

July 30, 2026

Mr. Michael Bochanski, Jr.
Volkswagen Diesel Emissions Environmental Mitigation Trust
for State Beneficiaries, Puerto Rico, and District of Columbia
c/o Wilmington Trust, N.A. as Trustee
Wilmington Trust, National Association
Rodney Square North
1100 North Market Street
Attn: Capital Markets & Agency Services
Wilmington, DE 19890

RE: State of Connecticut VW Settlement - 13th Semi-Annual Report
Reporting Period: January 1, 2026, to June 30, 2026

Dear Mr. Bochanski:

On January 29, 2018, Wilmington Trust (the "Trustee") filed a Notice of Beneficiary Designation with the United States District Court for the Northern District of California (the "Court"), designating Connecticut as a Beneficiary of the State Trust. As required by the Trust Agreement, Section 5.3 *Beneficiary Reporting Obligations*, beneficiaries are required to submit a semi-annual report six months after initial disbursement of Trust Assets. On January 14, 2020, Connecticut's first disbursement of Trust Assets occurred, beginning Connecticut's reporting obligations to the Trustee. The State of Connecticut Department of Energy and Environmental Protection (DEEP) has collected the data relevant to reporting requirements for the six-month period of January 1, 2026, to June 30, 2026.

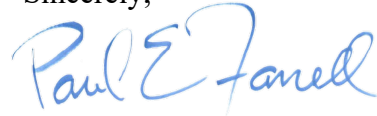
Enclosed with this correspondence, please find the information necessary to complete the semi-annual reporting requirement found in paragraph 5.3 of the Volkswagen Environmental Mitigation Trust Agreement for State Beneficiaries. Specifically, Connecticut's reporting obligations include:

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

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

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

Sincerely,



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

Attachments:

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

**Semi Annual Report to the Trustee
State of Connecticut
Reporting Period – January 1, 2026, through June 30, 2026**

Overview: On October 2, 2017, the Mitigation Trust Agreement, upon court approval, became effective. On October 18, 2017, DEEP submitted its Certification for Beneficiary Status Under Environmental Mitigation Trust Agreement to the Trustee, the United States and the court overseeing the VW action. On January 29, 2018, the Trustee filed a Notice of Beneficiary Designation under the VW Diesel Emissions Environmental Mitigation Trust for State Beneficiaries designating Connecticut as a Beneficiary under the Trust.¹ As such, Connecticut is eligible to receive \$55,721,169 (1.90% of the \$2.9 billion made available to states and Tribes) from the Trust as specified in Appendix D to the Mitigation Trust Agreement.

The State of Connecticut (State), pursuant to the 2018 Mitigation Plan, filed with Wilmington Trust (WT) on April 26, 2018,² outlined a protocol for the selection of vehicle and equipment replacement projects to protect the State's air quality and the health of vulnerable populations. The primary goal of the State's 2018 Mitigation Plan is to improve and protect ambient air quality by selecting and implementing eligible mitigation projects that will (1) achieve significant and sustained cost effective reductions in nitrogen oxide (NO_x) emissions, (2) support statewide energy, environmental and economic development goals, and (3) reduce impacts on environmental justice (EJ) and other impacted communities. Connecticut's Diesel Emissions Mitigation Program (DEMP) provides funds for use by non-government and government entities towards projects that achieve these goals.

Connecticut has participated in the Diesel Emissions Reduction Act (DERA) State Clean Diesel Grant Program for many years prior to the establishment of the Trust. DEEP intends to amplify this participation by exercising the DERA Option (Eligible Mitigation Action (EMA) 10), utilizing Trust funds to match its State DERA allocation to allow for a greater variety of eligible projects. The rest of the allocated funds will be used for the remaining categories of eligible projects, outlined in the Mitigation Trust Agreement,³ that are aligned with the funding priorities presented in the State of Connecticut Mitigation Plan.

DEMP Round 1: For Round 1 solicitation, DEEP conducted an open and competitive solicitation process for VW funds that was initiated on May 30, 2018. Projects were selected and announced on November 13, 2018. Funding was awarded to both government and non-government projects. Funds for Round 1 of the DEMP financed projects that replaced or repowered an array of aging diesel mobile sources and/or non-road equipment. Projects, as awarded, for CT Diesel Emissions Reduction Program Round 1 funding, broken out by EMA, include:

EMA 1 - Class 8 Local Freight Trucks and Port Dravage Trucks (Eligible Large Trucks)

Bozzuto's Incorporated

Amount Awarded: \$1,050,000.00

Location: Cheshire

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

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

³ Environmental Mitigation Trust Agreement for State Beneficiaries, as modified on May 19, 2020 <https://portal.ct.gov/-/media/DEEP/air/mobile/VW/20200519--Final-Modified-State-Trust-Agreement-effective-June-18-2020.pdf>.

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

Status: Completed and closed out September 8, 2020

H.I. Stone and Son

Amount Awarded: \$303,200.00

Location: Southbury

Project Description: Replacement of seven MY 1995-2006, Class 8 diesel trucks with seven MY 2019, diesel equivalents.

Status: Completed and closed out March 7, 2020

USA Hauling & Recycling

Amount Awarded: \$1,127,750.00

Location: Ansonia, Bridgeport, Bristol, Derby, East Hartford, East Haven, Enfield, Hartford, Meriden, Naugatuck, New Britain, New Haven, Plymouth, Torrington, Waterbury, West Haven

Project Description: Replacement of 16 MY 1999-2007, Class 8, diesel-powered refuse trucks with 16 MY 2020 compressed natural gas (CNG)-powered equivalents.

Status: Completed and closed out May 14, 2020

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

Connecticut Department of Transportation

Amount Awarded: \$4,901,169.00

Location: New Haven

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

Status: Completed and closed out on November 15, 2023

Durham School Services, Stratford

Amount Awarded: \$488,553.00

Location: Stratford

Project Description: Replacement of 23 MY 2005, diesel school buses with 23 MY 2019, diesel equivalents.

Status: Completed and closed out on July 12, 2022

First Student, Inc.

Amount Awarded: \$1,338,780.00

Location: Ellington, CREC (Hartford), Middlebury/Southbury

Project Description: Replacement of 22 MY 2006, diesel school buses with 22 MY 2018, diesel equivalents.

Status: Completed and closed out June 2, 2020

University of Connecticut

Amount Awarded: \$1,378,000.00

Location: Stamford, Storrs

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

Status: Ongoing, project details in attached Report Tables

EMA 4 - Ferries/Tugs

Block Island Express

Amount Awarded: \$971,720.00

Location: New London

Project Description: Replacement of four MY 2003, EPA Tier 1 diesel propulsion engines on the *M/V Cecilia Ann* with EPA Tier 3 diesel propulsion engines and replacement of two MY 2011, EPA Tier 1 auxiliary engines (generators) with EPA Tier 3 diesel equivalents.

Status: Completed and closed out April 7, 2021

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

Eder Brothers, Inc.

Amount Awarded: \$157,500.00

Location: West Haven

Project Description: Replacement of seven MY 2005-2007, Class 7 diesel delivery trucks with seven MY 2020, diesel equivalents.

Status: Completed and closed out January 14, 2020

John DeGrand & Son, Inc.

Amount Awarded: \$61,250.00⁴

Location: West Haven

Project Description: Replacement of two MY 2009-2011, Class 7 diesel delivery trucks with two MY 2019, diesel equivalents.

Status: Completed and closed out June 1, 2020

EMA 10 - DERA Option

Atlas Concrete Products

Amount Awarded: \$76,280.79

Location: New Britain

Project Description: Replacement of one MY 2002, Class 8 flatbed truck with hydraulic crane, with a MY 2019 diesel equivalent flatbed with hydraulic loader crane.

Status: Completed and closed out March 7, 2020

Sysco Leasing, LLC

Amount Awarded: \$149,233.61

Location: Rocky Hill

Project Description: Replacement of two Class 7 and five Class 8 MY 2005–2006 diesel delivery trucks with two MY 2019 Class 7 and five MY 2019 Class 8 diesel equivalents.

Status: Completed and closed out June 30, 2020

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

⁴ John DeGrand & Son, Inc. was originally awarded \$61,250.00 as a Round 1 project. However, after the award, the project total amount decreased, and the grant amount was adjusted accordingly when the Mitigation Plan was developed. The Round 1 Class 4-7 Local Freight Trucks D-4 was submitted using the adjusted grant amount of \$46,617.50 rather than the initial awarded amount.

University of Connecticut was submitted as a new proposal and approved. The original D-4 including those projects was revised to remove those two projects. In 2023, reimbursement for one project, Connecticut Department of Transportation, was disbursed. Reimbursement did not occur in 2024, 2025, or the first half of 2026 for the one remaining DEMP Round 1 project.

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

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
1	Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	November 19, 2019	January 21, 2020
2	Class 4-8 School Bus (Eligible Buses)	November 19, 2019	January 21, 2020
2	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses) – (Second submission for two of the projects included above)	January 20, 2023	March 21, 2023
4	Ferries/Tugs	November 19, 2019	January 21, 2020
6	Class 4-7 Local Freight Trucks (Medium Trucks)	July 8, 2019	September 6, 2019
10	DERA Option	September 24, 2019	November 26, 2019

Round 1 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Eder Brothers, Inc.	6	\$157,500.00	\$143,121.56	January 14, 2020
2	H.I. Stone and Son	1	\$303,200.00	\$301,788.59	March 7, 2020
3	Atlas Concrete Products	10	\$76,280.79	\$76,280.79	March 7, 2020
4	USA Hauling & Recycling	1	\$1,127,750.00	\$1,127,750.00	May 14, 2020
5	John DeGrand & Son, Inc.	6	\$61,250.00	\$46,617.50	June 1, 2020
6a	First Student, Inc.	2	\$1,338,780.00	\$1,157,226.95	June 5, 2020
6b				\$29,241.45	June 17, 2020
7	Sysco Leasing, LLC	10	\$149,233.61	\$149,233.61	June 30, 2020
8	Bozzuto's Incorporated	1	\$1,050,000.00	\$1,050,000.00	September 8, 2020
9	Block Island Express	4	\$971,720.00	\$971,720.00	April 7, 2021
10	Durham School Services, Stratford	2	\$488,553.00	\$488,553.00	July 25, 2022
11	Connecticut Department of Transportation	2	\$4,901,169.00	\$4,901,169.00	November 15, 2023
12	University of Connecticut ⁵	2	\$1,378,000.00	TBD	TBD

⁵ On August 8, 2019, UConn informed DEEP of their intention to transfer all fleet operation over to the Connecticut Department of Transportation (CT DOT) and requested that the VW grant award be assigned to CT DOT. UConn assigned the VW grant to CT DOT in first quarter of 2020, and the mitigation plan for the project was executed in 2022. Please refer to the Round 2 CT DOT grant for additional project updates.

DEMP Round 2: For Round 2 solicitation, DEEP conducted an open and competitive solicitation process for VW funds that was initiated on August 1, 2019. Projects were selected and announced on November 22, 2019. Projects awarded for Round 2 funding, broken out by EMA, include:

EMA 1 - Class 8 Local Freight Trucks and Port Dravage Trucks (Eligible Large Trucks)

Bozzuto's Inc.

Amount Awarded: \$175,000.00

Location: New London, Ansonia, Waterbury, Derby, New Britain, Hartford, Bridgeport, Windham, Bristol, Meriden, Torrington, Enfield, Naugatuck, New Haven, and East Haven

Project Description: Replacement of five Class 8 diesel-powered tractors, the oldest in the proposal, with MY 2021 diesel-powered equivalents.

Status: Completed and closed out on July 12, 2022

H. I. Stone and Son, Inc.⁶

Amount Awarded: \$72,302.26

Location: New Haven, Stamford and Waterbury

Project Description: Replacement of two Class 8 MY 1995, diesel-powered trucks with MY 2020 equivalents.

Status: Completed and closed out April 7, 2021

R + L Transfer, Inc.

Amount Awarded: \$183,720.00

Location: South Windsor and Wallingford

Project Description: Replacement of eight Class 8, MY 2004-2007, diesel tractors with MY 2019 diesel-powered equivalents.

Status: Completed and closed out November 12, 2020

Sysco Leasing, LLC

Amount Awarded: \$346,500.00

Location: Rocky Hill and Hartford

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

Status: Completed and closed out February 3, 2023

Town of East Hartford

Amount Awarded: \$637,780.00

Location: East Hartford

Project Description: Replacement of four Class 8, MY 1999-2007, diesel-powered refuse trucks with two MY 2020 CNG-powered equivalents and two MY 2021 diesel-powered equivalents.

Status: Completed and closed out on October 18, 2021

USA Waste & Recycling

⁶ H.I. Stone & Son, Inc. was awarded one project during Round 2 to replace two Class 5 trucks and two Class 8 trucks. For semi-annual reporting purposes, H.I. Stone is treated as one project. However, two separate D-4s were submitted for H.I. Stone based on the associated EMAs (EMA 1 and EMA 6).

Amount Awarded: \$591,600.00

Location: Waterbury, New Britain, Hartford, Bridgeport, East Hartford, Bristol, Meriden, Enfield, Naugatuck, and New Haven

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

Status: Completed and closed out on September 14, 2021

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

Connecticut Department of Transportation

Amount Awarded: \$576,225.00

Location: Windham

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

Status: Ongoing, project details in attached Report Tables

DATTCO, Inc.

Amount Awarded: \$122,689.00

Location: Middletown

Project Description: Replacement of one Class 4, MY 2009, diesel powered school bus with a MY 2020 electric powered school bus.

Status: Completed and closed out November 22, 2021

First Student, Inc.

Amount Awarded: \$668,398.00

Location: Watertown, Ridgefield, Hamden, Weston and New Fairfield

Project Description: Replacement of 12 Class 6 and Class 7, engine model year (EMY) 2006-2007 school buses, the oldest in the proposal, with EMY 2021 diesel-powered equivalents.

Status: Completed and closed out January 3, 2023

Student Transportation of America, Inc. (STA Naugatuck)

Amount Awarded: \$912,070.00

Location: Naugatuck

Project Description: Replacement of 18 Class 7, MY 2008, school buses with MY 2019 diesel-powered equivalents.

Status: Completed and closed out December 21, 2020

Yale University

Amount Awarded: \$505,500.00

Location: New Haven

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

Status: Project has been withdrawn by Yale University

EMA 4 - Ferries/Tugs

Fisher's Island Ferry District

Amount Awarded: \$819,260.00

Location: New London

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

Status: Completed and closed out September 2, 2022

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

Eversource Energy Service Company

Amount Awarded: \$326,083.00

Location: Berlin, Hartford and Torrington

Project Description: Replacement of five Class 7, MY 2007 and 2009, diesel-powered utility bucket trucks with MY 2020 diesel-powered hybrid electric utility buckets trucks.

Status: Completed and closed out February 18, 2021

H. I. Stone and Son, Inc.³

Amount Awarded: \$79,858.75

Location: New Haven, Stamford and Waterbury

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

Status: Completed and closed out April 7, 2021

Hocon Gas, Inc.

Amount Awarded: \$139,805.00

Location: Waterbury

Project Description: Replacement of four Class 7 diesel-powered delivery trucks with MY 2020 propane-powered equivalents.

Status: Completed and closed out December 28, 2021

State Line Propane, LLC

Amount Awarded: \$96,264.00

Location: Granby

Project Description: Replacement of three Class 7, MY 1995 and 2000, diesel-powered delivery fuel trucks with one MY 2020 diesel-powered and two MY 2020 propane-powered delivery fuel trucks.

Status: Completed and closed out July 30, 2021

EMA 10 - DERA Option⁷

F&F Concrete Corporation

Amount Awarded: \$172,181.32

Location: Hartford, Middlesex and New Haven Counties

Project Description: Replacement of three Class 8 concrete trucks with MY 2020 diesel-powered equivalents.

Status: Completed and closed out November 2, 2020

Gateway Terminal, LLC

Amount Awarded: \$386,083.12; **\$285,637.60 will come from the “DERA Option” under VW NOx Mitigation Trust Agreement**, \$100,445.52 from FY 2017-2018 State DERA allocation and bonus, and \$15,059.15 is from State SEP funds.

Location: New Haven

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

⁷ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2026, for a summary of the VW DERA Option Projects (EMA 10).

Status: Completed and closed out September 29, 2020

Kay's Trucking

Amount Awarded: \$57,733.69

Location: South Windsor

Project Description: Replacement of two Class 8 diesel-powered tractors with two MY 2019-2020 diesel-powered equivalents.

Status: Completed and closed out August 31, 2020

Target Enterprises

Amount Awarded: \$37,885.74

Location: Thomaston

Project Description: Replacement of one MY 2007 Class 7 diesel-powered flatbed truck with hydraulic crane with a 2019 diesel-powered equivalent.

Status: Completed and closed out July 7, 2020

Town of Weston

Amount Awarded: \$83,287.74; the funds will come from a combination of State DERA funds (\$31,238.49) and the "DERA Option" under VW NOx Mitigation Trust Agreement (\$52,049.25).

Location: Weston

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

Status: Completed and closed out December 8, 2020

In 2020, the State submitted Round 2 Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Forms to WT for approval. Although all submitted Appendix D-4 Forms have been approved by WT, not all of the Beneficiaries have requested trust funds as of this reporting period. Reimbursement for all five EMA 10 DERA Option Round 2 projects was disbursed in 2020. Additionally, two Round 2 projects were completed and reimbursed in 2020 including EMA 1 project, R+L Transfer, Inc., and Student Transportation of America (STA Naugatuck), an EMA 2 project. In 2021, seven Round 2 projects were reimbursed. The reimbursed projects include: H.I. Stone and Son, Inc. (EMA 1 and EMA 6), USA Waste & Hauling and Town of East Hartford (EMA 1), DATTCO, Inc. (EMA 2), Eversource Energy Services, Hocon, Gas, and State Line Propane (EMA 6). In 2022, one Round 2 project, Bozzuto's, Inc. (EMA 1), was reimbursed. In 2023, two Round 2 projects (First Student, Inc. and Sysco Leasing, LLC) were reimbursed. Reimbursement did not occur in 2024, 2025, or first half 2026 for the one remaining DEMP Round 2 project.

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

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
1	Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	June 4, 2020	August 3, 2020
2	Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	June 9, 2020	August 10, 2020
4	Ferries/Tugs	June 18, 2020	August 17, 2020
6	Class 4-7 Local Freight Trucks (Medium Trucks)	April 7, 2020	June 7, 2020
10	DERA Option	May 7, 2020	July 6, 2020

Round 2 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Target Enterprises	10	\$37,885.74	\$35,678.10	July 7, 2020
2	Kay's Trucking	10	\$57,733.69	\$57,733.69	August 31, 2020
3	Gateway Terminal, LLC	10	\$285,637.60	\$285,637.60	September 29, 2020
4	F&F Concrete Corporation	10	\$172,181.32	\$170,955.94	November 2, 2020
5	R + L Transfer, Inc.	1	\$183,720.00	\$183,720.00	November 12, 2020
6	Town of Weston	10	\$52,049.25	\$52,049.25	December 8, 2020
7	Student Transportation of America, Inc. (STA Naugatuck)	2	\$912,070.00	\$905,049.52	December 21, 2020
8	Eversource Energy Service Company	6	\$326,083.00	\$326,083.00	February 18, 2021
9	H. I. Stone and Son, Inc.	1	\$72,302.26	\$152,161.01	April 7, 2021
		6	\$79,858.75		
10	State Line Propane, LLC	6	\$96,264.00	\$96,264.00	July 30, 2021
11	USA Waste & Recycling	1	\$591,600.00	\$591,600.00	September 14, 2021
12	Town of East Hartford	1	\$637,780.00	\$631,790.83	October 18, 2021
13	DATTCO, Inc.	2	\$122,689.00	\$113,863.88	November 22, 2021
14	Hocon Gas, Inc.	6	\$139,805.00	\$139,805.00	December 28, 2021
15	Bozzuto's, Inc.	1	\$175,000.00	\$175,000.00	July 12, 2022
16	Fisher's Island Ferry District	4	\$819,260.00	\$778,522.47	September 2, 2022
17	First Student, Inc.	2	\$668,398.00	\$500,194.85	January 3, 2023
18	Sysco Leasing, LLC	1	\$346,500.00	\$326,156.00	February 3, 2023
19	Connecticut Department of Transportation	2	\$576,225.00	TBD	TBD

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

An open and competitive solicitation process for VW funds, focusing on electric and EJ projects, was initiated on August 13, 2021. Projects were selected and announced on December 22, 2021. Funding was awarded to five all-electric projects operating in EJ communities.

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

Originally, the entire FlyingConnie Charters LLC grant amount (\$44,911.00) was allocated from 2023 VW DERA Option (DEMP Round 6) funds. The FY 2023 DERA Option D-4 and FY 2020 DERA Option D-4 have been revised to indicate that the project will be funded entirely by unspent 2020 VW DERA Option (DEMP Round 3) funds.

The awarded DEMP Round 3 projects, broken out by EMA, are listed below:

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

DATTCO, Inc.

Amount Awarded: \$1,504,731.37

Location: Middletown

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

Status: Completed and closed out on July 18, 2025

DATTCO, Inc.

Amount Awarded: \$1,060,479.18

Location: New Britain

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

Status: Completed and closed out on March 17, 2026

First Student, Inc.

Amount Awarded: \$3,242,944.00

Location: Bethel, Hamden and Stamford

Project Description: Replacement of 16 EMY 2006-2009, Class 5 and Class 7 school buses with EMY 2022 electric equivalents (charging infrastructure included).

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

Student Transportation of America, Inc. (STA Ansonia and Griswold)

Amount Awarded: \$3,743,914.85

Location: Ansonia and Griswold

Project Description: Replacement of 17 EMY 2009, Class 7 school buses with EMY 2023 electric equivalents (charging infrastructure included).

Status: Ongoing, project details in attached Report Tables

EMA 8 - Forklifts and Port Cargo Handling Equipment

Waterfront Enterprises, LLC, dba Gateway Terminal, LLC

Amount Awarded: \$3,155,486.00

Location: New Haven

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

Status: Completed and closed out on April 18, 2024

EMA 10 - DERA Option⁸

⁸ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2026, for a summary of the VW DERA Option Projects (EMA 10).

Blue Earth Compost, Inc.

Amount Awarded: \$69,862.00

Location: Hartford

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

Status: Completed and closed out August 17, 2022

Captain John's Sport Fishing, Inc.

Amount Awarded: \$60,340.39

Location: Waterford

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

Status: Completed and closed out February 11, 2025

Cariati Developers, Inc.

Amount Awarded: Original amount - \$256,187.50.⁹ The value of one truck, \$51,237.50, will be attributed to the 2023 VW DERA Option.

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

Project Description: Original - Replacement of five Class 8 dump trucks with MY 2022 diesel equivalents. Revised – Replacement of four Class 8 dump trucks with MY 2022 diesel equivalents. Funding for the replacement of the four trucks will remain attributed to 2020 VW DERA Option.

Status: Completed and closed out May 20, 2025

Coastal Carriers of Connecticut, LLC

Amount Awarded: \$34,200.75

Location: Ansonia

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

Status: Completed and closed out on May 2, 2022

Connecticut Department of Transportation (CT DOT)

Amount Awarded: \$5,030.15¹⁰

Location: Meriden, Wallingford, Waterbury

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

Status: Completed and closed out August 26, 2025

CWPM, LLC

Amount Awarded: \$24,664.35

Location: Essex and New Haven

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

Status: Completed and closed out on May 2, 2022

⁹ The grant was originally allocated and reimbursed entirely from 2020 VW DERA Option funding; however, the replacement of an EMY 1995 vehicle was later determined to be ineligible for 2020 VW DERA Option funding. With EPA's permission and encouragement, funding for this portion of the grant (\$51,237.50) will be attributed to the 2023 VW DERA Option in 2026.

¹⁰ This project also received \$26,817.93 in 2021 DERA Option funding and \$37,466.45 in 2022 DERA funding.

E.A. Quinn Landscape Contracting, Inc.

Amount Awarded: \$16,462.00

Location: Glastonbury

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

Status: Completed and closed out on March 17, 2022

Elate Moving, LLC¹¹

Amount Awarded: \$95,818.00

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

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

Status: Project has been withdrawn by Elate Moving, LLC

F & G Recycling, LLC

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

Location: Waterbury

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

Status: Completed and closed out on February 8, 2024

FlyingConnie Charters LLC

Amount Awarded: \$44,911.00

Location: Clinton

Project Description: Replacement of one Tier 0, 2002 Yanmar 6CX 500 horsepower diesel propulsion engine on the *FV FlyingConnie* (Vessel ID #HHM35048G202) with a new Tier 3 diesel engine.

Status: Ongoing, project details in attached Report Tables

Murphy Road Recycling, LLC

Amount Awarded: \$126,966.30

Location: New Haven

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

Status: Completed and closed out on February 28, 2022

O&G Industries, Inc.

Amount Awarded: \$68,747.01¹²

Location: Bridgeport

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

¹¹ The Elate Moving project has been withdrawn from DEMP Round 3. The grant amount of \$95,818.00 awarded to Elate Moving has been subtracted out of DEMP Round 3 and will be eligible to be rolled over into future DERA Option funding rounds.

¹² This project also received \$94,074.65 in 2022 DERA Option funding.

Oshkosh front-discharge cement mixers.
Status: Completed and closed out on March 20, 2025

Ryder Systems, Inc.¹³

Amount Awarded: \$427,050.00

Location: Bloomfield

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

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

Seaview Fisheries, LLC

Amount Awarded: \$21,934.24

Location: Milford

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

Status: Project has been withdrawn by Seaview Fisheries, LLC

SMM New England Corp. (DBA Sims Metal)

Amount Awarded: \$192,092.55¹⁴

Location: North Haven

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

Status: Completed and closed out on December 9, 2024

Tilcon Connecticut Inc.

Amount Awarded: \$3,448.09¹⁵

Location: Hartford, Middlesex, New Haven, and New London Counties

Project Description: Replacement of one model year (MY) 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an engine model year (EMY) 2006 diesel-powered Cummins ISM 350V engine, with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-powered front discharge mixer.

Status: Ongoing, project details in attached Report Tables

Town of North Stonington¹⁶

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

Location: North Stonington

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

Status: Project has been withdrawn by the Town of North Stonington

Waterfront Enterprises, LLC (DBA Gateway Terminal)

¹³ In June 2022, Ryder Systems, Inc. withdrew the awarded project. The VW grant amount of \$427,050.00 has been deducted from DEMP Round 3 and will be eligible for rollover into a future DERA Option funding round.

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

¹⁵ This project will also receive \$140,339.93 in 2023 DERA Option funding.

¹⁶ In January 2022, the Town of North Stonington withdrew the awarded project. The VW grant amount of \$66,357.64 has been deducted from DEMP Round 3 and will be eligible for rollover into a future DERA Option funding round.

Amount Awarded: \$159,504.41

Location: New Haven

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

Status: Completed and closed out on September 27, 2024

William Wilczek/Fishing Vessel Susan LLC

Amount Awarded: \$36,839.60

Location: Niantic

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

Status: Completed and closed out on December 9, 2024

On May 26, 2021, the State submitted a Round 3 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. The D-4 was approved by WT on July 28, 2021. On June 1, 2026, the State submitted a revised Round 3 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form for WT for approval. The D-4 was approved by WT on July 21, 2026. On July 20, 2023, the State submitted Eligible Mitigation Action Certification (Appendix D-4) Forms to WT for Round 3 EMA 2 and EMA 8 projects. These D-4s were approved by WT on September 26, 2023.

In 2022, reimbursements for the following five Round 3 projects were disbursed: Murphy Road Recycling, LLC; E.A. Quinn Landscape Contracting, Inc.; CWPM, LLC; Coastal Carriers of Connecticut, LLC; and Blue Earth Compost. No funds were disbursed for Round 3 projects in 2023. Partial reimbursement for two Round 3 projects (DATTCO, Inc. (Middletown) and DATTCO, Inc. (New Britain)) and full reimbursement for four Round 3 projects (two Waterfront Enterprises, LLC, dba Gateway Terminal, LLC projects, SMM New England Corp. (DBA Sims Metal), and William Wilczek/Fishing Vessel Susan LLC) was disbursed in 2024. Reimbursement for three Round 3 projects (O&G Industries, Inc., Captain John's Sport Fishing, Inc., and Cariati Developers, Inc.) and partial reimbursement for one project (Student Transportation of America, Inc. (STA)'s Ansonia project) was disbursed during the first half of 2025. In the second half of 2025, DATTCO, Inc. (Middletown) received partial reimbursement for the remainder of their grant; this reimbursement was mistakenly processed for a much higher amount than the eligible grant. The Attachment A form mistakenly listed the total cost of the chargers, rather than the eligible grant amount. With DATTCO's permission, DEEP reduced the grant amount for the DATTCO, Inc. (New Britain) project accordingly to balance this error. The amount paid exceeded the grant amount by \$126,902.38. Reimbursement for Connecticut Department of Transportation (CT DOT) was also disbursed during the second half of 2025. During the first half of 2026, DATTCO (New Britain) received partial reimbursement for the remainder of their grant.

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

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

Round 3 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	Murphy Road Recycling, LLC	10	\$126,966.30	\$121,927.36	February 28, 2022
2	E.A. Quinn Landscape Contracting, Inc.	10	\$16,462.00	\$16,462.00	March 17, 2022
3	CWPM, LLC	10	\$24,664.35	\$24,644.35	May 2, 2022
4	Coastal Carriers of Connecticut, LLC	10	\$34,200.75	\$34,200.75	May 2, 2022
5	Blue Earth Compost, Inc.	10	\$69,862.00	\$51,494.91	August 18, 2022
6	DATTCO, Inc. (Middletown)	2	\$1,504,731.37	\$1,387,459.55	January 18, 2024
				\$244,174.20 ¹⁷	July 18, 2025
7	F & G Recycling, LLC	10	\$54,914.08	\$54,914.08	February 8, 2024
8	DATTCO, Inc. (New Britain)	2	\$1,060,479.18	\$924,973.04	March 26, 2024
				\$8,603.76	March 17, 2026
2 ¹⁸	Waterfront Enterprises, LLC, dba Gateway Terminal, LLC	8	\$3,155,486.00	\$3,155,486.00	April 18, 2024
10	Cariati Developers, Inc.	10	\$256,187.50	\$102,475.00	July 26, 2024
				\$153,712.50	May 20, 2025
11	Waterfront Enterprises, LLC (DBA Gateway Terminal)	10	\$159,504.41	\$147,477.51	September 27, 2024
12	SMM New England Corp. (DBA Sims Metal)	10	\$192,092.55	\$192,092.55	December 9, 2024
13	William Wilczek/Fishing Vessel Susan LLC	10	\$36,839.60	\$35,690.89	December 9, 2024
14	Captain John's Sport Fishing, Inc.	10	\$60,340.39	\$60,340.39	February 11, 2025
15	O&G Industries, Inc.	10	\$68,747.01	\$68,747.01	March 20, 2025

¹⁷ This amount exceeds the amount DATTCO, Inc. (Middletown) was eligible for. The Attachment A form mistakenly listed the total cost of the chargers, rather than the eligible grant amount. DATTCO, Inc. has agreed to accept a reduced grant amount for the New Britain project to make up for this overpayment. The amount paid exceeded the grant amount by \$126,902.38.

¹⁸ Note that a numbering error occurred here, which has subsequently thrown off the numbering for the three requests following this funding request. This should have been funding request #9.

16	Student Transportation of America, Inc. (STA Ansonia and Griswold)	2	\$3,743,914.85	\$429,564.46	June 25, 2025
				TBD	TBD
17	Connecticut Department of Transportation (CT DOT)	10	\$5,030.15	\$5,030.15	August 26, 2025
18	Tilcon Connecticut Inc.	10	\$48,339.09	TBD	TBD
TBD	FlyingConnie Charters LLC	10	\$44,911.00	TBD	TBD

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

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

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

EMA 10 - DERA Option¹⁹

Connecticut Department of Transportation (CT DOT)

Amount Awarded: \$26,817.93²⁰

Location: Meriden, Wallingford, Waterbury

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

Status: Completed and closed out on August 26, 2025

Cross Sound Ferry Services, Inc.

Amount Awarded: \$220,448.00

Location: New London

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

Status: Completed and closed out on August 14, 2024

F & G Recycling, LLC

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

¹⁹ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2026, for a summary of the VW DERA Option Projects (EMA 10).

²⁰ This project also received \$5,030.15 in 2020 DERA Option funding and \$37,466.45 in 2022 DERA funding.

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

Location: Waterbury

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

Status: Completed and closed out on February 8, 2024

Joe's Boathouse, LLC

Amount Awarded: \$30,054.00

Location: Milford

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

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

Tirollo Bus Company, LLC

Amount Awarded: \$29,162.50

Location: Orange

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

Status: Completed and closed out on August 14, 2024

On May 9, 2023, the State submitted a Round 4 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. The D-4 was approved by WT on July 11, 2023. Reimbursement for three DEMP Round 4 projects (F & G Recycling, LLC; Tirollo Bus Company, LLC; and Cross Sound Ferry Services, Inc.) was disbursed in 2024. Reimbursement for one DEMP Round 4 project (Connecticut Department of Transportation (CT DOT)) was disbursed in 2025.

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

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

Round 4 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
1	F & G Recycling, LLC	10	\$70,763.60	\$68,840.63	February 8, 2024
2	Tirollo Bus Company, LLC	10	\$29,162.50	\$27,967.44	August 14, 2024
3	Cross Sound Ferry Services, Inc.	10	\$220,448.00	\$220,448.00	August 14, 2024
4	Connecticut Department of Transportation (CT DOT)	10	\$26,817.93	\$15,735.20	August 26, 2025

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

EMA 9 – Light Duty EV Supply Equipment

State of Connecticut

Amount Awarded: \$8,358,175.00

Location: Statewide

Project Description: Funding originally awarded to 55 sub-grantees (state agencies, municipalities, and private companies) for projects to purchase and install a total of up to 335 Level 2 chargers and 26 DC fast chargers, which will be publicly accessible. After consolidating multiple projects under the same sub-grantees and accounting for nine sub-grantees that have withdrawn, this funding now covers 31 sub-grantees for projects to purchase and install a total of up to 288 Level 2 chargers and 20 DC fast chargers. Status: Ongoing, project details in attached Report Tables

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

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

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

Round 4 Approved EMA Funds Disbursed

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

DEMP Round 5: DEEP conducted an open and competitive solicitation on October 20, 2022, after which the following two projects were selected and awarded using Round 5 VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust). During this solicitation, six additional projects were selected and awarded using Round 3 and Round 4 leftover VW “DERA Option” funds from the VW Trust (resulting from project withdrawals).

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

EMA 10 - DERA Option²¹

O&G Industries, Inc.

