will promptly execute and deliver documents provided by McNeilus to perfect such security interest. All orders received are subject to credit approval. Buyer agrees to submit to McNeilus those items reasonably requested in order to establish Buyer's credit. McNeilus shall be entitled to charge interest for payments made not in accordance with the stated or agreed upon terms of payment at the stated rate or the highest rate permitted by law, whichever is lower. Whenever McNeilus in good faith deems itself insecure, it may: cancel any outstanding orders with Buyer and/or hold production/shipment of any unfilled orders; modify or revoke its extension of credit to Buyer; reduce any unpaid debt by enforcing its security interest (and proceeds therefrom); and take any other steps permitted by law and necessary or desirable to secure McNeilus with respect to Buyer's payment of goods and services furnished or to be furnished. Buyer will pay McNeilus actual costs of collection incurred, including reasonable attorney's fees if McNeilus is required to commence any suit or proceeding for collection of any delinquency. Certificates of Origin for a Vehicle shall be released to Buyer only upon receipt of payment in full by McNeilus unless otherwise agreed upon in writing. Buyer shall permit McNeilus at any reasonable time to make audits of its collateral, including records of shipments, sales and payment. McNeilus may demand immediate payment for trucks, chassis or parts shipped from Buyer's location for which payment has not been received in accordance with agreed payment terms. Buyer shall have no right of offset against amounts owed to McNeilus.

Acceptance: Goods furnished or services performed by McNeilus in all events will be deemed to have been accepted within thirty (30) days after receipt by Buyer, unless rightfully rejected within such period by written notice to McNeilus, by Certified Mail, Return Receipt requested, setting forth all of the defects upon which the rejection is claimed. Claims for factory damage or shortages shall not be considered unless made in writing within ten (10) days after receipt of the goods and accompanied by reference to our bill of lading and invoice numbers. Claims for damage or shortage in transit must be filed by Buyer against carrier unless shipping costs are prepaid. Defective goods shall be held for McNeilus' inspection or disposition.

Limited Warranty Disclaimer: McNeilus warrants that all new and unused goods furnished by McNeilus are free from defect in workmanship and material as of the time and place of delivery by McNeilus in accordance with its Standard Limited Warranty in effect at the date of contract formation. Our obligation under this Limited Warranty is subject to the following qualifications: a) McNeilus or its authorized Dealer shall have been notified of such claimed defect within thirty (30) days of its discovery or such later date as is specified in the Standard Limited Warranty; b) the vehicle shall have been subject only to proper use normal for similar vehicles; and c) it shall have been regularly maintained and serviced in accordance with the Manufacturer's Service Manual. No defective part may be returned to the factory without our prior written consent, or that of our authorized representative. Any return must be with transportation prepaid, which may be refunded at the discretion of McNeilus. The Standard Limited Warranty for the goods is incorporated herein by reference. It is the exclusive warranty given by McNeilus. MCNEILUS HEREBY DISCLAIMS AND EXCLUDES ALL OTHER WARRANTIES, WHETHER EXPRESS, IMPLIED OR STATUTORY, INCLUDING ANY WARRANTY OF MERCHANTABILITY, ANY WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE, AND ANY IMPLIED WARRANTIES ARISING FROM COURSE OF DEALING OR USAGE OF TRADE, notwithstanding any knowledge of McNeilus regarding the use or uses intended to be made of goods, proposed changes or additions to goods, or any assistance or suggestions that may have been made by McNeilus personnel.

Buyer's Remedies. At its option, McNeilus will repair or replace nonconforming goods, or allow a credit for the replacement price of parts.

Exclusions of Incidental and Consequential Damages. In no event shall McNeilus be liable for any incidental, special, indirect or consequential damages, whether resulting from nondelivery or from McNeilus' own negligence or other tort. This exclusion applies regardless of whether such damages are sought for breach of warranty, breach of contract, negligence, or strict liability in tort or under any other legal theory.

Excusable Delay. McNeilus shall not be responsible nor deemed to be in default on account of delays in performance due to causes which are beyond our control and not occasioned by our fault or negligence and which make our performance impracticable, including but not limited to civil wars, insurrections, strikes, riots, fires, storms, floods, other acts of nature, explosions, earthquakes, accidents, any act of government, delays in transportation, inability to obtain necessary labor supplies or manufacturing facilities, allocation regulations or orders affecting materials, equipment, facilities or completed products, failure to obtain any required license or certificates, acts of God or the public enemy, failure of transportation, epidemics, quarantine restrictions, failure of vendors (due to causes similar to those within the scope of this clause) to perform their contracts or labor troubles causing cessation, slowdown, or interruption of work provided such cause is beyond our reasonable control.

Indemnification. Buyer shall indemnify and hold McNeilus harmless from any and all damages or injury of any kind or nature whatsoever (including, but without limitation, personal injury and death) to all property and persons caused by, resulting from, arising out of or occurring in connection with the Buyer's sale, installation or use of goods sold or supplied by McNeilus and not caused by the negligence of McNeilus, its employees or agents, or arising out of defects in any such goods.

No Waiver. The failure of McNeilus upon knowledge of any default or violation by Buyer of any of the Terms and Conditions of this agreement to enforce its rights or remedies shall not be construed as a waiver of such default or violation, or of any provision hereof, or of any of its rights or remedies.



S-Series
BACKED BY MCNEILUS

Quote Number: CPQ-11066
Revision: 3
Model: S-Series Mixer
Created: 05/03/2023
Valid Until: 06/03/2023

Equal Opportunity Employment. We are an Equal Opportunity Employer and have an Affirmative Action Plan on file. We comply with Executive Order No. 11246 dated September 24, 1965 and The Federal Occupational Safety and Health Act of 1970 along with all subsequent amendments. We comply with all other applicable federal, state and local laws, regulations and ordinances and agree upon request to furnish Buyer a certificate to such effect in such form as is acceptable to both parties.

Entire Agreement and Governing Law. Except as otherwise agreed in writing, this constitutes the entire agreement between us, superseding all prior quotations and understandings, oral or written. Any questions concerning the validity, interpretation or effect of this Agreement are governed by the laws of the State of Wisconsin. The rights and obligations of the parties hereunder shall not be governed by the provisions of the 1980 United Nations Convention on Contracts for the International Sales of Goods.

Export Laws. If applicable, performance is subject to U.S. export laws and regulations. Our failure to perform due to such laws and regulations shall not constitute a breach of this agreement.

OSHKOSH CORPORATION

1917 FOUR-WHEEL DRIVE | POST OFFICE BOX 2566 | OSHKOSH, WISCONSIN 54902-2566 | 484-955-5850

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ATTACHMENT E

DERA OPTION

Workplan Narrative Plan for DERA Selections

Comes from Quarterly Report

	U.S. ENVIRONMENTAL PROTECTION AGENCY Assistance Amendment	GRANT NUMBER (FAIN): 00A00773	DATE OF AWARD
		MODIFICATION NUMBER: 4	08/29/2023
		PROGRAM CODE: DS	
		TYPE OF ACTION No Cost Amendment	MAILING DATE 08/29/2023
PAYMENT METHOD: ASAP	ACH# 10109		
RECIPIENT TYPE: State		Send Payment Request to: Contact EPA RTPFC at: rtpfc-grants@epa.gov	
RECIPIENT: Energy & Environmental Protection Connecticut Department of 79 Elm Street Hartford, CT 06106-5127 EIN: 86-1154163		PAYEE: Energy and Environmental Protection Connecticut Department of 79 Elm Street Hartford, CT 06106-5127	
PROJECT MANAGER	EPA PROJECT OFFICER	EPA GRANT SPECIALIST	
Paul Farrell 79 Elm Street Hartford, CT 06106-5127 Email: Paul.Farrell@ct.gov Phone: 860-424-3389	Pujarini Maiti 5 Post Office Square, Suite 100 Boston, MA 02109-3912 Email: Maiti.Pujarini@epa.gov Phone: 617-918-1625	Robert Smith Grants Management Branch 5 Post Office Square, Suite 100 Boston, MA 02109-3912 Email: Smith.Robert.F@epa.gov Phone: 617-918-1960	
PROJECT TITLE AND EXPLANATION OF CHANGES Connecticut Fiscal Year 2021-2022 State Clean Diesel Grant Program Amendment #4 approves a Change in Scope of Work. All Administrative Terms and Conditions have been updated. All other Terms and Conditions remain unchanged and in full effect.			
BUDGET PERIOD 10/01/2021 - 09/30/2024	PROJECT PERIOD 10/01/2021 - 09/30/2024	TOTAL BUDGET PERIOD COST \$1,754,644.00	TOTAL PROJECT PERIOD COST \$1,754,644.00
NOTICE OF AWARD			
<p>Based on your Application dated 06/17/2022 including all modifications and amendments, the United States acting by and through the US Environmental Protection Agency (EPA) hereby awards \$0.00. EPA agrees to cost-share 59.78% of all approved budget period costs incurred, up to and not exceeding total federal funding of \$1,048,974.00. Recipient's signature is not required on this agreement. The recipient demonstrates its commitment to carry out this award by either: 1) drawing down funds within 21 days after the EPA award or amendment mailing date; or 2) not filing a notice of disagreement with the award terms and conditions within 21 days after the EPA award or amendment mailing date. If the recipient disagrees with the terms and conditions specified in this award, the authorized representative of the recipient must furnish a notice of disagreement to the EPA Award Official within 21 days after the EPA award or amendment mailing date. In case of disagreement, and until the disagreement is resolved, the recipient should not draw down on the funds provided by this award/amendment, and any costs incurred by the recipient are at its own risk. This agreement is subject to applicable EPA regulatory and statutory provisions, all terms and conditions of this agreement and any attachments.</p>			
ISSUING OFFICE (GRANTS MANAGEMENT OFFICE)		AWARD APPROVAL OFFICE	
ORGANIZATION / ADDRESS		ORGANIZATION / ADDRESS	
U.S. EPA, Region 1, EPA New England 5 Post Office Square, Suite 100 Boston, MA 02109-3912		U.S. EPA, Region 1, EPA New England R1 - Region 1 5 Post Office Square, Suite 100 Boston, MA 02109-3912	
THE UNITED STATES OF AMERICA BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY			
Digital signature applied by EPA Award Official Robert F. Smith - Grants Management Specialist			DATE 08/29/2023

