

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary The State of Connecticut

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

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

SUMMARY

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

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

ATTACHMENTS
(CHECK BOX IF ATTACHED)

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

CERTIFICATIONS

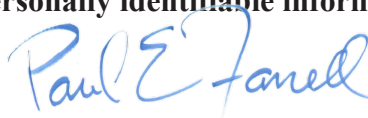
By submitting this application, the Lead Agency makes the following certifications:

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

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

May 29, 2026

DATED:



Paul E. Farrell

Director, Air Planning & Standards Division

Department of Energy & Environmental Protection

[LEAD AGENCY]

for

State of Connecticut

[BENEFICIARY]

APPENDIX D-4
BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

State of Connecticut
Diesel Emissions Reduction Act (DERA) Option
FY 2023 State DERA
May 12, 2026

APPENDIX D-4 – Supplemental Information

Beneficiary Eligible Mitigation Action Certification

Beneficiary: State of Connecticut

Lead Agency: Department of Energy and Environmental Protection

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

Appendix D-4-Summary

Explanation of how funding request fits into Beneficiary’s Mitigation Plan (5.2.1):

Connecticut's 2018 Mitigation Plan, written in accordance with the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in *United States of America v. Volkswagen AG et al.*, Case No. 16-cv-295 (N.D. Cal.) (VW NO_x Mitigation Trust) outlined a protocol for exercising the Diesel Emission Reduction Act (DERA) option. The Connecticut Department of Energy and Environmental Protection (DEEP) intends to implement the DERA Option, utilizing Trust funds to match its State DERA allocation to allow for a greater variety of eligible projects. Cariati, LLC (2023) and Ticon Connecticut Inc. were chosen to receive funds under the DERA Option for the replacement of diesel vehicles.

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

Potential air quality benefits are weighted heavily in the selection of projects to be funded through the State’s DERA program and such benefits are calculated for all of the projects implemented with State DERA funds. The two (2) chosen 2023 DERA Option projects include the replacement of four dump trucks, and one cement mixer, which yield emissions reductions from the improved technology on the new engines. The specifics of each DERA Option project are outlined below.

Bozzuto’s Inc.

The purpose of this project is to replace two model year (MY) 2008 Kalmar Ottawa diesel-powered yard horses, listed below. The vehicles will be replaced with two MY 2024 Orange EV E-Triever electric yard horses. Purchase and installation of EV Supply Equipment (EVSE) is included.

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

Because of the electric-powered replacement and technology advances on the new yard horses, the project will enhance air quality by reducing engine emissions and decreasing fuel consumption. The reduction in emissions of the ozone precursor, nitrogen oxides, is critically needed in a state that is in nonattainment with the 2008 and 2015 National Ambient Air Quality Standards for ozone. The yard horses operate in North Haven and Cheshire, which border environmental justice communities.

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

Cariati, LLC (2023)

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

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

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

City of New Haven

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

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

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

Tilcon Connecticut Inc.

The purpose of this project is to replace one MY 2006, Class 8, Terex – Advance AP-6811 cement mixer, equipped with an EMY 2006 diesel-powered Cummins ISM 350V engine, and one MY 1994, Class 8,

Kenworth T-450 dump truck, equipped with an EMY 1994 diesel-powered Cummins L-10 engine (listed below); these vehicles will be replaced with one MY 2025, Class 8, Oshkosh S-2204 S-Series diesel-powered front discharge mixer and one MY 2025, Class 8, Peterbuilt 567 diesel-powered dump truck chassis with a 2025 Etnyre Live Bottom body, model TMLB-20. The dump truck will operate in Hartford County, Middlesex County, and New Haven County. The front discharge mixer will operate in Hartford County, Middlesex County, New Haven County, and New London County.

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

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

Estimate of Anticipated NO_x Reductions (5.2.3):

The estimated emissions were calculated using EPA's Diesel Emissions Quantifier (DEQ). The anticipated annual NO_x emissions reduction from the 2023 DERA Option projects is 2.778 tons per year (tpy). The tons of pollution reduced or avoided over the lifetime of the engines/vehicles selected for the 2023 State DERA Option projects is 16.188 tons of NO_x, and 0.925 tons of PM_{2.5}.

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

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

Describe any cost share requirement to be placed on each NO_x source proposed to be mitigated (5.2.8):

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

Cariati, LLC (2023)

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

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

Tilcon Connecticut Inc.