Amount Awarded: \$94,074.65²²

Location: Bridgeport

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

Status: Completed and closed out on March 20, 2025

Stamford Uniform, Linen, Towel and Napkin LLC

Amount Awarded: \$261,167.35²³

Location: Fairfield County

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

Status: Ongoing, project details in attached Report Tables

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

On November 13, 2024, the State submitted a revised Round 5 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. On December 30, 2024, WT requested a revised D-4 with an Attachment E (DERA workplan) as it was not included with the original submission. On January 3, 2025, the State submitted a revised Round 5 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval, which included an Attachment E (DERA workplan). The D-4 was approved by WT on February 24, 2025. No funds were disbursed for DEMP Round 5 projects in 2024. Reimbursement for one DEMP Round 5 project (O&G Industries, Inc.) was disbursed in 2025. No funds were disbursed for DEMP Round 5 projects during first half of 2026.

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

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
10	Diesel Emissions Reduction Act (DERA) Option – FY2022 DERA Option	December 4, 2023	February 7, 2024 (original) February 24, 2025 (revision)

Round 5 Approved EMA Funds Disbursed

²¹ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2026, for a summary of the VW DERA Option Projects (EMA 10).

²² This project also received \$68,747.01 in 2020 DERA Option funding.

²³ This project also received \$63,710.22 in 2020 DERA funding and \$43,879.30 in 2019 DERA funding.

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

DEMP Round 6: DEEP conducted an open and competitive solicitation on November 9, 2023, after which three projects were selected and awarded using Round 6 VW “DERA Option” funds from the Volkswagen Diesel Emissions Environmental Mitigation Trust (VW Trust).

One of the awarded projects (Tilcon Connecticut Inc.) is also receiving Round 3 (FY2020) leftover VW “DERA Option” funds from the VW Trust. Originally, the entire Tilcon grant amount (\$143,788.02) was allocated from 2023 VW DERA Option funds. The FY 2023 DERA Option D-4 has been revised to indicate that the project will be funded by \$95,448.93 in 2023 VW DERA Option funds and \$48,339.09 in unspent 2020 VW DERA Option funds. The funding allocation was adjusted after a grant administrator realized that one of the vehicles involved in Cariati's FY 2020 project was too old to be eligible for 2020 VW DERA Option funds. Since one of Tilcon's vehicles is eligible for the 2020 VW DERA Option funds, the funding allocation has been revised in an effort to use the last portion of the 2020 funding. Therefore, Tilcon's 1994 Kenworth tri-axle dump truck replacement will be funded by 2023 VW DERA Option funds, and their 2006 Terex Advance concrete mixer truck replacement will be split funded between the 2020 VW DERA Option funds and the 2023 VW DERA Option funds.

Originally, the entire FlyingConnie Charters LLC grant amount (\$44,911.00) was allocated from 2023 VW DERA Option (DEMP Round 6) funds. The FY 2023 DERA Option D-4 and FY 2020 DERA Option D-4 have been revised to indicate that the project will be funded entirely by unspent 2020 VW DERA Option (DEMP Round 3) funds.

The specifics of each Round 6 DERA Option project are listed below.

Cariati Developers, Inc.'s FY 2020 project was originally allocated and reimbursed entirely from 2020 VW DERA Option funding; however, the replacement of an EMY 1995 vehicle as part of this project was later determined to be ineligible for 2020 VW DERA Option funding. Therefore, this portion of the project was awarded funding under the 2023 VW DERA Option and is listed below.

EMA 10 - DERA Option²⁴

Cariati Developers, Inc. (FY 2020 Project)

Amount Awarded: \$51,237.50²⁵

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

Project Description: Replacement of one EMY 1995, Class 8 dump truck with a MY 2024 diesel equivalent.

Status: Completed and closed out May 20, 2025

²⁴ Please refer to the two attached DERA Quarterly Reports, covering the reporting periods of January 1 to March 31 and April 1 to June 30, 2026, for a summary of the VW DERA Option Projects (EMA 10).

²⁵ The grant was originally allocated and reimbursed from 2020 VW DERA Option funding; however, the replacement of an EMY 1995 vehicle was later determined to be ineligible for 2020 VW DERA Option funding. Therefore, funding for this project was attributed to the 2023 VW DERA Option in 2026.

Cariati Developers, Inc. (FY 2023 Project)

Amount Awarded: \$231,736.03

Location: Statewide

Project Description: Replacement of three model year (MY) 1993 International Class 8 dump trucks with engine model year (EMY) 2024 Kenworth T880 diesel-powered Triaxle dump trucks.

Status: Ongoing, project details in attached Report Tables

Tilcon Connecticut Inc.Amount Awarded: \$140,339.93²⁶

Location: Hartford, Middlesex, New Haven, and New London Counties

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

Status: Ongoing, project details in attached Report Tables

On October 7, 2025, the State submitted a Round 6 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. The D-4 was approved by WT on December 3, 2025. On June 1, 2026, the State submitted a revised Round 6 DERA Option Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form to WT for approval. This D-4 was approved by WT on July 6, 2026. No funds were disbursed for DEMP Round 6 projects in 2025 or first half 2026.

Round 6 Submitted and Approved Beneficiary Eligible Mitigation Action Certification (Appendix D-4) Form

EMA	Beneficiary EMA Title	Submittal Date	Approval Date
10	Diesel Emissions Reduction Act (DERA) Option – FY2023 DERA Option	October 7, 2025	December 3, 2025

Round 6 Approved EMA Funds Disbursed

Funding Request	Beneficiary	EMA	Budgeted Amount	Amount Reimbursed	Reimbursement Date
0	Cariati Developers, Inc.	10	\$0	\$0	May 20, 2025 ²⁷
1	Cariati Developers, Inc.	10	\$231,736.03	TBD	TBD
2	Tilcon Connecticut Inc.	10	\$95,448.93	TBD	TBD

²⁶ This project also received \$3,448.09 in 2020 DERA Option funding.

²⁷ The grant was originally allocated and reimbursed entirely from 2020 VW DERA Option funding; however, the replacement of an EMY 1995 vehicle was later determined to be ineligible for 2020 VW DERA Option funding. With EPA's permission and encouragement, funding for this portion of the grant (\$51,237.50) will be attributed to the 2023 VW DERA Option in 2026.

Administrative Costs

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

Volkswagen Diesel Emission Environmental Mitigation Trust for States Semi-Annual Report
--

Beneficiary	Connecticut
Lead Agency	Department of Energy and Environmental Protection (DEEP)
Reporting Period	January 1, 2026 – June 30, 2026

	Reporting Period	Cumulative
Total Trust Funds Allocated		\$55,721,169.00
Interest Earned	\$135,000.00 ¹	\$2,847,000.00
Funds Expended	\$8,603.76	\$31,973,795.25
CT Accounting Remaining Balance		\$26,594,373.75
Wilmington Trust (12/31/25) Financial Statement		\$35,085,000.00 ²

¹ Interest earned for this reporting period is estimated from the December 31, 2025, financials provided by Wilmington Trust in the *Volkswagen Diesel Emissions Mitigation Trust for State Beneficiaries, Puerto Rico, and District of Columbia Semi Annual Report for the Reporting Period Ending December 31, 2025*.

² Balance of \$35,085,000.00 listed in the table was obtained from the *Volkswagen Diesel Emissions Mitigation Trust for State Beneficiaries, Puerto Rico, and District of Columbia Semi Annual Report for the Reporting Period Ending December 31, 2025*.

Summary of All Costs – DEMP Round 1				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 1 - Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	\$2,853,092.50	\$2,479,538.59	\$372,142.50	All three projects, Bozzuto's, H.I. Stone and USA Hauling, in EMA 1 have been completed and funds have been disbursed.
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$2,101,432.95	\$1,675,021.40	\$315,214.94	Both projects (Durham School Services and First Student, Inc.) from this Eligible Mitigation Action category have been completed and funds have been disbursed by the Trustee for those two projects.
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$4,901,169.00	\$4,901,169.00	\$735,175.35	This project (Connecticut Department of Transportation) has been completed and funds have been disbursed by the Trustee.
EMA 3 - Freight Switchers	\$0	\$0	\$0	
EMA 4 - Ferries/Tugs	\$1,117,478.00	\$971,720.00	\$145,758.00	The Block Island Express project has been completed and all funds have been disbursed for EMA 4.
EMA 5 - Ocean Going Vessels (OGV) Shore Power	\$0	\$0	\$0	
EMA 6 - Class 4-7 Local Freight Trucks (Medium Trucks)	\$235,956.62	\$189,739.06	\$30,617.63	Both projects, Eder Brothers and John DeGrand and Son, Inc., in EMA 6 have been completed and Trust funds have been disbursed.
EMA 7 - Airport Ground Support Equipment	\$0	\$0	\$0	
EMA 8 - Forklifts and Port Cargo Handling Equipment	\$0	\$0	\$0	
EMA 9 - Light Duty Zero Emission Vehicle Supply Equipment	\$0	\$0	\$0	
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$259,341.56	\$225,514.40	\$33,827.16	For the DERA Option projects, both projects have been completed and the grantees have been reimbursed.
Totals	\$11,468,470.63	\$10,442,702.45	\$1,632,735.58	

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

Summary of All Costs – DEMP Round 2				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ⁴	Notes
EMA 1 - Class 8 Local Freight Trucks and Port Drayage Trucks (Eligible Large Trucks)	\$2,307,937.59	\$1,980,569.09	\$301,035.34	All six projects in EMA 1 have been completed and funds have been disbursed.
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses)	\$2,346,521.93 ⁵	\$1,519,108.25	\$417,732.30	Three school bus replacement projects in Round 2 EMA 2 (STA Naugatuck; DATTCO, Inc.; and First Student, Inc.) have been reimbursed.
EMA 3 - Freight Switchers	\$0	\$0	\$0	
EMA 4 - Ferries/Tugs	\$942,149.00	\$778,522.47	\$122,889.00	The Fisher's Island Ferry District project has been completed and funds have been disbursed.
EMA 5 - Ocean Going Vessels (OGV) Shore Power	\$0	\$0	\$0	
EMA 6 - Class 4-7 Local Freight Trucks (Medium Trucks)	\$738,312.36	\$642,010.75	\$96,301.61	Four projects, H.I. Stone, Eversource, State Line Propane, and Hocon Gas, in the EMA 6, Class 4-7 Local Freight Trucks have been completed; thus, funds for all four projects in EMA 6 have been disbursed.
EMA 7 - Airport Ground Support Equipment	\$0	\$0	\$0	
EMA 8 - Forklifts and Port Cargo Handling Equipment	\$0	\$0	\$0	
EMA 9 - Light Duty Zero Emission Vehicle Supply Equipment	\$0	\$0	\$0	

EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$696,310.74	\$602,054.58	\$90,823.14	All five Round 2 DERA Option projects (F&F Concrete, Gateway Terminal, Kay's Trucking, Target Enterprises, and Town of Weston) have been completed and funds have been disbursed.
Totals	\$7,031,231.62 ⁶	\$5,522,265.14	\$1,028,781.39	

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

⁵ \$2,784,882.00 was the amount originally budgeted under DEMP Round 2, EMA 2. However, since the DEMP Round 2 projects were awarded, one grantee (Yale University) withdrew their project. The revised amount budgeted for DEMP Round 2, EMA 2 is \$2,279,382.00.

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

Summary of All Costs – DEMP Round 3				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ⁴	Notes
EMA 2 - Class 4-8 School Bus, Shuttle Bus, or Transit Bus (Eligible Buses) ⁷	\$6,309,125.40 ⁸	\$2,994,775.01	\$1,432,810.41	Two EMA 2 projects (DATTCO, Inc. (Middletown) and DATTCO, Inc. (New Britain)) requested the opportunity to split funding, receiving payment for the buses, which are in use, now and payment for the chargers and installation later. WT approved the request. The Middletown project is complete and has been reimbursed. The New Britain project is complete and has been reimbursed. STA also received a partial reimbursement of \$429,564.46 for its Ansonia project.
EMA 8 - Forklifts and Port Cargo Handling Equipment ⁹	\$3,155,486.00	\$3,155,486.00	\$473,322.90	The Waterfront Enterprises, LLC, dba Gateway Terminal, LLC project has been completed and funds have been disbursed.
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$1,154,170.18 ¹⁰	\$1,069,209.45	\$167,635.28	Twelve projects in the EMA 10, DERA Option have been completed (Blue Earth Compost, Inc.; Captain John's Sport Fishing, Inc.; Cariati Developers, Inc.; Coastal Carriers of Connecticut, LLC; Connecticut Department of Transportation (CT DOT); CWPM, LLC; E.A. Quinn Landscape Contracting, Inc.; Murphy Road Recycling, LLC; O&G Industries, Inc.; Waterfront Enterprises, LLC (DBA Gateway Terminal); SMM New England Corp. (DBA Sims Metal); and William Wilczek/Fishing Vessel Susan LLC). \$1,069,209.45 in funds have been disbursed.
Totals	\$10,618,781.58 ¹¹	\$7,219,470.46	\$2,073,768.59	

⁷ Previous Semi-Annual Reports identified these projects as DEMP Round 4. DEEP has revised this to correctly identify projects for their DEMP round accounting purposes.

⁸ \$9,552,069.40 was the amount originally budgeted under DEMP Round 3, EMA 2. However, since the DEMP Round 3 projects were awarded, one grantee, First Student, Inc., withdrew their project. The revised amount budgeted for DEMP Round 3, EMA 2 is \$6,309,125.40.

⁹ Previous Semi-Annual Reports identified these projects as DEMP Round 4. DEEP has revised this to correctly identify projects for their DEMP round accounting purposes.

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

Summary of All Costs – DEMP Round 4				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 10 - Diesel Emission Reduction Act (DERA) Option ¹²	\$347,192.03 ¹³	\$332,991.27	\$56,092.37	Four projects in the EMA 10, DERA Option were selected in June 2022. One grantee, Joe's Boathouse, withdrew and the remaining three projects (F & G Recycling, LLC; Tirollo Bus Company, LLC; and Cross Sound Ferry Services, Inc.) have been completed and funds have been disbursed. The leftover funds resulting from the withdrawal of Joe's Boathouse were reallocated to one project following an open and competitive solicitation in October 2022. This project (Connecticut Department of Transportation) has been completed and reimbursed.
Totals	\$347,192.03	\$332,991.27	\$56,092.37	

reallocated to six projects following an open and competitive solicitation in October 2022. One of those six new projects has since withdrawn (Seaview Fisheries, LLC). Originally, the entire FlyingConnie Charters LLC grant amount (\$44,911.00) was allocated from 2023 (Round 6) VW DERA Option funds. The FY 2023 DERA Option D-4 and FY 2020 DERA Option D-4 have been revised to indicate that the project will be funded entirely by unspent 2020 (Round 3) VW DERA Option funds. The new budgeted amount for DEMP Round 3 - EMA 10 is \$1,154,170.18.

¹¹ \$13,825,123.94 was the total amount originally budgeted under DEMP Round 3. Four projects (First Student, Inc., Elate Moving, LLC, Ryder Systems, Inc., and Town of North Stonington) were withdrawn from DEMP Round 3. A total combined amount of \$3,832,169.64 was awarded to First Student, Inc. (\$3,242,944.00), Elate Moving, LLC (\$95,818.00), Ryder Systems, Inc. (\$427,050.00), and Town of North Stonington (\$66,357.64); that amount has been deducted from the DEMP Round 3 total funds budgeted and will be eligible to be rolled over into a future round.

¹² Previous Semi-Annual Reports identified these projects as DEMP Round 5. DEEP has revised this to correctly identify projects for their DEMP round accounting purposes.

¹³ \$373,949.10 was the amount originally budgeted under DEMP Round 4, EMA 10. However, since the DEMP Round 4 projects were awarded, one grantee (Joe's Boathouse) withdrew their project. The leftover funds resulting from the withdrawal were reallocated to one project following an open and competitive solicitation in October 2022. The new budgeted amount under DEMP Round 4, EMA 10 is \$400,312.03.

Summary of All Costs – DEMP EVSE Round 1				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ¹⁴	Notes
EMA 9 – Light Duty EV Supply Equipment	\$8,608,175.00	\$8,358,175.00	\$250,000.00	Funds have been disbursed for the State of Connecticut project. Sub-grantees' work on the projects is ongoing.
Totals	\$8,608,175.00	\$8,358,175.00	\$250,000.00	

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

Summary of All Costs – DEMP Round 5				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$355,242.00 ¹⁵	\$93,131.99	\$138,966.09	Two projects in the EMA 10, DERA Option were selected in April 2023. Stamford Uniform, Linen, Towel and Napkin LLC's project is in progress. One project in the EMA 10, DERA Option has been completed (O&G Industries, Inc.). \$93,131.99 in funds have been disbursed.
Totals	\$355,242.00	\$93,131.99	\$138,966.09 ¹⁶	

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

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

Summary of All Costs – DEMP Round 6				
Project	Total Funds Budgeted	Total Funds Received	Eligible Administrative Costs ³	Notes
EMA 10 - Diesel Emission Reduction Act (DERA) Option	\$372,075.96 ¹⁷	\$0	\$55,814.39	Three projects in the EMA 10, DERA Option were selected in August 2024. Cariati and Tilcon's projects are completed, and reimbursement materials have been submitted. Cariati's FY 2020 project was originally allocated and reimbursed entirely from 2020 VW DERA Option funding; however, the replacement of an EMY 1995 vehicle as part of this project was later determined to be ineligible for 2020 VW DERA Option funding. Therefore, with EPA's permission and encouragement, this portion of the project is being attributed to 2023 VW DERA Option in 2026.
Totals	\$372,075.96	\$0	\$55,814.39	

¹⁷ Since the last semi-annual period, there has been a change to the funding allocation for the FlyingConnie Charters LLC project. Originally, the entire FlyingConnie Charters LLC grant amount (\$44,911.00) was allocated from 2023 VW DERA Option (Round 6) funds. The FY 2023 DERA Option D-4 and FY 2020 DERA Option D-4 have been revised to indicate that the project will be funded entirely by unspent 2020 VW DERA Option (Round 3) funds. Additionally, there has been a change to the funding allocation for the Tilcon Connecticut Inc. project. Therefore, the total funds budgeted has been adjusted to reflect these changes.

Project Narrative					
Eligible Action Category	VW Funding Round	Grantee	Beneficiary Mitigation Plan Project Title	Project Description	Project Status
6	1	Eder Brothers	Replacement Beverage Trucks	The project replaced seven trucks (one Class 5 and six Class 7 trucks) with 2020 Model Year (MY) Hinodi, model 338 units. The trucks will be used to transport beverages in New Haven County and statewide.	Eder Brothers successfully replaced seven (7) beverage delivery trucks. The old delivery trucks were scrapped, and documentation was provided to and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
1	1	H.I. Stone & Son	Replacement of Seven Class 8 Diesel Trucks	H.I. Stone & Son Inc. replaced seven Class 8 diesel trucks with equivalent diesel trucks. The new trucks will be used for various purposes in some of the more congested areas in Connecticut including Waterbury, Hartford, and Stamford.	H.I. Stone replaced seven (7) Class 8 diesel trucks with equivalent diesel trucks. The old Class 7 trucks were scrapped, and documentation was provided to and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
10	1	Atlas Concrete Products	2019 Mack Truck with Crane Replacement	The purpose of this project is to replace, for the Atlas Concrete Products (Atlas Concrete), one 2002 model year (MY) Mack Class 8 flatbed truck with hydraulic crane. The vehicle was replaced with a 2019 MY Mack Granite 64 FR with a Palfinger hydraulic loader crane.	Atlas has taken ownership of the new 2019 MY Mack Granite 64 FR with a Palfinger hydraulic loader crane. The old flatbed truck and hydraulic crane were scrapped, and documentation was provided to and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
1	1	USA Hauling & Recycling	16 CNG Refuse Trucks	USA Hauling & Recycling's project replaced sixteen (16) Class 8, diesel-powered refuse trucks with 16 2020 Model Year (MY) compressed natural gas (CNG)-powered equivalents. The trucks will be used to collect refuse and recyclables in and around Oakville and Waterbury, CT.	The Scope of Work was revised to reflect USA Hauling purchasing sixteen CNG-powered refuse trucks rather than the seventeen trucks awarded as part of the project. The grant amount was reduced from \$1,203,250.00 to \$1,127,750.00 accordingly. USA Hauling & Recycling has received the sixteen new CNG refuse trucks. The old diesel-powered refuse trucks were scrapped, and documentation

					was provided to and reviewed by CT DEEP. The project has been completed and Trust funds have been disbursed.
6	1	John DeGrand & Son, Inc.	J. DeGrand and Son Vehicle Update	The purpose of this project is to replace two trucks for John DeGrand and Son, Inc. a 2009 Model year (MY) International 7300 4x4 Series Van with a 2019 MY Workstar series 4x4 truck and a 2011 MY International 4000 Series Truck with a 2019 MY International MV series truck. The trucks will be used to transport supplies from West Haven, Connecticut, to New England and the Tri-state area, along major highway corridors in the state (I-91, I-95, and I-84).	The project is complete, the two (2) new 2019 MY International MV series trucks have been received and the old trucks have been scrapped. John DeGrand purchased the new vehicles at a cost less than the original proposal, therefore the reimbursement payment was decreased. All documents have been received and trust funds have been disbursed.
2	1	First Student	First Student - CT VW Round 1	This project replaced the twenty-two (22) MY 2006 school buses with 2018 MY Thomas Built Safe-T-Liner equivalents. These are the oldest buses in a fleet used to transport school students in Middlebury, Southbury, Hartford and Ellington, CT.	Twenty-two (22) buses instead of twenty-nine (29) buses were replaced and scrapped as a revision to First Student's original grant. To reflect the reduction in the number of buses, the original award amount of \$1,338,780.00 was adjusted to \$1,186,468.40. The project has been completed and trust funds have been disbursed.
10	1	Sysco Corporation	2018 Sysco Connecticut Diesel Truck Emission Reduction	Replacement of two Class 7 and five Class 8 trucks with two MY 2019 Class 7 International 4300 SBA 4x2 and five MY 2019 Class 8 Mack Anthem 42T units occurred as part of this project. The trucks will be used to transport food products from Rocky Hill, Connecticut to restaurants, healthcare, and educational facilities throughout the state.	The project is complete; the seven (7) new Sysco trucks, five (5) Class 8 and two (2) Class 7, have been received and the old trucks have been scrapped. The project has been completed and trust funds have been disbursed.
1	1	Bozzuto's Inc.	Bozzuto's Inc. Fleet Truck Repower	This project replaces thirty-five (35) of Bozzuto's Class 8 trucks with MY 2020 Freightliner Cascadia and Ottawa units. The trucks will be used to transport food and household products from Cheshire, CT to retailers in Connecticut, New England, New York, and New Jersey.	Bozzuto's has taken ownership of the 35 MY 2019 Class 8 diesel-powered trucks. The project has been completed and \$1,050,000.00 in Trust funds have been disbursed.

2	1	Durham School Service	Durham School Bus Replacements, Stratford	Durham School Services has replaced twenty-two (22) 2005 Model Year (MY) school buses; eleven (11) with 2019 MY IC Integrated diesel-powered equivalents and eleven with 2020 engine MY IC Integrated propane-powered equivalents. The buses transport school students in Stratford and Norwalk, CT.	The project has been completed and trust funds have been disbursed.
2	1	CT Department of Transportation (CT DOT)	Replacement of 12 Diesel Transit Buses with Battery Electric Transit Buses	The State of Connecticut Department of Transportation (CT DOT) will replace 12 model year 2005 diesel transit buses with 12 battery electric transit buses and associated charging infrastructure. The new electric buses will be garaged in Hamden, CT and operate in the New Haven, CT area.	In November 2018, the VW grant was awarded to CT DOT to purchase 12 battery electric buses (BEBs) with associated electrical modifications and charging infrastructure. The electric bus Request for Proposals (RFPs) development was completed and started through the State of Connecticut competitive procurement process. CT DOT decided to issue a no award and re-advertise the RFPs after several changes were made to the RFP. The revised RFP response period concluded at the end of May 2020. DOT selected New Flyer as the vendor. A contract was awarded to the engineering services firm to plan/design the facility electrical and bus charging infrastructure. The engineering firm completed assessments for the Hamden depot where the electric buses will be housed. The final assessment for the Hamden Depot has been reviewed and finalized. All 12 buses have been received. Charging infrastructure has been installed and is operational. CT DOT submitted the reimbursement package in Q4 of 2022. CT DEEP submitted the D-4 to WT in January 2023, and it was approved in March 2023. Notably, the National Transportation Safety Board (NTSB) has completed its review of

					the fire that destroyed one of the buses in this grant and all buses have been returned to service. The project has been completed and Trust funds have been disbursed.
4	1	Block Island Express	Repower of the M/V Cecelia Ann	The purpose of this project is for Block Island Express, LLC (Block Island Express) to repower the M/V Cecelia Ann by replacing its four existing Tier-1 compliant propulsion engines and two existing Tier-1 auxiliary generator sets with 2018 or 2019 EPA certified Tier-3 engines. The existing Tier 1 engines are higher emitting and will be replaced with more efficient engines. The project will also require new gearboxes, keel coolers, engine controls and engine management systems.	The vessel, engines and equipment were delivered to the shipyard. Thames Shipyard repowered the vessel. The vessel successfully completed sea trials and the United States Coast Guard (USCG) inspection. The vessel returned to service on June 19, 2020. The grantee provided close-out and reimbursement documentation for the project. The project has been completed and Trust funds have been disbursed.
2	1	University of Connecticut (UConn)	University of Connecticut Electric Transit Bus Replacement Project	Two 2005 MY transit buses owned and operated by UConn will be replaced with two 2019 or 2020 MY full electric transit buses.	On November 18, 2018, DEEP awarded the UConn VW grant award for the replacement of two diesel buses with two electric buses, one in Stamford and one at the UConn main campus. On August 8, 2019, UConn informed DEEP of their intention to transfer all fleet operation over to the Connecticut Department of Transportation (CT DOT) and requested that the VW grant award be assigned to CT DOT. Via letter on October 9, 2019, DEEP informed UConn that the grant award could be assigned to CT DOT, provided that written and signed documentation was attained from both parties stipulating that the assignee would accept all the terms of the award as required by the grant administration documents and trustee requirements. In October 2020, UConn and CT DOT's agreement to transfer fleet services was accepted by the Attorney

					General's office and finalized. UConn assigned the VW grant to CT DOT in 1Q 2020, and the mitigation plan for the project was executed in 2022. (Note that CT DOT has been granted two separate awards during Rounds 1 and 2 of DEEP VW grant process.) Please refer to the Round 2 CT DOT grant for additional project updates. No D-4 has been filed for this award and the amount of this grant was not included in the D-4 for the original DOT grant.
1	2	R + L Transfer	R+L Transfer, Inc. Connecticut Diesel Emission Mitigation Program Project	R + L Transfer, Inc. (R+L) will replace eight (8) Model Year 2004-2007 class 8 diesel tractors with equivalent diesel tractors B. The new tractors will operate on pickup and delivery routes during the day and line-haul (i.e., short-haul) routes at night. The tractors are based out of different terminals that serve Hartford, New Haven, and Wallingford that each serve clients throughout the State of Connecticut.	R+L replaced eight (8) diesel trucks with equivalent diesel trucks. The old Class 8 trucks were scrapped, and documentation was provided to and reviewed by CT DEEP. The project has been completed, and trust funds have been disbursed.
1	2	Bozzuto's	Bozzuto's Inc. Fleet Truck Repower	Replace five (5) Class 8 diesel-powered tractors, the oldest in the proposal, with MY 2021 diesel-powered equivalents.	The Bozzuto's Round 2 project was granted an extension until November 15, 2021, due to COVID-related delivery delays. The new tractors have been received. Scrappage on the old trucks was finished and the project has been completed. The reimbursement request package was approved in July 2022. The project has been completed and trust funds have been disbursed.
1	2	H.I. Stone	Replacement of Two Class 8 & Two Class 5 Diesel Trucks	Replace two (2) Class 8 MY 1995, diesel-powered trucks with MY 2020 equivalents.	The two (2) Class 8 trucks were received, and the old trucks were scrapped. The project has been completed and Trust funds have been disbursed.
1	2	Sysco	Early Replacement of	Replace fifteen (15) Class 8, MY 2006-2009, diesel-powered heavy duty local freight trucks with MY 2020 diesel-powered equivalents.	The Sysco Round 2 project was granted an extension to December 1, 2021, due to pandemic-related budget issues. The new

			15 Class 8 Diesel Trucks		vehicles have been received and the old trucks have been scrapped. The project has been completed and Trust funds have been disbursed.
1	2	Town of East Hartford	East Hartford Emissions Reduction Initiative	Replace four (4) Class 8, MY 1999-2007, diesel-powered refuse trucks with two MY 2020 CNG-powered equivalents and two MY 2021 diesel-powered equivalents.	All four trucks have been received by the Town of East Hartford. The old trucks have been scrapped. The Town was granted an extension to June 30, 2021, to compile the reimbursement paperwork. The paperwork was submitted and approved by DEEP. The project has been completed and Trust funds have been disbursed. Due to a decrease in total project cost, the grant was adjusted accordingly and was reduced from the original award of \$637,780.00 to \$631,790.83.
1	2	USA Waste & Recycling	8 CNG Refuse Trucks	Replace eight (8) Class 8, MY 1997-2006, diesel-powered refuse trucks, the oldest in the proposal, with MY 2021, Class 8 CNG-powered refuse trucks.	Eight (8) new trucks have been purchased with eight of the old trucks scrapped. The grantee submitted the reimbursement package which was approved by DEEP. The project has been completed and Trust funds have been disbursed.
2	2	CT DOT	Initial 40' Electric Bus deployment for Windham Regional Transit District (WRTD)	Replace one (1) Class 7, MY 2005, diesel-powered transit bus, with a MY 2020 full electric transit bus and install associated charging infrastructure.	This project is an extension of the VW Round 1 UConn award. Once fleet operations and the Round 1 award have been finalized, these two projects will be processed in tandem. The mitigation plan for this project was executed in 2022. The bus has been delivered and the EVSE has been installed. DOT has completed scrappage and submitted reimbursement documents, which are under review by DEEP .

2	2	DATTCO, Inc.	Electric School Bus Pilot	Replace one (1) Class 4, MY 2009, diesel powered school bus with a MY 2020 electric powered school bus.	The bus has been received and the EVSE installed. This project was completed, and disbursement of funds occurred in November 2021. The total project cost was reduced; therefore, the VW grant funds were adjusted from \$122,689.00 to \$113,863.88.
2	2	First Student	First Student – CT VW Round 2	Replace twelve (12) Class 6 and Class 7, engine model year (EMY) 2006-2007 school buses, the oldest in the proposal, with EMY 2021 diesel-powered equivalents	An extension, to accommodate delays in delivery and production of the buses, was granted until June 30, 2022, due to COVID-related supply issues. The new buses have been delivered. Project has been completed and trust funds have been disbursed.
2	2	Student Transportation of America, Inc. (STA Naugatuck)	Replacement of 18 Diesel School Buses in Naugatuck, CT	Replace eighteen (18) Class 7, MY 2008, school buses with MY 2019 diesel-powered equivalents.	The new STA buses have been delivered and the old buses have been scrapped. The total project cost was reduced from \$1,403,184 to \$1,392,383.88; therefore, the VW grant funds were adjusted accordingly. STA has been reimbursed the amount of \$905,049.52 in December 2020. The project has been completed and Trust funds have been disbursed.
2	2	Yale University	Replacement of One Class 8 Diesel Bus with a Fully Electric Shuttle Bus and the Installation of the Associated Charging Infrastructure.	Replace one (1) Class 8, MY 2009, diesel-powered shuttle bus with a MY 2020	Project was withdrawn by the grantee by email on January 11, 2022.
4	2	Fisher's Island Ferry District (FIFD)	Ferry Vessel Marine Engine Repower Project – Race Point	Replace EMY 1985 propulsion engines, gearboxes, auxiliary generator sets and related equipment in the ferry M/V Race Point.	FIFD received an extension until July 31, 2021. The five engines have been installed and the Certificate of Inspection (COI) from United States Coast Guard was

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

10	2	Target Enterprises	Truck 10 with Crane Replacement	The purpose of this project is to replace, for Target Enterprises (Target), one model year (MY) 2007 Class 7 diesel-powered flatbed truck with hydraulic crane. The vehicle will be replaced with a 2019 International MV 607. The truck will be used for delivering construction materials throughout Connecticut, mostly to Fairfield County and the Connecticut shoreline.	Target has taken ownership of the new 2019 MY International MV 607 with hydraulic crane. The old flatbed truck and hydraulic crane were scrapped, and documentation was provided and reviewed by CT DEEP. Target was originally awarded a grant of \$37,885.74; however, Target decided to purchase a MY2019 truck tractor instead of a MY2020 tractor. The grant amount was adjusted accordingly to \$35,678.10. The project has been completed and Trust funds have been disbursed.
10	2	Town of Weston	Heavy Duty Dump Trucks	Replacement of two Class 8, MY 1995 & 2001, diesel-powered maintenance dump trucks with MY 2021 diesel-powered equivalents.	The two new dump trucks have been received and the old dump trucks have been scrapped. The project is complete, and the Town of Weston received reimbursement on December 8, 2020.
10	3	Blue Earth Compost	Cleaner Compost Collections	The purpose of this project is to replace a Class 5 compost collection step van truck with an electric MY 2020 equivalent.	Blue Earth Compost was granted an extension to March 31, 2022, for time to secure extra funding for EVSE (which was not requested during the grant application proposal; therefore, was not awarded.) Due to a decrease in total project cost, the grant was adjusted accordingly and was reduced from the original award of \$69,862.00 to \$51,494.91. The project has been completed and Trust funds have been disbursed.
10	3	Captain John's Sport Fishing, Inc.	Repowering Commercial Charter Boat from Tier 0 to Tier 3 Marine Diesel Engine	Replacement of one (1) 1981 Tier 0 Detroit 892N diesel propulsion engine on the <i>FV Sunbeam IV</i> with a Tier 3 Cummins QSL9 diesel engine. The <i>FV Sunbeam IV</i> is harbored in Waterford, CT. However, the vessel operates in various areas off the Connecticut coast in Long Island Sound and the rivers flowing into it.	The award letter was sent on April 24, 2023. The SOW was executed on July 5, 2023. Scrappage documents were submitted on January 4, 2024. The repower and sea trials were completed in April of 2024. The project has been completed and Trust funds have been disbursed.