EPA Funding Information

FUNDS	FORMER AWARD	THIS ACTION	AMENDED TOTAL
EPA Amount This Action	\$1,048,974	\$0	\$1,048,974
EPA In-Kind Amount	\$0	\$0	\$0
Unexpended Prior Year Balance	\$0	\$0	\$0
Other Federal Funds	\$0	\$0	\$0
Recipient Contribution	\$0	\$0	\$0
State Contribution	\$705,670	\$0	\$705,670
Local Contribution	\$0	\$0	\$0
Other Contribution	\$0	\$0	\$0
Allowable Project Cost	\$1,754,644	\$0	\$1,754,644

Assistance Program (CFDA)	Statutory Authority	Regulatory Authority
66.040 - Diesel Emissions Reduction Act (DERA) State Grants	Diesel Emission Reduction Act of 2010, codified at 42 U.S.C. 16133	2 CFR 200, 2 CFR 1500 and 40 CFR 33

Budget Summary Page

Table A - Object Class Category (Non-Construction)	Total Approved Allowable Budget Period Cost
1. Personnel	\$97,306
2. Fringe Benefits	\$93,352
3. Travel	\$0
4. Equipment	\$0
5. Supplies	\$0
6. Contractual	\$0
7. Construction	\$0
8. Other	\$1,528,229
9. Total Direct Charges	\$1,718,887
10. Indirect Costs: 0.00 % Base -	\$35,757
11. Total (Share: Recipient <u>40.22</u> % Federal <u>59.78</u> %)	\$1,754,644
12. Total Approved Assistance Amount	\$1,048,974
13. Program Income	\$0
14. Total EPA Amount Awarded This Action	\$0
15. Total EPA Amount Awarded To Date	\$1,048,974

Administrative Conditions

All Administrative Terms and Conditions remain unchanged, and in full force and effect.

Programmatic Conditions

All Programmatic Terms and Conditions remain unchanged, and in full force and effect.

The Connecticut Department of Energy and Environmental Protection (DEEP) is presenting, for your review, a work plan for eight projects to be funded under its 2022 State DERA Grant #DS 00A00773-3. The selected projects include four replacements of diesel units with electric (EV) equivalents, three marine repower projects and one clean diesel project. The total amount to be dedicated to the eight projects is \$1,486,911.80 from a combination of DEEP's 2022 State DERA allocation, DERA Option matching funds, and the EPA match incentive. The remainder of the 2022 DERA allocation funds will defray project management expenses at DEEP.

Description of Projects Selected for 2022 DERA Funding:

A grant of \$60,340.39 is being awarded to Captain John's Sport Fishing Center, Inc. (Captain John's) for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the *FV Sunbeam IV* (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. **The funds will come from the 2022 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.** The grant represents 40% of the total cost, \$151,303.28, of this marine repower project.

A grant of \$69,314.53 awarded to the Connecticut Department of Transportation (CT DOT) will be used to scrap and replace one model year (MY) 2005 diesel-powered New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 transit van. The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. **\$31,848.08 will come from the 2021 “DERA Option” under VW NOx Mitigation Trust Agreement,** and \$37,477.45 will come from FY 2022 State DERA allocation and bonus. The projected cost is \$159,729.00 and the grant represents 43% of the projected cost of the 2023 MY replacement bus.

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

DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. **The funds will come from the 2020 and 2022 “DERA Option” under VW NOx Mitigation Trust Agreement.** This award represents just under 25% of the cost of the new trucks, which is \$678,732.00. The front discharge mixers will operate out of Bridgeport, CT, an environmental justice community.

Seaview Fisheries (Seaview) plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the *FV Merrick* with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. **The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement.** The total project cost is \$55,000.00 of which the grant is just under 40%. EPA

approved the applicant's request for a waiver of the hours of use eligibility requirement because the annual hours of usage were only slightly below the required level and because the applicant anticipated a normal and qualifying number of hours in 2023.

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

DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Uniform) to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. **\$261,059.65 will come from the 2022 and 2020 “DERA Option” under VW NOx Mitigation Trust Agreement**, and \$107,697.22 from FY 2019 and 2020 State DERA allocations and bonus. This award represents just under 45% of the cost of the new vans, which is \$821,916.66.

A grant of \$36,839.60 is being awarded to Fishing Vessel Susan, LLC (FV Susan) for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the *FV Susan*, with a Tier 3 John Deere 4045SFM85 4.51 PowerTech diesel engine. **The funds will come from the 2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement**. The grant represents just under 40% of the total cost, \$92,375.14, of this marine repower project. EPA denied the waiver request submitted by the applicant because it was too far below the required annual hours of operation, but EPA allowed DEEP to use leftover DERA Option funds from 2020, before the eligibility requirements came into effect.

Timeline for Connecticut’s 2022 DERA-Funded Projects

Table 1 represents the work plan timeline for the projects selected for 2021 State DERA funding.

Table 1: Connecticut Clean Diesel Grant Program: Work Plan for FY 2022-Funded Projects: F & G Recycling, Hidden Empire, New Haven, Captain John’s, CT DOT, Gateway Terminal, O&G, Seaview Fisheries, Sims Metals, Stamford Uniform, and FV Susan

Task	Target Completion Date	Status
Establish Criteria for Evaluation of Proposals <ul style="list-style-type: none">• In an EPA-designated PM maintenance area (Fairfield or New Haven Counties) (1 point)• In an environmental justice community (1 point)• Near transportation hubs or corridors (1 point)• In an urban area (1 point)	October 2022	Completed

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2022-Funded Projects: F & G Recycling, Hidden Empire, New Haven, Captain John's, CT DOT, Gateway Terminal, O&G, Seaview Fisheries, Sims Metals, Stamford Uniform, and FV Susan**

Task	Target Completion Date	Status
<ul style="list-style-type: none"> • In an area that receives a disproportionate quantity of air pollution from diesel fleets, including ports, rail yards, terminals, construction sites, school bus depots/yards, and distribution centers (1 point) • Includes anti-idling education and outreach (1 point) • Consistency with the transportation section of the 2013 & 2017 Comprehensive Energy Strategy for Connecticut and the State's clean fuels/clean vehicles initiative (1 point). <p>Ability to be completed expediently will also be taken into account.</p>		
Develop Request for Proposals and Proposal Form	October 2022	Completed
<ul style="list-style-type: none"> • Letter from Commissioner <ul style="list-style-type: none"> ◦ Funding Availability ◦ Eligible projects ◦ Proposal Submittal Process • Proposal Application Form 		
Request for Project Proposals	October 18, 2022	Completed
Host Informational Webinar for Potential Applicants	November 3, 2022	Completed
Project Proposals Due	November 30, 2022	Completed
Review of Submitted Information and Selection of Grant Recipients	December 2022- April 2023	Completed
Grant Recipients Announced	April 28, 2023	Completed
Administration, Outreach and Support	May 2023- September 2024	Ongoing
Obtain Signed Eligibility Statements from Grantees	May 2023	Completed
Revised Work Plan Prepared for EPA and approved	May-July 2023	Completed
Post Approved Awards on DEEP Website after EPA approval	June-July 2023	Completed
Prepare and Submit D-4 forms to Wilmington Trust for VW DERA Option-funded projects	July-August 2023	
Captain John's Sport Fishing: Replace engine on fishing vessel		
DEEP Develops Scope of Work with Captain John's	May-June 2023	Completed
Captain John's Selects Vendor	July 2023	In Progress
DEEP Reviews/Approves Procurement Process and Selected Vendor	July 2023	
Issues Purchase Order for Purchase of Marine Engines from Selected Vendor	July 2023	
Delivery of New Marine Engine	September 2023	

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2022-Funded Projects: F & G Recycling, Hidden Empire, New Haven, Captain John's, CT DOT, Gateway Terminal, O&G, Seaview Fisheries, Sims Metals, Stamford Uniform, and FV Susan**

Task	Target Completion Date	Status
Installation of Marine Engine and Sea Trials	October 2023 – January 2024	
Documentation of Scrappage and Completion of Project	October 2023 – January 2024	
Final Report and Reimbursement Request Due	August 31, 2024	
DEEP Submits D-4 Appendix A form to request payment to Capt. John's by Wilmington Trust.	August-September 2024	
Wilmington Trust Makes Final Payment of \$60,340.39 to Capt. John's	September-October 2024	
CT DOT: Replacement of a Diesel Transit Van with EV equivalent		
Develops Scope of Work with CT DOT which <ul style="list-style-type: none"> will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for VW DERA Option-funded portion of project will be attached to Purchase Order for DERA-funded portion of project 	June-July 2023	Completed
DEEP Executes State Purchase Order for Grant Payment of \$37,477.45 from 2022 DERA Allocation	July-August 2023	
DOT Selects Vendor(s) for EV Transit Van and EVSE from state contracts (no DEEP review required)	July-August 2023	
CT DOT Issues Purchase Order for Purchase of EV Transit Van (EVSE and installation included)	August-September 2023	
Delivery and Installation of EVSE	August 31, 2024	
Delivery of EV Transit Van	August 31, 2024	
Documentation of Scrappage and Completion of Project	August 31, 2024	
Final Report and Reimbursement Request Due	August 31, 2024	
DEEP makes final payment of \$37,477.45 to CT DOT	August-September 2024	
DEEP Submits D-4 Appendix A form to request payment to CT DOT by Wilmington Trust.	August-September 2024	
Wilmington Trust Makes Final Payment of \$31,848.08 to CT DOT	September-October 2024	