DEEP is granting \$140,339.93 in 2023 Diesel Emission Reduction Act (DERA) funding and \$3,448.09 in unspent 2020 DERA funding to Grantee. Note that the cost of the 1994 dump truck will be totally covered by the 2023 DERA Option funds. Tilcon Connecticut Inc. originally agreed to contribute an estimated additional \$451,211.98 to the above referenced project through a combination of cash and in-kind services, bringing the estimated total value of the project to \$595,000.00. Funds for this Project have been made available under the Environmental Mitigation Trust Agreement for State Beneficiaries resulting from the Settlement in United States of America v. Volkswagen AG et al., Case No. 16-cv-295 (N.D. Cal.) ("DERA Option").

Due to increases in equipment costs, the total project cost has subsequently been revised to \$635,234.68, with the grantee agreeing to contribute an estimated additional \$491,446.66 to the project through a combination of cash and in-kind services. The total awarded grant amount remains \$143,788.02.

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

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

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

The primary goal of Connecticut's 2018 Mitigation Plan is to improve and protect ambient air quality by reviewing, analyzing, and implementing eligible mitigation projects that will support statewide energy, environmental and economic development goals. DEEP's locational criteria for evaluating and selecting projects for State DERA funding have consistently addressed location in EJ communities, which are

characterized, in part, by disproportionate air pollution impacts, and nearness to diesel transportation hubs, including ports, rail yards and highways. Consideration is also given to projects that are consistent with state energy and clean transportation policies and to applicants with anti-idling policies. All projects selected in this round of funding operate in EJ communities and all projects meet the locational selection criteria; mitigation funds will be used to decrease the impacts of NO_x emissions on communities that have historically experienced a disproportionate share of the state's air pollution burden.

ATTACHMENT B

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

ATTACHMENT B

PROJECT MANAGEMENT PLAN
PROJECT SCHEDULE AND MILESTONES
DERA OPTION CATEGORY

Project Management Plan– Project Schedule and Milestones

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

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

Project Budget – DERA Option

Budget Category	Total Approved Project Budget	Share of Total Budget Funded by the Trust	Cost Share Paid by Recipient
Expenditure:			
Cariati, LLC (2023) – Recipient #1	\$990,113.40	\$231,736.03	\$758,377.37
Tilcon Connecticut Inc. – Recipient #3	\$635,234.68	\$140,339.93 ²	\$494,894.75 ³
Project Totals	\$1,625,348.08	\$372,075.96	\$1,253,272.12
Percentage of Total Project Cost	100%	22.9% ⁴	77.1%
DEEP Administrative ⁵	\$0	\$0	\$0
Project Totals with DEEP Administrative	\$1,625,348.08	\$372,075.96	\$1,253,272.12

² This project is funded by \$140,339.93 in 2023 DERA Option funds and \$3,448.09 in unspent 2020 DERA Option funds. The grant for the 1994 dump truck will be completely covered by the 2023 DERA Option funds.

³ This figure represents the cost share paid by the grantee (\$491,446.66) plus the portion of the grant covered by 2020 DERA Option funds (\$3,448.09).

⁴ Approximately 22.9% of the Total Approved Project Budget is being funded by 2023 DERA Option funds, approximately 0.2% of the Total Approved Project Budget is being funded by unspent 2020 DERA Option funds, and approximately 76.9% of the Total Approved Project Budget is being funded by the recipient (grantee cost share).

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

PROJECTED TRUST ALLOCATIONS

	2018-2019 (Round 1)	2019 – 2020 (Round 2)	2021 – 2022 (FY 2020 DERA Option Round 3)	2022 (DOT Round 1)	2022-2023 (FY 2021 DERA Option, Round 4)	VW 2022 – 2023 (Round 3)
1. Anticipated Annual Project Funding Request to be Paid through the Trust	\$6,567,301.63	\$7,031,231.62	\$1,285,203.82	\$4,901,169.00	\$373,949.10	\$9,464,611.40 ⁶
2. Anticipated Annual Cost Share	\$12,297,653.09	\$11,563,464.25	\$4,666,366.42	\$10,172,211.00	\$569,572.78	\$5,500,879.38
3. Anticipated Total Project Funding by Year (line 1 + line 2)	\$18,445,096.77	\$18,594,695.87	\$5,951,570.24	\$15,073,380.00	\$943,066.88	\$14,965,490.78
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	-\$5,541,533.45 ⁷	-\$5,525,265.14 ⁸	-\$1,069,209.45 ⁹	- \$4,901,169.00 ¹⁰ 8	-\$317,256.07 ¹¹	-\$5,467,918.59 ¹²
5. Current Beneficiary Project Funding to be Paid through the Trust (line 1)	\$6,567,301.63	\$7,031,231.62	\$1,285,203.82	\$4,901,169.00	\$373,949.10	\$9,464,611.40
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 + line 5) ¹³	\$1,025,768.18	\$1,505,966.48	\$215,994.37	\$0	\$56,693.03	\$3,996,692.81
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$55,700,000.00	\$49,132,698.37	\$42,101,466.75	\$40,816,262.93	\$35,915,093.93	\$35,541,144.83
8. Net Beneficiary Funds Remaining in Trust, Net of Cumulative Beneficiary Funding Actions (line 7 - line 1) ¹⁴	\$49,132,698.37	\$42,101,466.75	\$40,816,262.93	\$35,915,093.93	\$35,541,144.83	\$26,076,533.43

⁶ \$9,464,611.40 is the total funding for Round 3; it includes funding for the electric crane and Class 4-8 buses mitigation projects awarded.