10	3	Cariati Developers, Inc.	Five Class 8 Highway Diesel Replacements	Replacement of five Class 8 dump trucks with MY 2022 diesel equivalents.	This project was delayed a number of times because of delivery delays and other issues related to Covid. The issues were resolved and two of the vehicles were delivered in December of 2023. A partial reimbursement request for those two trucks was approved, submitted to WT, and paid. The other three vehicles were delivered in April of 2024. Reimbursement documents were approved; the project has been completed, and the remaining Trust funds were disbursed on May 20, 2025. The grant was originally allocated and reimbursed entirely from 2020 VW DERA Option funding; however, the replacement of one EMY 1995 vehicle was later determined to be ineligible for 2020 VW DERA Option funding. With EPA's approval and encouragement, this portion of the grant (\$51,237.50) is being attributed to the 2023 VW DERA Option in 2026. Funding for the replacement of the other four trucks will remain attributed to 2020 VW DERA Option.
10	3	Coastal Carriers of Connecticut, LLC	Replace 2006 Kenworth Class 8 Tractor with 2022 Western Star Class 8	The project will replace one EMY 1999 diesel fuel delivery truck with a MY 2021 diesel equivalent.	An extension to January 31, 2022, was requested and approved due to COVID delivery delays. The new Western Star Tractor was delivered, and the old truck has been scrapped. Coastal Carriers submitted a reimbursement package that was approved by DEEP. Trust funds have been disbursed and the project has been completed.
10	3	Connecticut Department of Transportation (CT DOT)	Electric Vehicle – Ford ETransit	Replacement of one (1) 2005 MY, Class 7, diesel-powered New Flyer XD40 transit bus equipped with a 2005 MY Cummins ISL280 engine with a MY 2023 Ford ETransit all-electric vehicle; charging infrastructure included. The vehicle serves elderly, disabled and non-ADA customers within the 12	This is a split-funded project. See the CT DOT entry in Round 4, EMA 10 for project updates. Disbursement of funds occurred on August 26, 2025.

				communities in the greater Waterbury, Meriden, and Wallingford area.	
10	3	CWPM, LLC	2021 Service Truck Replacement	Replacement of a MY 2005 diesel-powered Class 6 truck with a MY 2021 diesel-powered equivalent.	The new truck has been delivered and the old truck has been scrapped. CWPM submitted the reimbursement package to DEEP, which was reviewed and approved. The project has been deemed complete and disbursement of funds occurred in May 2022.
10	3	E.A. Quinn Landscape Contracting, Inc.	Replacement of 2005 GMC W5500 Diesel Box Truck	Replace, for E.A. Quinn, a MY 2005 diesel-powered Class 5 box truck with a MY 2022 diesel-powered equivalent.	The new truck has been delivered and the old truck has been scrapped. The project was completed, and disbursement of funds occurred in March 2022.
10	3	Elate Moving, LLC	Elate Moving: Kevin Britt	The project will replace a MY 2005 diesel-powered Class 6 moving truck with a MY 2022 battery-electric-powered equivalent.	Elate Moving withdrew from the grant program in November 2021. The grant amount of \$95,818.00 awarded to Elate Moving is eligible for rollover into future DERA Option funding rounds.
10	3	F & G Recycling, LLC	Zero Emission Yard Spotter Replacement & Charting Infrastructure	Replacement of one (1) diesel-powered yard spotter equipped with an EMY 2005 engine with a MY 2023 EV equivalent; charging infrastructure included. The equipment operates in one environmental justice community: Waterbury, CT.	This is a split-funded project. See Round 4, EMA 10 for project updates.
10	3	FlyingConnie Charters LLC	Engine Replacement with EPA Certified Engine	Replacement of one Tier 0, 2002 Yanmar 6CX 500 horsepower diesel propulsion engine on the <i>FV Flying Connie</i> (Vessel ID #HHM35048G202) with a new Tier 3 diesel engine.	The Scope of Work (SOW) was executed on October 11, 2024. The grantee was planning to begin work on the repower project at the end of the season, in October/November 2025. The project was previously expected to be completed in the winter of 2025-26. However, the grantee has had difficulty finding an engine that can be installed in the current off-season. They requested and received an extension to spring 2028, so the work can be completed in the winter of 2026-2027, or in the winter of 2027-2028, if necessary.

10	3	Murphy Road Recycling, LLC	Electric Yard Horse & Charging Infrastructure	The Murphy Road Recycling project will replace one MY 2005 diesel-powered yard tractor with a MY 2021 EV equivalent (includes EVSE).	The old vehicle has been scrapped and the new vehicle has arrived. The project was completed, and disbursement of funds occurred in February 2022.
10	3	O&G Industries, Inc.	Front Discharge Mixer Replacement	Replacement of one (1) MY 2002, Model C12 Oshkosh front-discharge cement mixer and one (1) MY 2001, Model C10 Oshkosh front-discharge cement mixer with two (2) diesel-powered, MY 2023 Oshkosh front-discharge cement mixers. A location change to operate the cement mixers in Stamford instead of Bridgeport was requested and approved; both locations are in environmental justice communities.	This is a split-funded project. See Round 5, EMA 10 for project updates.
10	3	Ryder Systems, Inc.	Zero Emissions TRU Replacement Project	Replacement of four (4) MY 2012 diesel transport refrigeration units (TRUs) on existing trailers with EV equivalents (includes EVSE).	Project was withdrawn by the grantee by letter on June 7, 2022.
10	3	Seaview Fisheries, LLC	Diesel Emissions Reduction	Replacement of one (1) 1975 Tier 0 CAT 3304A diesel propulsion engine on the <i>FV Merrick</i> with a Tier 3 equivalent diesel engine. The <i>FV Merrick</i> is harbored in Milford, CT. However, the vessel operates in various areas off of the Connecticut coast in Long Island Sound and the rivers flowing into it.	The award letter was sent on April 27, 2023. The SOW was executed on July 11, 2023. Seaview Fisheries requested withdrawal from the program via e-mail on October 7, 2024; a formal, signed withdrawal letter was requested twice and has not yet been submitted.
10	3	SMM New England Corp. (DBA Sims Metals)	Sims Metals Zero Emission Scrap Handling Initiative	Replacement of one (1) MY 2004 Sennebogen diesel-powered material handler, equipped with a 2004 MY Deutz model BF6M1013 engine, with a MY 2023 Sennebogen model 850E electric material handler; charging infrastructure included. The material handler will operate in North Haven, adjacent to environmental justice communities.	The award letter was sent on April 24, 2023. The SOW was originally executed on June 20, 2023. On October 25, 2023, Sims Metals submitted a request to alter the project location from New Haven, CT to North Haven, CT. On November 1, 2023, DEEP approved the location change request, and a revised SOW was executed to reflect the change. The project was completed, and disbursement of funds occurred on December 9, 2024.

10	3	Town of North Stonington	North Stonington Dumpster Truck EV Replacement Project	The purpose of the project is to replace, for the Town of North Stonington, one MY 1997 diesel refuse truck with a zero emissions EV equivalent.	North Stonington submitted a formal withdrawal letter on January 12, 2022. The \$66,357.64 awarded to the Town of North Stonington eligible for rollover into future DERA Option funding rounds.
10	3	Waterfront Enterprises, LLC (DBA Gateway Terminal)	Gateway Terminal – Clean Port Initiative	Replacement of one (1) 2001 MY diesel-powered Tico terminal tractor, equipped with a 2001 MY Cummins model 6BTA engine, with a MY 2023 all-electric Orange EV e-Triever tractor. The tractor operates at the Port of New Haven in an environmental justice area.	The award letter was sent on April 27, 2023. The SOW was executed on June 12, 2023. Gateway trialed and tested the Tico EV Yard Tractor but decided to purchase an Orange EV Terminal Tractor due to its lower cost and domestic parts and support availability. The project was completed, and disbursement of funds occurred on September 27, 2024.
10	3	William Wilczek/Fishing Vessel Susan LLC	Repower 32 South Shore F/V Susan.	Replacement of one (1) Tier 0, 1998 John Deere Series 300, 6.8l diesel engine and powertrain in the commercial fishing vessel, <i>FV Susan</i> . The <i>FV Susan</i> is harbored on the Niantic River in Connecticut. However, the vessel's range of operations extend from the Niantic River (CT) to the Thames River (CT), Eastern Long Island Sound and Fishers Island Sound both in Connecticut and New York waters, west to the area of Faulkner Island located south of the East River in Guilford, CT. Additionally, the <i>FV Susan</i> periodically operates in Block Island Sound and the waters south of Montauk, NY.	The award letter was sent on April 24, 2023. The SOW was executed on June 15, 2023. The project was completed, and disbursement of funds occurred on December 9, 2024.
2	3	DATTCO, Inc. – Middletown	Type C Electric Buses for DATTCO Middletown, Serving Public Schools	Replacement of six (6) engine model year (EMY) 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included. These buses serve Middletown, CT, which is an environmental justice community.	The Middletown project was awarded in December 2021. The Mitigation Plan has been finalized. After the buses were delivered, DATTCO requested the opportunity to split funding, receiving payment for the buses, which are in use, now and payment for the chargers and installation later. WT approved the split funding request on August 23, 2023. The reimbursement request for the buses was

					submitted, approved, and disbursement of funds occurred on January 18, 2024. The reimbursement request for the EVSE was submitted, approved, and disbursement of funds occurred on July 18, 2025.
2	3	DATTCO, Inc. – New Britain	Type C Electric Buses for DATTCO New Britain, Serving the Capitol Region Education Council (CREC)	Replacement of four (4) engine model year (EMY) 2009, Class 7 school buses, with EMY 2023 EV equivalents; charging infrastructure included. These buses serve New Britain, CT, which is an environmental justice community.	DATTCO accepted the VW grant for New Britain in December 2021, after receipt of the award letter on December 13, 2021. After the buses were delivered, DATTCO requested the opportunity to split funding, receiving payment for the buses, which are in use, now and payment for the chargers and installation later. WT approved the split funding request on August 23, 2023. The reimbursement request for the buses was submitted, approved, and disbursement of funds occurred on March 15, 2024. The reimbursement request for the EVSE was submitted, approved, and disbursement of funds occurred on March 17, 2026.
2	3	First Student	First Student – CT VW	Replacement of sixteen (16) engine model year (EMY) 2006-2009, Class 5 and Class 7 school buses, with EMY 2022 EV equivalents; charging infrastructure included. These buses serve three environmental justice communities: Bethel, Hamden, and Stamford, CT.	First Student withdrew the Round 3 project on May 2, 2022.
2	3	Student Transportation of America, Inc. (STA Ansonia and Griswold)	STA- CT VW Round 3	Replacement of sixteen (16) engine model year (EMY) 2006-2009, Class 5 and Class 7 school buses, with EMY 2022 EV equivalents; charging infrastructure included. These buses serve three environmental justice communities: Bethel, Hamden, and Stamford, CT.	An award letter was sent to STA on December 13, 2021. STA signed the Mitigation Plan on March 25, 2022. STA has reduced the number of buses covered by the grant from 17 to 8, and a new SOW has been executed. A partial reimbursement package for Ansonia was submitted and approved; \$429,564.46 was disbursed on June 25, 2025. STA has requested an extension for their Griswold

					project. A revised SOW has been drafted and shared with the grantee for review. The buses for the Griswold project are scheduled for delivery in third quarter of 2026.
8	3	Waterfront Properties, dba Gateway Terminal	The Gateway Terminal Clean Port Initiative	Replacement of one EMY 1973 diesel powered gantry crane with an EMY 2022 all-electric equivalent. The crane is located at the Port of New Haven, CT, which is in an environmental justice community.	DEEP awarded the project in December 2021. The Mitigation Plan (Scope of Work, SOW) was finalized on April 7, 2022. An extension to December 31, 2023, was approved and included in the SOW. The project was completed and the new crane operational on December 5, 2023. Scrappage was completed and documents submitted with the reimbursement request on December 29, 2023; disbursement of funds occurred on April 18, 2024.
10	3	Tilcon Connecticut Inc.	Ready Mix Concrete Truck Replacement	Replacement of one model year (MY) 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an engine model year (EMY) 2006 diesel-powered Cummins ISM 350V engine, with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-powered front discharge mixer.	Originally, the entire Tilcon grant amount (\$143,788.02) was allocated from 2023 VW DERA Option funds. The FY 2023 DERA Option D-4 has been revised to indicate that the project will be funded by \$95,448.93 in 2023 VW DERA Option funds and \$48,339.09 in unspent 2020 VW DERA Option funds. The funding allocation was adjusted after a grant administrator realized that the one of the vehicles involved in Cariati's FY 2020 project was too old to be eligible for 2020 VW DERA Option funds. Since one of Tilcon's vehicles is eligible for the 2020 VW DERA Option funds, the funding allocation has been revised in an effort to use the last portion of the 2020 funding. Therefore, Tilcon's 1994 Kenworth tri-axle dump truck replacement will be funded by 2023 VW DERA Option funds and their 2006 Terex Advance

					concrete mixer truck replacement will be split funded between the 2020 VW DERA Option funds and the 2023 VW DERA Option funds. The Scope of Work (SOW) was executed on January 8, 2025. The new Oshkosh mixer was delivered, the old concrete mixer truck was scrapped, the grantee registered the replacement vehicle, and it is now in service. The grantee has submitted reimbursement documents, which are under review by DEEP management.
10	4	Connecticut Department of Transportation (CT DOT)	Electric Vehicle – Ford ETransit	Replacement of one (1) 2005 MY, Class 7, diesel-powered New Flyer XD40 transit bus equipped with a 2005 MY Cummins ISL280 engine with a MY 2023 Ford ETransit all-electric vehicle; charging infrastructure included. The vehicle serves elderly, disabled and non-ADA customers within the 12 communities in the greater Waterbury, Meriden, and Wallingford area.	The award letter was sent on April 24, 2023. Initial project to repower river ferry was replaced by project to replace diesel transit bus with EV transit van; waiver request approved by EPA on September 28, 2023. MOA was reviewed and executed October 28, 2024. Approved EVSE has been delivered and installed. The vehicle is in service. The reimbursement request was submitted, approved, and disbursement of funds occurred on August 26, 2025.
10	4	Cross Sound Ferry Services, Inc.	Marine Ferry Auxiliary Engine Replacement Project	Replacement of three (3) auxiliary generator sets equipped with EMY 1983, Tier 0, diesel-powered auxiliary engines in the <i>MV Mary Ellen</i> with new generator sets equipped with EMY 2021, Tier 3, diesel-powered equivalents.	The award letter was sent on August 19, 2022. The Mitigation Plan (Scope of Work, SOW) was executed on December 28, 2022, and updated on June 6, 2024. An extension was requested through December 31, 2023, due to unforeseen delays with work on a separate vessel that prevented the <i>MV Mary Ellen</i> from being taken out of service during spring 2023 for the auxiliary generator set replacements. The extension request was approved in June 2023. A second extension was requested through March 31, 2024, due to a severe storm that

					caused delayed work, and additional time required to document engine destruction and receive/pay the shipyard invoice. The extension request was approved in January 2024. Installation of the new engines began on December 11, 2023, and the vessel successfully completed sea trials in mid-January 2024. Scrappage was completed and documents submitted with the reimbursement request on March 29, 2024. Additional information and documentation were requested from the grantee on May 7, May 9, and June 10, 2024, and submitted on June 3 and June 10, 2024. The project was completed, and funds were disbursed on August 14, 2024.
10	4	F & G Recycling, LLC	Replacement of diesel yard spotter with electric yard spotter	Replacement of one (1) diesel-powered yard spotter equipped with an EMY 2005 engine with a MY 2023 EV equivalent; charging infrastructure included. The equipment operates in one environmental justice community: Waterbury, CT.	The award letter was sent on May 5, 2022. Revised SOW executed on May 9, 2023. Scrappage documents submitted on May 9, 2023. The Request for Payment form was submitted on June 30, 2023. The project was completed, and disbursement of \$123,754.71 occurred on January 25, 2024.
10	4	Joe's Boathouse, LLC	<i>FV Nancy E</i> Pump Engine Repower	Replacement of one (1) EMY 1993, Tier 0, diesel-powered auxiliary engine in the <i>FV Nancy E</i> with an EMY 2021 or 2022 diesel engine.	Joe's Boathouse, LLC withdrew the Round 4 DERA Option project on May 24, 2023.
10	4	Tirollo Bus Company, LLC	Replacement 2008 Project	Replacement of one (1) EMY 2008, diesel-powered school bus with a MY 2024 bus powered by a 2021 EMY diesel engine. The bus is used to transport students in and around Orange, CT.	The award letter was sent on August 19, 2022. Project revised from diesel-to-gasoline to diesel-to-diesel due to unavailability of gasoline school buses. SOW was executed on February 21, 2023. The supplier sent a bus that was missing the required optional equipment; it was determined that the wrong bus had been sent. A new bus was delivered in March 2024. The Tirollo Bus Company, LLC

					project has been completed and funds were disbursed on August 14, 2024.
9	EVSE 1	State of Connecticut	Light Duty Zero Emission Vehicle Supply Equipment, Round 1	Funding originally awarded to 55 sub-grantees (state agencies, municipalities, and private companies) for projects to purchase and install a total of up to 335 Level 2 chargers and 26 DC fast chargers, which will be publicly accessible throughout Connecticut. After consolidating multiple projects under the same sub-grantees and accounting for five sub-grantees that have withdrawn, this funding now covers 35 sub-grantees for projects to purchase and install a total of up to 315 Level 2 chargers and 26 DC fast chargers.	Award letters were sent on June 27, 2023. DEEP submitted the D-4, with an Attachment A request for \$8,358,175 on September 11, 2023. Disbursement of funds to DEEP occurred on November 30, 2023. DEEP is working with sub-grantees to execute contracts. As of the date of this report, 23 sub-grantee contracts/MOAs have been executed, and nine sub-grantees have withdrawn. Nine sub-grantee projects have been completed and closed out.
10	5	O&G Industries, Inc.	Front Discharge Mixer Replacement	Replacement of one (1) MY 2002, Model C12 Oshkosh front-discharge cement mixer and one (1) MY 2001, Model C10 Oshkosh front-discharge cement mixer with two (2) diesel-powered, MY 2023 Oshkosh front-discharge cement mixers. A location change to operate the cement mixers in Stamford instead of Bridgeport was requested and approved; both locations are in environmental justice communities.	The award letter was sent on April 24, 2023. The SOW was originally executed on July 11, 2023. The final SOW was executed on October 2, 2023. The project has been completed and Trust funds have been disbursed. This project is split funded and will also be listed under Rounds 3 and 4.
10	5	Stamford Uniform, Linen, Towel and Napkin LLC	Stamford Linen, Diesel Truck Replacement Program	Replacement of one (1) MY 2013, Hino 268 box truck and one (1) MY 2018, Isuzu NPR box truck with two (2) MY 2023, Kenworth K270E box trucks; charging infrastructure included. The vehicles operate throughout Fairfield County, which includes environmental justice communities.	The award letter was sent on April 24, 2023. The SOW was executed on July 3, 2023. The grantee had previously experienced some delays due to the fact that most of the inventory was being sent to California. The grantee is now able to get delivery of the trucks. They have updated pricing for the vehicles, charging stations, and installation costs. They have selected the vendors. In January, they received an EV Isuzu from Milea truck rental as a test vehicle to use for a month. The vehicles are available and passed the grantee's trials. The vendor is working on the BABA

					compliance form. The grantee approved the revised draft contract and SOW.
10	6	Cariati Developers, Inc. (FY 2020 Project)	One Class 8 Highway Diesel Replacement	Replacement of one EMY 1995, Class 8 dump truck with a MY 2024 diesel equivalent.	This project was delayed a number of times because of delivery delays and other issues related to Covid. The issues were resolved, and the vehicle was delivered in April of 2024. Reimbursement documents were approved; the project has been completed, and Trust funds were disbursed on May 20, 2025. The grant was originally allocated and reimbursed entirely from 2020 VW DERA Option funding; however, the replacement of this EMY 1995 vehicle was later determined to be ineligible for 2020 VW DERA Option funding. With EPA's permission and encouragement, funding for this portion of the grant (\$51,237.50) is being attributed to the 2023 VW DERA Option in 2026.
10	6	Cariati Developers, Inc. (FY 2023 Project)	Three Class 8 Highway Diesel Vehicle Replacements	Replacement of three model year (MY) 1993 International Class 8 dump trucks with engine model year (EMY) 2024 Kenworth T880 diesel-powered Triaxle dump trucks.	The Scope of Work (SOW) was executed on November 27, 2024. On December 3, 2024, the grantee indicated that the new trucks were ordered. One of the new trucks was delivered in March 2025, the other two were delivered in May of 2025, and the grantee has submitted reimbursement documents. These documents are under review by DEEP management.
10	6	Tilcon Connecticut Inc.	Ready Mix Concrete Truck Replacement and Tri-Axle Dump Truck Replacement	Replacement of one model year (MY) 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an engine model year (EMY) 2006 diesel-powered Cummins ISM 350V engine, and one MY 1994, Class 8, Kenworth T-450 dump truck, equipped with an EMY 1994 diesel-powered Cummins L-10 engine (listed below). These vehicles will be replaced with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-	Originally, the entire grant amount (\$143,788.02) was allocated from 2023 VW DERA Option funds. The FY 2023 DERA Option D-4 has been revised to indicate that the project will be funded by \$95,448.93 in 2023 VW DERA Option funds and \$48,339.09 in unspent 2020 VW DERA Option funds. The funding allocation was

				powered front discharge mixer, and one MY 2025, Class 8, Peterbuilt 567 diesel-powered dump truck chassis with a 2025 Etnyre Live Bottom body, model TMLB-20.	adjusted after a grant administrator realized that one of the vehicles involved in Cariati's FY 2020 project was too old to be eligible for 2020 VW DERA Option funds. Since one of Tilcon's vehicles is eligible for the 2020 VW DERA Option funds, the funding allocation has been revised in an effort to use the last portion of the 2020 funding. Therefore, Tilcon's 1994 Kenworth tri-axle dump truck replacement will be funded by 2023 VW DERA Option funds and their 2006 Terex Advance concrete mixer truck replacement will be split funded between the 2020 VW DERA Option funds and the 2023 VW DERA Option funds. The Scope of Work (SOW) was executed on 1/8/2025. The Peterbilt dump truck has been delivered to Tilcon. The Kenworth dump truck chassis and engine were scrapped 7/2/2025. Payment for the body of the new dump truck was sent out on 7/16/2025. The Oshkosh mixer was delivered, and payment was made to the dealer. The concrete mixer truck was scrapped on 5/2/2025. The grantee registered both replacement vehicles and they are now in service. The grantee has submitted reimbursement documents, which are under review by DEEP management.
--	--	--	--	--	---



July 29, 2026

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

Re: Twenty-Seventh Quarterly Report on the FY 2019-2020 State DERA Grant, Connecticut DS
00A00174-5

Dear Ms. Swaine:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its twenty-seventh quarterly report for State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00174-5. This report covers work performed between April 1 and June 30, 2026, on the Connecticut Clean Diesel Program. In this quarter, DEEP Bureau of Air Management continued reviewing working with applicants for the FY 2023-2024 State DERA Program. During this reporting quarter:

- DEEP continued working with the grantees selected to receive FY2020 DERA Option funds in 2022, 2023, and 2024, developing management plans and other implementation documents for the projects. These projects are also reported with the FY 2021-2022 grants and FY 2023-2024 grants; in both cases, the funding year, FY 2020, is clearly indicated;
- One new project, FlyingConnie Charters, Inc., was selected with the 2023 grants, but will be allocated FY 2020 DERA Option funds;
- DEEP provided ongoing assistance to the remaining FY 2020 grantee, Stamford Uniform, Linen, Towel and Napkin LLC, to ensure completion by EPA's extended grant deadline of September 30, 2026; and
- Having learned that this grant will expire after seven years, DEEP will spend the twenty-eighth quarter developing options for funding any of these grants that cannot meet the deadline.

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

Yours truly,

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

Cc: Pujarini Mait

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

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 5
Reporting Period	April 1 - June 30, 2026

WORKPLAN BUDGET	FY 19	FY 20
Total EPA Funds Awarded	\$479,775.00	\$506,090.00
Total Mandatory Cost-Share		
Total Voluntary Matching Funds	\$319,850.00	\$1,117,568.54
Total Project Costs	\$799,625.00	\$1,623,658.54

Table 1. Rate of Expenditure. Record all funds expended for each budget category.								
	Federal Funds Expended This Reporting Period	Mandatory Cost-Share Expended This Reporting Period	Voluntary Match Expended This Reporting Period		Cumulative Federal Funds Expended	Cumulative Mandatory Cost-Share Expended	Cumulative Voluntary Match Expended	
			Mitigation Funds	Other Funds			Mitigation Funds	Other Funds
Personnel	\$0.00				\$62,973.13			
Fringe Benefits	\$0.00				\$57,508.15			
Travel								
Equipment								
Supplies								
Contractual								
Subawards								
Participant Support Costs (e.g., Rebates)			\$0.00		\$730,086.48		\$1,354,138.38	
Other Leveraged Funds						\$6,245,646.34		
Indirect Charges	\$0.00				\$24,221.43			
TOTALS	\$0.00	\$0.00	\$0.00	\$0.00	\$874,789.19	\$6,245,646.34	\$1,354,138.38	\$0.00

Table 2. Narrative Responses	
Question	Answer
What actual accomplishments occurred during the reporting period?	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities: On August 22, 2022, DEEP submitted a request for an extension of the project period for this grant to September 30, 2024, to allow for completion of projects covered by funds made available by the Ryder withdrawal. The request was approved and a new grant agreement issued on September 15, 2022. The subsequent withdrawals of The Town of Enfield and Winkle Bus, covered by the Ryder leftover funds, resulted in new grant agreements with the September 2024 deadline in effect. The leftover funding was reallocated with the 2022 State DERA proposals. On October 24, 2022, DEEP launched its 2022 State DERA Grant solicitation, with selection early in the fifteenth quarter; electric and marine replacement projects were preferred. \$701,961.80 remained available from this grant after the withdrawal of Winkle. These funds were used for six new projects: three EV projects, one diesel project, and two fishing boat repowers. A fourth extension request, to September 2025, was submitted in June of 2024 and granted August 1, 2024, to allow for completion of these projects by September 30, 2026. In the twenty-fourth quarter, DEEP prepared and submitted workplan revisions for this 2019-2020 grant and the 2021-22 grant for extension requests to cover projects selected in 2023 and 2024 but covered by rollover funds. DEEP prepared a D-4 application for the 2023 projects, which was submitted to Wilmington Trust (WT) on October 7, 2025. DEEP continued working with grantees on implementation and reimbursement documents. The SOW and contract were re-drafted for Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen), which is scheduled to receive DERA Allocation funding from the 2020 Grant Agreement DS 00A00174-5. DEEP added another project, a marine repower for FlyingConnie Charters LLC, which will be covered by rollover 2020 DERA Option funds, but also reported with the 2023-2024 projects. In the twenty-seventh quarter, DEEP continued working with Ticon Connecticut, Inc. (Ticon), which was selected for DERA funding in 2023, on implementation and reimbursement documents for 2020 DERA Option funds to cover part of their project to replace a cement mixer and a dump truck, and with Stamford Linen, which was delayed initially over difficulties securing the EV for its project. DEEP also completed and submitted a revised D-4 for WT describing the projects covered by rollover funds from the 2020 DERA grant, DS 00A00174. DEEP prepared and submitted a revised workplan for the projects selected for FY 2024 State DERA Program funding. DEEP also prepared a revised workplan to submit with an extension request for its 2022 DERA Grant #00A00773, which was granted as 2022 DERA Grant #00A00773-7 on July 2, 2026. At the beginning of the twenty-eighth quarter, it was brought to DEEP's attention that this grant, like all DERA grants, had a seven-year expiration. Several grants below are impacted and DEEP is working on solutions to fund them. FlyingConnie Charters, LLC: As part of the 2023-24 solicitation process, a grant of \$44,911.00 was originally being awarded to FlyingConnie Charters LLC, using 2023-24 DERA funds to replace a 2002 diesel-powered Yanmar engine with a Tier 3 Yanmar, diesel-powered equivalent. An extension was requested and obtained to allow that work to be performed over the winters of 2026-27 and 2027-28. The grant represents 40% of the total cost (\$112,277.00) of this marine repower project. The FY FlyingConnie carries six passengers twice a day on 5-hour fishing trips out of Clinton, Connecticut, operating in various areas off the Connecticut coast in Long Island Sound and the rivers flowing into it. Reducing pollution from sources operating on Long Island Sound will benefit coastal areas reclassified from serious to severe with regard to the 2008 National Ambient Air Quality Standards for ozone. This project will also be reported in the FY 2023-2024 report for grant DS 00A01434-3. Subsequently, it was decided to take the funds, \$44,911.00, from 2020 VW DERA Option account and an extension was sought for that older grant. In early July, the beginning of the twenty-eighth quarter, it was learned that there was a seven-year limit to all DERA grants and that this one was reaching its limit on September 30, 2026. Other sources of funding are currently being sought for this grant. Ticon Connecticut Inc. (Ticon): In 2023, DEEP selected Ticon to receive \$143,788.02 to replace one MY 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an EMY 2006 diesel-powered Cummins ISM 350V engine, and one MY 1994, Class 8, Kenworth T-450 dump truck, equipped with an EMY 1994 diesel-powered Cummins L-10 engine. These vehicles will be replaced with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-powered front discharge mixer and one MY 2025, Class 8, Peterbilt 567 diesel-powered dump truck chassis with a 2025 Emyre Live Bottom body, model TMLB-20. The dump truck will operate in Hartford, Middlesex, and New Haven Counties. The front discharge mixer will operate in Hartford, Middlesex, New Haven, and New London Counties. Ticon originally agreed to contribute an estimated additional \$451,211.98 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$595,000.00. Due to increases in equipment costs, the total project cost has subsequently been revised to \$635,234.68 with the grantee agreeing to contribute a total of \$491,446.66 to the project. The total awarded grant amount remains \$143,788.02. Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in United States of America v. Volkswagen AG et al., Case No. 16-cv-295 (N.D. Cal.) ("DERA Option"). \$3,448.09 toward the replacement of the MY 2006 truck will come from the 2020 "DERA Option" and \$140,339.93, covering the MY 1994 truck and the balance of the MY 2006 truck, will come from the 2023 "DERA Option" under the VW NOx Mitigation Trust Agreement. The Scope of Work (SOW) was executed on January 8, 2025. Both vehicles have been scrapped and replaced. The grantee registered both replacement vehicles and they are now in service. The grantee has submitted reimbursement documents, which, in this quarter, were being compiled and reviewed by DEEP. This project is also being reported in the FY 2023-2024 report for grant DS 00A01434-3. As with the FlyingConnie grant above, the 2020 portion is subject to the seven-year DERA grant limit, but Ticon expects to meet that deadline. Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van with a total cost of \$159,729.00. This project is included in the FY 2021-2022 report for grant DS 00A00773-5. In the spring of 2024, DOT's EV charging station was delivered and installed. The vehicle was delivered in September and prepped for service. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project, and sent it to the grantee who reviewed and approved the draft. The document was approved internally by DEEP and executed on October 25, 2024. The project has been completed and reimbursement documents have been submitted and compiled. This project came in under budget at \$129,404.00 and reimbursement of \$15,735.20 will come from the 2021 "DERA Option" and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY 2022 State DERA allocation and bonus. The reimbursement request package was approved internally. Payment requests were submitted to WT, which approved the reimbursement on August 26, 2025. In the twenty-fifth quarter, the payment request for \$37,466.45 was submitted to EPA and reimbursed from grant DS-00A00773. This project was included in the FY 2021-2022 report for grant DS 00A00773-6. Stamford Uniform, Linen, Towel and Napkin LLC: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) to scrap and replace one class 6, MY 2013, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$261,167.35 will come from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 is being granted from FY 2019 and 2020 State DERA allocations and bonuses. This award represents just under 45% of the cost of the new trucks, which is \$821,916.66. Stamford Linen had previously experienced some delays due to the fact that most of the inventory was being sent to California. In late March 2026, the preferred vendor delivered a test vehicle to confirm that an EV will meet Stamford Linen's needs. A successful test will lead to contracts that will provide projected delivery dates for the trucks. The owner reports that he believes that the EV truck will meet company needs. This project has been included in the FY 2021-2022 report for grant DS 00A00773-6. Unfortunately, as was discovered at the beginning of the twenty-eighth quarter, this grant, which was covered by the 2019-2020 State DERA allocation and bonus is subject to the same seven-year extension limit as all other DERA Grants. DEEP is seeking a source to cover the grant.