Gateway: Replacement of a Diesel Yard Spotter with EV Equivalent		
Develops Scope of Work with Gateway	May-June 2023	Completed
Gateway Selects Vendor(s) for EV Yard Spotter and EVSE	June 2023	Completed

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2022-Funded Projects: F & G Recycling, Hidden Empire, New Haven, Captain John's, CT DOT, Gateway Terminal, O&G, Seaview Fisheries, Sims Metals, Stamford Uniform, and FV Susan**

Task	Target Completion Date	Status
DEEP Reviews/Approves Procurement Process and Selected Vendor(s)	June 2023	Completed
Gateway Issues Purchase Order for Purchase and Installation of EVSE	June 2023	Completed
Gateway Issues Purchase Order for Purchase of EV Yard Spotter	June 2023	
Delivery of EVSE	September-October, 2023	
Installation of EVSE	September-November 2023	
Delivery of EV Yard Spotter	August 31, 2024	
Documentation of Scrappage and Completion of Project	August 31, 2024	
Final Report and Reimbursement Request Due	August 31, 2024	
DEEP makes final payment of \$56,790.25 to Gateway	August-September 2024	
DEEP Submits D-4 Appendix A form to request payment to Gateway by Wilmington Trust.	August-September 2024	
Wilmington Trust Makes Final Payment of \$159,504.41 to Gateway	September-October 2024	
O&G: Diesel Replacement of Two Cement Mixers		
Develops Scope of Work with O&G	May-July 2023	Completed
O&G Selects Vendor(s) for Cement Mixers	May 2023	
DEEP Reviews/Approves Procurement Process and Selected Vendor	May 2023	
Delivery of New Cement Mixers	October 2023	
Documentation of Scrappage and Completion of Project	October 2023 - March 2024	
Final Report and Reimbursement Request Due	August 31, 2024	
DEEP Submits D-4 Appendix A form to request payment to O&G by Wilmington Trust.	August-September 2024	
Wilmington Trust Makes Final Payment of \$162,821.66 to O&G	September-October 2024	
Seaview Fisheries: Replace engine on fishing vessel		
DEEP Develops Scope of Work with Seaview Fisheries	May-June 2023	Completed
Seaview Fisheries Selects Vendor	July 2023	
DEEP Reviews/Approves Procurement Process and Selected Vendor	July 2023	
Seaview Fisheries Issues Purchase Order for Purchase of Marine Engines from Selected Vendor	July 2023	

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2022-Funded Projects: F & G Recycling, Hidden Empire, New Haven, Captain John's, CT DOT, Gateway Terminal, O&G, Seaview Fisheries, Sims Metals, Stamford Uniform, and FV Susan**

Task	Target Completion Date	Status
Delivery of New Marine Engines	September 2023	
Installation of Marine Engines and Sea Trials	October 2023- January 2024	
Documentation of Scrappage and Completion of Project	January-February 2024	
Final Report and Reimbursement Request Due	February, 2024	
DEEP Submits D-4 Appendix A form to request payment to Seaview by Wilmington Trust.	March-April 2024	
Wilmington Trust Makes Final Payment of \$21,934.24 to Seaview Fisheries	April-May 2024	
Sims Metals: EV Replacement of Material Handler		
Develops Scope of Work with Sims Metals, which <ul style="list-style-type: none"> will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for VW DERA Option-funded portion of project will be attached to Purchase Order for DERA-funded portion of project 	May-June 2023	Completed
DEEP Executes Contract for Grant Payment of \$415,307.55 from DERA Allocation	May-August 2023	
Sims Metals Selects Vendor(s) for EV Material Handler and EVSE	July-August 2023	
DEEP Reviews/Approves Procurement Process and Selected Vendor	May-July 2023	
Sims Metals Issues Purchase Order for Purchase and Installation of EVSE	August 2023	
Delivery and Installation of EVSE	June 2024	
Sims Metals Issues Purchase Order for Purchase of EV Material Handler from Selected Vendor	August 2023	
Delivery of New EV Material Handler	May 2024	
Documentation of Scrappage and Completion of Project	July 2024	
Final Report and Reimbursement Request Due	August 31, 2024	
DEEP makes final payment of \$415,307.55 to Sims Metals	August-September, 2024	
DEEP Submits D-4 Appendix A form to request payment to Sims Metals by Wilmington Trust.	August-September 2024	
Wilmington Trust Makes Final Payment of \$192,092.55 to Sims Metals	September-October 2024	
Stamford Uniform: EV Replacement of Two MHD Vans		
Develops Scope of Work with Stamford Uniform, which	May-June 2023	Completed

**Table 1: Connecticut Clean Diesel Grant Program:
Work Plan for FY 2022-Funded Projects: F & G Recycling, Hidden Empire, New Haven, Captain John's, CT DOT, Gateway Terminal, O&G, Seaview Fisheries, Sims Metals, Stamford Uniform, and FV Susan**

Task	Target Completion Date	Status
<ul style="list-style-type: none"> • will become the basis for the Eligible Mitigation Action Management Plan (Management Plan) for VW DERA Option-funded portion of project • will be attached to Purchase Order for DERA-funded portion of project. 		
DEEP Executes Contract for Grant Payment of \$107,697.22 from DERA Allocation	July-August 2023	
Stamford Uniform Selects Vendor(s) for 2 EV Vans and EVSE	October 15, 2023	
DEEP Reviews/Approves Procurement Process and Selected Vendor	November 15, 2023	
Stamford Uniform Issues Purchase Order for Purchase and Installation of EVSE	December 1, 2023	
Delivery and Installation of EVSE	February 15, 2024	
Stamford Uniform Issues Purchase Order for Purchase of 2 EV Vans from Selected Vendor	November 15, 2023	
Delivery of 2 New EV Vans	December 15, 2023	
Documentation of Scrappage and Completion of Project	February 28, 2024	
Final Report and Reimbursement Request Due	August 31, 2024	
DEEP makes final payment of \$107,697.22 to Stamford Uniform	August 31, 2024	
DEEP Submits D-4 Appendix A form to request payment to Stamford Uniform by Wilmington Trust.	August-September 2024	
Wilmington Trust Makes Final Payment of \$261,059.65 to Stamford Uniform	September-October 2024	
FV Susan: Replace engine on fishing vessel		
DEEP Develops Scope of Work with FV Susan	July 2023	Completed
FV Susan Selects Vendor	July 2023	
DEEP Reviews/Approves Procurement Process and Selected Vendor	July 2023	
Issues Purchase Order for Purchase of Marine Engines from Selected Vendor	July 2023	
Delivery of New Marine Engine	September 2023	
Installation of Marine Engine and Sea Trials	October 2023- January 2024	
Documentation of Scrappage and Completion of Project	January-February 2024	
DEEP Submits D-4 Appendix A form to request payment to FV Susan by Wilmington Trust.	March-April 2024	
Wilmington Trust Makes Final Payment of \$36,839.60 to FV Susan	April-May 2024	

Emissions Reductions for Projects Selected for Connecticut's 2021-2022 State DERA Funding:

The annual and lifetime emission reductions for the projects to be funded under this grant are compiled in Table 2 below. All of the 2021-2022 projects yield emission reductions from the improved technology on the new engines. Idle reduction programs, incorporated in some of the funded projects, also yield significant air quality benefits. Copies of the Diesel Emissions Quantifier (DEQ) Summaries, in the importable spreadsheet format, are attached

Table 2: Potential Annual and Lifetime Emission Reductions From the 2021-2022 Connecticut Clean Diesel Grant Program

Enfield: EV Replacement of Refuse Collection Truck <i>Annual Health Benefits¹ \$590</i>					
F & G Recycling: EV Replacement of Yard Spotter: <i>Annual Health Benefits¹ \$130,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.866	0.064	0.058	0.230	29.3
Amount reduced	0.866	0.064	0.058	0.230	29.3
Lifetime	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	4.331	0.321	0.290	1.150	146.3
Amount reduced	4.331	0.321	0.290	1.150	146.3
Hidden Empire: Replacement of 3 Tier 0 Marine Engines: <i>Annual Health Benefits \$190,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	8.932	0.135	0.122	1.607	292.5
Amount reduced	7.172	0.114	0.086	1.238	225.0
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	164.962	2.490	2.202	29.767	5,287.5
Amount reduced	133.006	2.103	1.549	23.043	4,095.3
New Haven: EV Replacement of Refuse Collection Truck: <i>Annual Health Benefits \$140</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.068	0.000	0.002	0.045	48.0
Amount reduced	0.068	0.000	0.002	0.045	48.0
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	0.684	0.001	0.023	0.445	479.7
Amount reduced	0.684	0.001	0.023	0.445	479.7
Winkle Bus: EV Replacement of School Bus <i>Annual Health Benefits \$280</i>					
Captain John's Sport Fishing: Replace engine on Fishing Vessel: <i>Annual Health Benefits \$31,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	3.893	0.057	0.039	0.722	42.3
Amount reduced	1.935	0.022	0.017	0.068	0 ²
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	11.679	0.172	0.117	2.167	126.9
Amount reduced	5.805	0.066	0.051	0.204	0 ²
CT DOT: Replacement of a Diesel Transit Van with EV equivalent: <i>Annual Health Benefits \$43,000</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.352	0.022	0.037	0.150	73.9
Amount reduced	0.352	0.022	0.037	0.150	73.9