⁷ \$5,541,533.45 represents the amount paid out from this Round 1 allocation as of 8/26/24

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

⁹ \$1,069,209.45 represents the amount paid out from this Round 3 DERA Option allocation as of 8/26/25

¹⁰ \$4,901,169.00 represents the amount paid out from this Round 1 allocation as of 8/26/24

¹¹ \$317,256.07 represents the amount paid out from this Round 3 DERA Option allocation as of 2/27/25

¹² \$5,467,918.59 represents the amount paid out from this Round 3 allocation as of 2/27/25

¹³ As edited, this row now shows the funds remaining in this allocation for reimbursement by Wilmington Trust

¹⁴ Net beneficiary funds were calculated by subtracting anticipated annual funding requests from beneficiary funds remaining. Including Trustee payments made to date in remaining funds calculation would result in double counting previously awarded funds.

PROJECTED TRUST ALLOCATIONS, CONTINUED

	2023-2024 EVSE Round 1	2023-2024 (FY 2022 DERA Option, Round 5)	2024-2025 (FY 2023 DERA Option, Round 6)
1. Anticipated Annual Project Funding Request to be Paid through the Trust	\$8,608,175.00	\$355,242.00	\$372,075.96
2. Anticipated Annual Cost Share	\$5,568,937.09 ¹⁵	\$1,145,406.66	\$1,253,272.12
3. Anticipated Total Project Funding by Year (line 1 + line 2)	\$14,177,112.09	\$1,500,648.66	\$1,625,348.08
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	-\$8,608,175.00 ¹⁶	\$0 ¹⁷	\$0
5. Current Beneficiary Project Funding to be Paid through the Trust (line 1)	\$8,608,175.00	\$355,242.00	\$372,075.96
6. Total Funding Allocated to Beneficiary, inclusive of Current Action by Year (line 4 + line 5)	\$0	\$355,242.00	\$372,075.96
7. Beneficiary Share of Estimated Funds Remaining in the Trust	\$26,076,533.43	\$17,468,358.43	\$17,113,116.43
8. Net Beneficiary Funds Remaining in Trust, Net of Cumulative Beneficiary Funding Actions (line 7 - line 1)	\$17,468,358.43	\$17,113,116.43	\$16,741,040.47

¹⁵ This amount includes the grantee cost shares plus the leveraged funds (utility rebates).

¹⁶ \$8,608,175.00 is the EVSE reimbursement amount paid by the Trustee in 2024.

¹⁷ \$0 is the DERA Option reimbursement amount paid by the Trustee from the 2022 Allocation.

ATTACHMENT B

ELIGIBLE MITIGATION ACTION MANAGEMENT PLANS

ATTACHMENT B-1

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR CARIATI, LLC (2023)

Scope of Work

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

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

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

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

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

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

A. Work Tasks

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

Task 1: Planning and Procurement

Task 2: Delivery and Scrappage

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

Task 1: Planning and Procurement:

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

Task 1 Deliverables:

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

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

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

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

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

Task 2 Deliverables:

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

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

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

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

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

Task 3 Deliverables:

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

B. General Provisions

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

2. Budget:

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

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

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

5. ADA Publication Statement:

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

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

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

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

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

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

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

This video with closed captioning is available at www.ct.gov/deep.

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

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

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

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

7. **Extensions/Amendments:** Formal written amendment of this agreement is required for any material changes to the terms and conditions specifically stated in the original agreement and any prior amendments, including but not limited to:
1. revisions to the maximum Scope of Work payment,
 2. the total unit cost of service,
 3. the Scope of Work's objectives, services, or plan,
 4. due dates for reports,
 5. completion of objectives or services, and
 6. any other Scope of Work revisions determined material by DEEP.