	William Wilczek/Fishing Vessel Susan LLC (FV Susan): A grant of \$36,839.60 was originally awarded to Fishing Vessel Susan, LLC (FV Susan) for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T060681580528, on the <i>FV Susan</i>, with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine. The funds were to come from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement. EPA denied the waiver request submitted by the applicant because it was too far below the required annual hours of operation, but EPA allowed DEEP to use leftover DERA Option funds from 2020, before the eligibility requirements came into effect. This project has been included in the FY 2021-2022 report for grant DS 00A00773-5. This project was completed and reimbursed on December 9, 2024. Because the project came in under budget, the grant was reduced to \$35,690.89, which represented 40% of the reduced total cost, \$89,227.23, of this marine repower project. In the twenty-fifth quarter, it was determined that allowing DEEP to go forward with this project with insufficient annual operating hours was a misunderstanding. Wilczek provided a detailed accounting of the reduction in operating hours since Covid. EPA has evaluated this information and efforts are currently underway to resolve the issue. Cariati 2020: Cariati was originally receiving a grant for \$256,187.50 toward the replacement of five Class 8 diesel dump trucks, MY 1996-2002, with 2024 MY diesel equivalents. The projected cost was \$1,024,750.00 and the original grant represented 25% of the projected cost of the five 2024 MY replacement trucks. The funds were to come from the "DERA Option" under VW NOx Mitigation Trust Agreement. The trucks will be used in Hartford, Waterbury, and Bridgeport, and operate on the main corridors of I-95, I-91, I-395 and I-84. Cariati's vendor was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and initially reported that the vehicles could not be delivered until after September 2022. Cariati submitted and was granted four requests for extensions: one to June 30, 2022, one to December 31, 2022, one to June 2023, and one to September 30, 2023; each was accompanied by a note from the vendor, confirming the delay. The no-cost extension granted to 2024 would cover this. In the fall of 2022, Cariati requested a substitution of two of the original trucks in the proposal. The substitution was approved November 1, 2022. The project was completed and the final reimbursement was issued on May 20, 2025. In the twenty-fourth quarter, it was determined that one of the trucks for which substitution had been approved was MY 1995 and ineligible to receive 2020 DERA Option funding. With EPA's approval, the grant for this truck is being attributed to the 2023 DERA Option funding. The amount, \$51,237.50, will be entered as a separate grant to Cariati from 2023 DERA Option funds, added to the FY 2020 portion of Tilcon's DERA Option grant, and subtracted from the FY 2023 portion of Tilcon's DERA Option grant. So \$204,950.00 of the grant will remain attributed to 2020 VW DERA Option funds (covering four of the replacements), and the portion of the grant for the MY 1995 truck (\$51,237.50) will be attributed to 2023 VW DERA Option (grant #DS 00A01434-3), since the MY 1995 truck is eligible for those funds. This project will be included in the FY 2023-2024 report for grant DS 00A01434-3.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	There were no rebates or awards in this reporting period.
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	Stamford Linen: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) to scrap and replace one class 6, MY 2013, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. The project had been delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. In this quarter, the preferred vendor delivered a test vehicle to confirm that an EV will meet Stamford Linen's needs. The test was successful leading to contracts that will provide projected delivery dates for the trucks and determination of whether the project can be completed before the deadline imposed by the seven-year limit on all DERA grants, which DEEP became aware of very recently. DEEP is seeking a source to cover the grant. FlyingConnie: FlyingConnie was unable to secure the engine it wanted and a slot in a boatyard to have the work done over the winter of 2025-26. DEEP submitted and EPA granted an extension to the spring of 2028 to cover the work, which we hope can be done in the winter of 2026-27. But since the boat is sufficiently large that the work may have to be done outdoors, an extra year was requested and granted to allow for bad weather. All the other original 2019-2020 projects have been completed and Tilcon's reimbursement documents are under review. Schedules for the 2023 and 2024 grantees have been developed.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives?	Stamford Linen: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) to scrap and replace one class 6, MY 2013, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. The project had been delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. In this quarter, the preferred vendor delivered a test vehicle to confirm that an EV will meet Stamford Linen's needs. The test was successful leading to contracts that will provide projected delivery dates for the trucks and determination of whether the project can be completed before the deadline imposed by the seven-year limit on all DERA grants, which DEEP became aware of very recently. DEEP is seeking a source to cover the grant. FlyingConnie: FlyingConnie's owner believes he has located the desired engine. He is hoping to have a boatyard lined up by the end of the season. DEEP submitted and EPA granted an extension to the spring of 2028 to cover the work, which we hope can be done in the winter of 2026-27. But since the boat is sufficiently large that the work may have to be done outdoors, an extra year was requested and granted to allow for bad weather. In early July, the beginning of the twenty-eighth quarter, it was learned that there was a seven-year limit to all DERA grants and that this one was reaching its limit on September 30, 2026. Other sources of funding are currently being considered for this grant. All the other original 2019-2020 projects have been completed and Tilcon's reimbursement documents are under review. Schedules for the 2023 and 2024 grantees have been developed.
How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.	Stamford Linen: DEEP is granting a total of \$368,756.87 to Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen) to scrap and replace one class 6, MY 2013, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. The project had been delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. The test was successful leading to contracts that will provide projected delivery dates for the trucks and determination of whether the project can be completed before the deadline imposed by the seven-year limit on all DERA grants, which DEEP became aware of very recently. DEEP is seeking a source to cover the grant. FlyingConnie: FlyingConnie's owner believes he has located the desired engine. He is hoping to have a boatyard lined up by the end of the season. DEEP submitted and EPA granted an extension to the spring of 2028 to cover the work, which we hope can be done in the winter of 2026-27. But since the boat is sufficiently large that the work may have to be done outdoors, an extra year was requested and granted to allow for bad weather. In early July, the beginning of the twenty-eighth quarter, it was learned that there was a seven-year limit to all DERA grants and that this one was reaching its limit on September 30, 2026. Other sources of funding are currently being sought for this grant. All the other original 2019-2020 projects have been completed and Tilcon's reimbursement documents are under review. Schedules for the 2023 and 2024 grantees receiving funds leftover from this grant have been developed.
If any cost-shares are reported for this Reporting Period in Table 1 above, identify the source of the funds	No cost shares were invested in this quarter.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No project income was generated this quarter.
Did any public relations events regarding this grant take place during the reporting period?	No public relations events directly related to this grant occurred during this quarter.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/deep/air/mobile-sources/mobile-sources In addition, DEEP has established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home
What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the twenty-eighth quarter, DEEP will continue to monitor the progress of the remaining projects, providing advice and assistance as required. DEEP will continue preparing implementation and reimbursement documents for the projects selected with the 2022 and 2023 State DERA programs, some of which received leftover funds from this 2019-2020 grant. In the twenty-eighth quarter, DEEP will be working to ascertain whether revised D-4 applications can be prepared and submitted to WT to provide adequate DERA Option funding for the projects previously covered by the expiring 2019-2020 grant. Tilcon: In the twenty-eighth quarter, DEEP's review of Tilcon's reimbursement request will be completed and the request submitted to WT for payment. Cariati 2023: This project was determined to be ineligible for funds under this grant and will be covered by 2023 DERA Option funds. The project has been completed. In the twenty-eighth quarter, DEEP will conclude its review of the reimbursement documents and submit a reimbursement request to WT. Gateway: In the twentieth quarter Gateway's project was completed and reimbursement made by WT. No further work is required. O&G: In the twenty-second quarter, O&G's project was completed and reimbursement made by WT. No further work is required.

CT DOT: In the twenty-fourth quarter the project was completed and the WT portion of the reimbursement was made August 26, 2025. The EPA portion was submitted for payment in the twenty-fifth quarter. No further work is required.

Capt. John's Sport Fishing: In the twenty-second quarter, the project was completed and reimbursement made by WT. No further work is required.

Sims Metal: In the twenty-first quarter, Sims Metal's project was completed and reimbursement made by WT. No further work is required.

Stamford Linen: In the twenty-eighth quarter, Stamford Linen will arrange for delivery of the truck and compile a reimbursement request package.

FV Susan: In the twenty-first quarter, FV Susan's project was completed and reimbursement made by WT. No further work is required. In the twenty-fifth quarter, it was determined that allowing DEEP to go forward with this project with insufficient annual operating hours was a misunderstanding. Wikczek provided a detailed accounting of the reduction in operating hours since Covid. EPA has evaluated this information and efforts are currently underway to resolve the issue.

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

ACES: ACES's project has been completed and its reimbursement request approved. The funds were drawn down in the eleventh quarter. No further work is required.

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

Cariati 2020: In the twenty-third quarter, Cariati's final reimbursement request was approved and submitted to WT for payment, which was received May 20, 2025. With EPA's permission, eligible funding options for the 1995 truck will be attributed to the 2023 DERA Option and the single truck replacement added as an independent project.

Coastal Carriers: The reimbursement documents have been approved and payment made with DERA Option funds from WT in the eleventh quarter. No further work is required.

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

D. Brake Marine: D. Brake Marine's project has been completed and reimbursement has been received. Funds were drawn down in the tenth quarter. No further work is required.

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

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

Joel Lizza: Lizza's project has been completed and reimbursement has been received. Funds were drawn down in the tenth quarter. No further work is required.

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

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

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

West Hartford 2020: West Hartford's project has been completed and reimbursement has been received. Funds were drawn down in the eleventh quarter. No further work is required.

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

Burlington: Burlington's project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.

Canaan: Canaan's project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.

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

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

New Milford: New Milford's project has been completed and reimbursement has been received. Funds were drawn down in the eleventh quarter. No further work is required.

Stamford: Stamford's project has been completed and the reimbursement request package approved. Payment was made June 6, 2021, and funds were drawn down in the seventh quarter. No further work is required.

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

West Hartford 2019: West Hartford's 2019 project has been completed and reimbursement has been received. Funds were drawn down in the fifth quarter. No further work is required.

Weston: Weston's project has been completed and approved for payment. Reimbursement has been received from WT and DEEP. DERA funds were drawn down in the fifth quarter. No further work is required.

Table 3. Subaward Reporting Requirements

Requirement	Response
Summaries of results of reviews of financial and programmatic reports	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure	N/A
Environmental results the subrecipient achieved	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.331(e), 2 CFR 200.207 and the 2 CFR Part 200.338 Remedies for Noncompliance	N/A

Accepted 11

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 5
Reporting Period	April 1 - June 30, 2026

Fleet Information		Group 1: D Brake Marine
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020
	Name of Vessel:	<i>MV Tug Empire</i>
	Total # of Propulsion Engines	2
	Total # of Auxiliary Engines	
	Vehicle Or Engine Group Name:	River Tug Boat
	Fleet Owner:	D. Brake Marine
	Application:	Tug Boat/ Tow Boat
	Primary Place of Performance	Thames River
	- State(s):	CT
	- County:	New London
	- City:	Madison
	- Zip Code:	6443
	Engine Group Type:	propulsion
	Quantity:	2
	Engine Serial Number(s) :	5111434076, 5111434057
	Engine Make:	Detroit Diesel
	Engine Model:	691
	Engine Model Year:	1970
	Engine Tier:	Tier 0
	Engine Horsepower:	225
	Engine Cylinder Displacement:	0.9 <= size < 1.2
	Engine Number of Cylinders:	6
	Engine Total Displacement:	6.981
	Engine Family Name:	NA
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	17500
	Annual Usage Rate:	3500
	Remaining Life:	1
	Normal Attrition Year:	2021
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2021
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$117,380.00
	Upgrade Labor Cost Per Unit:	\$111,990.00
	New Engine Model Year:	2021
	New Engine Tier:	Tier 3
	New Engine Horsepower:	290
	New Engine Cylinder Displacement:	1.2 <= size <2.5
	New Engine Number of Cylinders:	6
	New Engine Total Displacement:	8.8
	New Engine Family Name:	MCEXN08.9AAA
	New Engine Fuel Type:	ULSD
	Annual Diesel Gallons Reduced:	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS - 00A00174 - 5
Reporting Period	April 1 - June 30, 2026

Fleet Information		Group 1: Joel Lizza
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020
	Name of Vessel:	<i>Lively Lady</i>
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	Lively Lady
	Fleet Owner:	Joel Lizza
	Application:	Commercial Fishing
	Primary Place of Performance	Guilford
	- State(s):	CT
	- County:	New Haven
	- City:	Guilford
	- Zip Code:	06437
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	1101052489
	Engine Make:	Volvo
	Engine Model:	TAMD 102D
	Engine Model Year:	1994
	Engine Tier:	Tier 1
	Engine Horsepower:	400
	Engine Cylinder Displacement:	1.2 <= size <2.5
	Engine Number of Cylinders:	6
	Engine Total Displacement:	9
	Engine Family Name:	NA
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	6562
	Annual Usage Rate:	1600
	Remaining Life:	3
	Normal Attrition Year:	2024
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2021
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$54,534.00
	Upgrade Labor Cost Per Unit:	\$4,539.40
	New Engine Model Year:	2020
	New Engine Tier:	Tier 3
	New Engine Horsepower:	450
	New Engine Cylinder Displacement:	1.2 <= size <2.5
	New Engine Number of Cylinders:	6
	New Engine Total Displacement:	9
	New Engine Family Name:	KCEXN08.9AAB
	New Engine Fuel Type:	ULSD
	Annual Diesel Gallons Reduced:	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-5
Reporting Period	April 1 - June 30, 2026

Fleet Information		Group 1: Seaview Fisheries
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020-DEPA Option
	Name of Vessel:	<i>FV Merrick</i>
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	FV Merrick
	Fleet Owner:	Ronald Pulley
	Application:	Commercial Fishing
	Primary Place of Performance	Long Island Sound
	- State(s):	Connecticut
	- County:	New Haven
	- City:	Milford
	- Zip Code:	06460
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	2B5512 Arr. 6N1105
	Engine Make:	Caterpillar
	Engine Model:	3304 PC
	Engine Model Year:	1975
	Engine Tier:	0
	Engine Horsepower:	200
	Engine Cylinder Displacement:	1.2 <= size <2.5
	Engine Number of Cylinders:	4
	Engine Total Displacement:	7
	Engine Family Name:	N/A
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	24000
	Annual Usage Rate:	900
	Remaining Life:	3
	Normal Attrition Year:	
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2023
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$55,000.00
	Upgrade Labor Cost Per Unit:	
	New Engine Model Year:	2022
	New Engine Tier:	Tier 3
	New Engine Horsepower:	
	New Engine Cylinder Displacement:	
	New Engine Number of Cylinders:	
	New Engine Total Displacement:	
	New Engine Family Name:	
	New Engine Fuel Type:	
	Annual Diesel Gallons Reduced:	

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-5
Reporting Period	April 1 - June 30, 2026

Fleet Information		Group 1: FV Susan
CURRENT VEHICLE INFORMATION	Fiscal Year of EPA Funds Used:	2020 DERA Option
	Name of Vessel:	FV Susan
	Total # of Propulsion Engines	1
	Total # of Auxiliary Engines	0
	Vehicle Or Engine Group Name:	FV Susan
	Fleet Owner:	William Wilczek
	Application:	Commercial Fishing
	Primary Place of Performance	Long Island Sound
	- State(s):	Connecticut
	- County:	New London
	- City:	Niantic
	- Zip Code:	06357
	Engine Group Type:	propulsion
	Quantity:	1
	Engine Serial Number(s) :	T06068T580528
	Engine Make:	John Deere
	Engine Model:	Series 300 6.8l
	Engine Model Year:	1998
	Engine Tier:	0
	Engine Horsepower:	220
	Engine Cylinder Displacement:	0.9 <= size < 1.2
	Engine Number of Cylinders:	6
	Engine Total Displacement:	6.8l
	Engine Family Name:	NA
	Engine Fuel Type:	ULSD
	Annual Amount of Fuel Used:	1115
	Annual Usage Rate:	550
	Remaining Life:	5
	Normal Attrition Year:	2027
NEW VEHICLE/UPGRADE INFORMATION	Year of Upgrade Action:	2023
	Upgrade Type:	Engine Replacement
	Upgrade:	Engine Replacement - Diesel
	Upgrade Cost Per Unit:	\$56,143
	Upgrade Labor Cost Per Unit:	\$33,084.23
	New Engine Model Year:	2023
	New Engine Tier:	Tier 3
	New Engine Horsepower:	315
	New Engine Cylinder Displacement:	0.9 <= size < 1.2
	New Engine Number of Cylinders:	4
	New Engine Total Displacement:	4.5
	New Engine Family Name:	PJDXN04.5172
	New Engine Fuel Type:	ULSD
	Annual Diesel Gallons Reduced:	0

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-5
Reporting Period	April 1 - June 30, 2026

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

Instructions / Units	Fleet Information	Group 1: Capt. John's Sport Fishing	Group 2	Group 3	Group 4
	Fiscal Year of EPA Funds Used:	2020 DERA Option			
	Name of Vessel:	FV Sunbeam IV			
Per Vessel	Total # of Propulsion Engines:	1			
Per Vessel	Total # of Auxiliary Engines:	0			
	Vehicle Or Engine Group Name:	FV Sunbeam IV			
	Fleet Owner:	Robert Wadsworth			
	Application:	Commercial Fishing			
	Primary Place of Performance:	Long Island Sound			
	- State(s):	Connecticut			
	- County:	New London			
	- City:	Waterford			
	- Zip Code:	06385			
	Engine Group Type:	propulsion			
Number of engines in group	Quantity:	1			
	Engine Serial Number(s) :	8VFO73349			
	Engine Make:	Detroit			
	Engine Model:	BV92N			
	Engine Model Year:	1981			
	Engine Tier:	0			
	Engine Horsepower:	450			
Liters per cylinder per engine	Engine Cylinder Displacement:	5.0<= size <15.0			
Per engine	Engine Number of Cylinders:	8			
Liters per engine	Engine Total Displacement:	12.1 Liters			
If unregulated, then NA	Engine Family Name:	NA			
	Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Amount of Fuel Used:	3760			
Hours per year per engine	Annual Usage Rate:	1080			
Years: Total number of years of engine life remaining at time of upgrade action	Remaining Life:	3			
Year in which engines would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2026			
	Year of Upgrade Action:	2024			
	Upgrade Type:	Engine Replacement			
	Upgrade:	Engine Replacement - Diesel			
	Upgrade Cost Per Unit:	\$151,910			
	Upgrade Labor Cost Per Unit:				
	New Engine Model Year:	2024			
	New Engine Tier:	Tier 3			
Per engine	New Engine Horsepower:	450			
Liters per cylinder	New Engine Cylinder Displacement:	5.0<= size <15.0			
Per engine	New Engine Number of Cylinders:	6			
Liters per engine	New Engine Total Displacement:	8.9 liters			
	New Engine Family Name:	PCEXN08 SAAB			
	New Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Diesel Gallons Reduced:	0			

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

Grant Recipient	The Connecticut Department of Energy and Environmental Protection (DEEP)
Grant #	DS 00A00174-5
Reporting Period	April 1 - June 30, 2026

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

Instructions / Units	Fleet Information	Flying/Connie Charters	Group 2	Group 3	Group 4
	Fiscal Year of EPA Funds Used:	2020			
	Name of Vessel:	FV Flying/Connie			
Per Vessel	Total # of Propulsion Engines	1			
Per Vessel	Total # of Auxiliary Engines				
	Vehicle Or Engine Group Name:	FV Flying/Connie			
	Fleet Owner:	Michael Pirri			
	Application:	Commercial Charter Fishing			
	Primary Place of Performance	Long Island Sound			
	- State(s):	Connecticut			
	- County:	Middlesex			
	- City:	Clinton			
	- Zip Code:	06437			
	Engine Group Type:	propulsion			
Number of engines in group	Quantity:	1			
	Engine Serial Number(s) :	70343			
	Engine Make:	Yanmar			
	Engine Model:	6CK-gte2			
	Engine Model Year:	2002			
	Engine Tier:	Tier 0			
	Engine Horsepower:	500			
Liters per cylinder per engine	Engine Cylinder Displacement:	0.9 <= size < 1.2			
Per engine	Engine Number of Cylinders:	6			
Liters per engine	Engine Total Displacement:	6.728			
If unregulated, then NA	Engine Family Name:	NA			
	Engine Fuel Type:	ULSD diesel			
Gallons per year per engine	Annual Amount of Fuel Used:	3000 gal			
Hours per year per engine	Annual Usage Rate:	1000 hr			
Years: Total number of years of engine life remaining at time of upgrade action	Remaining Life:	9			
Year in which engines would normally be retired/sold by the fleet owner if not for the grant	Normal Attrition Year:	2032			
	Year of Upgrade Action:	2027			
	Upgrade Type:	Engine Replacement			
	Upgrade:	Engine Replacement - diesel			
	Upgrade Cost Per Unit:	\$71,000			
	Upgrade Labor Cost Per Unit:	\$41,277.00			
	New Engine Model Year:	2024			
	New Engine Tier:	Tier 3			
Per engine	New Engine Horsepower:	530			
Liters per cylinder	New Engine Cylinder Displacement:	0.9 <= size < 1.2			
Per engine	New Engine Number of Cylinders:	6			
Liters per engine	New Engine Total Displacement:	6.728			
	New Engine Family Name:	RFP6N06.7K3D			
	New Engine Fuel Type:	ULSD			
Gallons per year per engine	Annual Diesel Gallons Reduced:	0			

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



July 29, 2026

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

Re: Nineteenth Quarterly Report on the FY 2021-2022 State DERA Grant, Connecticut
DS 00A00773 - 6

Dear Ms. Swaine:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its nineteenth quarterly report for State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS 00A00773-6. This report covers work performed between April 1 and June 30, 2026, on the Connecticut Clean Diesel Program. In this quarter, DEEP Bureau of Air Management continued working with grantees for the FY 2023-2024 State DERA Program. During this reporting quarter:

- DEEP continued drafting implementation documents for the grants receiving FY2022 funds;
- DEEP added a new project, from the 2024 applicants, to the projects receiving some funds from this grant. DEEP continues to work with the City of Stamford to implement its EV refuse truck replacement;
- DEEP provided ongoing assistance to the remaining FY2022 grantee, Stamford Uniform, Linen, Towel and Napkin LLC, to ensure completion by EPA's extended grant deadline of September 30, 2026; and
- DEEP submitted a revised workplan to meet EPA standards and received an extension to September 30, 2027 for projects funded by this grant.

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

Yours truly,

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

Cc Pujarini Maiti

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

Grant Recipient	CT Dept. of Energy & Environmental Protection
Project Period of Performance	October 1, 2021 - September 30, 2026
Grant Number	DS 00A00773-6
Project Title	FY 2022 Connecticut Clean Diesel Grant Program

DERA State Grant Fiscal Summary TOTAL Year #1 + Year #2	
Federal (EPA) Project Award Amount Total	\$ 1,048,974
Total Cost Share Amount	\$ 705,670
Total Project Costs (Fed. + Cost Share)	\$ 1,754,644
Federal (EPA) Funds Expended to Date	\$ 1,048,974
Federal (EPA) Funds Remaining	\$ 0

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

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

Table 1. Summary Rate of Expenditure

Record project budget funds ONLY from approved final workplan. All other numbers will reflect automatically from subsequent tabs.

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 97,306	\$ -	\$ -	\$ -	\$ 97,306	\$ 103,479	\$ -	\$ -	\$ -	\$ 103,480	\$ (6,173)	\$ -	\$ -	\$ -	\$ (6,174)
Fringe Benefits	\$ 93,352	\$ -	\$ -	\$ -	\$ 93,352	\$ 85,689	\$ -	\$ -	\$ -	\$ 85,689	\$ 7,663	\$ -	\$ -	\$ -	\$ 7,663
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 822,469	\$ 2,403,062	\$ 426,123	\$ -	\$ 3,651,654	\$ (822,469)	\$ (2,403,062)	\$ (426,123)	\$ -	\$ (3,651,654)
Other	\$ 472,901	\$ -	\$ 705,670	\$ -	\$ 1,178,571	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 472,901	\$ -	\$ 705,670	\$ -	\$ 1,178,571
Direct Cost Total	\$ 1,013,217	\$ -	\$ 705,670	\$ -	\$ 1,718,887	\$ 1,011,638	\$ 2,403,062	\$ 426,123	\$ -	\$ 3,840,823	\$ 1,579	\$ (2,403,062)	\$ 279,547	\$ -	\$ (2,121,936)
Indirect Charges	\$ 35,757	\$ -	\$ -	\$ -	\$ 35,757	\$ 37,336	\$ -	\$ -	\$ -	\$ 37,336	\$ (1,579)	\$ -	\$ -	\$ -	\$ (1,579)
TOTALS	\$ 1,048,974	\$ -	\$ 705,670	\$ -	\$ 1,754,644	\$ 1,048,974	\$ 2,403,062	\$ 426,123	\$ -	\$ 3,878,159	\$ 0	\$ (2,403,062)	\$ 279,547	\$ -	\$ (2,123,515)

EPA Budget Details by Fiscal Year

Financial Summary	FY2021 DERA State Grant					FY2022 DERA State Grant					Total Project Budget				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 39,772				\$ 39,772	\$ 57,534				\$ 57,534	\$ 97,306	\$ -	\$ -	\$ -	\$ 97,306
Fringe Benefits	\$ 37,613				\$ 37,613	\$ 55,739				\$ 55,739	\$ 93,352	\$ -	\$ -	\$ -	\$ 93,352
Travel					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual					\$ -					\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other: EPA Matching Incentive	\$ 172,037				\$ 172,037	\$ 177,621				\$ 177,621					
Other: Awards to Sub-Grantees	\$ 250,868		\$ 350,428		\$ 601,296	\$ 222,033		\$ 355,242		\$ 577,275	\$ 472,901	\$ -	\$ 705,670	\$ -	\$ 1,178,571
Direct Cost Total	\$ 500,290	\$ -	\$ 350,428	\$ -	\$ 850,718	\$ 512,927	\$ -	\$ 355,242	\$ -	\$ 868,169	\$ 1,013,217	\$ -	\$ 705,670	\$ -	\$ 1,718,887
Indirect Charges	\$ 15,821	\$ -	\$ -	\$ -	\$ 15,821	\$ 19,936	\$ -	\$ -	\$ -	\$ 19,936	\$ 35,757	\$ -	\$ -	\$ -	\$ 35,757
TOTALS	\$ 516,111	\$ -	\$ 350,428	\$ -	\$ 866,539	\$ 532,863	\$ -	\$ 355,242	\$ -	\$ 888,105	\$ 1,048,974	\$ -	\$ 705,670	\$ -	\$ 1,754,644

Table 2. Annual Rate of Expenditure

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

Financial Summary	Year 1					Year 2					Year 3				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 23,210	\$ -	\$ -	\$ -	\$ 23,210	\$ 26,094	\$ -	\$ -	\$ -	\$ 26,094	\$ 33,629	\$ -	\$ -	\$ -	\$ 33,630
Fringe Benefits	\$ 21,180	\$ -	\$ -	\$ -	\$ 21,180	\$ 22,385	\$ -	\$ -	\$ -	\$ 22,385	\$ 27,177	\$ -	\$ -	\$ -	\$ 27,177
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 129,091	\$ 400,093	\$ 317,256	\$ -	\$ 846,440
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 44,390	\$ -	\$ -	\$ -	\$ 44,390	\$ 48,479	\$ -	\$ -	\$ -	\$ 48,479	\$ 189,897	\$ 400,093	\$ 317,256	\$ -	\$ 907,247
Indirect Charges	\$ 8,484	\$ -	\$ -	\$ -	\$ 8,484	\$ 9,171	\$ -	\$ -	\$ -	\$ 9,171	\$ 12,419	\$ -	\$ -	\$ -	\$ 12,419
TOTALS	\$ 52,874	\$ -	\$ -	\$ -	\$ 52,874	\$ 57,650	\$ -	\$ -	\$ -	\$ 57,650	\$ 202,316	\$ 400,093	\$ 317,256	\$ -	\$ 919,666

Financial Summary	Year 4					Year 5				
	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	Federal (EPA) Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	

Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,546	\$ -	\$ -	\$ -	\$ 20,546
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 14,948	\$ -	\$ -	\$ -	\$ 14,948
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ 655,912	\$ 1,926,766	\$ 93,132	\$ -	\$ 2,675,810	\$ 37,466	\$ 76,202	\$ 15,735	\$ -	\$ 129,404
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 655,912	\$ 1,926,766	\$ 93,132	\$ -	\$ 2,675,810	\$ 72,960	\$ 76,202	\$ 15,735	\$ -	\$ 164,898
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,262	\$ -	\$ -	\$ -	\$ 7,262
TOTALS	\$ 655,912	\$ 1,926,766	\$ 93,132	\$ -	\$ 2,675,810	\$ 80,222	\$ 76,202	\$ 15,735	\$ -	\$ 172,159

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

Grant Recipient	Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 1	\$ 52,874
Grant Number	DS 00A00773-6	Project Reporting Period	Apr. to Jun. 2024
Project Title	2022 Connecticut Clean Diesel Grant Program		

Table 11. Year 1 Annual Rate of Expenditure <i>Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.</i>										
Financial Summary	Quarter 1 Oct. to Dec. 2021					Quarter 2 Jan. to Mar. 2022				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel					\$ -					\$ -
Fringe Benefits					\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges					\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Financial Summary	Quarter 3 Apr. to Jun. 2022					Quarter 4 Jul. to Sep. 2022				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 12,422				\$ 12,422	\$ 10,788				\$ 10,788
Fringe Benefits	\$ 11,675				\$ 11,675	\$ 9,505				\$ 9,505
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ 24,096	\$ -	\$ -	\$ -	\$ 24,096	\$ 20,293	\$ -	\$ -	\$ -	\$ 20,293
Indirect Charges	\$ 4,582				\$ 4,582	\$ 3,902				\$ 3,902
TOTALS	\$ 28,679	\$ -	\$ -	\$ -	\$ 28,679	\$ 24,195	\$ -	\$ -	\$ -	\$ 24,195

Table 12. Project Updates - Narrative Responses <i>Record and update project updates quarterly.</i>								
<i>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.</i>								
Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	Write below, as appropriate.
2021	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.				In Progress	The D-4 document for the 2021 DERA Option projects , which was submitted to Wilmington Trust (VW Trustee) in May, was approved July 11, 2023.

2021	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.				In Progress	SOW complete and approved; scrapping of old vehicle complete..
2021	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrapping and replacement of: • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the FV American Dream with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the FV Joseph Julius with an EMY 2021 or 2022 John Deere or comparable EPA certified Tier 3 diesel-powered equivalent.	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrapping and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 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 scrapping and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel M/V Mary Ellen with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Grantee working on SOW.
2021	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrapping and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the FV Nancy E with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent	Improve air quality and public health in communities along Long Island Sound.				Not Yet Started	Vendors report delays in providing engines. Grantee is attempting to secure shipyard space for repower this winter (2022-2023).
2021	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrapping and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.				Not Yet Started	Gasoline School bus no longer available; allowed to substitute new diesel replacement.
2021	Town of Enfield (Enfield): DEEP is granting a total of \$287,719.54 to Enfield for the scrapping and replacement of one engine model year (EMY) 2007 diesel-powered automated side load refuse truck with an MY 2022 EV equivalent. Grant funding will include the electric vehicle charging infrastructure.	Scrap and replace one EMY 2007 diesel-powered refuse truck with an EMY 2022 EV equivalent	Improve air quality and public health in Enfield.				Not Yet Started	Withdrew from the Program; Funds used for Cross Sound, Joe's & Tirollo

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.				DEEP began working with the grantees to draft Scopes of Work, Purchase Requisitions, and the DERA Option D-4 form for the selected projects. DEEP prepared and submitted a workplan revision for projects selected to receive funds from the Enfield project. DEEP also submitted an extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)				Enfield's EV refuse truck was removed. Four Tier 3 marine engines and one diesel school bus were added. The school bus proposal was for diesel-to-gasoline, but gasoline school buses were no longer available.

Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.				No rebates or subawards were awarded in this reporting period.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?				Projects with approved SOWs are on schedule. With three new grants awarded in the third quarter, two of them marine repowers that should be done in the off-season, it likely that some extensions may be required.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.				No cost shares are being reported in the fourth quarter.
Have there been any major personnel changes during this reporting period?				One member of the grants management team left the agency in the fourth quarter; a replacement was hired early in the fifth quarter.
Did any public relations events regarding this grant take place during the reporting period?				Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bilateral Infrastructure Bill Clean School Bus Incentive program. DEEP has also shared information about such informational webinars with interested parties in Connecticut.
Are you using websites or other tools used to relay information about this grant to the public?				DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home . DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/ .
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 <i>Financial and Narrative Summary - Year 2</i>
--

Grant Recipient	Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 2	\$ 57,650
Grant Number	DS 00A00773-6	Project Reporting Period	Jul. to Sep. 2023
Project Title	2022 Connecticut Clean Diesel Grant Program		

Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.										
Financial Summary	Quarter 1 Oct. to Dec. 2022					Quarter 2 Jan. to Mar. 2023				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel					\$ -	\$ 8,958				\$ 8,958
Fringe Benefits					\$ -	\$ 7,841				\$ 7,841
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other	\$ -		\$ -		\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 16,799	\$ -	\$ -	\$ -	\$ 16,799
Indirect Charges					\$ -	\$ 3,104				\$ 3,104
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 19,903	\$ -	\$ -	\$ -	\$ 19,903
Financial Summary	Quarter 3 Apr. to Jun. 2023					Quarter 4 Jul. to Sep. 2023				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 10,299				\$ 10,299	\$ 6,837				\$ 6,837
Fringe Benefits	\$ 8,981				\$ 8,981	\$ 5,563				\$ 5,563
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ 19,280	\$ -	\$ -	\$ -	\$ 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 <i>Record and update project updates quarterly.</i>									
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.									
Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes	
				Q1	Q2	Q3	Q4	Write below, as appropriate.	
2022	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress	In Progress	DEEP approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects and approved July 11. The selected 2022 State DERA proposals included: four EV projects, three marine repowers and one diesel truck project.. \$701,961.80 remained available from the 2019-2020 grant; these funds will be used toward funding six of the eight new projects: three EV projects, one diesel project, and two fishing boat repowers. The D-4 submission package for the 2022 DERA Option projects was drafted and is being reviewed.	

2022		Captain John's Sport Fishing Center, Inc. (Captain John's) A grant of \$60,340.39 is being awarded to Captain John's for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the 2022 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started	In Progress	In Progress	The engine for Capt. John's is on order. Delivery is hoped for by the end of September. The <i>Sunbeam VI</i> will be hauled and dry docked on Nov. 14. The old 892 Detroit will be removed and the new Cummins installed over the winter.
2022		Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van.. \$31,848.08 will come from the 2021 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$37,477.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and Replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	Not Yet Started	Not Yet Started	In Progress	DEEP submitted and EPA approved a waiver request for two issues associated with this project. One is that the diesel bus to be retired does not serve the same community as the EV van that will be replacing it. Both communities are EJ, and the van will be placed in a community that has greater need for that specialized transport. Also, the replacement van is only Class 3, which would not be eligible to be replaced, but might be eligible as a specialized replacement. Upon approval of the waiver on 9/27/23, An SOW was drafted and sent to CT DOT for review.
2022		Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. This project will be reported with the 2020 projects.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven CT.	Not Yet Started	In Progress	In Progress	Gateway is awaiting delivery of a TICO All-Electric Terminal Truck to test on site before committing to the Orange EV equivalent. The truck should be delivered soon and will be tested for two weeks.
2022		O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$125,355.21 will come from the 2020 "DERA Option" and \$37,466.45 will come from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with a MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	Not Yet Started	In Progress	In Progress	F&G has completed the project and submitted the documents required for reimbursement on 6/30/23, their projected completion date. DEEP has reviewed the package and is waiting for supplemental documents.
2022		Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOV1 Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. This project will be reported with the 2020 projects.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started	In Progress	In Progress	Seaview was waiting until the end of the oystering season to put the <i>FV Merrick</i> in dry dock for the engine replacement. The owner has acquired a second vessel and has raised the possibility of substituting that for the repower project, assuming the second vessel meets the EPA eligibility standards.
2022		SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	Not Yet Started	In Progress	In Progress	Sims Metal reports that the new material handler has been ordered.
2022		Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Uniform): DEEP is granting a total of \$368,756.87 to Stamford Uniform, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$3,624.49 will come from the 2020 "DERA Option" and \$257,435.16 from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement, for a total of \$261,059.65 in "DERA Option" funding. In addition, \$107,697.22 is being granted from FY 2019 and 2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	Not Yet Started	In Progress	In Progress	Stamford Linen is working with Kenworth to coordinate delivery of the trucks.
2022		William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the <i>FV Susan</i> , with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine. This project will be reported with the 2020 projects.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started	Not Yet Started	In Progress	William Wilczek reports that the replacement engine has been ordered.