**Table 2: Potential Annual and Lifetime Emission Reductions
From the 2021-2022 Connecticut Clean Diesel Grant Program**

Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.056	0.067	0.110	0.451	221.7
Amount reduced	1.056	0.067	0.110	0.451	221.7
Gateway: Replacement of a Diesel Yard Spotter with EV equivalent: Annual Health Benefits \$44,000					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.356	0.026	0.024	0.094	28.5
Amount reduced	0.356	0.026	0.024	0.094	28.5
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	1.779	0.132	0.119	0.472	142.3
Amount reduced	1.779	0.132	0.119	0.472	142.3
O&G: Diesel Replacement of Two Cement Mixers: Annual Health Benefits \$170,000					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	4.069	0.134	0.139	0.950	76.5
Amount reduced	3.601	0.131	0.130	0.894	49.3
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	12.206	0.403	0.416	2.849	229.6
Amount reduced	10.803	0.392	0.391	2.681	147.8
Seaview Fisheries: Replace Engine on Fishing Vessel: Annual Health Benefits \$31,000					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	1.622	0.024	0.016	0.301	270.0
Amount reduced	1.427	0.022	0.012	0.256	0 ²
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	4.866	0.072	0.049	0.903	810.0
Amount reduced	4.282	0.065	0.037	0.768	0 ²
Sims Metals: EV Replacement of Material Handler: Annual Health Benefits \$42,000					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.360	0.025	0.059	0.172	167.5
Amount reduced	0.360	0.025	0.059	0.172	167.5
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	2.882	0.202	0.474	1.373	1,340.1
Amount reduced	2.882	0.202	0.474	1.373	1,340.1
Stamford Uniform: EV Replacement of Two MHD Vans: Annual Health Benefits \$4,400					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	0.135	0.002	0.006	0.084	1,518.8
Amount reduced	0.135	0.002	0.006	0.084	1,518.8
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	2.471	0.042	0.111	1.631	28,350.0
Amount reduced	2.471	0.042	0.111	1.631	28,350.0
FV Susan: Replace Engine on Fishing Vessel: Annual Health Benefits \$16,000					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Baseline of Fleet	1.090	0.016	0.011	0.202	12.5
Amount reduced	0.818	0.013	0.006	0.142	0

**Table 2: Potential Annual and Lifetime Emission Reductions
From the 2021-2022 Connecticut Clean Diesel Grant Program**

Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Baseline of Fleet	5.452	0.080	0.055	1.012	62.7
Amount reduced	4.089	0.065	0.028	0.708	0
Total of All Projects: <i>Annual Health Benefits \$701,540</i>					
Annual	NO _x tons/yr	PM tons/yr	HC tons/yr	CO tons/yr	CO ₂ tons/yr
Amount reduced	17.09	0.441	0.437	3.373	2,140.3
Lifetime	NO _x tons	PM tons	HC tons	CO tons	CO ₂ tons
Amount reduced	171.188	3.456	3.183	32.926	34,923.2

¹Annual Health Benefits are projected through the DEQ; they are based on particulate emissions and location within or outside of a PM_{2.5} attainment area.

²Where no fuel use reduction is projected, this number is zero.

ATTACHMENT E

DERA OPTION

Workplan Narrative Plan for DERA Selections

Comes from Quarterly Report

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

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

Grant Recipient: Dept. of Energy & Environmental Protection
 Grant Number: DS 00A00773-5
 Project Title: 2022 Connecticut Clean Diesel Grant Program

Total Federal Funds Expended: Year 1 \$ 52,874
 Project Reporting Period Apr. to Jun. 2024

Table 11. Year 1 Annual Rate of Expenditure

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

Financial Summary	Quarter 1				Quarter 2			
	Oct. to Dec. 2021		Jan. to Mar. 2022		Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period	Total Project Cost
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	VW Mitigation Funds	Other Funds				
Personnel					\$ -			\$ -
Fringe Benefits					\$ -			\$ -
Travel					\$ -			\$ -
Equipment					\$ -			\$ -
Supplies					\$ -			\$ -
Contractual					\$ -			\$ -
Other					\$ -			\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -
Indirect Charges					\$ -			\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -			\$ -
Financial Summary	Quarter 3				Quarter 4			
	Apr. to Jun. 2022		Jul. to Sep. 2022		Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period	Total Project Cost
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	VW Mitigation Funds	Other Funds				
Personnel	\$ 12,422				\$ 12,422			\$ 10,788
Fringe Benefits	\$ 11,675				\$ 11,675			\$ 9,505
Travel					\$ -			\$ -
Equipment					\$ -			\$ -
Supplies					\$ -			\$ -
Contractual					\$ -			\$ -
Other					\$ -			\$ -
Direct Cost Total	\$ 24,096	\$ -	\$ -	\$ -	\$ 24,096			\$ 20,293
Indirect Charges	\$ 4,582				\$ 4,582			\$ 3,902
TOTALS	\$ 28,679	\$ -	\$ -	\$ -	\$ 28,679			\$ 24,195

Table 12. Project Updates - Narrative Responses

Record and update project updates quarterly.

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

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	
2021	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.				In Progress	The D-4 document for the 2021 DERA Option projects , which was submitted to Wilmington Trust (VW Trustee) in May, was approved July 11, 2023.
2021	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.				In Progress	SOW complete and approved; scrappage of old vehicle complete..
2021	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrappage and replacement of: <ul style="list-style-type: none"> One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the FV American Dream with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the FV Joseph Julius with an EMY 2021 or 2022 John Deere or comparable EPA certified Tier 3 diesel-powered equivalent. 	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven.				Not Yet Started	Draft SOW is in the approval chain at the municipality.
2021	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel M/V Mary Ellen with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Grantee working on SOW.
2021	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the FV Nancy E with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.				Not Yet Started	Gasoline School bus no longer available; allowed to substitute new diesel replacement.
2021	Town of Enfield (Enfield): DEEP is granting a total of \$287,719.54 to Enfield for the scrappage and replacement of one engine model year (EMY) 2007 diesel-powered automated side load refuse truck with an MY 2022 EV equivalent. Grant funding will include the electric vehicle charging infrastructure.	Scrap and replace one EMY 2007 diesel-powered refuse truck with an EMY 2022 EV equivalent	Improve air quality and public health in Enfield.				Not Yet Started	Withdrew from the Program; Funds used for Cross Sound, Joe's & Tiollo

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
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Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				DEEP began working with the grantees to draft Scopes of Work, Purchase Requisitions, and the DERA Option D-4 form for the selected projects. DEEP prepared and submitted a workplan revision for projects selected to receive funds from the Enfield project. DEEP also submitted an extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				Enfield's EV refuse truck was removed. Four Tier 3 marine engines and one diesel school bus were added. The school bus proposal was for diesel-to-gasoline, but gasoline school buses were no longer available.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				No rebates or subawards were awarded in this reporting period.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?				Projects with approved SOWs are on schedule. With three new grants awarded in the third quarter, two of them marine repowers that should be done in the off-season. It likely that some extensions may be required.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				No cost shares are being reported in the fourth quarter.
Have there been any major personnel changes during this reporting period?				One member of the grants management team left the agency in the fourth quarter; a replacement was hired early in the fifth quarter.
Did any public relations events regarding this grant take place during the reporting period?				Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bilateral Infrastructure Bill Clean School Bus Incentive program. DEEP has also shared information about such informational webinars with interested parties in Connecticut.
Are you using websites or other tools used to relay information about this grant to the public?				DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home . DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/ .
What project activities are planned for the next reporting period?				In the fifth quarter, DEEP will launch its 2022 State DERA solicitation, present a webinar on the subject and begin project selection. DEEP will continue working with 2021 recipients to develop scopes of work, contracts and purchase orders for implementing the projects.

Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.				No program income has been generated in this reporting period.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.				DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home
Do you have any other comments or feedback?				

Subaward Reporting Requirements				
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Summaries of results of reviews of financial and programmatic reports.				DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.				
Environmental results the subrecipient achieved				
Summaries of audit findings and related pass-through entity management decisions				
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance				

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

Grant Recipient: Dept. of Energy & Environmental Protection
Grant Number: DS 00A00773-5
Project Title: 2022 Connecticut Clean Diesel Grant Prog

Total Federal Funds Expended: Year 2
Project Reporting Period \$ 57,650
Jul. to Sep. 2023

Table 11. Year 2 Annual Rate of Expenditure
Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.

Financial Summary	Quarter 1				Quarter 2			
	Oct. to Dec. 2022				Jan. to Mar. 2023			
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period	Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period	Total Project Cost
Personnel				\$ -	\$ 8,958			\$ 8,958
Fringe Benefits				\$ -	\$ 7,841			\$ 7,841
Travel				\$ -				\$ -
Equipment				\$ -				\$ -
Supplies				\$ -				\$ -
Contractual				\$ -				\$ -
Other	\$ -	\$ -	\$ -	\$ -				\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ 16,799	\$ -	\$ -	\$ 16,799
Indirect Charges				\$ -	\$ 3,104			\$ 3,104
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ 19,903	\$ -	\$ -	\$ 19,903
Financial Summary	Quarter 3				Quarter 4			
	Apr. to Jun. 2023				Jul. to Sep. 2023			
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period	Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period	Total Project Cost
Personnel	\$ 10,299			\$ 10,299	\$ 6,837			\$ 6,837
Fringe Benefits	\$ 8,981			\$ 8,981	\$ 5,563			\$ 5,563
Travel				\$ -				\$ -
Equipment				\$ -				\$ -
Supplies				\$ -				\$ -
Contractual				\$ -				\$ -
Other				\$ -				\$ -
Direct Cost Total	\$ 19,280	\$ -	\$ -	\$ 19,280	\$ 12,400	\$ -	\$ -	\$ 12,400
Indirect Charges	\$ 3,569			\$ 3,569	\$ 2,498			\$ 2,498
TOTALS	\$ 22,849	\$ -	\$ -	\$ 22,849	\$ 14,899	\$ -	\$ -	\$ 14,899

Table 12. Project Updates - Narrative Responses
Record and update project updates quarterly.

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

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes Write below, as appropriate.
				Q1	Q2	Q3	Q4	
2022	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress	In Progress	DEEP approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects and approved July 11. The selected 2022 State DERA proposals included: four EV projects, three marine repowers and one diesel truck project. \$701,961.80 remained available from the 2019-2020 grant; these funds will be used toward funding six of the eight new projects: three EV projects, one diesel project, and two fishing boat repowers. The D-4 submission package for the 2022 DERA Option projects was drafted and is being reviewed.
2022	Captain John's Sport Fishing Center, Inc. (Captain John's) A grant of \$60,340.39 is being awarded to Captain John's for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the 2022 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started	In Progress	In Progress		The engine for Capt. John's is on order. Delivery is hoped for by the end of September. The <i>Sunbeam VI</i> will be hauled and dry docked on Nov. 14. The old 892 Detroit will be removed and the new Cummins installed over the winter.
2022	Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van. \$31,848.08 will come from the 2021 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$37,477.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and Replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	Not Yet Started	Not Yet Started	In Progress		DEEP submitted and EPA approved a waiver request for two issues associated with this project. One is that the diesel bus to be retired does not serve the same community as the EV van that will be replacing it. Both communities are EJ, and the van will be placed in a community that has greater need for that specialized transport. Also, the replacement van is only Class 3, which would not be eligible to be replaced, but might be eligible as a specialized replacement. Upon approval of the waiver on 9/27/23, An SOW was drafted and sent to CT DOT for review.
2022	Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. This project will be reported with the 2020 projects.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven CT.	Not Yet Started	In Progress	In Progress		Gateway is awaiting delivery of a TICO All-Electric Terminal Truck to test on site before committing to the Orange EV equivalent. The truck should be delivered soon and will be tested for two weeks.
2022	O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$125,355.21 will come from the 2020 "DERA Option" and \$37,466.45 will come from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with a MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	Not Yet Started	In Progress	In Progress		F&G has completed the project and submitted the documents required for reimbursement on 6/30/23, their projected completion date. DEEP has reviewed the package and is waiting for supplemental documents.
2022	Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. This project will be reported with the 2020 projects.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started	In Progress	In Progress		Seaview was waiting until the end of the oystering season to put the <i>FV Merrick</i> in dry dock for the engine replacement. The owner has acquired a second vessel and has raised the possibility of substituting that for the repower project, assuming the second vessel meets the EPA eligibility standards.

2022	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.		Not Yet Started	In Progress	In Progress	Sims Metal reports that the new material handler has been ordered.
2022	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Uniform): DEEP is granting a total of \$368,756.87 to Stamford Uniform, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$3,624.49 will come from the 2020 "DERA Option" and \$257,435.16 from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement, for a total of \$261,059.65 in "DERA Option" funding. In addition, \$107,697.22 is being granted from FY 2019 and 2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.		Not Yet Started	In Progress	In Progress	Stamford Linen is working with Kenworth to coordinate delivery of the trucks.
2022	William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068TS50528, on the <i>F/V Susan</i> , with a Tier 3 John Deere 4045TFM85 4.51 PowerTech diesel engine. This project will be reported with the 2020 projects.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.		Not Yet Started	Not Yet Started	In Progress	William Wilczek reports that the replacement engine has been ordered.
2021	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Scrap and replace one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.	In Progress	In Progress	Completed	Completed	F & G has completed the project and submitted the documents required for reimbursement on 6/30/23, their projected completion date. DEEP has reviewed the package and is waiting for supplemental documents.
2021	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrappage and replacement of: <ul style="list-style-type: none"> One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the <i>F/V American Dream</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the <i>F/V Joseph Julius</i> with an EMY 2021 or 2022 John Deere or comparable EPA-certified Tier 3 diesel-powered equivalent. 	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	<ul style="list-style-type: none"> The pump engine replacement in the <i>F/V American Dream</i> was completed and the vessel is operational The <i>F/V Joseph Julius</i> is in the shipyard with both engines removed and replaced; working on exhaust and electrical systems with completion anticipated by November.
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven, CT.	In Progress	In Progress	In Progress	In Progress	New Haven's EV refuse truck is still being assembled, and the vehicle is due at the end of December. New Haven is still considering the substitution of a different vehicle for the one originally scheduled to be replaced. DEEP has requested a new eligibility statement and operational data for the substitute truck.
2021	Cross Sound Ferry Services, Inc. (Cross Sound): Cross Sound will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel <i>M/V Mary Ellen</i> with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	Because of delays in ongoing work on another vessel, the <i>Mary Ellen</i> has to remain in service for most of the summer; an extension request was submitted and approved to 12/31/23. Installation is scheduled to begin 11/27/23, and to be completed by 12/14/23.
2021	Joe's Boathouse, LLC: Joe's Boathouse will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the <i>F/V Nancy E</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress			Joe's Boathouse withdrew from the program on 5/4/23. Funds were used for projects selected for the FY2022 DERA program.
2021	Tiroollo Bus, LLC: Tiroollo Bus is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel powered equivalent	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	In Progress	In Progress	In Progress	In Progress	Tiroollo has been in constant contact with the vendor, who reports that Tiroollo's bus is now scheduled to be built in November.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	DEEP continued working with the grantees to draft Scopes of Work (SOWs), Purchase Requisitions, and the DERA Option D-4 form for the projects selected in 2022. EPA approved DEEP's extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project. DEEP launched its 2022 State DERA project solicitation and began reviewing the 15 proposals submitted.	DEEP continued working with the grantees to draft SOWs, Purchase Requisitions, and Contracts. The DERA Option D-4 form for the projects selected in 2022 were completed and are being reviewed prior to submission. DEEP reviewed and ranked the 15 proposals FY 23 proposals submitted, with the goal of maximizing electric replacements and marine repowers. Selections have been made and are in the approval process.	DEEP approved Scopes of Work (SOWs) for all of the 2021 approved projects and has been working on contracts where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects. Eight projects were selected for the 2022 State DERA grants: four EV projects, three marine repowers and one diesel truck project. \$701,961.80 remained available from the 2019-2020 grant; these funds will be used toward funding six of the eight new projects: three EV projects, one diesel project, and two fishing boat repowers. Scopes of work (SOWs) have been drafted and executed for most of the projects and other implementation documents for the new projects are being developed.	DEEP approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects and approved 7/11/23. The D-4 submission package for the 2022 DERA Option projects was drafted and is being reviewed.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter, though two grantees are considering substituting vehicles or vessels.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	Projects with approved SOWs are on schedule. Extension requests were filed by Joe's Boathouse and Hidden Empire Leasing, two marine repowers that should be done in the off-season, but could not secure shipyard space for 2022-2023.	All projects now have approved SOWs and are on or ahead of schedule.	Cross Sound Ferry requested and received an extension to the end of 2023. All other projects are on or ahead of schedule.	New Haven is behind schedule and has not requested an extension. All other projects are on or ahead of schedule.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost shares are being reported in the first quarter.	No cost shares are being reported in the second quarter.	No cost shares are being reported in the third quarter.	No cost shares are being reported in the fourth quarter.
Have there been any major personnel changes during this reporting period?	A new member joined the grants management team and is being mentored in the fifth quarter.	Paul E. Farrell, who, as head of Planning and Standards in DEEP's Bureau of Air Management, has been the signatory on DERA documents, is now Acting Bureau Chief.	One new member joined the grants management team and is being mentored in the seventh quarter.	One member of the grants team left the agency in the eighth quarter and has not been replaced.
Did any public relations events regarding this grant take place during the reporting period?	In October, DEEP launched its 2022 State DERA Solicitation. A webinar was presented on November 3, 2022. Announcements were sent out through various agency websites and distribution lists. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.

<p>Are you using websites or other tools used to relay information about this grant to the public?</p>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p> <p>DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/</p>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p> <p>DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/</p>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p> <p>DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/</p>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p> <p>DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/</p>
<p>What project activities are planned for the next reporting period?</p>	<p>In the sixth quarter, DEEP will complete its selection of projects for 2022 State DERA Funding. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing the projects.</p>	<p>In the seventh quarter, DEEP will draft its workplan revision for the projects selected for 2022 State DERA Funding. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.</p>	<p>In the eighth quarter, DEEP will submit its workplan revision for the projects selected for 2022 State DERA Funding and draft the D-4 document for the 2022 DERA Option Projects. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.</p>	<p>In the ninth quarter, DEEP will launch its 2023 State DERA solicitation and present a webinar for interested parties. DEEP will submit the D-4 document for the 2022 DERA Option Projects. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.</p>
<p>Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.</p>	<p>No program income has been generated in this reporting period.</p>	<p>No program income has been generated in this reporting period.</p>	<p>No program income has been generated in this reporting period.</p>	<p>No program income has been generated in this reporting period.</p>
<p>What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.</p>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p>	<p>A press release will be prepared announcing the 2022 Awards</p> <p>DERA awards will be listed on DEEP's Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p>	<p>DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA Awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p>	<p>A press release will be issued announcing the 2023 DERA Proposal Solicitation</p> <p>DERA awards will be listed on DEEP's Diesel Grants and Funding page on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants</p> <p>DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home</p>
<p>Do you have any other comments or feedback?</p>				

Subaward Reporting Requirements				
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Summaries of results of reviews of financial and programmatic reports.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.				
Environmental results the subrecipient achieved				
Summaries of audit findings and related pass-through entity management decisions				
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance				

U. S. Environmental Protection Agency
DERA National Grant Report
Financial and Narrative Summary - Year 3

Grant Recipient	CT Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 3	\$ 202,316
Grant Number	DS 00A00773-5	Project Reporting Period	Jul. to Sep. 2024
Project Title	FY 2022 Connecticut Clean Diesel Grant Program		