2021		F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Scrap and replace one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.	In Progress	In Progress	Completed	Completed	F & G has completed the project and submitted the documents required for reimbursement on 6/30/23, their projected completion date. DEEP has reviewed the package and is waiting for supplemental documents.
2021		Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrappage and replacement of: • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the <i>FV American Dream</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the <i>FV Joseph Julius</i> with an EMY 2021 or 2022 John Deere or comparable EPA-certified Tier 3 diesel-powered equivalent.	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	- The pump engine replacement in the <i>FV American Dream</i> was completed and the vessel is operational - The <i>FV Joseph Julius</i> is in the shipyard with both engines removed and replaced; working on exhaust and electrical systems with completion anticipated by November.
2021		City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven, CT.	In Progress	In Progress	In Progress	In Progress	New Haven's EV refuse truck is still being assembled, and the vehicle is due at the end of December. New Haven is still considering the substitution of a different vehicle for the one originally scheduled to be replaced. DEEP has requested a new eligibility statement and operational data for the substitute truck.
2021		Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel <i>M/V Mary Ellen</i> with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	Because of delays in ongoing work on another vessel, the <i>Mary Ellen</i> has to remain in service for most of the summer; an extension request was submitted and approved to 12/31/23. Installation is scheduled to begin 11/27/23, and to be completed by 12/14/23.
2021		Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the <i>FV Nancy E</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress			Joe's Boathouse withdrew from the program on 5/4/23. Funds were used for projects selected for the FY2022 DERA program.
2021		Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent.	Scrap and replace one EMY 2008 diesel-powered school bus with an EMY 2022 diesel-powered equivalent	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	In Progress	In Progress	In Progress	In Progress	Tirollo has been in constant contact with the vendor, who reports that Tirollo's bus is now scheduled to be built in November.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	DEEP continued working with the grantees to draft Scopes of Work (SOWs), Purchase Requisitions, and the DERA Option D-4 form for the projects selected in 2022. EPA approved DEEP's extension request to allow expenditure of funds made available from the withdrawal of a 2020-funded project. DEEP launched its 2022 State DERA project solicitation and began reviewing the 15 proposals submitted.	DEEP continued working with the grantees to draft SOWs, Purchase Requisitions, and Contracts. The DERA Option D-4 form for the projects selected in 2022 were completed and are being reviewed prior to submission. DEEP reviewed and ranked the 15 proposals FY 23 proposals submitted, with the goal of maximizing electric replacements and marine repowers. Selections have been made and are in the approval process.	DEEP approved Scopes of Work (SOWs) for all of the 2021 approved projects and has been working on contracts where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects. Eight projects were selected for the 2022 State DERA grants: four EV projects, three marine repowers and one diesel truck project.. \$701,961.80 remained available from the 2019-2020 grant; these funds will be used toward funding six of the eight new projects: three EV projects, one diesel project, and two fishing boat repowers. Scopes of work (SOWs) have been drafted and executed for most of the projects and other implementation documents for the new projects are being developed.	DEEP approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. The D-4 package was submitted to Wilmington Trust for the 2021 DERA Option projects and approved 7/11/23. The D-4 submission package for the 2022 DERA Option projects was drafted and is being reviewed.

Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter, though two grantees are considering substituting vehicles or vessels.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	Projects with approved SOWs are on schedule. Extension requests were filed by Joe's Boathouse and Hidden Empire Leasing, two marine repowers that should be done in the off-season, but could not secure shipyard space for 2022-2023.	All projects now have approved SOWs and are on or ahead of schedule.	Cross Sound Ferry requested and received an extension to the end of 2023. All other projects are on or ahead of schedule.	New Haven is behind schedule and has not requested an extension. All other projects are on or ahead of schedule.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost shares are being reported in the first quarter.	No cost shares are being reported in the second quarter.	No cost shares are being reported in the third quarter.	No cost shares are being reported in the fourth quarter.
Have there been any major personnel changes during this reporting period?	A new member joined the grants management team and is being mentored in the fifth quarter.	Paul E. Farrell, who, as head of Planning and Standards in DEEP's Bureau of Air Management, has been the signatory on DERA documents, is now Acting Bureau Chief.	One new member joined the grants management team and is being mentored in the seventh quarter.	One member of the grants team left the agency in the eighth quarter and has not been replaced.
Did any public relations events regarding this grant take place during the reporting period?	In October, DEEP launched its 2022 State DERA Solicitation. A webinar was presented on November 3, 2022. Announcements were sent out through various agency websites and distribution lists. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also shared information about such informational webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of the Bipartisan Infrastructure Law Clean School Bus Rebate and Grant programs. DEEP has also 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.
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Home DEEP also maintains a Facebook page, Drive Clean CT, on which DERA announcements and awards are posted. You can link to the site at: https://www.facebook.com/DriveCleanCT/	DEEP 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 sixth quarter, DEEP will complete its selection of projects for 2022 State DERA Funding. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing the projects.	In the seventh quarter, DEEP will draft its workplan revision for the projects selected for 2022 State DERA Funding. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.	In the eighth quarter, DEEP will submit its workplan revision for the projects selected for 2022 State DERA Funding and draft the D-4 document for the 2022 DERA Option Projects. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.	In the ninth quarter, DEEP will launch its 2023 State DERA solicitation and present a webinar for interested parties. DEEP will submit the D-4 document for the 2022 DERA Option Projects. DEEP will continue working with 2021 and 2022 recipients to develop scopes of work, contracts and purchase orders for implementing and completing the projects.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.

What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	A press release will be prepared announcing the 2022 Awards	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA Awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	A press release will be issued announcing the 2023 DERA Proposal Solicitation
		DERA awards will be listed on DEEP's Diesel Grants and Funding on the DEEP website at:		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		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
Do you have any other comments or feedback?				

Subaward Reporting Requirements				
<i>Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.</i>				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Summaries of results of reviews of financial and programmatic reports.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	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 00A00773-6	Project Reporting Period	Jul. to Sep. 2024
Project Title	FY 2022 Connecticut Clean Diesel Grant Program		

Table 11. Year 5 Annual Rate of Expenditure

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

Financial Summary	Quarter 1 Oct. to Dec. 2023					Quarter 2 Jan. to Mar. 2024				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 7,220				\$ 7,220	\$ 3,586				\$ 3,586
Fringe Benefits	\$ 5,762				\$ 5,762	\$ 3,000				\$ 3,000
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -	\$ 129,091	\$ 400,093	\$ 68,841		\$ 598,025
Other					\$ -					\$ -
Direct Cost Total	\$ 12,982	\$ -	\$ -	\$ -	\$ 12,982	\$ 135,677	\$ 400,093	\$ 68,841	\$ -	\$ 604,611
Indirect Charges	\$ 2,666				\$ 2,666	\$ 1,324				\$ 1,324
TOTALS	\$ 15,648	\$ -	\$ -	\$ -	\$ 15,648	\$ 137,002	\$ 400,093	\$ 68,841	\$ -	\$ 605,935

Financial Summary	Quarter 3 Apr. to Jun. 2024					Quarter 4 Jul. to Sep. 2024				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ 12,892				\$ 12,892	\$ 9,932				\$ 9,932
Fringe Benefits	\$ 10,856				\$ 10,856	\$ 7,559				\$ 7,559
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual	\$ -				\$ -			\$ 248,415		\$ 248,415
Other					\$ -					\$ -
Direct Cost Total	\$ 23,747	\$ -	\$ -	\$ -	\$ 23,747	\$ 17,491	\$ -	\$ 248,415	\$ -	\$ 265,906
Indirect Charges	\$ 4,761				\$ 4,761	\$ 3,668				\$ 3,668
TOTALS	\$ 28,508	\$ -	\$ -	\$ -	\$ 28,508	\$ 21,158	\$ -	\$ 248,415	\$ -	\$ 269,574

Table 12. Project Updates - Narrative Responses

Record and update project updates quarterly.

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

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	Write below, as appropriate.

2022	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress	In Progress	DEEP has approved Scopes of Work (SOWs) for all of the 2021 and 2022 approved projects and has been working on contracts and other implementation documents where needed. On June 24, 2024, DEEP requested a no-cost extension to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants. Region 1 approved the request via e-mail on July 5, 2024, and the updated Grant Agreements arrived August 1, 2024. While DEEP had launched the solicitation for 2023 projects on November 9, 2023, with a submission deadline of December 15, 2023, too few applications were submitted to spend the allocated funds, so the application deadline was extended to January 24, 2024. In the eleventh quarter, proposal reviews were completed and recommendations were submitted to the agency leadership for approval. Award letters were sent out in the twelfth quarter for 2023 State DERA
2022	Captain John's Sport Fishing Center, Inc. (Captain John's) A grant of \$60,340.39 is being awarded to Captain John's for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	Completed	Completed	The new Cummins engine for Capt. John's was installed over the winter. The new exhaust system and shaft tube were installed in the spring. Sea trials were successfully completed and the vessel is in operation. Some reimbursement documents have been submitted and reviewed. Additional documents have been requested.
2022	Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van. \$26,817.93 will come from the 2021 "DERA Option" and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	In Progress	In Progress	In Progress	In Progress	In the eleventh quarter, DOT's EV charging station was delivered and installed. The vehicle was delivered in September and is being prepped for service. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project, and sent it to the grantee who reviewed and approved the draft. The document is now going through the internal review and approval process at DEEP, which is required before execution.

2022	Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	In Progress	In Progress	In Progress	Completed	In the twelfth quarter, the EPA-designated destruction of Gateway's replaced 2001 model year diesel-powered terminal truck was completed. Reimbursement request documents were submitted and approved. Payment was made by Wilmington Trust (WT) on September 27, 2024. This was not included in the Finance table because the funds were not related to the 2021-22 DERA Grant.
2022	O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$68,747.01 will come from the 2020 "DERA Option" and \$94,074.65 will come from the 2022 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	Completed	Completed	In the eleventh quarter, O&G's project was completed. In the twelfth quarter, reimbursement request documents were compiled and sent for internal review.
2022	Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	Seaview is experiencing inflation-related financial challenges and considering options to allow it to remain in the program. Among them is the preparation of an extension request and partial reimbursement for an engine with a separate reimbursement for installation. It is also considering withdrawal.
2022	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY 2021 and 2022 State DERA allocations and bonus.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	In Progress	In Progress	In Progress	Completed	In the twelfth quarter, the grantee indicated that the material handler was "seamlessly implemented into the facility's operations and the operators are very happy with the new all-electric machine." The contract was executed on 10/7/2024. Reimbursement documents have been submitted and reviewed. The reimbursement should be completed in the thirteenth quarter.
2022	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen): DEEP is granting a total of \$368,756.87 to Stamford Linen, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$261,167.35 will come from the 2022 "DERA Option," under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 is being granted from FY 2019 and 2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	In Progress	In Progress	In this quarter, Stamford Linen is still working with their vendor to get delivery of the EV trucks. Allegiance Trucks in Hartford reports that several Isuzu NRR EV trucks are currently in production with possible delivery in the first quarter of 2025. Allegiance Trucks supported Stamford Linen's previous report that most of the new inventory is being sent to California.
2022	William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the <i>FV Susan</i> , with a Tier 3 John Deere 4045SFM85 4.5L PowerTech diesel engine. The funds will come from the 2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	Completed	In the twelfth quarter, the project was completed, and the boat is operational. Reimbursement documents are being compiled and reviewed for submission to WT.

2021	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent. The funds will come from the 2020 and 2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.	Completed	Completed	Completed	Completed	F & G's Request for Payment Form was submitted on June 30, 2023; review has been completed and the package has been approved. The project came in under budget so the grant was reduced to \$123,754.71, divided between 2020 (\$54,914.08), and 2021 (\$68,840.63) DERA Option funds. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024. The 2021 funds are listed as DERA Option in the finance table above, the 2020 funds are added to the cost share.
2021	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in 2021 State DERA allocation funds for the scrappage and replacement of: - One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the <i>FV American Dream</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and - One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the <i>FV Joseph Julius</i> with an EMY 2021 or 2022 John Deere or comparable EPA-certified Tier 3 diesel-powered equivalent.	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed	Completed	The repower of two vessels for Hidden Empire Leasing was completed in the ninth quarter. Reimbursement documents were submitted and approved. A reimbursement check was issued on January 17, 2024.
2021	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent. These funds are being granted from FY 2021 State DERA allocation and bonus.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven, CT.	In Progress	In Progress	In Progress	Completed	The old vehicle was scrapped this quarter and training for the new vehicle was completed. There were some warranty issues that were resolved and the new vehicle is in operation. A press event was held on July 16, 2024. Reimbursement paperwork is being compiled and reviewed with payment anticipated in the thirteenth quarter.
2021	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel <i>M/V Mary Ellen</i> with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents. The funds will come from the 2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents.	Improve air quality and public health in communities along Long Island Sound.	In Progress	Completed	Completed	Completed	Work was completed and the vessel returned to service in mid-January 2024. Reimbursement request documents were reviewed and approved by DEEP. WT submission documents were prepared and approved for submission in July. They were approved by WT and payment was made on August 14, 2024.
2021	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the <i>FV Nancy E</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent.	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started				Joe's Boathouse withdrew from the program on May 4, 2023. Funds were used for projects selected for the FY2022 DERA program.
2021	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent. The funds will come from the 2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent.	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	In Progress	In Progress	Completed	Completed	Tirollo's new bus arrived at the end of March and the old bus was scrapped on April 5, 2024. Approved reimbursement request documents were submitted to WT in July and payment was made on August 14, 2024. The project came in under budget so the reimbursement was reduced to \$27,967.44.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. The D-4 package was submitted to Wilmington Trust for the 2022 DERA Option projects on 12/4/23; DEEP is awaiting approval. DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. The D-4 package for the 2022 DERA Option projects was approved by Wilmington Trust DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23, which was extended to 1/24/24 after two few applications had been received. This has set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed. DEEP launched the solicitation for 2023 projects on November 9, 2023, with a submission deadline of December 15, 2023, which was extended to January 24, 2024, after too few applications had been received. Proposals were reviewed and recommendations were submitted to the agency leadership for approval in May; we are still awaiting approval.. This has set back the schedule submitted with the FY 2023-24 Work Plan by about five months.	DEEP selected projects for the 2023 DERA program and began working on implementation documents. However the delays in securing internal approval of the projects selected for 2023 funding have set back the schedule submitted with the FY 2023-24 Work Plan by about five months. DEEP plans to prepare and submit a revised workplan for the new projects with new projections for the timelines.. DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects where needed and assisting in implementation of ongoing projects selected for 2020 DERA Option funding. The D-4 package for the 2022 DERA Option projects is being revised to eliminate projects being funded by 2020 and 2021 DERA Option funds.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles have changed since the last quarter, though two grantees are considering substituting vehicles or vessels.	The owner of Seaview Fisheries acquired a second vessel, the <i>FV Jennifer Jean</i> and has requested that it be substituted for the <i>FV Merrick</i> repower project; DEEP is awaiting documentation that the substitute vessel meets the EPA eligibility standards.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.

Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	F&G Recycling: \$123,754.71 was awarded from 2020 and 2021 VW DERA Option funds; only the 2021 funds are listed above. Hidden Empire Leasing: \$129,091.00 was awarded from 2021 EPA DERA allocation funds	No rebates were awarded in this reporting period; DEEP does not use subawards for its State DERA program.	Cross Sound Ferry: \$220,448.00 was awarded from 2021 DERA Option funds. Tirollo Bus: \$27,967.44 was awarded from 2021 DERA Option funds. Waterfront Enterprises: \$147,477.51 was awarded from 2020 DERA Option funds. This was not listed in the Finance table because the funds were not from the FY2021-22 DERA grant.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	The New Haven EV refuse truck project is behind schedule, and while no extension has been requested, delivery is expected in January of 2024. Captain John's is also behind its original schedule without requesting an extension, but expects the project to be completed in January 2024. While extensions have been granted for delays, generally associated with supply chain and delivery issues, all other projects are on or ahead of schedule.	The New Haven EV refuse truck project is behind schedule; no extension has been requested, and the grantee is still waiting on delivery of the new truck. It apparently has "wiring harness issues." Captain John's is also behind its original schedule without requesting an extension, but expects the project to be completed in by the end of April 2024. Seaview Fisheries is drafting a request for an extension. While extensions have been granted for delays, generally associated with supply chain and delivery issues, all other projects are on or ahead of schedule.	The delays in this reporting period are mostly due to having a limited staff overburdened by the pressure to administer 40 VW EVSE grants along with a normal load of DERA and VW mobile source grants. The newest staff member is being well-mentored and able to take on more and more responsibilities, which helps greatly. On June 24, 2024, DEEP requested a no-cost extension, to September 30, 2025, to allow for completion of the 2019-2020 and 2021-2022 State DERA grants. Region 1 approved the request via e-mail on July 5, 2024, and we are waiting for the updated Grant Agreements. While extensions have been granted for delays, generally associated with supply chain and delivery issues, most projects are on or ahead of schedule.	The delays in securing internal approval of the projects selected for 2023 funding have set back the schedule submitted with the FY 2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Light Duty Zero Emission Vehicle Supply program, and the Clean School Bus program. By committing fewer DERA Option funds and giving up the matching bonus funds, we hope to have fewer DERA projects to manage in the next year.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost shares are being reported in this quarter.	Mandatory cost shares were provided by the grant recipients.	No cost shares are being reported in this quarter.	Mandatory cost shares were provided by the grant recipients.
Have there been any major personnel changes during this reporting period?	One member of the grants team left the agency in the eighth quarter and was replaced in the ninth quarter.	No changes in staffing have occurred in the tenth quarter.	No changes in staffing have occurred in the eleventh quarter.	No changes in staffing have occurred in the eleventh quarter.
Did any public relations events regarding this grant take place during the reporting period?	On 11/9/23, DEEP launched its 2023 State DERA Program with a mass e-mailing and agency press release. A webinar describing the program followed on 11/16/23. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for HDVs and multi-pollutant emission standards for LMDVs. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for MHDVs and multi-pollutant emission standards for LMDVs. Some of these compared the EPA standards to CARB's. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	On July 16, 2024, The City of New Haven held a Press Event to announce their new EV refuse truck: https://www.newhavenindependent.org/article/city_debuts_cts_first_electric_trash_truck Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Clean School Bus Rebate and Grant programs. DEEP has also attended and participated in informational webinars related to the Phase 3 GHG emission standards for MHDVs. Some of these compared the EPA standards to CARB's. DEEP also routinely shares information about such webinars with interested parties in Connecticut.
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at	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	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	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	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
What project activities are planned for the next reporting period?	In the tenth quarter, DEEP will review and select projects to be funded through its 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the two completed projects will receive their reimbursements.	In the eleventh quarter, DEEP will review and select projects to be funded through its 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the newly completed projects will receive their reimbursements.	In the twelfth quarter, DEEP will award and announce the recipients of grants from the 2023 State DERA program. DEEP will then begin to develop SOWs and other implementation documents for those new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for the newly completed projects will receive their reimbursements. DEEP will begin planning for the launch of the second year of the State DERA 2023-24 grant program.	In the thirteenth quarter, DEEP will continue to develop SOWs and other implementation documents for the 2023 projects and prepare a workplan revision describing the new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be launching the second year of the State DERA 2023-24 grant program with a webinar and e-mail announcements.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP maintains a website for Diesel Grants and Funding on the DEEP website; DERA awards will be listed on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home
Do you have any other comments or feedback?	No	No	No	No

Subaward Reporting Requirements				
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				
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.

U. S. Environmental Protection Agency
DERA National Grant Report
Financial and Narrative Summary - Year 4

Grant Recipient	Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 4	\$ 655,912
Grant Number	DS 00A00773-6	Project Reporting Period	Jul. to Sep. 2025
Project Title	2022 Connecticut Clean Diesel Grant Program		

Table 11. Year 5 Annual Rate of Expenditure										
Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.										
Financial Summary	Quarter 1 Oct. to Dec. 2024					Quarter 2 Jan. to Mar. 2025				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel					\$ -					\$ -
Fringe Benefits					\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual	\$ 415,308	\$ 994,203			\$ 1,409,511	\$ 240,604	\$ 932,563	\$ 93,132		\$ 1,266,299
Other					\$ -					\$ -
Direct Cost Total	\$ 415,308	\$ 994,203	\$ -	\$ -	\$ 1,409,511	\$ 240,604	\$ 932,563	\$ 93,132	\$ -	\$ 1,266,299
Indirect Charges					\$ -					\$ -
TOTALS	\$ 415,308	\$ 994,203	\$ -	\$ -	\$ 1,409,511	\$ 240,604	\$ 932,563	\$ 93,132	\$ -	\$ 1,266,299
Financial Summary	Quarter 3 Apr. to Jun. 2025					Quarter 4 Jul. to Sep. 2025				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
Personnel	\$ -				\$ -	\$ -				\$ -
Fringe Benefits	\$ -				\$ -	\$ -				\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual	\$ -	\$ -	\$ -		\$ -	\$ -				\$ -
Other	\$ -				\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ -				\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 12. Project Updates - Narrative Responses

Record and update project updates quarterly.

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

Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	Write below, as appropriate.
FY2022 DERA State Grant	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress	In Progress	DEEP has approved Scopes of Work (SOWs) and completed contracts for all of the FY2021-2022 approved projects, except for Stamford Linen DEEP is working with Stamford Linen to update their SOW and draft a contract. DEEP previously requested and received a no-cost extension to September 30, 2025, to allow for completion of the FY2019-2020 and FY2021-2022 State DERA grants; the updated Grant Agreement arrived August 13, 2025. In the sixteenth quarter, DEEP prepared and submitted workplan revisions for the FY2019-2020 grant and the FY2021-22 grant for extension requests to cover projects selected in 2023 and 2024 but covered by rollover funds. EPA approved the revisions and granted the extesions on August 13, 2025; the new grant agreements expire on September 30, 2026. DEEP also prepared a D-4 application for the 2023 projects, which was submitted to WT on August 6, 2025. DEEP continued working with grantees on SOWs. The SOW was re-drafted and a contract was drafted for Stamford Uniform, Linen, Towel and Napkin LLC, one of two remaining project scheduled to receive DERA Option Funding from the 2020 Grant Agreement DS 00A00174-5. The remaining funds from this grant will be goong to two projects proposed for the FY2023-2024 DERA grant, DS 00A01434-2.
FY2022 DERA State Grant	Captain John’s Sport Fishing Center, Inc. (Captain John’s) A grant of \$60,340.39 is being awarded to Captain John’s for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the <i>FV Sunbeam VI</i> (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the FY2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed	Completed	The repower for Captain John's was completed in the spring of 2024. Sea trials were successfully completed and the vessel is in operation. The reimbursement documents were approved internally and submitted to WT on January 27, 2025. WT approved the reimbursement on February 11, 2025.

FY2022 DERA State Grant	Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van. \$26,817.93 will come from the 2021 “DERA Option” and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van.	The van will serve elderly, disabled and non-ADA customers within 12 communities, many environmental justice areas, in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	Completed	Completed	Completed	Completed	In the eleventh quarter, CT DOT's EV charging station was delivered and installed. The vehicle was delivered in September of 2024 and has been put into service. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project. The document was executed on October 25, 2024. The project has been completed and reimbursement documents have been submitted and approved. This project came in under budget at \$129,404.00 and reimbursement of \$15,735.20 will come from the 2021 “DERA Option” and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY2022 State DERA allocation and bonus. Payment requests were submitted to WT and approved on August 26, 2025. The request for DERA funds will be submitted to EPA in the seventeenth quarter and the complete set of expenditures for this grant will be entered in that quarter's report.
FY2022 DERA State Grant	Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the FY2020 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	Completed	Completed	Completed	Completed	In the twelfth quarter, the EPA-designated destruction of Gateway's replaced 2001 model year diesel-powered terminal truck was completed. Reimbursement request documents were submitted and approved. Payment was made by Wilmington Trust (WT) on September 27, 2024. Because this project came in under budget, the reimbursement was reduced to \$147,477.51.
FY2022 DERA State Grant	O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$68,747.01 will come from the FY2020 "DERA Option" and \$94,074.65 will come from the FY2022 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	Completed	Completed	Completed	Completed	In the eleventh quarter, O&G's project was completed. In the twelfth quarter, reimbursement request documents were compiled and sent for internal review. The reimbursement request was submitted to WT in the fourteenth quarter. The project came in under budget so the amount drawn from the FY2022 DERA Option funds was reduced to \$93,131.99 while the portion from the FY2020 DERA Option remained the same, at \$68,747.01. WT approved the reimbursement of \$161,879.00 on March 19, 2025.

FY2022 DERA State Grant	Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the <i>FV Merrick</i> with an EMY 2022 or 2023 EPA certified Tier 3 diesel-powered equivalent. The funds will come from the 2020 “DERA Option” under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1975 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started				Seaview experienced inflation-related financial challenges and, after considering options to allow it to remain in the program, Seaview requested withdrawal from the program via e-mail in the twelfth quarter, on October 7, 2024.
FY2022 DERA State Grant	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the FY2020 “DERA Option” under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY2021 and FY2022 State DERA allocations and bonuses.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the environmental justice community surrounding the Port of New Haven in New Haven, CT.	Completed	Completed	Completed	Completed	In the thirteenth quarter, reimbursement documents were compiled, reviewed and submitted to DEEP and to WT. Payment of \$192,092.55 in FY2020 DERA Option funds was received from WT on December 9, 2024; this was not added to the cost share in the financial report since it was not a part of the 2021-22 DERA grant. A separate payment of \$415,307.55 was made from FY2021 and 2022 State DERA allocations and bonuses. The grantee reported that the material handler was "seamlessly implemented into the facility's operations and the operators are very happy with the new all-electric machine."
FY2022 DERA State Grant	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen): DEEP is granting a total of \$368,756.87 to Stamford Linen, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$261,167.35 will come from the FY2022 "DERA Option," under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 is being granted from FY2019 and FY2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	In Progress	In Progress	Stamford Linen had previously experienced some delays due to the fact that most of the inventory was being sent to California. In this quarter, the grantee decided to stay with the original plan to replace two trucks, rather than expanding their project to a three-truck replacement. Stamford Linen is confirming with the vendors the current pricing for the vehicles and charging stations, and expects to have the contracts executed in the seventeenth quarter (October 2025). The contracts should provide projected delivery dates for the trucks. This project has been included in the FY2019-2020 report for grant DS 00A00174-5.
FY2022 DERA State Grant	William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the <i>FV Susan</i> , with a Tier 3 John Deere 4045SFM85 4.51 PowerTech diesel engine. The funds will come from the FY2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed	Completed	In the eleventh quarter, the project was completed, and the <i>FV Susan</i> was operational. Reimbursement documents were compiled and reviewed internally before submission to WT. The reimbursement request for FY2020 DERA Option funds was submitted to WT and reimbursed on December 9, 2024. The project came in under budget so the award was reduced to \$35,690.89. This was not included in the financial report because the funds were not related to the FY2021-22 DERA grant.

FY2021 DERA State Grant	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent. The funds will come from the FY2020 and FY2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT, an environmental justice community.	Completed	Completed	Completed	Completed	F & G Recycling's Request for Payment Form was submitted on June 30, 2023; review has been completed and the package has been approved. The project came in under budget so the grant was reduced to \$123,754.71, divided between FY2020 and FY2021 DERA Option funds. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024.
FY2021 DERA State Grant	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in FY2021 State DERA allocation funds for the scrappage and replacement of: • One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the <i>FV American Dream</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable EPA-certified Tier 3 diesel-powered equivalent, and • One 2001 EMY John Deere 4045DM, Tier 0 auxiliary diesel pump engine and one 2001 EMY John Deere 6081AFM01 Tier 0 propulsion engine in the <i>FV Joseph Julius</i> with an EMY 2021 or 2022 John Deere or comparable EPA-certified Tier 3 diesel-powered equivalent.	Scrap and replace one marine propulsion engine and two auxiliary engines with Tier 3 equivalents on two vessels.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed	Completed	The repower of two vessels for Hidden Empire Leasing was completed in the ninth quarter. Reimbursement documents were submitted and approved. A reimbursement check was issued on January 17, 2024.
FY2021 DERA State Grant	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent. These funds are being granted from FY2021 State DERA allocation and bonus.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven, CT.	Completed	Completed	Completed	Completed	The old vehicle was scrapped in the twelfth quarter and training for the new vehicle was completed. There were some warranty issues that were resolved and the new vehicle is in operation. A press event was held on July 16, 2024. Reimbursement paperwork was compiled, reviewed, and approved. Payment of \$240,604.00, from FY2021 EPA DERA funds was made on December 31, 2024.
FY2021 DERA State Grant	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel <i>M/V Mary Ellen</i> with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents. The funds will come from the FY2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed	Completed	Work on the <i>M/V Mary Ellen</i> was completed and the vessel returned to service in mid-January 2024. Reimbursement request documents for FY2020 VW DERA Option funds were reviewed and approved by DEEP. WT submission documents were prepared and approved for submission in July. They were approved by WT and payment was made on August 14, 2024.
FY2021 DERA State Grant	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the <i>FV Nancy E</i> with an EMY 2021 or 2022 John Deere 4045TFM85 or comparable Tier 3 diesel-powered equivalent.	Scrap and replace one EMY 1993 marine auxiliary engine with a Tier 3 equivalent.	Improve air quality and public health in communities along Long Island Sound.	Not Yet Started				Joe's Boathouse withdrew from the program on May 4, 2023. Funds were used for projects selected for the FY2022 DERA program.

FY2021 DERA State Grant	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent. The funds will come from the FY2021 “DERA Option” funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent.	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	Completed	Completed	Completed	Completed	Tirollo's new bus arrived at the end of March 2024 and the old bus was scrapped on April 5, 2024. Approved reimbursement request documents were submitted to WT in July and payment was made on August 14, 2024. The project came in under budget so the reimbursement was reduced to \$27,967.44.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	After long delays in securing internal approval for the 2023 DERA selections, DEEP has continued working on implementation documents for the projects selected for the 2023 DERA program. DEEP plans to prepare and submit a revised workplan for the new projects with new projections for the timelines in the fourteenth quarter. DEEP has been working on contracts and other implementation documents for the FY 2021-2022 projects, along with reimbursement requests. That effort includes assisting in implementation of ongoing projects selected in 2022 to receive 2020 DERA Option funding. The D-4 package for the 2022 DERA Option projects has been revised to eliminate projects being funded by 2020 and 2021 DERA Option funds; the revision has been submitted to WT and is awaiting approval.	After long delays in securing internal approval for the 2023 DERA selections, DEEP has continued working on implementation documents for the projects selected for the FY2023 DERA program. DEEP prepared and submitted a revised workplan for the new projects with new projections for the timelines in the fourteenth quarter. DEEP has executed contracts and other implementation documents for the FY 2021-2022 projects, along with some reimbursement requests. That effort includes assisting in implementation of ongoing projects selected in 2022 to receive FY2020 DERA Option funding. The D-4 package for the FY2022 DERA Option projects was revised to eliminate projects being funded by FY2020 and FY2021 DERA Option funds; the revision was submitted to WT and approved February 24, 2025.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. DEEP continues to work with FY2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. Due to delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY2023-24 Work Plan has been set back by about one to two months. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan by an additional three months. Workplans are being revised to meet new EPA standards and to submit if extensions are required.	Due to delays in receiving project selection approvals from DEEP leadership, the 2024 State DERA schedule submitted with the FY2023-24 Work Plan has been set back by about three months. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan. DEEP submitted a revised FY2021-22 Work Plan to EPA on July 24, 2025, for an extension to allow the leftover funds to be used for the 2024 grants. The revised Work Plan was approved by EPA on August 13, 2025. The FY2023-24 Work Plan was revised and submitted to EPA on August 7, 2025; EPA approved the revision on August 27, 2025. Stamford Linen's project had been delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. In this quarter, having found a vendor, Stamford Linen is confirming with the vendors the current pricing for the vehicles and charging stations, and expects to have the contracts executed in the seventeenth quarter. The contracts should provide projected delivery dates for the trucks.
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.

Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	Sims Metal: \$192,092.55 was awarded from 2020 VW DERA Option funds and \$415,307.55 was awarded from 2021 and 2022 EPA DERA allocation funds. The 2020 funds were added to the cost share in the financial table above so that the total project cost would be accurate. Fishing Vessel Susan LLC: \$35,690.89 was awarded from 2020 VW DERA Option funds, which are in the FY2020 grant quarterly report and not reported above.	City of New Haven (New Haven): DEEP granted \$240,604.00 in FY2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent. These funds are being granted from FY2021 State DERA allocation and bonus. Captain John's: A grant of \$60,340.39 was awarded from the FY2020 “DERA Option” funds from the VW NOx Mitigation Trust Agreement. These funds are in the FY2020 grant quarterly report and not reported above. O&G: DEEP granted \$68,747.01 from the FY2020 "DERA Option" and \$93,131.99 from the FY2022 “DERA Option” under VW NOx Mitigation Trust Agreement. The FY2020 funds were added to the cost share in the financial table above so that the total project cost would be accurate.	No rebates or subawards were awarded during this reporting period.	No rebates or subawards were awarded during this reporting period.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	The delays in securing internal approval of the projects selected for FY2023 funding have set back the schedule submitted with the FY2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Light-Duty Electric Vehicle Charging Infrastructure Program (EVSE) program, and the Clean School Bus program. By committing fewer DERA Option funds and giving up the matching bonus funds, we hope to have fewer DERA projects to manage in the FY2024 program. Stamford Linen is still trying to find a vendor that can deliver the electric trucks to Connecticut.	The delays in securing internal approval of the projects selected for FY2023 funding have set back the schedule submitted with the FY2023-24 Work Plan by about five months. We are still struggling with a small staff trying to cover the State DERA program, the VW Electric Vehicle Supply Equipment (EVSE) Round 1 program, and the Clean School Bus program. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. Stamford Linen appears to have found a vendor that can deliver the electric trucks to Connecticut.	The delays in securing internal approval of the projects selected for FY2023 funding have set back the schedule submitted with the FY2023-24 Work Plan by about five months. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. Some of these projects are to be covered by funds rolled over from the FY2021-22 grant and will require an extension request. Stamford Linen appears to have found a vendor that can deliver the electric trucks to Connecticut. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan by an additional three months.	The delays in securing internal approval of the projects selected for FY2024 funding have set back the schedule submitted with the FY2023-24 Work Plan by about three months. Having found a vendor, in this quarter, Stamford Linen is confirming with the vendors the current pricing for the vehicles and charging stations, and expects to have the contracts executed in the seventeenth quarter. Having established a possible solution to its project eligibility issues, one FY2024 DERA applicant continued to have issues with the revisions to their proposed project. The revised applications were either incomplete or with inconsistencies; therefore, DEEP had to request multiple revisions. This further set back the schedule submitted with the Work Plan and the award letters for the FY2024 projects are now projected to go out in the seventeenth quarter.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	Mandatory cost shares were provided by the grant recipients.	Mandatory cost shares were provided by the grant recipients.	With no rebates being issued in this quarter, no mandatory cost shares were provided.	With no rebates being issued in this quarter, no mandatory cost shares were provided.