Table 11. Year 5 Annual Rate of Expenditure

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

Financial Summary	Quarter 1				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	
Personnel	\$ 7,220			\$ 7,220	\$ 3,586			\$ 3,586	
Fringe Benefits	\$ 5,762			\$ 5,762	\$ 3,000			\$ 3,000	
Travel				\$ -				\$ -	
Equipment				\$ -				\$ -	
Supplies				\$ -				\$ -	
Contractual				\$ -	\$ 129,091	\$ 373,532	\$ 123,755	\$ 626,378	
Other				\$ -				\$ -	
Direct Cost Total	\$ 12,982	\$ -	\$ -	\$ 12,982	\$ 135,677	\$ 373,532	\$ 123,755	\$ -	\$ 632,964
Indirect Charges	\$ 2,666			\$ 2,666	\$ 1,324				\$ 1,324
TOTALS	\$ 15,648	\$ -	\$ -	\$ 15,648	\$ 137,002	\$ 373,532	\$ 123,755	\$ -	\$ 634,288
Financial Summary	Quarter 3				Quarter 4				
	Apr. to Jun. 2024				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	
Personnel	\$ 12,892			\$ 12,892	\$ 9,932			\$ 9,932	
Fringe Benefits	\$ 10,856			\$ 10,856	\$ 7,559			\$ 7,559	
Travel				\$ -				\$ -	
Equipment				\$ -				\$ -	
Supplies				\$ -				\$ -	
Contractual	\$ -			\$ -				\$ -	
Other				\$ -				\$ -	
Direct Cost Total	\$ 23,747	\$ -	\$ -	\$ 23,747	\$ 17,491	\$ -	\$ 27,967	\$ -	\$ 45,458
Indirect Charges	\$ 4,761			\$ 4,761	\$ 3,668				\$ 3,668
TOTALS	\$ 28,508	\$ -	\$ -	\$ 28,508	\$ 21,158	\$ -	\$ 27,967	\$ -	\$ 49,126

Table 12. Project Updates - Narrative Responses
Record and update project updates quarterly.

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

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes Write below, as appropriate.
				Q1	Q2	Q3	Q4	
2022	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress	In Progress	DEEP has approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. On June 24, 2024, DEEP requested a no-cost extension to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants. Region 1 approved the request via e-mail on July 5, 2024, and the updated Grant Agreements arrived August 1, 2024. While DEEP had launched the solicitation for 2023 projects on November 9, 2023, with a submission deadline of December 15, 2023, too few applications were submitted to spend the allocated funds, so the application deadline was extended to January 24, 2024. In the eleventh quarter, proposal reviews were completed and recommendations were submitted to the agency leadership for approval. Award letters were sent out in the twelfth quarter for 2023 State DERA projects.
2022	Captain John's Sport Fishing Center, Inc. (Captain John's) A grant of \$60,340.39 is being awarded to Captain John's for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	Completed	Completed	The new Cummins engine for Capt. John's was installed over the winter. The new exhaust system and shaft tube were installed in the spring. Sea trials were successfully completed and the vessel is in operation. Some reimbursement documents have been submitted and reviewed. Additional documents have been requested.

Year	Project Description	Action Taken	Description	Status				Notes
				In Progress	In Progress	In Progress	In Progress	
2022	Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van. \$26,817.93 will come from the 2021 "DERA Option" and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	In Progress	In Progress	In Progress	In Progress	In the eleventh quarter, DOT's EV charging station was delivered and installed. The vehicle was delivered in September and is being prepped for service. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project, and sent it to the grantee who reviewed and approved the draft. The document is now going through the internal review and approval process at DEEP, which is required before execution.
2022	Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	In Progress	In Progress	In Progress	Completed	In the twelfth quarter, the EPA-designated destruction of Gateway's replaced 2001 model year diesel-powered terminal truck was completed. Reimbursement request documents were submitted and approved. Payment was made by Wilmington Trust (WT) on September 27, 2024.
2022	O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$68,747.01 will come from the 2020 "DERA Option" and \$94,074.65 will come from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	Completed	Completed	In the eleventh quarter, O&G's project was completed. In the twelfth quarter, reimbursement request documents were compiled and sent for internal review.
2022	Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	Seaview is experiencing inflation-related financial challenges and considering options to allow it to remain in the program. Among them is the preparation of an extension request and partial reimbursement for an engine with a separate reimbursement for installation. It is also considering withdrawal.
2022	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	In Progress	In Progress	In Progress	Completed	In the twelfth quarter, the grantee indicated that the material handler was "seamlessly implemented into the facility's operations and the operators are very happy with the new all-electric machine." The contract was executed on 10/7/2024. Reimbursement documents have been submitted and reviewed. The reimbursement should be completed in the thirteenth quarter.

2022	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen): DEEP is granting a total of \$368,756.87 to Stamford Linen, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$261,167.35 will come from the 2022 "DERA Option," under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 is being granted from FY 2019 and 2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	In Progress	In Progress	In this quarter, Stamford Linen is still working with their vendor to get delivery of the EV trucks. Allegiance Trucks in Hartford reports that several Isuzu NRR EV trucks are currently in production with possible delivery in the first quarter of 2025. Allegiance Trucks supported Stamford Linen's previous report that most of the new inventory is being sent to California.
2022	William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the <i>FV Susan</i> , with a Tier 3 John Deere 4045SFM85 4.5L PowerTech diesel engine. The funds will come from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	Completed	In the twelfth quarter, the project was completed, and the boat is operational. Reimbursement documents are being compiled and reviewed for submission to WT.
2021	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent. The funds will come from the 2020 and 2021 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.	Completed	Completed	Completed	Completed	F & G's Request for Payment Form was submitted on June 30, 2023; review has been completed and the package has been approved. The project came in under budget so the grant was reduced to \$123,754.71, divided between 2020 and 2021 DERA Option funds. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024.
2021	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrappage and replacement of: <ul style="list-style-type: none"> • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the <i>FV American Dream</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the <i>FV Joseph Julius</i> with an EMY 2021 or 2022 John Deere or comparable EPA-certified Tier 3 diesel-powered equivalent. 	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed	Completed	The repower of two vessels for Hidden Empire Leasing was completed in the ninth quarter. Reimbursement documents were submitted and approved. A reimbursement check was issued on January 17, 2024.
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent. These funds are being granted from FY 2021 State DERA allocation and bonus.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven, CT.	In Progress	In Progress	In Progress	Completed	The old vehicle was scrapped this quarter and training for the new vehicle was completed. There were some warranty issues that were resolved and the new vehicle is in operation. A press event was held on July 16, 2024. Reimbursement paperwork is being compiled and reviewed with payment anticipated in the thirteenth quarter.

2021	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel <i>M/V Mary Ellen</i> with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents. The funds will come from the 2021 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents.	Improve air quality and public health in communities along Long Island Sound.	In Progress	Completed	Completed	Completed	Work was completed and the vessel returned to service in mid-January 2024. Reimbursement request documents were reviewed and approved by DEEP. WT submission documents were prepared and approved for submission in July. They were approved by WT and payment was made on August 14, 2024.
2021	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the <i>F/V Nancy E</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent.	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started				Joe's Boathouse withdrew from the program on May 4, 2023. Funds were used for projects selected for the FY2022 DERA program.
2021	Tiroollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent. The funds will come from the 2021 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent.	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	In Progress	In Progress	Completed	Completed	Tiroollo's new bus arrived at the end of March and the old bus was scrapped on April 5, 2024. Approved reimbursement request documents were submitted to WT in July and payment was made on August 14, 2024. The project came in under budget so the reimbursement was reduced to \$27,967.44.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. The D-4 package was submitted to Wilmington Trust for the 2022 DERA Option projects on 12/4/23; DEEP is awaiting approval. DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. The D-4 package for the 2022 DERA Option projects was approved by Wilmington Trust DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23, which was extended to 1/24/24 after two few applications had been received. This has set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. DEEP launched the solicitation for 2023 projects on November 9, 2023, with a submission deadline of December 15, 2023, which was extended to January 24, 2024, after too few applications had been received. Proposals were reviewed and recommendations were submitted to the agency leadership for approval in May; we are still awaiting approval. This has set back the schedule submitted with the FY 2023-24 Work Plan by about five months.	DEEP selected projects for the 2023 DERA program and began working on implementation documents. However the delays in securing internal approval of the projects selected for 2023 funding have set back the schedule submitted with the FY 2023-24 Work Plan by about five months. DEEP plans to prepare and submit a revised workplan for the new projects with new projections for the timelines.. DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed and assisting in implementation of ongoing projects selected for 2020 DERA Option funding. The D-4 package for the 2022 DERA Option projects is being revised to eliminate projects being funded by 2020 and 2021 DERA Option funds.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles have changed since the last quarter, though two grantees are considering substituting vehicles or vessels.	The owner of Seaview Fisheries acquired a second vessel, the <i>FV Jennifer Jean</i> and has requested that it be substituted for the <i>FV Merrick</i> repower project; DEEP is awaiting documentation that the substitute vessel meets the EPA eligibility standards.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	F&G Recycling: \$123,754.71 was awarded from 2020 and 2021 VW DERA Option funds Hidden Empire Leasing: \$129,091.00 was awarded from 2021 EPA DERA allocation funds	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	Cross Sound Ferry: \$220,448.00 was awarded from 2021 DERA Option funds. Tirollo Bus: \$27,967.44 was awarded from 2021 DERA Option funds. Waterfront Enterprises: \$147,477.51 was awarded from 2020 DERA Option funds.