Have there been any major personnel changes during this reporting period?	No changes in staffing have occurred in this quarter.	No changes in staffing have occurred in this quarter.	No changes in staffing have occurred in this quarter.	No changes in staffing have occurred in this quarter.
Did any public relations events regarding this grant take place during the reporting period?	Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Grant programs. DEEP has also attended and participated in informational exchanges with OTC and NACAA Mobile Sources groups. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	On January 9, 2025, DEEP launched its FY2024 State DERA Program with a mass e-mailing, agency press release, and a webinar describing the program. Throughout this quarter, DEEP participated in a number of informational webinars and events, some in conjunction with Region 1, related to the promotion of EPA's Grant programs. DEEP has also attended and participated in informational exchanges with OTC and NACAA Mobile Sources groups. DEEP also routinely shares information about such webinars with interested parties in Connecticut.	No dedicted public relations events occurred during this reporting period.	No dedicted public relations events occurred during this reporting period.
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants
	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at	DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at
	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive	https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive

What project activities are planned for the next reporting period?	In the fourteenth quarter, DEEP will continue to develop SOWs and other implementation documents for the 2023 funded projects and prepare a workplan revision describing the new projects. DEEP will continue working with 2021 and 2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be reviewing proposals submitted for the second year of the State DERA 2023-24 grant program.	In the fifteenth quarter, DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The D-4 for the FY2023 projects will be completed and submitted to WT. DEEP will continue working with FY2021 and FY2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. DEEP will be selecting and approving proposals submitted for the second year of the State DERA FY2023-24 grant program. A workplan revision and D-4 application will be developed for submission to Region 1 and WT.	In the sixteenth quarter, DEEP will announce the recipients of the FY2024 State DERA grants. DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The D-4 for the FY2023 projects will be submitted to WT and the FY2024 D-4 documents will be prepared. DEEP will continue working with FY2021 and FY2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Workplan revisions will be developed for submission to Region 1.	In the seventeenth quarter, DEEP will announce the recipients of the FY2024 State DERA grants. DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The D-4 for the FY2023 projects will be approved by WT and the FY2024 D-4 documents will be prepared. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Work Plan revisions for the selected FY2024 projects will be developed for submission to Region 1. Additional revisions may be needed to cover possible extension requests and to resolve the issues surrounding the substituted 1995 truck in the 2020 Cariati grant.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants
	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home	DEEP has also established a website for its Volkswagen NOX Mitigation Program. DERA Option awards are listed under "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Home
Do you have any other comments or feedback?	No	No	No	No

Subaward Reporting Requirements				
Please provide subaward updates on the project. As quarterly reports are submitted, indicate updates or changes for each quarter. For each quarter, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Summaries of results of reviews of financial and programmatic reports.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.

Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	N/A	N/A	N/A	N/A
Environmental results the subrecipient achieved	N/A	N/A	N/A	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A	N/A	N/A	N/A
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	N/A	N/A	N/A	N/A

U. S. Environmental Protection Agency DERA National Grant Report Financial and Narrative Summary - Year 5	
---	--

Grant Recipient	CT Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 5	\$ 80,222
Grant Number	DS 00A00773-6	Project Reporting Period	Jan. to Mar. 2026
Project Title	2022 Connecticut Clean Diesel Grant Project		

Table 11. Year 5 Annual Rate of Expenditure Record and update project expenses quarterly. Previous quarters should remain and edits should be made to the quarterly report being submitted.										
Financial Summary	Quarter 1 Oct. to Dec. 2025					Quarter 2 Jan. to Mar. 2026				
	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended the Reporting Period	Mandatory Cost Share Expended the Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
	Personnel	\$ 20,546			\$ 20,546					\$ -
Fringe Benefits	\$ 14,948				\$ 14,948					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual	\$ 37,466	\$ 76,202	\$ 15,735		\$ 129,404					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ 72,960	\$ 76,202	\$ 15,735	\$ -	\$ 164,898	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 7,262				\$ 7,262					\$ -
TOTALS	\$ 80,222	\$ 76,202	\$ 15,735	\$ -	\$ 172,159	\$ -	\$ -	\$ -	\$ -	\$ -
Financial Summary	Quarter 3 Apr. to Jun. 2026					Quarter 4 Please select reporting quarter.				
	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost	Federal Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Match Expended this Reporting Period		Total Project Cost
			VW Mitigation Funds	Other Funds				VW Mitigation Funds	Other Funds	
	Personnel				\$ -					\$ -
Fringe Benefits					\$ -					\$ -
Travel					\$ -					\$ -
Equipment					\$ -					\$ -
Supplies					\$ -					\$ -
Contractual					\$ -					\$ -
Other					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges					\$ -					\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 12. Project Updates - Narrative Responses Record and update project updates quarterly.								
Please paste the planned activities, outputs, and outcome from the submitted workplan information. Provide updates and if any changes occurred, please provide that information accordingly. In the 'Progress to Date' column, please use the dropdown to indicate if the activity is 1) Not yet started, 2) In progress, or 3) Completed. Please indicate the fiscal year of DERA grant funds used for the activity described within the table.								
Fiscal Year	Activities	Anticipated Outputs	Anticipated Outcomes	Progress to Date				Progress Notes
				Q1	Q2	Q3	Q4	Write below, as appropriate.
FY2022 DERA State Grant	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Administrative Activities:	Scopes of Work (SOWs), Purchase Orders, Contracts, VW D-4s & other implementation documents	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress		DEEP has approved Scopes of Work (SOWs) and completed contracts for all of the FY2021-2022 approved projects, except for Stamford Linen. DEEP is working with Stamford Linen to update their SOW and draft a contract. DEEP previously requested and received a no-cost extension to September 30, 2025, to allow for completion of the FY2019-2020 and FY2021-2022 State DERA grants; the updated Grant Agreement arrived August 13, 2025. In the seventeenth quarter, DEEP prepared and submitted workplan revisions for the 2019-2020 grant and the FY2021-22 grant for extension requests to cover projects selected in 2023 and 2024 but covered by rollover funds. EPA approved the revisions and granted the extensions on August 13, 2025; the new grant agreements expire on September 30, 2026. In the seventeenth quarter, DEEP worked with Tilcon Connecticut, Inc. (Tilcon), which was selected for DERA funding in 2023, on implementation and reimbursement documents for FY2020 and FY2023 DERA Option funds to cover their project to replace a cement mixer and a dump truck. DEEP also completed a revised D-4 for Wilmington Trust (WT) describing the projects covered by rollover funds from the FY2020 DERA grant, DS 00A00174. This document is being further revised to account for allocation changes associated with rollover funds utilized for the 2023-34 DERA grant. In the seventeenth quarter, DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information; selections were made and award letters were sent on 12/23/2025 and 12/29/2025. DEEP is working with the one new grantee, the City of Stamford, to develop an SOW for the project. This grant has been extended to September 30, 2026. DEEP requested and was granted another extension to September 30, 2027 to ensure coverage of the Stamford Uniform project and to protect the DERA Option rollover funds associated with this grant. However, as will be discussed below, a significant portion of the Stamford Uniform grant was to have been covered by 2020 DERA Option funds, which are subject to a seven-year limit and expire September 30 2026.

U. S. Environmental Protection Agency DERA National Grant Report <i>Financial and Narrative Summary - Year 5</i>	
--	--

Grant Recipient	U.S. Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 5	\$	80,222
Grant Number	DS 00A00773-6	Project Reporting Period	Jan. to Mar. 2026	
Project Title	2022 Connecticut Clean Diesel Grant Program			

FY2024 DERA State Grant	City of Stamford (Stamford): In 2024, a grant of \$789,937.20 was awarded to Stamford to replace six diesel refuse trucks (two MY 2010 Crane Carrier Corporation LET2-45 trucks, one MY 2008 Crane Carrier Corporation LET2-45 truck, two MY 2002 International 7400SFA 4X2 trucks, and one MY 2009 Mack GU712 truck) with three new electric equivalents. Stamford is combining the mileage of the vehicles as three sets of two in order to reach EPA's 7,000 miles/year minimum usage criteria for the DERA program. A total of \$338,996.00 will come from 2024 DERA allocation, \$448,684.00 will come from 2023 DERA allocation and bonus, and \$2,257.20 will come from unspent DERA Option funds from this 2021 VW DERA grant. The three new replacement trucks will operate in Stamford. The grant represents 45% of the total cost of this EV project (\$1,755,416.00).	Scrap and replace six diesel trucks with three EV equivalents	Improve air quality and public health in Stamford.	In Progress	In Progress	In Progress		The award letter was sent to the grantee on 12/29/2025. DEEP is in the process of drafting the SOW and contract. This project is also being reported in the FY 2023-2024 report for grant DS 00A01434-3. . This project has been included in the FY2023-2024 report for grant DS 00A00174-5.
FY2022 DERA State Grant	Captain John's Sport Fishing Center, Inc. (Captain John's): A grant of \$60,340.39 is being awarded to Captain John's for the scrappage and replacement of one 1981 Tier 0 Detroit 892N diesel propulsion engine, engine serial number (ESN) 08VF073349, on the FV Sunbeam VI (Vessel ID #1034431), with a Tier 3 Cummins QSL9 diesel engine. The funds will come from the FY2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1981 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed		The repower for Captain John's was completed in the spring of 2024. Sea trials were successfully completed and the vessel is in operation. The reimbursement documents were approved internally and submitted to WT on January 27, 2025. WT approved the reimbursement on February 11, 2025.
FY2022 DERA State Grant	Connecticut Department of Transportation (CT DOT): A grant of \$69,314.53 awarded to CT DOT will be used to scrap and replace one model year (MY) 2005 diesel-powered Class 7 New Flyer XD40 transit bus with a 2024 Ford E-Transit 350 Class 3 transit van. \$26,817.93 will come from the 2021 "DERA Option" and \$5,030.15 will come from the 2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY 2022 State DERA allocation and bonus.	Scrap and replace one Class 7 diesel-powered transit bus with a Class 3 EV transit van	The van will serve elderly, disabled and non-ADA customers within 12 communities in the greater Waterbury, Meriden, and Wallingford service area. This will improve the health of those using the service and those living in the communities served.	Completed	Completed	Completed		In the eleventh quarter, CT DOT's EV charging station was delivered and installed. The vehicle was delivered in September of 2024 and has been put into service. To satisfy a new legal requirement, DEEP drafted a state Memorandum of Understanding, which acts as a contract for the project. The document was executed on October 25, 2024. The project has been completed and reimbursement documents have been submitted and approved. This project came in under budget at \$129,404.00 and reimbursement of \$15,735.20 will come from the FY2021 "DERA Option" and \$5,030.15 will come from the FY2020 "DERA Option" under VW NOx Mitigation Trust Agreement. In addition, \$37,466.45 will come from FY2022 State DERA allocation and bonus. Payment requests were submitted to WT and approved on August 26, 2025. The request for DERA funds was submitted to EPA and drawn down in the sixteenth quarter and the expenditures associated with this grant, DERA and DERA Option, are entered above.
FY2022 DERA State Grant	Waterfront Enterprises, LLC (DBA Gateway Terminal): DEEP is granting a total of \$159,504.41 to Waterfront Enterprises, LLC (DBA Gateway Terminal) (Gateway) to replace one 2001 MY diesel-powered TICO terminal tractor, VIN 151568BTA643380; the engine is a 2001 MY Cummins model 6BTA engine, Serial Number 46108462. The vehicle will be replaced with a MY 2023 all-electric Orange EV e-Triever or equivalent EV terminal tractor. The funds will come from the FY2020 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 1 diesel terminal tractor with a MY 2023 electric equivalent.	Improve air quality and public health in the community surrounding the Port of New Haven in New Haven, CT	Completed	Completed	Completed		In the twelfth quarter, the EPA-designated destruction of Gateway's replaced 2001 model year diesel-powered terminal truck was completed. Reimbursement request documents were submitted and approved. Payment was made by Wilmington Trust (WT) on September 27, 2024. Because this project came in under budget, the reimbursement was reduced to \$147,477.51.
FY2022 DERA State Grant	O&G Industries, Inc.: DEEP is granting \$162,821.66 to O&G Industries, Inc. (O&G) toward the scrappage and replacement of two Oshkosh model S-2346 front discharge mixers, MY 2001 and 2002, with MY 2023 Oshkosh model S-2305 diesel equivalents. \$68,747.01 will come from the FY2020 "DERA Option" and \$94,074.65 will come from the FY2022 "DERA Option" under VW NOx Mitigation Trust Agreement.	Scrap and replace two diesel concrete mixers with MY 2023 diesel-powered equivalents.	Improve air quality and public health in and around Bridgeport, CT.	Completed	Completed	Completed		In the eleventh quarter, O&G's project was completed. In the twelfth quarter, reimbursement request documents were compiled and sent for internal review. The reimbursement request was submitted to WT in the fourteenth quarter. The project came in under budget so the amount drawn from the FY2022 DERA Option funds was reduced to \$93,131.99 while the portion from the FY2020 DERA Option remained the same, at \$68,747.01. WT approved the reimbursement of \$161,879.00 on March 19, 2025.
FY2022 DERA State Grant	Seaview Fisheries (Seaview): Seaview plans to use its grant of \$21,934.24 for the scrappage and replacement of one diesel-powered 1975 EMY Caterpillar NOVI Tier 0 propulsion engine in the 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.	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	Not Yet Started	Not Yet Started		Seaview experienced inflation-related financial challenges and, after considering options to allow it to remain in the program, Seaview requested withdrawal from the program via e-mail in the twelfth quarter, on October 7, 2024.
FY2022 DERA State Grant	SMM New England Corp. (DBA Sims Metal): A grant of \$607,400.10, awarded to Sims Metal, will be used to scrap and replace one Tier 2, MY 2004, Sennebogen 835M, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure. \$192,092.55 will come from the FY2020 "DERA Option" under VW NOx Mitigation Trust Agreement, and \$415,307.55 from FY2021 and FY2022 State DERA allocations and bonuses.	Scrap and replace one Tier 2, MY 2004, diesel-powered scrap metal material handler with an electric equivalent. Grant funding will include the electric charging infrastructure.	Improve air quality and public health in the community surrounding the Port of New Haven in New Haven, CT.	Completed	Completed	Completed		In the thirteenth quarter, reimbursement documents for SIMS Metals were compiled, reviewed and submitted to DEEP and to WT. Payment of \$192,092.55 in FY2020 DERA Option funds was received from WT on December 9, 2024; this was not added to the cost share in the financial report since it was not a part of the FY2021-22 DERA grant. A separate payment of \$415,307.55 was made from FY2021 and FY2022 State DERA allocations and bonuses. The grantee reported that the material handler was "seamlessly implemented into the facility's operations and the operators are very happy with the new all-electric machine."

U. S. Environmental Protection Agency DERA National Grant Report <i>Financial and Narrative Summary - Year 5</i>	
--	--

Grant Recipient	F Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 5	\$	80,222
Grant Number	DS 00A00773-6	Project Reporting Period	Jan. to Mar. 2026	
Project Title	2022 Connecticut Clean Diesel Grant Program			

FY2022 DERA State Grant	Stamford Uniform, Linen, Towel and Napkin LLC (Stamford Linen): DEEP is granting a total of \$368,756.87 to Stamford Linen, to scrap and replace one class 6, MY 2014, diesel-powered Hino 268 box truck and one class 5, MY 2018, diesel-powered Isuzu NPR box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure. \$261,167.35 will come from the FY2022 "DERA Option," under VW NOx Mitigation Trust Agreement. In addition, \$107,589.52 is being granted from FY2019 and FY2020 State DERA allocations and bonuses.	Scrap and replace one class 6, MY 2014, diesel-powered box truck and one class 5, MY 2018, diesel-powered box truck with electric equivalents. Grant funding will include the electric vehicle charging infrastructure.	Improve air quality and public health in and around Bridgeport, CT, an environmental justice community.	In Progress	In Progress	In Progress		Stamford Linen had previously experienced some delays due to the fact that most of the inventory was being sent to California. Having decided to stay with the original plan to replace two trucks, rather than expanding their project to a three-truck replacement, Stamford Linen is confirming with the vendors the current pricing for the vehicles and charging stations. In the previous quarter, the preferred vendor agreed to deliver a test vehicle to confirm that an EV will meet Stamford Linen's needs. A successful test has led to the drafting of contracts that will provide projected delivery dates for the trucks. An extension request revealed that the 2019-2020 DERA Option grant that was to have funded a portion of this grant has a seven-year limit and will expire September 30, 2026. Other funding is being sought to cover this grant if needed. This project has been included in the FY2019-2020 report for grant DS 00A00174-5.
FY2021 DERA State Grant	William Wilczek/Fishing Vessel Susan LLC: A grant of \$36,839.60 is being awarded to William Wilczek for the scrappage and replacement of one 1998 Tier 0 John Deere Series 300 diesel propulsion engine, engine serial number (ESN) T06068T580528, on the FV Susan, with a Tier 3 John Deere 4045SFM85 4.5l PowerTech diesel engine. The funds will come from the FY2020 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one Tier 0 diesel EMY 1998 marine propulsion engine with a Tier 3 diesel equivalent.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed		In the eleventh quarter, the project was completed, and the <i>FV Susan</i> was operational. Reimbursement documents were compiled and reviewed internally before submission to WT. The reimbursement request for FY2020 DERA Option funds was submitted to WT and reimbursed on December 9, 2024. The project came in under budget so the award was reduced to \$35,690.89. This was not included in the financial report for that quarter because the funds were not related to the FY2021-22 DERA grant. In this quarter, it was determined that allowing DEEP to go forward with this project with insufficient annual operating hours was a misunderstanding. Wilczek provided a detailed accounting of the reduction in operating hours since Covid. EPA has evaluated this information and efforts are currently underway to resolve the issue.
FY2021 DERA State Grant	F & G Recycling, LLC (F & G Recycling): A grant of \$123,883.60 awarded to F & G Recycling will be used to scrap and replace of one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent. The funds will come from the FY2020 and FY2021 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one engine model year (EMY) 2005 diesel-powered yard spotter with a MY 2023 EV equivalent.	Improve air quality and public health in Waterbury, CT.	Completed	Completed	Completed		F & G Recycling's Request for Payment Form was submitted on June 30, 2023; review has been completed and the package has been approved. The project came in under budget so the grant was reduced to \$123,754.71, divided between FY2020 and FY2021 DERA Option funds. The WT Attachment A package was submitted on January 23, 2024, and approved for payment on January 25, 2024.
FY2021 DERA State Grant	Hidden Empire Leasing, LLC (Hidden Empire): Hidden Empire plans to use its grant of \$129,091.00 in FY2021 State DERA allocation funds for the scrappage and replacement of: - One 1997 engine model year (EMY) Isuzu 4BD1, Tier 0 auxiliary diesel pump engine in the 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.	Completed	Completed	Completed		The repower of two vessels for Hidden Empire Leasing was completed in the ninth quarter. Reimbursement documents were submitted and approved. A reimbursement check was issued on January 17, 2024.
FY2021 DERA State Grant	City of New Haven (New Haven): DEEP is granting a total of \$240,604.00 in 2021 State DERA allocation funds to New Haven for the scrappage and replacement of one engine model year (EMY) 2011 diesel-powered refuse truck with an MY 2023 EV equivalent. These funds are being granted from FY2021 State DERA allocation and bonus.	Scrap and replace one EMY 2011 diesel-powered refuse collection truck with an EV equivalent.	Improve air quality and public health in New Haven, CT.	Completed	Completed	Completed		New Haven's old vehicle was scrapped in the twelfth quarter and training for the new vehicle was completed. There were some warranty issues that were resolved and the new vehicle is in operation. A press event was held on July 16, 2024. Reimbursement paperwork was compiled, reviewed, and approved. Payment of \$240,604.00, from FY2021 EPA DERA funds was made on December 31, 2024.
FY2021 DERA State Grant	Cross Sound Ferry Services, Inc. (Cross Sound) will receive a new grant of \$220,448.00 to use toward the scrappage and replacement of three 1983 engine model year (EMY) Caterpillar 3406, Tier 0 diesel-powered auxiliary engines in the ferry vessel M/V Mary Ellen with EMY 2021 John Deere 6090AFM85 or comparable Tier 3 diesel-powered equivalents. The funds will come from the FY2021 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace three EMY 1983 marine auxiliary engines with Tier 3 diesel equivalents.	Improve air quality and public health in communities along Long Island Sound.	Completed	Completed	Completed		Work on the <i>M/V Mary Ellen</i> was completed and the vessel returned to service in mid-January 2024. Reimbursement request documents for FY2020 VW DERA Option funds were reviewed and approved by DEEP. WT submission documents were prepared and approved for submission in July. They were approved by WT and payment was made on August 14, 2024.
FY2021 DERA State Grant	Joe's Boathouse, LLC will receive a new grant of \$30,054.00 for the scrappage and replacement of one 1993 engine model year (EMY) Isuzu 4BG1, Tier 0 auxiliary diesel pump engine in the 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	Not Yet Started	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.

U. S. Environmental Protection Agency
DERA National Grant Report
Financial and Narrative Summary - Year 5

Grant Recipient	U. S. Environmental Protection Agency	Total Federal Funds Expended: Year 5	\$	80,222
Grant Number	DS 00A00773-6	Project Reporting Period	Jan. to Mar. 2026	
Project Title	2022 Connecticut Clean Diesel Grant Project			

FY2021 DERA State Grant	Tirollo Bus, LLC is receiving a new grant of \$29,162.50 for the scrappage and replacement of one model year 2008, diesel-powered Freightliner school bus with an EMY 2023 diesel-powered equivalent. The funds will come from the FY2021 "DERA Option" funds from the VW NOx Mitigation Trust Agreement.	Scrap and replace one EMY 2008 diesel powered school bus with an EMY 2022 diesel-powered equivalent.	Improve air quality and public health in New Haven and Fairfield Counties, both of which are designated nonattainment.	Completed	Completed	Completed		Tirollo's new bus arrived at the end of March 2024 and the old bus was scrapped on April 5, 2024. Approved reimbursement request documents were submitted to WT in July and payment was made on August 14, 2024. The project came in under budget so the reimbursement was reduced to \$27,967.44.
Please select fiscal year from the drop down menu.								

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.	Due to delays in receiving project selection approvals from DEEP leadership, the 2024 State DERA schedule submitted with the FY2023-24 Work Plan has been set back by about three months. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan. DEEP submitted a revised FY2021-22 Work Plan to EPA on July 24, 2025, for an extension to allow the leftover funds to be used for the 2024 grants. The revised Work Plan was approved by EPA on August 13, 2025. The FY2023-24 Work Plan was revised and submitted to EPA on August 7, 2025; EPA approved the revision on August 27, 2025. Stamford Linen's project was initially delayed by difficulties in finding a vendor that could provide the electric trucks in Connecticut. In this quarter, the preferred vendor agreed to deliver a test vehicle in January to confirm that an EV will meet Stamford Linen's needs. A successful test will lead to contracts that will provide projected delivery dates for the trucks.	Due to delays in receiving project selection approvals from DEEP leadership, the 2024 State DERA schedule submitted with the FY2023-24 Work Plan has been set back by about three months. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan. DEEP submitted a revised FY2021-22 Work Plan to EPA on July 24, 2025, for an extension to allow the leftover funds to be used for the 2024 grants. The revised Work Plan was approved by EPA on August 13, 2025. The current Grant agreement is in effect until September 30, 2026 and will likely require another extension. The FY2023-24 Work Plan was revised and submitted to EPA on August 7, 2025; EPA approved the revision on August 27, 2025. In this quarter, Stamford Linen's preferred vendor agreed to deliver a test vehicle in January to confirm that an EV will meet Stamford Linen's needs. A successful test will lead to contracts that will provide projected delivery dates for the trucks.	Due to delays in receiving project selection approvals from DEEP leadership, the 2024 State DERA schedule submitted with the FY2023-24 Work Plan has been set back by about three months. One FY2024 DERA applicant encountered eligibility issues with their proposed project and had to submit a revised application. This further set back the schedule submitted with the Work Plan. DEEP submitted a revised FY2021-22 Work Plan to EPA on July 24, 2025, for an extension to allow the leftover funds to be used for the 2024 grants. The revised Work Plan was approved by EPA on August 13, 2025. The current Grant agreement is in effect until September 30, 2026 and will likely require another extension. The FY2023-24 Work Plan was revised and submitted to EPA on August 7, 2025; EPA approved the revision on August 27, 2025. In this quarter, having had a successful test with the vendor's EV to confirm that an EV	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	No vehicles have changed since the last quarter.	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	CT DOT: The EPA DERA portion of CT DOT's reimbursement, \$37,466.45, was drawn down this quarter from grant DS-00A00773. The funding also included \$15,735.20 from the FY2021 "DERA Option" and \$5,030.15 from the FY2020 "DERA Option" which were reimbursed in the 24th quarter but not reported at that time. \$15,735.20 from the FY2021 "DERA Option" is entered in this report. The FY2020 DERA Option funds were added to the cost share in the financial table above so that the total project cost would be accurate.	No rebates or subawards were awarded during this reporting period.	No rebates or subawards were awarded during this reporting period.	
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	The delays in securing internal approval of the projects selected for FY2024 funding have set back the schedule submitted with the FY2023-24 Work Plan by about three months. In this quarter, Stamford Linen's preferred vendor agreed to deliver a test vehicle in January to confirm that an EV will meet Stamford Linen's needs. A successful test will lead to contracts that will provide projected delivery dates for the trucks. Having established a possible solution to its project eligibility issues, one FY2024 DERA applicant had problems with the revisions to their proposed project in previous quarters. The revised applications were either incomplete or with inconsistencies; therefore, DEEP had to request multiple revisions. This further set back the schedule submitted with the Work Plan and the award letters for the FY2024 projects, which did not go out until the end of the seventeenth quarter.	The delays in securing internal approval of the projects selected for FY2024 funding have set back the schedule submitted with the FY2023-24 Work Plan by about three months. In this quarter, Stamford Linen's preferred vendor agreed to deliver a test vehicle in January to confirm that an EV will meet Stamford Linen's needs. A successful test will lead to contracts that will provide projected delivery dates for the trucks. Having established a possible solution to its project eligibility issues, FY2024 DERA applicant, Stamford, finally resolved annual mileage eligibility issues by combining vehicles for scrappage: six old trucks to be replaced by three new EV trucks. This further set back the schedule submitted with the Work Plan and the award letters for the FY2024 projects, which did not go out until the end of the seventeenth quarter.	The delays in securing internal approval of the projects selected for FY2024 funding have set back the schedule submitted with the FY2023-24 Work Plan by about three months. In this quarter, Stamford Linen's preferred vendor agreed to deliver a test vehicle in January to confirm that an EV will meet Stamford Linen's needs. A successful test will lead to contracts that will provide projected delivery dates for the trucks. Having established a possible solution to its project eligibility issues, FY2024 DERA applicant, Stamford, finally resolved annual mileage eligibility issues by combining vehicles for scrappage: six old trucks to be replaced by three new EV trucks. This further set back the schedule submitted with the Work Plan and the award letters for the FY2024 projects, which did not go out until the end of the seventeenth quarter.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	Mandatory cost shares were provided by the grant recipient.	With no rebates being issued in this quarter, no mandatory cost shares were provided.	With no rebates being issued in this quarter, no mandatory cost shares were provided.	

U. S. Environmental Protection Agency DERA National Grant Report <i>Financial and Narrative Summary - Year 5</i>
--

Grant Recipient	F Dept. of Energy & Environmental Protection	Total Federal Funds Expended: Year 5	\$	80,222
Grant Number	DS 00A00773-6	Project Reporting Period	Jan. to Mar. 2026	
Project Title	2022 Connecticut Clean Diesel Grant Program			

Have there been any major personnel changes during this reporting period?	No changes in staffing have occurred in this quarter.	No changes in staffing have occurred in this quarter.	A part-time Environmental Analyst was brought in in June to assist with grant reviews in this quarter.	
Did any public relations events regarding this grant take place during the reporting period?	No dedicated public relations events occurred during this reporting period.	No dedicated public relations events occurred during this reporting period.	No dedicated public relations events occurred during this reporting period.	
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	
What project activities are planned for the next reporting period?	In the eighteenth quarter, DEEP will work with the recipients of the FY2024 State DERA grants on SOWs and contracts. DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The FY2024 D-4 documents will be prepared. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Work Plan revisions for the selected FY2024 projects will be developed for submission to Region 1. Additional revisions may be needed to cover possible extension requests and to resolve the issues surrounding the substituted 1995 truck in the 2020 Cariati grant. DEEP will also be working with EPA to resolve the issue of annual operating hours for the William Wilczek/FV Susan project.	In the nineteenth quarter, DEEP will work with the recipients of the FY2024 State DERA grants on SOWs and contracts. DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The FY2024 D-4 documents will be prepared and submitted. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Work Plan revisions for the selected FY2024 projects will be developed for submission to Region 1. Additional revisions will be needed to cover an extension request DEEP will be preparing to preserve access to the rollover 2021-22 DERA Option funds which are being used for two current projects. DEEP will continue to work with EPA to resolve the issue of annual operating hours for the 2022 William Wilczek/FV Susan project.	In the twentieth quarter, DEEP will work with the recipients of the FY2024 State DERA grants on SOWs and contracts. DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. The FY2024 D-4 documents will be prepared and submitted. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Work Plan revisions for the selected FY2024 projects will be developed for submission to Region 1. Additional revisions will be needed to cover an extension request DEEP will be preparing to preserve access to the rollover 2021-22 DERA Option funds which are being	
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	
What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	DEEP maintains a website for Diesel Grants and Funding on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants	
Do you have any other comments or feedback?	No	None	None	

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

U. S. Environmental Protection Agency DERA National Grant Report Financial and Narrative Summary - Year 5

Grant Recipient	F Dept. of Energy & Environmental Protect	Total Federal Funds Expended: Year 5	\$	80,222
Grant Number	DS 00A00773-6	Project Reporting Period	Jan. to Mar. 2026	
Project Title	2022 Connecticut Clean Diesel Grant Progi			

Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	N/A	N/A	N/A	
--	-----	-----	-----	--



July 28, 2026

Abby Swaine
Clean Freight Programs
U.S. EPA, Region 1 – New England
5 Post Office Square, Suite 100
Mailcode: AERB 05-1 (Energy & Resilience Branch, Air & Radiation Division)
Boston, MA 02109-3912

Re: 10th and 11th Quarterly Reports on the FY 2023 State DERA Grant, Connecticut DS-00A01434-3

Dear Ms. Swaine:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its tenth and eleventh quarterly reports for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS-00A01434-3. The reports cover work performed between January 1 and June 30, 2026, on the Connecticut Clean Diesel Program. During this reporting period:

- DEEP continued to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.
- DEEP reviewed reimbursement packages submitted for FY 2023 projects.
- DEEP staff began drafting SOWs and contracts for FY 2024 projects.
- DEEP submitted revisions to the D-4 applications for the FY 2020 and FY 2023 projects.
- The FY 2023-24 workplan was revised and resubmitted to EPA.

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

Yours truly,

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

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Financial Summary - Project Lifetime

Grant Recipient	CT Dept. of Energy & Environmental Protection
Project Period of Performance	October 1, 2023 - September 30, 2028
Grant Number	DS - 00A01434 - 3
Project Title	Fiscal Year 2023-2026 State Clean Diesel Grant Program
DERA Program	DERA State

DERA Grant Fiscal Summary TOTAL Year #1 + Year #2	
EPA Project Award Amount Total	\$ 1,037,551
Total Cost Share Amount	\$ 2,726,042
Total Project Costs (EPA + Cost Share)	\$ 3,763,593
EPA Funds Expended to Date	\$ 157,884
EPA Funds Remaining	\$ 879,667

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

DERA Grant Fiscal Summary Year #2 (If applicable)	
Program Fiscal Year	FY2024 DERA Grant
EPA Project Award Amount Year #2	\$ 398,782
Total Cost Share Amount	\$ 884,079
Total Voluntary Cost Share	\$ -
Total Mandatory Cost Share Amount	\$ 884,079
Total Project Costs (EPA + Cost Share)	\$ 1,282,861

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

Financial Summary	Total Project Budget					Total Expenses to Date					Remaining Balance				
	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Voluntary Cost Share		Total Project Cost
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds	
Personnel	\$ 68,290	\$ -	\$ -	\$ -	\$ 68,290	\$ 75,593	\$ -	\$ -	\$ -	\$ 75,593	\$ (7,303)	\$ -	\$ -	\$ -	\$ (7,303)
Fringe Benefits	\$ 63,352	\$ -	\$ -	\$ -	\$ 63,352	\$ 56,097	\$ -	\$ -	\$ -	\$ 56,097	\$ 7,255	\$ -	\$ -	\$ -	\$ 7,255
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ 881,955	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,997	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 881,955	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,997
Direct Cost Total	\$ 1,013,597	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,739,639	\$ 131,689	\$ -	\$ -	\$ -	\$ 131,689	\$ 881,908	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,950
Indirect Charges	\$ 23,954	\$ -	\$ -	\$ -	\$ 23,954	\$ 26,194	\$ -	\$ -	\$ -	\$ 26,194	\$ (2,240)	\$ -	\$ -	\$ -	\$ (2,240)
TOTALS	\$ 1,037,551	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,763,593	\$ 157,884	\$ -	\$ -	\$ -	\$ 157,884	\$ 879,667	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,605,709

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

Table 2. Annual Rate of Expenditure
No Entry Needed - ALL numbers will reflect automatically from subsequent tabs.

Year 1					Year 2					Year 3				
			Voluntary Cost Share				Voluntary Cost Share					Voluntary Cost Share		

Financial Summary	EPA Funds	Mandatory Cost Share	VW Mitigation Funds (State program ONLY)	Other Funds	Total Project Cost	EPA Funds	Mandatory Cost Share	VW Mitigation Funds (State program ONLY)	Other Funds	Total Project Cost	EPA Funds	Mandatory Cost Share	VW Mitigation Funds (State program ONLY)	Other Funds	Total Project Cost
Personnel	\$ 2,843	\$ -	\$ -	\$ -	\$ 2,843	\$ 43,845	\$ -	\$ -	\$ -	\$ 43,845	\$ 28,905	\$ -	\$ -	\$ -	\$ 28,905
Fringe Benefits	\$ 2,780	\$ -	\$ -	\$ -	\$ 2,780	\$ 31,837	\$ -	\$ -	\$ -	\$ 31,837	\$ 21,479	\$ -	\$ -	\$ -	\$ 21,479
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 5,623	\$ -	\$ -	\$ -	\$ 5,623	\$ 75,682	\$ -	\$ -	\$ -	\$ 75,682	\$ 50,384	\$ -	\$ -	\$ -	\$ 50,384
Indirect Charges	\$ 1,050	\$ -	\$ -	\$ -	\$ 1,050	\$ 15,536	\$ -	\$ -	\$ -	\$ 15,536	\$ 9,608	\$ -	\$ -	\$ -	\$ 9,608
TOTALS	\$ 6,673	\$ -	\$ -	\$ -	\$ 6,673	\$ 91,219	\$ -	\$ -	\$ -	\$ 91,219	\$ 59,992	\$ -	\$ -	\$ -	\$ 59,992

Financial Summary	EPA Funds	Mandatory Cost Share	Year 4 Voluntary Cost Share		Total Project Cost	EPA Funds	Mandatory Cost Share	Year 5 Voluntary Cost Share		Total Project Cost					
			VW Mitigation Funds (State program ONLY)	Other Funds				VW Mitigation Funds (State program ONLY)	Other Funds						
Personnel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Fringe Benefits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
Indirect Charges	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -					

Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2023					Jan. to Mar. 2024					Apr. to Jun. 2024					Jul. to Sep. 2024				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel					\$ -					\$ -	2842.72				\$ -					\$ -
Fringe Benefits					\$ -					\$ -	2780.22				\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	5,623	\$ -	\$ -	\$ -	\$ -	5,623	\$ -	\$ -	\$ -	\$ -
Indirect Charges					\$ -					\$ -	1049.82				\$ -	1,050				\$ -
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	6,673	\$ -	\$ -	\$ -	\$ -	6,673	\$ -	\$ -	\$ -	\$ -

Please provide programmatic and narrative financial updates on the project. As reports are submitted, indicate updates or changes for each report. For each report, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update

Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to January 24, 2024. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program	DEEP launched the solicitation for 2023 projects on 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months. No schedules have been established for the projects being considered for the program	EPA reviewed and accepted City of New Haven's proposal to retire a second refuse vehicle in order to meet the mileage threshold eligibility requirement. DEEP reviewed the revised application submitted by City of New Haven and finalized the funding recommendation. DEEP has presented the funding recommendation to agency leadership and is awaiting final approval. In anticipation of that approval, DEEP has drafted award/denial letters and a press release	During this quarter, DEEP sent award letters to 2023 State DERA awardees and worked with them to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP also finalized a press release to announce these awards, but it appears that it was never published. DEEP drafted a Cover Letter, Proposal Form
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	DEEP has not yet completed the selection process for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.	DEEP has not yet completed the selection process for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.	DEEP has not yet announced awardees for 2023 State DERA grantees. Thus, no vehicles in this project have changed from the last quarter.	No vehicles in this project have changed from the last quarter.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	DEEP launched the solicitation for 2023 projects 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to January 24, 2024. This will set back the schedule submitted with the FY 2023-24 Work Plan by about two months.	DEEP launched the solicitation for 2023 projects on 11/9/23 with a submission deadline of 12/15/23. When too few applications were submitted to spend the allocated funds, the deadline was extended to 1/24/24. This will set back the schedule submitted	EPA reviewed and accepted City of New Haven's proposal to retire a second refuse vehicle in order to meet the mileage threshold eligibility requirement. DEEP reviewed the revised application submitted by City of New Haven. DEEP finalized the funding recommendation, presented it to	During this quarter, DEEP sent award letters to 2023 State DERA awardees and worked with them to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP also
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost share or additional leveraged funds are being reported in the first quarter.	No cost share or additional leveraged funds are being reported in the second quarter.	No cost share or additional leveraged funds are being reported in this quarter.	No cost share or additional leveraged funds are being reported in this quarter.
Have there been any major personnel changes during this reporting period?	A new hire was added to the grants management team during this reporting period.	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.
Did any public relations events regarding this grant take place during the reporting period?	On 11/9/23, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them of the 2023 DERA solicitation and upcoming webinar. On 1/3/24, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them that the deadline for the DEEP maintains a website for Diesel Grants and Funding.	DEEP responded to emails from prospective applicants. On 1/18/24, DEEP updated its website (link below) with information that the deadline for the 2023 DERA solicitation had been extended to 1/24/24 and DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	DEEP responded to emails from current and prospective applicants. DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	No public relations events occurred during this reporting period. DEEP responded to emails from current and prospective applicants. DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .
Are you using websites or other tools used to relay information about this grant to the public?	Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .
What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the second quarter, DEEP will complete the selection process for 2023 State DERA grantees and will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised work plan for submission to EPA. DEEP	DEEP State DERA Administrative Activities: In the third quarter, DEEP will complete the selection process for 2023 State DERA grantees and will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the	DEEP State DERA Administrative Activities: In the fourth quarter, DEEP will announce the awardees for 2023 State DERA grants and will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised	DEEP State DERA Administrative Activities: In the fifth quarter, DEEP will finalize solicitation materials for the 2024 State DERA grants.
Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.	No program income has been generated in this reporting period.
(State program only) What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement--Admin-Archive .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive"	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at:	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the
Do you have any other comments or feedback?	No other comments or feedback at this time.	No other comments or feedback at this time.	No other comments or feedback at this time.	No other comments or feedback at this time.

Subaward Reporting Requirements				
Please provide subaward updates on the project. As reports are submitted, indicate updates or changes for each quarter. For each report, please indicate if there was a change from the previous report. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update

Summaries of results of reviews of financial and programmatic reports.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	N/A	N/A	N/A	N/A
Environmental results the subrecipient achieved	N/A	N/A	N/A	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A	N/A	N/A	N/A
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	N/A	N/A	N/A	N/A

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 2			
Note: *Fields that contain the symbol (*) are dependant of Grants Terms and Conditions.			
Grant Recipient	CT Dept. of Energy & Environmental Protection	Total EPA Funds Expended: Year 1	\$ 91,219
Grant Number	DS - 00A01434 - 3	*Reporting Cadence	Quarterly
Project Title	fiscal Year 2023-2026 State Clean Diesel Grant Program	Project Reporting Period	Jul. to Sep. 2025

Table 5. Year 2 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2024					Jan. to Mar. 2025					Apr. to Jun. 2025					Jul. to Sep. 2025				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel					\$ -	\$ 7,124				\$ 7,124	23852.87				\$ 23,853	12867.99				\$ 12,868
Fringe Benefits					\$ -	\$ 5,490				\$ 5,490	17174.49				\$ 17,174	9172.56				\$ 9,173
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 12,614	\$ -	\$ -	\$ -	\$ 12,614	\$ 41,027	\$ -	\$ -	\$ -	\$ 41,027	\$ 22,041	\$ -	\$ -	\$ -	\$ 22,041
Indirect Charges					\$ -	\$ 2,550				\$ 2,550	8525.02				\$ 8,525	4460.9				\$ 4,461
TOTALS	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 15,165	\$ -	\$ -	\$ -	\$ 15,165	\$ 49,552	\$ -	\$ -	\$ -	\$ 49,552	\$ 26,501	\$ -	\$ -	\$ -	\$ 26,501

Table 6. Project Updates - Narrative Responses							
Record and update project updates below.							
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 Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY2023 DERA State Grant	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Activities:	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress	In Progress	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions
FY2023 DERA State Grant	Cariati Developers, Inc. (FY2023) (Cariati) A grant of \$231,736.03 is being awarded to Cariati for the scrappage and replacement of three EMY 1993 dump trucks with three EMY 2024 diesel equivalents. Originally, \$48,339.09 was	Improve air quality and public health in Hartford, Tolland, Litchfield, New London, Windham, Fairfield,	In Progress	In Progress	Completed	Completed	The Scope of Work (SOW) was executed on 11/27/2024. On 12/3/2024, the grantee indicated
FY2023 DERA State Grant	FlyingConnie Charters LLC (FlyingConnie) A grant of \$44,911.00 is being awarded to FlyingConnie to replace a 2002 diesel-powered Yanmar engine with a Tier 3 Yanmar, diesel-powered equivalent. \$44,911.00 will come from 2023	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress	In Progress	The Scope of Work (SOW) was executed on 10/11/2024. On 3/22/2025, the grantee indicated
FY2023 DERA State Grant	Tilcon Connecticut Inc. (Tilcon) A total grant of \$143,788.02 is being awarded to Tilcon to replace one 1994 Kenworth tri-axle dump truck with a 2025 Peterbilt 567 dump truck chassis equipped with a 2025 Etnyre Live	Improve air quality and public health in Hartford County, Middlesex County, New Haven County, and	In Progress	In Progress	In Progress	Completed	The Scope of Work (SOW) was executed on 1/8/2025. The Peterbilt dump truck has been
FY2023 DERA State Grant	Bozzuto's Inc (Bozzuto's) A grant of \$309,816.94 was awarded to Bozzuto's to replace two model year (MY) 2008 Kalmar Ottawa diesel-powered yard horses. The vehicles will be replaced with two MY 2024 Orange EV E-Triever	Improve air quality and public health in North Haven and Cheshire.	Not Yet Started	Not Yet Started	Not Yet Started	Not Yet Started	Bozzuto's requested withdrawal from the program via email on 12/13/2024.
FY2023 DERA State Grant	City of New Haven (New Haven) A grant of \$290,210.00 was awarded to New Haven to replace one 2012 Isuzu Class 5 refuse vehicle and one 2017 International Class 8 refuse vehicle with a 2024 Crane Carrier Electric Power	Improve air quality and public health in New Haven.	Not Yet Started	Not Yet Started	Not Yet Started	Not Yet Started	New Haven requested withdrawal from the program via email on 12/6/2024.

Please provide programmatic and narrative financial updates on the project. As reports are submitted, indicate updates or changes for each report. For each report, please indicate if there was a change from the previous quarter. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update

Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	During this quarter, DEEP worked with 2023 DERA awardees to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025.	During this quarter, DEEP worked with 2023 State DERA awardees to finalize scopes of work (SOWs). The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was also held on 1/9/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. On 1/9/2025, DEEP held an informational webinar on the 2024 State DERA solicitation and upcoming webinar.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP also completed a D-4 application for the FY2023 projects, which was submitted to WT on 8/6/2025. Due to some changes in funding allocations, the D-4 application was revised and is under review by DEEP.
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	No vehicles in this project have changed from the last quarter.	Vehicles have been added to the Fleet Description for Cariati, FlyingConnie, and Tilcon.	No vehicles in this project have changed from the last quarter.	No vehicles in this project have changed from the last quarter.
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	During this quarter, DEEP worked with 2023 State DERA awardees to finalize scopes of work (SOWs). Two of those awardees have since withdrawn from the program (Bozzuto's Inc. and City of New Haven). DEEP drafted a Cover Letter, Proposal Form, webinar, press release, announcement email, and Project Guidance Document for the 2024 State DERA program. The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025.	During this quarter, DEEP worked with 2023 State DERA awardees to finalize scopes of work (SOWs). The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025. The informational webinar was also held on 1/9/2025.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. Having committed to the reimbursement packages, DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees.	During this quarter, DEEP completed a D-4 application for the FY2023 projects, which was submitted to WT on 8/6/2025. Due to some changes in funding allocations, the D-4 application was revised and is under review by DEEP.
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost share or additional leveraged funds are being reported in this quarter.	No cost share or additional leveraged funds are being reported in this quarter.	No cost share or additional leveraged funds are being reported in this quarter.	No cost share or additional leveraged funds are being reported in this quarter.
Have there been any major personnel changes during this reporting period?	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.
Did any public relations events regarding this grant take place during the reporting period?	No public relations events occurred during this reporting period. Subsequent to the reporting period, on 1/7/2025, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them of the 2024 DERA solicitation and upcoming webinar. On 1/9/25, DEEP held an informational webinar on the 2024 State DERA solicitation and upcoming webinar.	On 1/7/2025, DEEP emailed all contacts on the Connecticut Clean Diesel Stakeholder list and informed them of the 2024 DERA solicitation and upcoming webinar. On 1/9/25, DEEP held an informational webinar on the 2024 State DERA solicitation and upcoming webinar.	No public relations events occurred during this reporting period.	No public relations events occurred during this reporting period.
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants .
What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the sixth quarter, DEEP will review proposals and announce the awardees for 2024 State DERA grants. DEEP will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised work plan.	DEEP State DERA Administrative Activities: In the seventh quarter, DEEP will announce the awardees for 2024 State DERA grants. DEEP will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects.	DEEP State DERA Administrative Activities: In the eighth quarter, DEEP will announce the awardees for 2024 State DERA grants. DEEP will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised work plan.	DEEP State DERA Administrative Activities: In the ninth quarter, DEEP will announce the awardees for 2024 State DERA grants. DEEP will begin working with recipients to develop scopes of work, contracts and purchase orders for implementing the projects.
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.
(State program only)What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement .
Do you have any other comments or feedback?	No other comments or feedback at this time.	No other comments or feedback at this time.	No other comments or feedback at this time.	No other comments or feedback at this time.

Subaward Reporting Requirements				
Please provide subaward updates on the project. As reports are submitted, indicate updates or changes for each quarter. For each report, please indicate if there was a change from the previous report. If yes, please provide an explanation in the subsequent cell.				
Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update

Summaries of results of reviews of financial and programmatic reports.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	N/A	N/A	N/A	N/A
Environmental results the subrecipient achieved	N/A	N/A	N/A	N/A
Summaries of audit findings and related pass-through entity management decisions	N/A	N/A	N/A	N/A
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	N/A	N/A	N/A	N/A

U. S. Environmental Protection Agency Diesel Emissions Reduction Act (DERA) Grant Program Financial and Narrative Summary - Year 3			
Note: *Fields that contain the symbol (*) are dependant of Grants Terms and Conditions.			
Grant Recipient	CT Dept. of Energy & Environmental Protection	Total EPA Funds Expended: Year 1	\$ 59,992
Grant Number	DS - 00A01434 - 3	*Reporting Cadence	Quarterly
Project Title	scal Year 2023-2026 State Clean Diesel Grant Progra	Project Reporting Period	Apr. to Jun. 2026

Table 7. Year 3 Annual Rate of Expenditure																				
Record and update project expenses at each interval according to the reporting cadence determined by your Project Officer. Previous fields should remain and edits should be made to the whenever interannual reports are submitted. Note the table will update based upon the Reporting Cadence field, selected above.																				
Enter Dates for this Reporting Period	Quarter 1					Quarter 2					Quarter 3					Quarter 4				
	Oct. to Dec. 2025					Jan. to Mar. 2026					Apr. to Jun. 2026					Please select reporting quarter.				
	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date	EPA Funds Expended this Reporting Period	Mandatory Cost Share Expended this Reporting Period	Voluntary Cost Share Expended this Reporting Period		Total Project Cost To Date
			VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds				VW Mitigation Funds (State program only)	Other Funds	
Personnel	\$ 21,405				\$ 21,405	\$ 7,499				\$ 7,499	0				\$ -					\$ -
Fringe Benefits	\$ 15,865				\$ 15,865	\$ 5,614				\$ 5,614	0				\$ -					\$ -
Travel					\$ -					\$ -					\$ -					\$ -
Equipment					\$ -					\$ -					\$ -					\$ -
Supplies					\$ -					\$ -					\$ -					\$ -
Contractual					\$ -					\$ -					\$ -					\$ -
Subawards					\$ -					\$ -					\$ -					\$ -
Participant Support Costs (e.g., Rebates)					\$ -					\$ -					\$ -					\$ -
Other					\$ -					\$ -					\$ -					\$ -
Direct Cost Total	\$ 37,271	\$ -	\$ -	\$ -	\$ 37,271	\$ 13,114	\$ -	\$ -	\$ -	\$ 13,114	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Indirect Charges	\$ 7,115				\$ 7,115	\$ 2,493				\$ 2,493	0				\$ -					\$ -
TOTALS	\$ 44,386	\$ -	\$ -	\$ -	\$ 44,386	\$ 15,606	\$ -	\$ -	\$ -	\$ 15,606	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

Table 8. Project Updates - Narrative Responses							
Record and update project updates below.							
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 Outcomes	Progress to Date				Progress Notes
			Q1	Q2	Q3	Q4	Write below, as appropriate.
FY2023 DERA State Grant	CT Dept. of Energy & Environmental Protection (DEEP) State DERA Activities:	Making it possible to move funds efficiently upon project completion.	In Progress	In Progress	In Progress		During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. The revised 2020 DERA Option D-4 was submitted to Wilmington Trust on 6/1/2026. Wilmington Trust indicated that this document could not be opened because it was too large. On 7/6/2026, Wilmington Trust requested a PDF version of the D-4, which was submitted on 7/7/2026. The revised 2023 DERA Option D-4 was submitted to Wilmington Trust on 6/1/2026. This D-4 was approved on 7/6/2026. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. The FY2023-24 workplan was revised and submitted to EPA on 3/24/2026; EPA approved the revision on 3/31/2026. The new grant agreement expires on 9/30/2028, and will cover off-season work on FlyingConnie. DEEP reviewed reimbursement packages submitted for FY 2023 projects. DEEP staff began drafting SOWs and contracts for FY2024 projects.

FY2020 DERA State Grant	Cariati Developers, Inc. (FY2020) (Cariati): Cariati was originally receiving a grant for \$256,187.50 toward the replacement of five Class 8 diesel dump trucks, MY 1996-2002, with 2024 MY diesel equivalents. The projected cost was \$1,024,750.00 and the original grant represented 25% of the projected cost of the five 2024 MY replacement trucks. The funds were to come from 2020 VW DERA Option. The trucks will be used in Hartford, Waterbury, and Bridgeport, and operate on the main corridors of I-95, I-91, I-395 and I-84. Cariati submitted a request to substitute two of the trucks to be replaced in its original proposal. After discussion, and the selection of substitute vehicles that would maintain the originally projected benefits, the request was granted. However, one of those substituted trucks was a MY 1995 truck, which was later determined to be ineligible for 2020 VW DERA Option funds. So \$204,950.00 of the grant will remain attributed to 2020 VW DERA Option funds (covering four of the replacements), and the portion of the grant for the MY 1995 truck (\$51,237.50) will be attributed to 2023 VW DERA Option (grant #DS 00A01434-3), since the MY 1995 truck is eligible for those funds.	Improve air quality and public health in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven, and Middlesex counties.	Completed	Completed	Completed		Cariati's vendor was waiting for parts (microchips, etc.) delayed by Covid-related supply issues and initially reported that the vehicles could not be delivered until after September 2022. Cariati submitted and was granted four requests for extensions: one to June 30, 2022; one to December 31, 2022; one to June 2023; and one to September 30, 2023; each was accompanied by a note from the vendor, confirming the delay. The no-cost extension granted to 2024 covered this. The project was completed and the final reimbursement was issued on May 20, 2025.
FY2023 DERA State Grant	Cariati Developers, Inc. (FY2023) (Cariati): A grant of \$231,736.03 is being awarded to Cariati for the scrappage and replacement of three EMY 1993 dump trucks with three EMY 2024 diesel equivalents. Originally, \$48,339.09 was allocated to this project from unspent 2020 VW DERA Option funds, and \$183,396.94 was allocated from 2023 VW DERA Option funds. The FY 2023 DERA Option D-4 has been revised to indicate that the entire grant (\$231,736.03) will come from 2023 VW DERA Option funds. The change in funding allocation is due to the fact that the grant includes three model year (MY) 1993 trucks. After the original funding allocation was completed, the grant administrator realized that the 2020 VW DERA Option funds cannot cover engines older than engine model year (EMY) 1996. This change will also affect the Tilcon Connecticut Inc. grant (below), as funding for that project will now be split between the 2020 and 2023 VW DERA Option funds. The grant represents 24.2% of the original total project cost (\$958,932.00). Due to increases in equipment costs, the total project cost has since increased to \$990,113.40.	Improve air quality and public health in Hartford, Tolland, Litchfield, New London, Windham, Fairfield, New Haven, and Middlesex counties.	Completed	Completed	Completed		The Scope of Work (SOW) was executed on 11/27/2024. One of the new trucks was delivered in March 2025, the other two were delivered in May of 2025, and the grantee submitted reimbursement documents. DEEP staff completed review of these documents in May 2026. The Attachment A funding request was submitted to Wilmington Trust on 7/22/2026.
FY2023 DERA State Grant	FlyingConnie Charters LLC (FlyingConnie): A grant of \$44,911.00 is being awarded to FlyingConnie to replace a 2002 diesel-powered Yanmar engine with a Tier 3, diesel-powered equivalent. The entire grant, \$44,911.00, will come from 2020 VW DERA Option funds. The grant represents 40% of the total cost (\$112,277.00) of this marine repower project.	Improve air quality and public health in communities along Long Island Sound.	In Progress	In Progress	In Progress		The Scope of Work (SOW) was executed on 10/11/2024. The grantee was planning to begin work on the repower project at the end of the season, in October/November 2025. The project was previously expected to be completed in the winter of 2025-26. However, the grantee has had difficulty finding an engine that can be installed in the current off-season. They requested and received an extension to spring 2028, so the work can be completed in the winter of 2026-2027, or in the winter of 2027-2028, if necessary.
FY2023 DERA State Grant	Tilcon Connecticut Inc. (Tilcon): A total grant of \$143,788.02 is being awarded to Tilcon to replace one 1994 Kenworth tri-axle dump truck with a 2025 Peterbilt 567 dump truck chassis equipped with a 2025 Etnyre live bottom body, and for the replacement of one 2006 Terex Advance concrete mixer truck with a 2025 Oshkosh ready mix concrete truck. The dump truck will operate in Hartford County, Middlesex County, and New Haven County; the front discharge mixer will operate in Hartford County, Middlesex County, New Haven County, and New London County. Originally, the entire grant amount (\$143,788.02) was allocated from 2023 VW DERA Option funds. The FY 2023 DERA Option D-4 has been revised to indicate that the project will be funded by \$89,122.43 in 2023 VW DERA Option funds and \$54,665.59 in unspent 2020 VW DERA Option funds. The funding allocation was adjusted after a grant administrator realized that one of the vehicles involved in Cariati's FY 2020 project was too old to be eligible for 2020 VW DERA Option funds (see a more detailed description in cell B38 above). Since one of Tilcon's vehicles is eligible for the 2020 VW DERA Option funds, the funding attribution has been revised in an effort to use the last portion of the 2020 funding. Therefore, Tilcon's 1994 Kenworth tri-axle dump truck replacement will be funded entirely by 2023 VW DERA Option funds and Tilcon's 2006 Terex Advance concrete mixer truck replacement will be split funded between the 2020 VW DERA Option funds and the 2023 VW DERA Option funds. Thus, \$54,665.59 in 2020 VW DERA Option funds will be attributed to this project. The grant represents 24.2% of the original total project cost (\$595,000.00). Due to an increase in equipment costs, the total project cost has subsequently been revised to \$627,575.00.	Improve air quality and public health in Hartford County, Middlesex County, New Haven County, and New London County.	Completed	Completed	Completed		The Scope of Work (SOW) was executed on 1/8/2025. The Peterbilt dump truck has been delivered to Tilcon. The Kenworth dump truck chassis and engine were scrapped 7/2/2025. Payment for the body of the new dump truck was sent out on 7/16/2025. The Oshkosh mixer was delivered and payment was made to the dealer. The concrete mixer truck was scrapped on 5/2/2025. The grantee registered both replacement vehicles and they are now in service. The grantee has submitted reimbursement documents. DEEP staff completed review of these documents. The reimbursement package is under review by DEEP management.
FY2023 DERA State Grant	Bozzuto's Inc (Bozzuto's): A grant of \$309,816.94 was awarded to Bozzuto's to replace two model year (MY) 2008 Kalmar Ottawa diesel-powered yard horses. The vehicles were to be replaced with two MY 2024 Orange EV E-Triever electric yard horses. Purchase and installation of EV Supply Equipment (EVSE) was included. The funds were to come from the 2023 DERA allocation. The grant represented 45% of the total cost (\$688,482.08) of this EV project. *The Grantee, however, withdrew from the program after the award. In accordance with past practice and prior approvals by EPA, these funds will be reallocated to projects selected in the 2024 round. This selection process occurred in spring of 2025, and award letters were sent on 12/23/2025 and 12/29/2025.	Improve air quality and public health in North Haven and Cheshire.	Not Yet Started	Not Yet Started	Not Yet Started		Bozzuto's requested withdrawal from the program via email on 12/13/2024.
FY2023 DERA State Grant	City of New Haven (New Haven): A grant of \$290,210.00 was awarded to New Haven to replace one 2012 Isuzu Class 5 refuse vehicle and one 2017 International Class 8 refuse vehicle with a 2024 Crane Carrier Electric Power LET2 class 8 refuse vehicle. A total of \$233,142.06 would have come from 2023 DERA allocation and bonus, and \$57,067.94 would have come from 2023 VW DERA Option funds. The refuse vehicle was intended to operate in New Haven. The grant represented 45% of the total cost of this EV project (\$644,933.00). *The Grantee, however, withdrew from the program after the award. In accordance with past practice and prior approvals by EPA, these funds will be reallocated to projects selected in the 2024 round. This selection process occurred in spring of 2025, and award letters were sent on 12/23/2025 and 12/29/2025.	Improve air quality and public health in New Haven.	Not Yet Started	Not Yet Started	Not Yet Started		New Haven requested withdrawal from the program via email on 12/6/2024.

FY2024 DERA State Grant	City of Stamford (Stamford): A grant of \$789,937.20 was awarded to Stamford to replace six diesel refuse trucks (two MY 2010 Crane Carrier Corporation LET2-45 trucks, one MY 2008 Crane Carrier Corporation LET2-45 truck, two MY 2002 International 7400SFA 4X2 trucks, and one MY 2009 Mack GU712 truck) with three new electric equivalents. Stamford is combining the mileage of the vehicles as three sets of two in order to reach EPA's 7,000 miles/year minimum usage criteria for the DERA program. A total of \$338,996.00 will come from 2024 DERA allocation, \$448,684.00 will come from 2023 DERA allocation and bonus, and \$2,257.20 will come from unspent 2021 VW DERA Option funds. The three new replacement trucks will operate in Stamford. The grant represents 45% of the total cost of this EV project (\$1,755,416.00).	Improve air quality and public health in Stamford.	In Progress	In Progress	In Progress	The award letter was sent to the grantee on 12/29/2025. DEEP is in the process of drafting the SOW and contract. A workplan revision for the 2021-22 DERA grant was drafted and submitted to EPA on 6/23/2026. This was submitted along with an extension request to cover this project. An extension request to 9/30/2027 was approved on 7/2/2026 for the 2021-2022 DERA grant. A time extension for the 2023-24 DERA grant to 9/30/2028 was approved on 3/31/2026. On 6/9/2026, Stamford submitted a revised application to comply with the BABA requirements for DERA projects. One dual-port Level 2 charger was added to this project. DEEP is currently reviewing this revised application.
FY2024 DERA State Grant	Running Brook Farms LLC. (Running Brook): A grant of \$94,275.00 was awarded to Running Brook to replace one John Deere wood processor, powered by a MY 2001 JD6068T diesel engine, with a new electric equivalent. The entire grant will come from 2023 DERA allocation and bonus. The new electric wood processor will operate in Killingworth. The grant represents 45% of the total cost of this electric replacement project (\$209,500.00).	Improve air quality and public health in Killingworth.	In Progress	In Progress	In Progress	The award letter was sent to the grantee on 12/23/2025. DEEP has drafted the SOW and sent it to Running Brook for review and comment. The approved SOW will provide text for the contract for this grant.

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Provide a comparison of accomplishments with the anticipated outputs/outcomes and timelines /milestones specified in the project Work Plan. Please include financial, technical, and programmatic.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP also completed a D-4 application for the FY2023 projects, which was submitted to WT on 8/6/2025. Due to some changes in funding allocations, the D-4 application was revised and is under review by DEEP management. It will be submitted to WT upon DEEP management approval. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. DEEP prepared and submitted workplan revisions for the 2019-2020 grant and the 2021-22 grant for extension requests to cover projects selected in 2023 and 2024 but covered by rollover funds. EPA approved the revisions and granted the extensions on 8/13/2025; the new grant agreements expire on 9/30/2026. The FY2023-24 workplan was revised and submitted to EPA on 8/7/2025; EPA approved the revision on 8/27/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information; selections have been made and award letters were sent on 12/23/2025 and 12/29/2025. Due to one applicant's eligibility issues that required a revised application and delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 workplan (submitted 8/7/2025) has been set back by about five months.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP also worked on revisions to the D-4 applications for the FY2020 and FY2023 projects. Revisions will be submitted to WT upon DEEP management approval. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. The FY2023-24 workplan was revised and submitted to EPA on 3/24/2026; EPA approved the revision on 3/31/2026. The new grant agreement expires on 9/30/2028. DEEP reviewed reimbursement packages submitted for FY 2023 projects. DEEP staff began drafting SOWs and contracts for FY2024 projects. Due to funding allocation changes that require revisions to the 2020 and 2023 DERA Option D-4s, the 2023 and 2024 State DERA schedule submitted with the FY2023-24 workplan (submitted 3/24/2026) has been set back by about two to three months.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. The revised 2020 DERA Option D-4 was submitted to Wilmington Trust on 6/1/2026. Wilmington Trust indicated that this document could not be opened because it was too large. On 7/6/2026, Wilmington Trust requested a PDF version of the D-4, which was submitted on 7/7/2026. The revised 2023 DERA Option D-4 was submitted to Wilmington Trust on 6/1/2026. This D-4 was approved on 7/6/2026. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. The FY2023-24 workplan was revised and submitted to EPA on 3/24/2026; EPA approved the revision on 3/31/2026. The new grant agreement expires on 9/30/2028, and will cover off-season work on FlyingConnie. DEEP reviewed reimbursement packages submitted for FY 2023 projects. DEEP staff began drafting SOWs and contracts for FY2024 projects. Due to funding allocation changes that required revisions to the 2020 and 2023 DERA Option D-4s, the 2023 and 2024 State DERA schedule submitted with the FY2023-24 workplan (submitted 3/24/2026) has been set back by about four months.	
Have any vehicles in this project changed from the last quarter? (i.e. vehicles added to the Fleet Description or taken off the Fleet Description)	For Cariati's FY2020 project, their MY 1995 truck was added to the Fleet Description. For further info, see cell B38, above.	No vehicles have changed from last quarter.	No vehicles have changed from last quarter.	
Did you award any rebates or subawards during the reporting period? If so, list the recipients and how much funding they received.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	No rebates or subawards were awarded in this reporting period.	

If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting project objectives?	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP also completed a D-4 application for the FY2023 projects, which was submitted to WT on 8/6/2025. Due to some changes in funding allocations, the D-4 application was revised and is under review by DEEP management. It will be submitted to WT upon DEEP management approval. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. DEEP prepared and submitted workplan revisions for the 2019-2020 grant and the 2021-22 grant for extension requests to cover projects selected in 2023 and 2024 but covered by rollover funds. EPA approved the revisions and granted the extensions on 8/13/2025; the new grant agreements expire on 9/30/2026. The FY2023-24 workplan was revised and submitted to EPA on 8/7/2025; EPA approved the revision on 8/27/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information; selections have been made and award letters were sent on 12/23/2025 and 12/29/2025. Due to one applicant's eligibility issues that required a revised application and delays in receiving approval from DEEP leadership, the 2024 State DERA schedule submitted with the FY 2023-24 workplan (submitted 8/7/2025) has been set back by about five months. Having committed fewer DERA Option funds and given up the	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. DEEP also worked on revisions to the D-4 applications for the FY2020 and FY2023 projects. Revisions will be submitted to WT upon DEEP management approval. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. The FY2023-24 workplan was revised and submitted to EPA on 3/24/2026; EPA approved the revision on 3/31/2026. The new grant agreement expires on 9/30/2028. DEEP reviewed reimbursement packages submitted for FY 2023 projects. DEEP staff began drafting SOWs for FY2024 projects. Due to funding allocation changes that require revisions to the 2020 and 2023 DERA Option D-4s, the 2023 and 2024 State DERA schedule submitted with the FY2023-24 workplan (submitted 3/24/2026) has been set back by about two to three months. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. None of the delays are anticipated to interfere with meeting project objectives.	During this quarter, DEEP worked with 2023 State DERA awardees to answer implementation questions and gather project documentation for the reimbursement packages. The revised 2020 DERA Option D-4 was submitted to Wilmington Trust on 6/1/2026. Wilmington Trust indicated that this document could not be opened because it was too large. On 7/6/2026, Wilmington Trust requested a PDF version of the D-4, which was submitted on 7/7/2026. The revised 2023 DERA Option D-4 was submitted to Wilmington Trust on 6/1/2026. This D-4 was approved on 7/6/2026. DEEP continues to work with FY 2021-2022 grantees on contracts and other documents to implement the projects and reimburse the grantees. The FY2023-24 workplan was revised and submitted to EPA on 3/24/2026; EPA approved the revision on 3/31/2026. The new grant agreement expires on 9/30/2028, and will cover off-season work on FlyingConnie. DEEP reviewed reimbursement packages submitted for FY 2023 projects. DEEP staff began drafting SOWs and contracts for FY2024 projects. Due to funding allocation changes that required revisions to the 2020 and 2023 DERA Option D-4s, the 2023 and 2024 State DERA schedule submitted with the FY2023-24 workplan (submitted 3/24/2026) has been set back by about four months. Having committed fewer DERA Option funds and given up the matching bonus funds, we will have fewer DERA projects to manage in the FY2024 program. None of the delays are anticipated to interfere with meeting project objectives.	
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost share or additional leveraged funds are being reported in this quarter.	No cost share or additional leveraged funds are being reported in this quarter.	Cost share for Cariat: \$758,377.37 Cost share for Tilcon: \$488,831.39	
Have there been any major personnel changes during this reporting period?	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.	There have been no major personnel changes during this reporting period.	
Did any public relations events regarding this grant take place during the reporting period?	No public relations events occurred during this reporting period.	DEEP launched the fourth round of its Volkswagen Diesel Emissions Mitigation Program on 4/8/2026 and held an informational webinar on 4/21/2026.	No public relations events occurred during this reporting period.	
Are you using websites or other tools used to relay information about this grant to the public?	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants. DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants. DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants. DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive.	