<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>The New Haven EV refuse truck project is behind schedule, and while no extension has been requested, delivery is expected in January of 2024. Captain John's is also behind its original schedule without requesting an extension, but expects the project to be completed in January 2024. While extensions have been granted for delays, generally associated with supply chain and delivery issues, all other projects are on or ahead of schedule.</p>	<p>The New Haven EV refuse truck project is behind schedule; no extension has been requested, and the grantee is still waiting on delivery of the new truck. It apparently has "wiring harness issues." Captain John's is also behind its original schedule without requesting an extension, but expects the project to be completed in by the end of April 2024. Seaview Fisheries is drafting a request for an extension. While extensions have been granted for delays, generally associated with supply chain and delivery issues, all other projects are on or ahead of schedule.</p>	<p>The delays in this reporting period are mostly due to having a limited staff overburdened by the pressure to administer 40 VW EVSE grants along with a normal load of DERA and VW mobile source grants. The newest staff member is being well-mentored and able to take on more and more responsibilities, which helps greatly. On June 24, 2024, DEEP requested a no-cost extension, to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants. Region 1 approved the request via e-mail on July 5, 2024, and we are waiting for the updated Grant Agreements. While extensions have been granted for delays, generally associated with supply chain and delivery issues, most projects are on or ahead of schedule.</p>	<p>The delays in securing internal approval of the projects selected for 2023 funding have set back the schedule submitted with the FY 2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Light Duty Zero Emission Vehicle Supply program, and the Clean School Bus program. By committing fewer DERA Option funds and giving up the matching bonus funds, we hope to have fewer DERA projects to manage in the next year.</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 shares are being reported in this quarter.</p>	<p>Mandatory cost shares were provided by the grant recipients.</p>	<p>No cost shares are being reported in this quarter.</p>	<p>Mandatory cost shares were provided by the grant recipients.</p>

Have there been any major personnel changes during this reporting period?	One member of the grants team left the agency in the eighth quarter and was replaced in the ninth quarter.	No changes in staffing have occurred in the tenth quarter.	No changes in staffing have occurred in the eleventh quarter.	No changes in staffing have occurred in the eleventh quarter.
Did any public relations events regarding this grant take place during the reporting period?	On 11/9/23, DEEP launched its 2023 State DERA Program with a mass e-mailing and agency press release. A webinar describing the program followed on 11/16/23. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. Some of these compared the EPA standards to CARB's. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	On July 16, 2024, The City of New Haven held a Press Event to announce their new EV refuse truck: https://www.newhavenindependent.org/article/city_debuts_cts_first_electric_trash_truck
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants
What project activities are planned for the next reporting period?	In the tenth quarter, DEEP will review and select projects to be funded through its 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the two completed projects will receive their reimbursements.	In the eleventh quarter, DEEP will review and select projects to be funded through its 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the newly completed projects will receive their reimbursements.	In the twelfth quarter, DEEP will award and announce the recipients of grants from the 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the newly completed projects will receive their reimbursements. DEEP will begin planning for the launch of the second year of the State DERA 2023-24 grant program.	In the thirteenth quarter, DEEP will continue to develop SOWs and other implementation documents for the 2023 projects and prepare a workplan revision describing the new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be launching the second year of the State DERA 2023-24 grant program with a webinar and e-mail announcements.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DERA Option awards are listed under "Administrative Archive" at	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants

	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home
Do you have any other comments or feedback?	No	No	No	No

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Fleet Description

Grant Recipient Program FY Grant Number Project Title	CT Dept. of Energy & Environmental Protection FY2021 DERA State Grant DS 00A00773-5 FY 2022 Connecticut Clean Diesel Grant Program				Number of Fleets Total # of All Vehicles						
Financial Information CURRENT GRANT	Fleet Information		Example	Group 1	Group 2		Group 3	Group 4			
	Fiscal Year of EPA Funds Used		2022	FY2021 DERA State Grant	FY2020 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant	FY2021 DERA State Grant		
Basic Fleet Information	Group Name:	Sample	F & G Recycling, LLC	Joseph Julius Propulsion	Joseph Julius Auxiliary	American Dream Auxiliary	City of New Haven	Cross Sound Ferry Repower			
	Fleet Owner:	Sarah	USA Hauling & Recycling, Inc.	Hidden Empire Leasing, LLC			City of New Haven	Cross Sound Ferry Services, Inc.			
	Publicly or Privately Owned?:	Publicly	Privately	Privately			Publicly	Privately			
	Place of Performance										
	- State(s):	Arizona	Connecticut	Connecticut			Connecticut	Connecticut			
	- County(s):	Maricopa	New Haven	New Haven, New London, Fairfield (Long Island Sound (LIS) & Naugatuck River)			New Haven	New London (LIS)			
	- City(s):	Phoenix	Waterbury	Milford			New Haven	New London			
	- Zip Code(s):	85308; 85306	06708	06460			06513	06320			
	- % of Time operated in each Zip Code	80% in 85308; 20% in 85306	100%				100%	50%			
	Equipment Type:	Onroad	Nonroad	Marine Vessels	Marine Vessels	Marine Vessels	Onroad	Marine Vessels			
Target Fleet:	Transit Bus	Terminal Tractor	Marine - Propulsion	Marine - Auxiliary	Marine - Auxiliary	Refuse Hauler	Marine - Auxiliary				
Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8				Class 8					
Vehicle or Engine Group Sector:	Municipal	Industrial				Municipal	Port				
Vocation (on-highway, short-haul, and marine only):	Other	Refuse Hauler	Fishing Vessel	Fishing Vessel	Fishing Vessel	Refuse Hauler	Ferry Vessel				
Quantity (number of vehicles in group):	4	1	2			1	1				
Current Vehicle Information	Vehicle Identification Number(s):	1234567891011	4LMBB21135L017D00	CTZ05538D303	CTZ05538D303	CTZ049901097	1CYCEL584BT050026	N/A			
	Vehicle Make:	Ford	CAPACITY				Crane Carrier	Ferry (M/V Mary Ellen)			
	Vehicle Model:	Taurus	T15000				Low Entry	N/A			
	Baseline Vehicle Model Year:	1995	2005				1981	N/A			
	Engine Serial Number(s):	4548154	4653556	RG6081A137207	T04045D875261	949614	73238846	75Z01377	75Z01364		
Current Engine Information	Engine Make:	ABC	Cummins	John Deere	John Deere	Isuzu	Cummins	Caterpillar			
	Engine Model:	ABC	B5.9-173c	6081AFM01	4045DM	4BD1	ISL9 345	3406			
	Engine Model Year:	1995	2005	2001	2001	1997	2011	1983			
	Engine Tier (nonroad, locomotive, and marine only):	Tier 2	Tier 1	Uncontrolled	Uncontrolled	Uncontrolled		Uncontrolled			
	Tier 4 Standards (Tier 4 only):	N/A									
	Engine After-Treatment Technology (Tier 4 nonroad only):	No DPF, Yes SCR									
	Engine Horsepower:	660	173	375	100	120	450	275	275		
	Engine Cylinder Displacement (liters/cylinder; marine only):	5.0 <= size <15.0	1.2 <= size <2.5			0.9 <= size <1.2	0.9 <= size <1.2	1.2 <= size <2.5		1.2 <= size <2.5	
	Engine Number of Cylinders (# of cylinders per engine; marine only):	N/A	6	6	4	4	N/A	6			
	Engine Total Displacement (liters per engine; marine only):	N/A	8.1			4.5	3.856	N/A	14.64		
Engine Family Name (if unregulated, then NA):	N/A	5CEXL0359A__	1JDXL08.10__	1JDXL04.5025 or 28	VSZ3.9C6DARA	BCEXH0540LAQ	NA	NA			
Baseline Engine Fuel Type:	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)			
Total # of Propulsion Engines (per vessel; marine only):	N/A	1				N/A	0	0			
Total # of Auxiliary Engines (per vessel; marine only):	N/A				1	1	N/A	3	3		

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Fleet Description

Grant Recipient Program FY Grant Number Project Title		CT Dept. of Energy & Environmental Protection FY2021 DERA State Grant DS 00A00773-5						Number of Fleets Total # of All Vehicles		
		FY 2022 Connecticut Clean Diesel Grant Program								
Current Annual Vehicle Data	Annual Amount of Fuel Used (gallons/year per engine):	6000	2600	16000	4000	6000	4264	23,000	23,000	
	Annual Usage Hours (hours per year per engine, includes idling hours; nonroad, locomotive, and marine only)	3000	1400	2000	2000	2000	N/A	1,600	1,600	
	Annual Miles Traveled (miles per vehicle; on-highway only):	12000	NA				9620	NA	NA	
	Annual Idling Hours (hours per engine; on-highway only):	1500	NA				520	NA	NA	
	Annual Hoteling Hours (hours per year per engine; class 8 long-haul combination only):	N/A	NA				N/A	NA	NA	
	Remaining Life of Baseline Engine/Vehicle (years per engine; total # of years of engine life remaining at time of upgrade action):	3	5	15	20	15	10	10	10	
New Vehicle Information										
Upgrade Information	Year of Upgrade Action:	2018	2022	2023	2023	2023	2024	2023	2023	
	Upgrade Type:	Vehicle Replacement	Vehicle Replacement	Engine Replacement	Engine Replacement	Engine Replacement	Vehicle Replacement	Engine Replacement	Engine Replacement	
	Upgrade Specific:	Diesel Oxidation Catalyst + Diesel Particulate Filter	Vehicle Replacement - All-Electric	Engine Replacement - ULSD (die) Engine Replacement - ULSD (dies) Engine Replacement - ULSD (die) Engine Replacement - ULSD (dies) Engine Replacement - All-Electric Engine Replacement - ULSD (die) Engine Replacement - ULSD (dies)						
	Class (onroad vehicles, as defined in data dictionary):	Class 6	Class 8				Class 8			
	VIN for New Vehicle(s):	1234567890ABCDE	DKXX23-004718					N/A	N/A	
	Total Cost Per Unit (equipment plus labor):	\$ 175,000.00	\$ 275,010	\$ 275,010	\$ 128,038	\$ 97,116	\$ 97,116	\$ 618,782	\$ 605,455.18	
	Upgrade Equipment Cost only Per Unit:	\$ 150,000.00	\$ 275,010.47	\$ 275,010.47	\$ 54,249.00	\$ 23,327.00	\$ 23,327.00	\$ 618,010.15	\$ 261,605.05	
New Engine Information	Upgrade Labor Cost only Per Unit:	\$ 25,000.00			\$ 73,789.33	\$ 73,789.33	\$ 73,789.33	\$ 771.54	\$ 343,850.13	
	Total Federal Funds Expended Per Unit (% of Total Cost per Unit):	\$ 50,000.00	\$ -	\$ -	\$ 51,215.20	\$ 38,846.40	\$ 38,846.40	\$ 240,604.00	\$ 0.00	
	Federal Cost Share Expended Per Unit (% of Total Cost per Unit):	29%	0%	0%	40%	40%	40%	39%	0%	
	New Engine Model Year:	2018	2023	2022	2022	2022	2024	2022	2022	
	New Engine Tier (nonroad, locomotive, and marine only):	Tier 2		Tier 3	Tier 3	Tier 3		Tier 3	Tier 3	
	Tier 4 Standards (Tier 4 only):	N/A								
	New Engine After-Treatment Technology (Tier 4 nonroad only):	No DPF, Yes SCR								
New Annual Vehicle Data	New Engine Horsepower:	750	80 kW	285-425 hp	100-125 hp	100-125 hp	150	325	325	
	New Engine Duty Cycle (line-haul locomotive only):	N/A					N/A	N/A	N/A	
	New Engine Cylinder Displacement (liters/cylinder per engine; marine only):	5.0 <= size <15.0		3.5 <= size <5.0	3.5 <= size <5.0	3.5 <= size <5.0		5.0 <= size <15.0	5.0 <= size <15.0	
	New Engine Total Displacement (liters per engine; marine only):	N/A		9 l.	4.5 l.	4.5 l.	N/A		9	9
	New Engine Number of Cylinders (per engine; marine only):	N/A		6	4	4	N/A		6	6
	New Engine Family Name:	ABC	LOEV2VOCVAA2	PJDXN09.0154	PJDXN04.5165	PJDXN04.5165		NJDXN09.0154	NJDXN09.0154	
	New Engine Fuel Type:	ULSD (diesel)	EV	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	EV	ULSD (diesel)	ULSD (diesel)	
New Annual Idling Hours (hours per vehicle; on-highway only):		N/A						520	N/A	N/A
New Annual Hoteling Hours (hours per vehicle; class 8 long-haul combination only):		N/A					N/A	N/A	N/A	N/A