What project activities are planned for the next reporting period?	DEEP State DERA Administrative Activities: In the tenth quarter, DEEP will begin working with 2024 State DERA grant recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will prepare a revised 2024 DERA work plan for submission to EPA. DEEP will also prepare the D-4 forms to submit to Wilmington Trust for the DERA Option projects. In addition, DEEP will continue to monitor the FY2023-funded projects, preparing implementation and reimbursement documents as needed. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Workplan revisions will be developed for submission to EPA Region 1. Pending confirmation from EPA, DEEP plans to develop and finalize solicitation materials for the 2025 State DERA grants. Due to significant changes in the 2023-2024 DERA Performance Report template that occurred after DEEP had solicited proposals for 2024 State DERA projects, and due to the fact that award letters were issued for 2024 State DERA projects at the very end of the ninth quarter, DEEP does not yet have all required information to complete tab 10. Fleet Description and tab 11. Infrastructure for the new 2024 DERA projects (e.g., Baseline Vehicle GVWRs). Therefore, DEEP will gather data and information on our newest grants so as to complete tabs 10 and 11 for the next report. DEEP will also apply for an extension to cover the Flying Connie.	DEEP State DERA Administrative Activities: In the 11th quarter, DEEP will continue working with 2024 State DERA grant recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will also prepare the D-4 forms to submit to Wilmington Trust for the FY2024 DERA Option projects. In addition, DEEP will complete review of reimbursement documents for the FY2023-funded projects. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Pending confirmation from EPA, DEEP plans to develop and finalize solicitation materials for the 2025 State DERA grants. Due to significant changes in the 2023-2024 DERA Performance Report template that occurred after DEEP had solicited proposals for 2024 State DERA projects, and due to the fact that award letters were issued for 2024 State DERA projects at the very end of the ninth quarter, DEEP does not yet have all required information to complete tab 11. Infrastructure for the new 2024 DERA projects. Therefore, DEEP will gather data and information on our newest grants so as to complete tab 11 for the next report.	DEEP State DERA Administrative Activities: In the 12th quarter, DEEP will continue working with 2024 State DERA grant recipients to develop scopes of work, contracts and purchase orders for implementing the projects. DEEP will also prepare any necessary revisions to D-4 forms and workplans, such as a revision to the 2023-24 DERA workplan and 2023 DERA Option D-4 to include FlyingConnie, after an anticipated change in funding allocation. DEEP will continue working with FY2021-2022 recipients to support the implementation and completion of those projects. Grantees for any newly completed projects will receive their reimbursements. Pending confirmation from EPA, DEEP plans to develop and finalize solicitation materials for the 2025 or 2026 State DERA grants. Due to significant changes in the 2023-2024 DERA Performance Report template that occurred after DEEP had solicited proposals for 2024 State DERA projects, and due to the fact that award letters were issued for 2024 State DERA projects at the very end of the ninth quarter, DEEP does not yet have all required information to complete tab 11. Infrastructure for the new 2024 DERA projects. DEEP will continue gathering data and information on our newest grants so as to complete tab 11 for the next report.	
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.	Tilcon total income from scap (May 2025 and July 2025): \$2,615.27. This income is used as part of the grantee cost share.	
(State program only) What is the URL for the state website listing the total number and dollar amount of subawards, rebates, or loans provided, as well as a breakdown of the technologies funded? Please also list any other state websites used for outreach related to the State DERA Grant Program.	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive .	DEEP maintains a website for Diesel Grants and Funding. Information about this and other diesel grant programs administered by DEEP's Bureau of Air Management can be found on the DEEP website at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants . DEEP has also established a website for its Volkswagen NOx Mitigation Program. DERA Option awards are listed under the "Administrative Archive" at: https://portal.ct.gov/DEEP/Air/Mobile-Sources/VW/VW-Settlement---Admin-Archive .	
Do you have any other comments or feedback?	No	No	No	

Subaward Reporting Requirements

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

Question	Quarter 1 Update	Quarter 2 Update	Quarter 3 Update	Quarter 4 Update
Summaries of results of reviews of financial and programmatic reports.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	DEEP operates its State DERA Program exclusively as a rebate program; no subawards are granted.	
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	N/A	N/A	N/A	
Environmental results the subrecipient achieved	N/A	N/A	N/A	
Summaries of audit findings and related pass-through entity management decisions	N/A	N/A	N/A	
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	N/A	N/A	N/A	

**U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
Amendments**

Instructions

Please use this tab to indicate any changes in planning activities, vehicle or equipment numbers, as well as numbers of infrastructure items, and/or funding amounts post-award. Use one row per amendment made. Fill out this tab at the end of each year of project performance.

Were there any changes to planned activities, including vehicle or equipment numbers, number of infrastructure items, and/or funding amounts in Year 1 of the project period of performance? If yes, please indicate the change(s) using the table below.	No
Were there any changes to planned activities, including vehicle or equipment numbers, number of infrastructure items, and/or funding amounts in Year 2 of the project period of performance? If yes, please indicate the change(s) using the table below.	Yes
Were there any changes to planned activities, including vehicle or equipment numbers, number of infrastructure items, and/or funding amounts in Year 3 of the project period of performance? If yes, please indicate the change(s) using the table below.	Yes
Were there any changes to planned activities, including vehicle or equipment numbers, number of infrastructure items, and/or funding amounts in Year 4 of the project period of performance? If yes, please indicate the change(s) using the table below.	(Y or N)
Were there any changes to planned activities, including vehicle or equipment numbers, number of infrastructure items, and/or funding amounts in Year 5 of the project period of performance? If yes, please indicate the change(s) using the table below.	(Y or N)

	Number of Amendments By Year	Change in Funding Amount by Year
Project Year 1	0	\$ -
Project Year 2	2	\$ (398,782.00)
Project Year 3	1	\$ -
Project Year 4 (if applicable)	0	\$ -
Project Year 5 (if applicable)	0	\$ -

Table 13. Post-Award Amendments

	Update Year (select from dropdown)	Type of Amendment (Select from dropdown)	Changes to Vehicle, Equipment, or Eligible Infrastructure Deployment				Other Changes If other changes selected, describe	Corresponding Funding Changes		Change in Funding Amount
			Original Vehicle, Equipment, or Eligible Infrastructure Type	Updated Vehicle, Equipment, or Eligible Infrastructure Type	Original Quantity of Vehicle, Equipment, or Eligible Infrastructure Type	Updated Quantity of Vehicle, Equipment, or Eligible Infrastructure Type		Original Funding Request Amount	Updated Funding Request Amount	
Ex 1	Year 1 Update	Changes to Vehicle or Equipment Deployment	Company A RTG Electric Crane v2000	Company A RTG Electric Crane v3000	25	20		\$ 1,250,000	\$ 1,300,000	\$ (50,000)
Ex 2	Year 1 Update	Changes to Other Planned Activities					Decreased personnel funding required	\$ 15,000	\$ 12,000	\$ 3,000
1	Year 2 Update	Changes to Other Planned Activities					Incremental increase in fed	\$ 638,769.00	\$ 1,037,551.00	\$ (398,782.00)
2	Year 2 Update	Changes to Other Planned Activities					Decrease in the EPA total a	\$ 1,037,551.00	\$ 1,037,551.00	\$ -
3	Year 3 Update	Changes to Other Planned Activities					A time extension through 9	\$ 1,037,551.00	\$ 1,037,551.00	\$ -
4										\$ -
5										\$ -
6										\$ -
7										\$ -
8										\$ -
9										\$ -
10										\$ -
11										\$ -
12										\$ -
13										\$ -
14										\$ -
15										\$ -

U. S. Environmental Protection Agency
Diesel Emissions Reduction Act (DERA) Grant Program
DERA Priorities

Grant Recipient	CT Dept. of Energy & Environmental Protection
Program FY	FY2023 DERA Grant
Grant Number	DS - 00A01434 - 3
Project Title	Fiscal Year 2023-2026 State Clean Diesel Grant Program

Instructions

*Please complete this tab if your organization committed to ANY community engagement, sustainability, workforce development, climate impact resiliency, or leveraging of additional external funds actions or commitments in your application, as referred to in the evaluation metrics defined in the NOFO or Program Guide. Only cells shaded in **blue** need to be filled out; cells shaded in yellow will automatically populate based on information entered in earlier tabs. **If planned activities or commitments changed between the submitted application and approved workplan, please indicate on the first question below.** Please use the drop downs for columns to indicate any updates that occurred during the reporting period indicating continued progress towards commitments. At the end of each of the sections below, there is a cell to provide additional narrative responses, as appropriate. **For narrative responses, please include at least 1-2 sentences.** Please take care to ensure all questions are answered; the final question is on row 144 of this sheet.*

Did any planned activities or commitments change between the submitted application and the approved workplan?

Yes

If no, please jump to the next section, "Prioritized Communities and Withdrawn Participants." If yes, please provide context and details to the approved changes (example: the number of school buses was reduced due to partial funding).

As is standard practice with the CT State DERA program, the workplan was revised following project selection to include details of each project. The workplan was revised a second time to account for the addition of Cariaty's 2020 project vehicle replacement, the addition of the FY2024 State DERA projects, and an extension for FlyingConnie's project.

Table 14. Prioritized Communities and Withdrawn Participants

1. Did the workplan demonstrate that the project will benefit nonattainment, maintenance, and/or areas of air toxics concern as defined in the NOFO or Program Guide?
2. Did any of the beneficiaries from the workplan decide to no longer participate in the project? If yes, please use the rows below to indicate which beneficiaries withdrew their participation from the project, and if applicable, please note what beneficiary was chosen as a replacement. *Note: Please add additional rows as needed.*

Yes

Yes

Withdrawn Beneficiary	Project location (State, County)	Nonattainment, Maintenance, or Area of Air Toxics Concern?	Date of Withdrawal	Brief Description of Reason for Withdrawal	Replacement Beneficiary (use "N/A" if beneficiary not replaced)	Project location (State, County)	Nonattainment, Maintenance, or Area of Air Toxics Concern?
Bozzuto's Inc	CT, New Haven County	Yes	2024 - Q4	Bozzuto's is not ready at this time to move forward with the DERA grant and purchase the electric vehicles.	Funds will be reallocated to projects selected in the 2024 round.	TBD	N/A
City of New Haven	CT, New Haven County	Yes	2024 - Q4	The City had intended to utilize the grant proceeds to purchase a second electric refuse vehicle but was still in the process of evaluating the performance of its first electric refuse vehicle, which was purchased through the 2021 DERA program.	Funds will be reallocated to projects selected in the 2024 round.	TBD	N/A
		(Y or N or N/A)	Select Reporting Period				(Y or N or N/A)
		(Y or N or N/A)	Select Reporting Period				(Y or N or N/A)
		(Y or N or N/A)	Select Reporting Period				(Y or N or N/A)
		(Y or N or N/A)	Select Reporting Period				(Y or N or N/A)

Table 15. Community Engagement

Did the workplan demonstrate actions and/or commitments to engage communities? <i>If no, please jump to the next section, "Project Sustainability". If yes, please complete the rest of this section.</i>				Yes	
1. How did the workplan demonstrate engagement with the communities identified above, especially local residents, to ensure their meaningful participation with respect to the design, planning, and performance of the project?					
DEEP maintains an expanding list of clean diesel stakeholders who are contacted whenever clean diesel grant funds become available from EPA, the Federal Highway Administration and DEEP. Of Connecticut's 169 municipalities, 135 are represented on this list and contacts are updated regularly. The Connecticut Department of Education also provides assistance in distributing announcements for opportunities involving clean school buses. Private fleet owners, on-road, nonroad and marine owners/operators are added as they express interest in DEEP incentive programs; the VW incentives have expanded the list, particularly with regard to projects ineligible for VW Mitigation Trust funds but eligible for the broader-based DERA incentives. Over half of Connecticut's DERA grants have been awarded to municipalities and school districts. DEEP encourages and supports local events and publications showcasing the clean diesel vehicles and equipment made possible through these grants.					
Policy/Process to Engage Communities and Point of Contact			Application	Status Update	Reporting Period Completed
1. Did the workplan for this project demonstrate that the recipient and/or project partner(s) has an existing clear point of contact in a public platform (e.g., newsletter, website) for community issues and complaints (specific to air quality or broader) and a publicly documented policy or process to engage communities and get their input on operations and projects that impact air quality? The process could be a meeting in the past year and/or a policy or process to have a meeting or otherwise get input (e.g., a standing citizens advisory committee). <i>Please include any narrative details in question 2.</i>			Yes		
1.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to completing one before the end of the project period?			N/A		
1.b. To date, has the recipient and/or project partner(s) completed this commitment?				Awarded	N/A
2. Please provide any additional details and/or a status update to be provided for this category, including but not limited to the URL(s) where the public can find the clear point of contact and policy or process; a description of the point of contact and policy or process; and any other relevant information. Please use the drop downs under 'Please Select One' to indicate when the update was completed. <i>Note: Do not delete data from prior quarterly reports. If providing updates for multiple quarters in one year, please indicate all updates in the same cell.</i>					

The Mobile Sources Group, within DEEP's Bureau of Air Management, has an email account that is monitored daily for general programmatic questions. The email address, DEEP.MobileSources@ct.gov, is included in all DERA-related solicitation materials as a source for answers to questions. That email account is also used to distribute information when the request for proposals is launched for Connecticut's State DERA program. All of the DERA-funded Connecticut Clean Diesel programs will continue to be featured on the agency website (https://portal.ct.gov/DEEP/Air/Mobile-Sources/DERA-Grants) and in education and outreach materials designed to encourage retrofits, replacements and other emission reduction initiatives for diesel-powered vehicles and equipment. Timely updates to the webpage, as well as direct outreach via email to those who have requested notification, will inform the general public on grant awards and project status.	2026 - Q2	
		Please Select One
		Please Select One
3. Does the recipient have a publicly available baseline mobile source emission inventory for PM2.5 and/or NOx that was completed after 2016?	Yes	
3.a. If no, does the recipient commit to completing one before the end of the project period?	N/A	
3.b. Please provide any additional details.		
For additional details, please contact the Mobile Sources Group at DEEP.MobileSources@ct.gov.		
4. Does the recipient have a publicly available plan to reduce mobile source emissions that includes specific PM2.5 and/or NOx emission targets that was completed after 2017?	Yes	
4.a. If no, will the recipient have a documented commitment to have a publicly available plan to reduce mobile source emissions that includes specific PM2.5 and/or NOx emission targets BEFORE the end of the project period?	N/A	
4.b. Please provide any additional details.		
DEEP has incorporated DERA into its long-term air quality plans. Emissions reductions from the State DERA program were included in Connecticut's 2008 Ozone Attainment State Implementation Plan. CT's Comprehensive Energy Strategy, dated 2/8/2018, is the State's publicly available plan to reduce mobile source emissions. It references the CT Global Warming Solutions Act; however, this act was effective 10/1/2008, and does not mention PM2.5 or NOx.		

Table 16. Project Sustainability

Did the workplan demonstrate actions and/or commitments to promote sustainable project results and benefits? <i>If no, please jump to the next section, "Workforce Development". If yes, please complete the rest of this section.</i>		Yes
1. How did the workplan demonstrate that project results and benefits will be sustainable and that the applicant and project partners have the ability to promote and continue efforts to reduce emissions from vehicles after EPA funding for the project has ended?		

Sustainability is an element in the selection of new projects. Vehicle replacement projects, which yield the longest-lived benefits, will continue to be important parts of Connecticut's DERA program. Any projects selected for DERA funding include recommendations that the emission reduction technologies be maintained for a prescribed time period or be replaced with technologies that have greater emission control effectiveness. Implementation documents will also include statements to ensure that the new or repowered vehicles, vessels and equipment remain in the state.

All of the DERA-funded Connecticut Clean Diesel programs will continue to be featured on the agency website and in education and outreach materials designed to encourage retrofits, replacements and other emission reduction initiatives for diesel-powered vehicles and equipment. Timely updates to the webpage as well as direct outreach via email to those who have requested notification will inform the general public on grant awards and project status.

A. Zero-Emission Projects <i>For non-ZE projects, skip to part B.</i>		Application	Status Update	Reporting Period Completed
A1. Did the workplan for this project demonstrate coordination and/or consultation with utilities on the feasibility of the project? This could include, but is not limited to, discussion with utilities on project charging needs, project upgrade needs, project costs, rates for future service, and/or the timeframe for necessary upgrades. Please include any narrative details in question A2.	No			
A1.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to such coordination before the end of the project period?	Yes			
A1.b. To date, has the recipient and/or project partner(s) completed this commitment?			In Progress	2026 - Q2
A2. Please provide additional details and any relevant status updates for this section, including but not limited to describing the extent of coordination with utilities, noting the timing and frequency of discussions with utilities, and any project decisions impacted by these discussions. Please use the drop downs under 'Please Select One' to indicate when the update was completed. <i>Note: Do not delete data from prior quarterly reports. If providing updates for multiple quarters in one year, please indicate all updates in the same cell.</i>				
At the time we solicited proposals, this information was not required. As we finalize a Mitigation Action Plan, we will work with the grantee to obtain this information.				2026 - Q2
				Please Select One
				Please Select One
B. Non Zero-Emission Projects		Application	Status Update	Reporting Period Completed

B1. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have existing idle reduction policies? <i>Please include any narrative details in question B4.</i>	Yes		
B1.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to completing one before the end of the project period?	N/A		
B1.b. To date, has the recipient and/or project partner(s) completed this commitment?		Select Status	Select Reporting Period
B2. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have contract specifications requiring the use of cleaner, more efficient vehicles and equipment? <i>Please include any narrative details in question B4.</i>	Yes		
B2.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to completing one before the end of the project period?	N/A		
B2.b. To date, has the recipient and/or project partner(s) completed this commitment?		Select Status	Select Reporting Period
B3. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have adopted other strategies to promote and continue efforts to reduce diesel emissions? If yes, please describe the other policies in more detail below. <i>Please include any narrative details in question B4.</i>	Yes		
B3.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to adopting one or more strategies before the end of the project period?	N/A		
B3.b. To date, has the recipient and/or project partner(s) completed this commitment?		Select Status	Select Reporting Period
B4. Please provide additional details and any relevant status updates for this section, including but not limited to descriptions of idle reduction policies, contract specifications, and/or any additional diesel emission reduction strategies, as well as any changes made to these throughout the project period. Please use the drop downs under 'Please Select One' to indicate when the update was completed. <i>Note: Do not delete data from prior quarterly reports. If providing updates for multiple quarters in one year, please indicate all updates in the same cell.</i>			

Connecticut has had a statutory restriction on school bus idling since 2002 and regulations to limit idling from all mobile sources since the 1980s. Starting with the state's first DERA project, DEEP has included an idle reduction policy as one of the ranking criteria for project selection. Subsequently, a number of private and public DERA grant recipients have submitted evidence of idle reduction programs and policies in their workplaces. Requiring use of cleaner, more efficient vehicles: Projected air quality benefits are weighted heavily in the selection of projects to be funded through Connecticut's State DERA program. Such benefits are calculated and included in Tables 3 and 4 of the workplan. Promoting and continuing efforts to reduce diesel emissions: DEEP maintains contact with a lengthy and diverse list of clean diesel stakeholders in the state, including municipalities and state agencies, businesses with diesel fleets, environmental activist groups, school districts and transportation providers. These associations will continue to be active as new diesel control strategies are developed. A true partnership with communications between all parties (municipalities, vehicle and equipment owners, technology vendors, and DEEP) is of critical importance in the continued success of emission control projects. DEEP is able to engage a wide range of industry and environmental advocacy groups, along with state and local agencies, to publicize the availability and benefits of the various programs. Potential partners in this effort could include SIPRAC, the Connecticut Council of Small Towns, the Connecticut Conference of Municipalities, the Motor Transport Association of Connecticut, EPA SmartWay Partners, Clean Water Action, Clean Cities, Acadia Center (formerly Environment Northeast), Clean Air Northeast, and the State of Connecticut Motor Carrier Advisory Committee. DEEP will continue to work closely with EPA Region 1 and the Northeast States for Coordinated Air Use Management to ensure that results are communicated, and lessons learned are shared with other stakeholders in the region.			2026 - Q2
			Select Date
			Select Date

Table 17. Workforce Development			
Did the workplan demonstrate actions and/or commitments to promote workforce development? <i>If no, please jump to the next section, "Project Resilience to Climate Impacts". If yes, please complete the rest of this section.</i>			Yes
1. How did the workplan demonstrate a plan to prepare the workforce for the project?			
Connecticut is uniquely conscious of the necessity of training personnel for the deployment of EVs. DEEP would expect drivers and maintenance workers to receive training on the EVs, but DEEP is well aware that local emergency responders need training as well; that is encouraged.			
	Application	Status Update	Reporting Period Completed

2. Did the workplan for this project demonstrate that current drivers, mechanics, electricians, and other essential personnel have received training to safely operate and maintain the new vehicles and infrastructure? This could include the establishment of workforce training programs for zero emission vehicles and charging infrastructure. Please include any narrative details in question 6.	Yes		
2.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to ensuring current drivers, mechanics, electricians, and other essential personnel receive training to safely operate and maintain the new vehicles and infrastructure before the end of the project period?	N/A		
2.b. To date, has the recipient and/or project partner(s) completed this commitment?		Not Yet Started	2026 - Q2
3. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have clarified protections to ensure existing workers are not replaced or displaced because of new technologies? <i>Please include any narrative details in question 6.</i>	Yes		
3.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to clarifying protections to ensure existing workers are not replaced for displaced because of new technologies before the end of the project period?	N/A		
3.b. To date, has the recipient and/or project partner(s) completed this commitment?		Not Yet Started	2026 - Q2
4. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have increased the availability of domestic manufacturing and workforce for zero- and near-zero emission vehicles, engines, and other key components (e.g., batteries)? <i>Please include any narrative details in question 6.</i>	Yes		
4.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to increasing the availability of domestic manufacturing and workforce for zero- and near-zero emission vehicles, engines, and other key components (e.g., batteries) before the end of the project period?	N/A		
4.b. To date, has the recipient and/or project partner(s) completed this commitment?		Not Yet Started	2026 - Q2
5. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have other measures and/or policies in place to promote workforce development? If yes, please describe the other measures and/or policies in more detail below. <i>Please include any narrative details in question 6.</i>	No		
5.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to establishing measures and/or policies to promote workforce development before the end of the project period?	No		

5.b. To date, has the recipient and/or project partner(s) completed this commitment?		Select Status	Select Reporting Period
6. Please provide additional details and any relevant status updates for this section, including but not limited to details on training programs, protections for existing workers, measures taken to increase the availability of domestic manufacturing and workforce, and/or descriptions of any additional policies and measures to promote workforce development, as well as any changes made to these throughout the project period. Please use the drop downs under 'Please Select One' to indicate when the update was completed. <i>Note: Do not delete data from prior quarterly reports. If providing updates for multiple quarters in one year, please indicate all updates in the same cell.</i>			
Information on workforce development will be included in the Mitigation Action Plans; however, these documents have not been finalized yet. Grantees have been informed of BABA requirements.			2026 - Q2
			Please Select One
			Please Select One

Table 18. Project Resilience			
Did the workplan demonstrate actions and/or commitments to promote project resilience to extreme weather? <i>If no, please jump to the next section, "Leveraging of Additional External Funds". If yes, please complete the rest of this section.</i>			Yes
1. How did the workplan demonstrate planning or action taken towards building project resilience and reducing vulnerabilities to extreme weather?			
The storms and flooding that have occurred in the summers of 2023 and 2024 have heightened DEEP's awareness of potential damage to projects involving permanent installations of EVSE to service EVs funded under DERA. In its 2023-2024 DERA program, DEEP included an evaluation of sites identified for the parking and re-charging of electric school buses, transit buses and other EV replacements. Susceptibility to flooding and wind or falling tree damage was a part of this evaluation.			
	Application	Status Update	Reporting Period Completed
2. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have assessed and implemented extreme weather adaptation considerations to help ensure that the project achieves its expected outcomes even as the climate changes? This could include assessing project vulnerability to local extreme weather impacts when making siting decision and operational plans, ensuring fleets and equipment are protected from extreme weather impacts, and/or protecting infrastructure from storm damage. <i>Please include any narrative details in question 4.</i>	Yes		

2.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit to assessing and implementing climate change adaptation considerations before the end of the project period?	N/A	
2.b. To date, has the recipient and/or project partner(s) completed this commitment?		Not Yet Started 2026 - Q2
3. Did the workplan for this project demonstrate that the recipient and/or project partner(s) have other measures and/or policies in place to promote project resilience to extreme weather? If yes, please describe the other measures and/or policies in more detail below. <i>Please include any narrative details in question 4.</i>	No	
3.a. If no, did the workplan for this project demonstrate that the recipient and/or project partner(s) commit establishing measures and/or policies to promote project resilience to extreme weather impacts before the end of the project period?	Yes	
3.b. To date, has the recipient and/or project partner(s) completed this commitment?		Not Yet Started 2026 - Q2
4. Please provide additional details and any relevant status updates for this section, including but not limited to details on extreme weather impact assessments, descriptions of project decisions impacted by these assessments, and/or descriptions of any additional policies and measures to promote project resilience to extreme weather impacts, as well as any changes made to these throughout the project period. Please use the drop downs under 'Please Select One' to indicate when the update was completed. Note: Do not delete data from prior quarterly reports. If providing updates for multiple quarters in one year, please indicate all updates in the same cell.		
The project has not started yet. As we finalize a Mitigation Action Plan, we will work with the grantee to ensure project resilience considerations are addressed.		2026 - Q2
		Please Select One
		Please Select One
		Please Select One

Table 19. Leveraging of Additional External Funds

Did the workplan demonstrate that the recipient has leveraged or plans to leverage additional external funds in order to support proposed project activities? If no, please select "no" and no other information is needed for this section, and you may proceed to Table 20 on the next tab. If yes, please select "yes" and complete the rest of this section.	Yes
1. How did the workplan demonstrate that the recipient has leveraged or plans to leverage additional external funds in order to support proposed project activities, as well as how these funds will be used to contribute to the performance and success of the project?	

Mandatory cost share funds are provided by the sub-grantees and reported as "Other Leveraged Funds." Without the sub-grantees' cost shares, the projects could not be successfully completed.

2. Please provide updates on proposed or secured additional external funds using the rows below. This should include additional external leveraged funds, but should *not* include applicant funds. Refer to the following definitions when selecting Status:

"Not Yet Started:" Funding is proposed but the application process has not yet begun

"In Progress:" The funding application or selection process is underway, but funds have not been awarded

"Awarded:" Funding has been officially awarded

"Not Awarded:" Funding that had been applied for was not awarded

Note: Please add additional rows as needed.

Source Name	Amount (\$)	Status	Reporting Period Awarded
N/A	N/A	Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period
		Please Select One	Select Reporting Period

3. Are there any updates to be provided or additional information for any proposed or secured additional external funds? If yes, please provide additional details and a status update below, including a description of how any secured funds are being used to support proposed project activities and how they are contributing to the performance and success of the project. If any proposed funding was not awarded, use the space provided to indicate your plans to make up for these funds. Please use the drop downs under 'Please Select One' to indicate when the update was completed. <i>Note: Do not delete data from prior quarterly reports. If providing updates for multiple quarters in one year, please indicate all updates in the same cell.</i>	N/A
	N/A

Project Overview		Project Details		Project Status		Project History		Project Summary		Project Notes		Project Actions		Project Results		Project Metrics		Project Risks		Project Opportunities		Project Challenges		Project Solutions		Project Outcomes				
Project Name	Project ID	Project Manager	Project Sponsor	Project Start Date	Project End Date	Project Status	Project Progress	Project Budget	Project Revenue	Project Profit	Project Loss	Project Break-Even	Project ROI	Project NPV	Project IRR	Project Payback	Project Risk	Project Opportunity	Project Challenge	Project Solution	Project Outcome	Project Metric	Project Risk	Project Opportunity	Project Challenge	Project Solution	Project Outcome			
Project A	A001	John Doe	John Doe	2023-01-01	2023-12-31	Completed	100%	\$1,000,000	\$1,000,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	High	Low	High	Low	High	Low	High	Low	High	Low	High		
		Jane Smith	Jane Smith	2023-01-01	2023-12-31	In Progress	50%	\$500,000	\$500,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium		
		Mike Johnson	Mike Johnson	2023-01-01	2023-12-31	On Hold	10%	\$200,000	\$200,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low		
Project B	B002	Sarah Brown	Sarah Brown	2023-01-01	2023-12-31	Completed	100%	\$800,000	\$800,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		David Wilson	David Wilson	2023-01-01	2023-12-31	In Progress	75%	\$600,000	\$600,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Emily Davis	Emily Davis	2023-01-01	2023-12-31	On Hold	20%	\$300,000	\$300,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project C	C003	Chris Miller	Chris Miller	2023-01-01	2023-12-31	Completed	100%	\$900,000	\$900,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Alexander Lee	Alexander Lee	2023-01-01	2023-12-31	In Progress	60%	\$700,000	\$700,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Olivia White	Olivia White	2023-01-01	2023-12-31	On Hold	15%	\$250,000	\$250,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project D	D004	Benjamin Green	Benjamin Green	2023-01-01	2023-12-31	Completed	100%	\$1,200,000	\$1,200,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Ethan Black	Ethan Black	2023-01-01	2023-12-31	In Progress	80%	\$900,000	\$900,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ava Blue	Ava Blue	2023-01-01	2023-12-31	On Hold	30%	\$400,000	\$400,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project E	E005	Noah Yellow	Noah Yellow	2023-01-01	2023-12-31	Completed	100%	\$1,100,000	\$1,100,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Liam Purple	Liam Purple	2023-01-01	2023-12-31	In Progress	90%	\$850,000	\$850,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Mia Grey	Mia Grey	2023-01-01	2023-12-31	On Hold	40%	\$550,000	\$550,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project F	F006	Lucas Brown	Lucas Brown	2023-01-01	2023-12-31	Completed	100%	\$1,300,000	\$1,300,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Charlotte Green	Charlotte Green	2023-01-01	2023-12-31	In Progress	70%	\$1,000,000	\$1,000,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Benjamin Blue	Benjamin Blue	2023-01-01	2023-12-31	On Hold	50%	\$600,000	\$600,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project G	G007	Isabella Yellow	Isabella Yellow	2023-01-01	2023-12-31	Completed	100%	\$1,400,000	\$1,400,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		William Purple	William Purple	2023-01-01	2023-12-31	In Progress	65%	\$1,100,000	\$1,100,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Sophia Grey	Sophia Grey	2023-01-01	2023-12-31	On Hold	45%	\$700,000	\$700,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project H	H008	Matthew Brown	Matthew Brown	2023-01-01	2023-12-31	Completed	100%	\$1,500,000	\$1,500,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Olivia Green	Olivia Green	2023-01-01	2023-12-31	In Progress	55%	\$1,200,000	\$1,200,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ethan Blue	Ethan Blue	2023-01-01	2023-12-31	On Hold	35%	\$800,000	\$800,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project I	I009	Ava Yellow	Ava Yellow	2023-01-01	2023-12-31	Completed	100%	\$1,600,000	\$1,600,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Lucas Purple	Lucas Purple	2023-01-01	2023-12-31	In Progress	60%	\$1,300,000	\$1,300,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Charlotte Grey	Charlotte Grey	2023-01-01	2023-12-31	On Hold	50%	\$900,000	\$900,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project J	J010	Benjamin Brown	Benjamin Brown	2023-01-01	2023-12-31	Completed	100%	\$1,700,000	\$1,700,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Olivia Green	Olivia Green	2023-01-01	2023-12-31	In Progress	65%	\$1,400,000	\$1,400,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ethan Blue	Ethan Blue	2023-01-01	2023-12-31	On Hold	55%	\$1,000,000	\$1,000,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project K	K011	Ava Yellow	Ava Yellow	2023-01-01	2023-12-31	Completed	100%	\$1,800,000	\$1,800,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Lucas Purple	Lucas Purple	2023-01-01	2023-12-31	In Progress	70%	\$1,500,000	\$1,500,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Charlotte Grey	Charlotte Grey	2023-01-01	2023-12-31	On Hold	60%	\$1,100,000	\$1,100,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project L	L012	Benjamin Brown	Benjamin Brown	2023-01-01	2023-12-31	Completed	100%	\$1,900,000	\$1,900,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Olivia Green	Olivia Green	2023-01-01	2023-12-31	In Progress	75%	\$1,600,000	\$1,600,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ethan Blue	Ethan Blue	2023-01-01	2023-12-31	On Hold	65%	\$1,200,000	\$1,200,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project M	M013	Ava Yellow	Ava Yellow	2023-01-01	2023-12-31	Completed	100%	\$2,000,000	\$2,000,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Lucas Purple	Lucas Purple	2023-01-01	2023-12-31	In Progress	80%	\$1,700,000	\$1,700,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Charlotte Grey	Charlotte Grey	2023-01-01	2023-12-31	On Hold	70%	\$1,300,000	\$1,300,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project N	N014	Benjamin Brown	Benjamin Brown	2023-01-01	2023-12-31	Completed	100%	\$2,100,000	\$2,100,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Olivia Green	Olivia Green	2023-01-01	2023-12-31	In Progress	85%	\$1,800,000	\$1,800,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ethan Blue	Ethan Blue	2023-01-01	2023-12-31	On Hold	75%	\$1,400,000	\$1,400,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project O	O015	Ava Yellow	Ava Yellow	2023-01-01	2023-12-31	Completed	100%	\$2,200,000	\$2,200,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Lucas Purple	Lucas Purple	2023-01-01	2023-12-31	In Progress	90%	\$1,900,000	\$1,900,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Charlotte Grey	Charlotte Grey	2023-01-01	2023-12-31	On Hold	80%	\$1,500,000	\$1,500,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project P	P016	Benjamin Brown	Benjamin Brown	2023-01-01	2023-12-31	Completed	100%	\$2,300,000	\$2,300,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Olivia Green	Olivia Green	2023-01-01	2023-12-31	In Progress	95%	\$2,000,000	\$2,000,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ethan Blue	Ethan Blue	2023-01-01	2023-12-31	On Hold	85%	\$1,600,000	\$1,600,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project Q	Q017	Ava Yellow	Ava Yellow	2023-01-01	2023-12-31	Completed	100%	\$2,400,000	\$2,400,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Lucas Purple	Lucas Purple	2023-01-01	2023-12-31	In Progress	98%	\$2,100,000	\$2,100,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Charlotte Grey	Charlotte Grey	2023-01-01	2023-12-31	On Hold	90%	\$1,700,000	\$1,700,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project R	R018	Benjamin Brown	Benjamin Brown	2023-01-01	2023-12-31	Completed	100%	\$2,500,000	\$2,500,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Olivia Green	Olivia Green	2023-01-01	2023-12-31	In Progress	100%	\$2,200,000	\$2,200,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	Medium	
		Ethan Blue	Ethan Blue	2023-01-01	2023-12-31	On Hold	95%	\$1,800,000	\$1,800,000	\$0	\$0	\$0	0%	\$0	0%	0	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	Low	
Project S	S019	Ava Yellow	Ava Yellow	2023-01-01	2023-12-31	Completed	100%	\$2,600,000	\$2,600,000	\$0	\$0	\$0	0%	\$0	0%	0	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High	Medium	High
		Lucas																												

[illegible]