U. S. Environmental Protection Agency DERA National Grant Report Fleet Description									
Grant Recipient Program FY Grant Number Project Title	CT Dept. of Energy & Environmental Protection FY2021 DERA State Grant DS 00A00773-5 FY 2022 Connecticut Clean Diesel Grant Program				Number of Fleets Total # of All Vehicles				
	New Annual Fuel Volume (estimated gallons/year per engine):	6000	0	2000	2000	2000	0	23,000	23,000

Group 5		Group 6		Group 7		Group 8		Group 9		Group 10				
	FY2021 DERA State Grant		FY2021 DERA State Grant		FY2022 DERA State Grant		FY2022 DERA State Grant		FY2021 DERA State Grant		FY2020 DERA State Grant		FY2020 DERA State Grant	
	Empire Fisheries	Tirollo Bus Company, LLC	Repower <i>FV Sunbeam IV</i>	EV Transit Van			EV Terminal Tractor			2 Concrete Mixers				
	Joe's Boathouse, LLC	Tirollo Bus Company, LLC	Captain John's Sport Fishing Center, Inc.	Connecticut Department of Transportation			Waterfront Enterprises, LLC (DBA Gateway Terminal):			O&G Industries, Inc.: Privately				
	Privately	Privately	Privately	Publicly			Privately			Privately				
	Connecticut	Connecticut	Connecticut	Connecticut			Connecticut			Connecticut				
New Haven, New London, Fairfield (HIS & Quinnipiac River)	New Haven & Fairfield	Waterford, Niantic, Niantic River, Long Island Sound	Waterford, Niantic, Niantic River, Long Island Sound	Waterbury, Meriden, Wallingford			Port of New Haven			Bridgeport and surrounding area				
Milford 06460	Orange 06477	Waterford 06385	Waterford 06385	Waterbury, Meriden, Wallingford 06702, 06450, 06492			New Haven 06512			Fairfield 06605				
	100%	100%		80%			100%			80%				
Marine Vessels	Onroad	Marine Vessels	Marine - Propulsion	Onroad			Nonroad			Onroad				
Marine - Auxiliary	School Bus			Transit Bus			Terminal Tractor			Cement & Mortar Mixer				
	Class 8			Class 7			Port			Class 8				
	School Bus			Transit			Construction							
Fishing Vessel		Fishing Vessel												
+	1	1		1			1			1				
DUU08531C595	4UZABRDKX 8CZ46756	1034431		5FYD4FV1X5C028243			15156BTA643380			10TFAWD2025074561				
	Freightliner			New Flyer			Tico			10TFAEC281S07073				
	2008			XD40			Pro-Spotter Off-Road			Oshkosh				
75Z01380	70620	9269615000461	08VF073349	2005			2001			S2346				
Caterpillar	Isuzu	Mercedes	Detroit	45610105			46108462			S2346				
3406	4BG1	GM926LA	892N	Cummins			Cummins			2001				
1983	4993	2008	1981	ISL280			6BTA			2001				
Uncontrolled				2005						Tier 1				
275	90	205	400	206-395			173							
1.2 <= size < 2.5	0.9 <= size < 1.2		1.2 <= size < 2.5							335				
	4	6	6	6			6			6				
	4		9											
NA		8DDXH07.2DJ4 or JC		5CEXH0505CAW			1CEXA0359BA_			1CPXH0729ERK				
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)			ULSD (diesel)			ULSD (diesel)				
0			1											
3	+													

6											
10											
23,000	4000	3000	3760		6570		2530		3182.8		4621.3
1,600	2000		1080				575				
NA		18000			35959				9038		9604
NA		200			340						
NA											
10	42	3	3		3		5		4		4
2023		2024		2023	2023		2023		2023		2023
Engine Replacement	Engine Replacement	Vehicle Replacement	Engine Replacement		Vehicle Replacement		Vehicle Replacement		Vehicle Replacement		Vehicle Replacement
Engine Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)	Vehicle Replacement - ULSD (diesel)	Engine Replacement - ULSD (diesel)		Vehicle Replacement - All-Electric		Vehicle Replacement - All-Electric		Vehicle Replacement - B20 (diesel)		
		Class 8			Class 7				Class 8		
N/A											
\$ 75,135	\$ 111,870	\$ 151,303	\$ 159,729	\$ 159,729	\$ 159,729	\$ 327,728	\$ 647,516	\$ 647,516			
\$ 23,173.00	\$ 111,869.75	\$ 111,923.28	\$ 132,264.00	\$ 132,264.00	\$ 132,264.00	\$ 318,227.82	\$ 647,516.00	\$ 647,516.00			
\$ 51,962.00	\$ 39,380.00	\$ 27,465.00	\$ 27,465.00	\$ 27,465.00	\$ 27,465.00	\$ 9,500.00					
\$ 30,054.00	\$ -	\$ 37,466.45	\$ -	\$ -	\$ -	\$ -					
40%	0%	0%	23%	0%	0%	0%	0%	0%	0%	0%	0%
2022	2022	2023	2022		2024		2023				
Tier 3	Tier 3		Tier 3								
325	250				198 kW						
N/A											
5.0 <= size < 15.0											
9		6.7 Liters									
6		6									
NJDXN09.0154		PCEXHO408BCA									
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)						ULSD (diesel)		ULSD (diesel)
N/A					0						
N/A											

6	10	23,000	3000	0
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Group 1	Group 2	Group 3	Group 4	Group 5
FY2020 DERA State Grant	FY2022 DERA State Grant	FY2021 DERA State Grant	FY2020 DERA State Grant	FY2022 DERA State Grant

Group 11	Group 12	Group 13	Group 14	Group 15
FY2020 DERA State Grant	FY2022 DERA State Grant	FY2021 DERA State Grant	FY2020 DERA State Grant	FY2022 DERA State Grant
FY2020 DERA State Grant	FY2022 DERA State Grant	FY2020 DERA State Grant	FY2019 DERA State Grant	FY2020 DERA State Grant
<i>FV Merrick</i> Oyster Boat Repower	EV Scrap Metal Handler	2 EV Delivery Box Trucks	Marine Repower of the <i>FV Susan</i>	
Seaview Fisheries	SMM New England Corp. (DBA Sims Metal)	Stamford Uniform, Linen, Towel and Napkin LLC	FV Susan, LLC	
Privately	Privately	Privately	Privately	
Connecticut	Connecticut	Connecticut	Connecticut	Connecticut
Milford and Long Island Sound	Port of New Haven	Fairfield County	Niantic & Long Island Sound	
New Haven 06460	New Haven 06519	Fairfield 06608	New London 06357	
100%	100%	95%	100%	
Marine Vessels	Nonroad	Onroad	Marine Vessels	
Marine - Propulsion	Other Material Handling Equipment	Short Haul - Single Unit	Marine - Propulsion	
		Class 5	Class 6	N/A
		Freight	Freight	
Fishing Vessel	Port	Delivery	Delivery	Fishing Vessel
1	1	1	1	1
	835.0.504	5PVNE8JT0E4S55911	JALE5W167K7900237	SS130023C999
	Sennebogen	Hino	Isuzu	SouthShore
	835M	268	NPR	Lobster
	2004	2013	2018	1989
2B5512 Arr. 6N1105	906433	DHMXH077JVC	8983963520	T060687580528
Caterpillar	Deutz	Hino	Isuzu	John Deere
3304A	BF6M1013	JO8E	4HK1-TC	Series 300 6.8l
1975	2004	2013	2018	1998
Uncontrolled	Tier 2			Uncontrolled
200	226	220	210	220
1.2 <= size <2.5	N/A			0.9 <= size <1.2
4	N/A	6	4	6
7	N/A	N/A		6.8
	3DZXL07.1034	EHMXH07.7JVB or EHMXH07.7JVC	JSZXD03.03FA	N/A
ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)	ULSD (diesel)
	N/A	N/A	N/A	1
	N/A	N/A	N/A	

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

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