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

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

BUDGET AND SCHEDULE OF PAYMENTS

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

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Dates	Estimated Budget		
		Project Total	Grantee Cost-Share	CT DERA Option
1. Planning & Procurement:				
- Approved work plan with project timeline/schedule - Summary of criteria used for selecting Vendor and name of Vendor selected	11/30/2024	\$0	\$0	\$0
- Copy of Purchase Order issued for new trucks - Documentation of any advance payments if applicable	12/30/2024	\$0	\$0	\$0
2. Delivery of New Trucks, Scrapage of Replaced Trucks, Completion of Project	09/30/2025	\$990,113.40	\$990,113.40	\$0
- Invoice from the Vendor for delivered trucks and documentation of payment to Vendor - EPA-required photographic scrapage documentation for replaced trucks - Completed copy of EPA Certificate of Engine/Chassis Destruction - Receipt for scrap value or any other income from the scrapped trucks - Delivery Confirmation - Confirmation that the project is completed and that the trucks are operating satisfactorily for their intended use - An invoice to DEEP for reimbursement under the grant		\$0	-\$231,736.03	\$231,736.03
3. Provide Updates and Information for Quarterly and Other Reports				
- Status Update for Fifth Quarter Report - Status Update for Sixth Quarter Report - Status Update for Seventh Quarter Report - Status Update for Eighth Quarter Report - EPA-required material for Final Report (upon completion but no later than 09/30/25)	01/01/25 04/01/25 07/01/25 08/31/25 09/30/25	\$0	\$0	\$0
Total:		\$990,113.40	\$758,377.37	\$231,736.03

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

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

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

Signature, Cariati Developers, Inc.,
Authorized Representative

Michael A Gaglio

7/30/25

Typed Name: Michael Gaglio, Project Manager

Date

Signature, DEEP Assigned Project
Manager

Patrice P. Kelly

7/30/25

Typed Name: Patrice P. Kelly

Date

APPENDIX A

Certificate of Engine/Chassis Destruction

(Fillable Form provided as separate attachment)

ATTACHMENT B-2

ELIGIBLE MITIGATION ACTION MANAGEMENT PLAN FOR TILCON CONNECTICUT INC.

Scope of Work

Purpose:

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

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

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

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

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

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

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

A. Work Tasks

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

Task 1: Planning & Procurement

Task 2: Delivery and Scrappage

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

Task 1: Planning & Procurement:

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

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

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

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

Task 2 Deliverables:

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

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

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

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

B. General Provisions

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

regulations.

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

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

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

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

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

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

5. ADA Publication Statement:

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

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

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

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

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

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

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

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

This video with closed captioning is available at www.ct.gov/deep.

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

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

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

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

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

prior amendments, including but not limited to:

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

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

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

BUDGET AND SCHEDULE OF PAYMENTS

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

Budget and Schedule of Payments

Task & Deliverables	Task Delivery Date	Estimated Budget		
		Project Total	Grantee Cost Share	DERA Option VW Funds
1. Planning & Procurement: - Approved EPA work plan with project timeline/schedule - Summary of procurement process for selecting replacement trucks with copies of bids received - Summary of criteria used for selecting Vendor(s) and name of Vendor(s) selected	May-July 2024	\$0	\$0	\$0
- Copy of Purchase Orders issued for new cement mixer and new dump truck - Documentation of any advance payments, if applicable	September-October 2024	\$0	\$0	\$0
2. Delivery of New Cement mixer and New Dump Truck, Scrappage of Replaced Cement Mixer and Dump Truck, Completion of Project - Documentation of delivery of the new trucks - Vendor invoice(s) for delivered cement mixer and dump truck, and documentation of payment to Vendor(s)	January 2025 (Mixer) and March 2025 (Dump Truck)	\$627,575.00	\$627,575.00	\$0
- EPA-required photographic documentation that the replaced cement mixer and replaced dump truck have been rendered inoperable - Completed copies of EPA Certificate of Engine/Chassis Destruction - Receipt for scrap value or any other income from the scrapped cement mixer and dump truck, if applicable - Confirmation that the project is completed and that the cement mixer and dump truck are operating satisfactorily for their intended uses - Invoice requesting payment from DEEP for the replacement of the cement mixer and dump truck under the grant	August 31, 2026	\$0	-\$143,788.02	\$143,788.02
3. Provide Updates and Information for EPA Quarterly and Other Reports - Status Update for Fifth Quarter Report - Status Update for Sixth Quarter Report - Status Update for Seventh Quarter Report - Status Update for Eighth Quarter Report - Status Update for Ninth Quarter Report - Status Update for Tenth Quarter Report - Status Update for Eleventh Quarter Report - Status Update for Twelfth Quarter Report - EPA-required material for Final Report (upon completion but no later than 08/31/26)	01/01/25 04/01/25 07/01/25 10/01/25 01/01/26 04/01/26 07/01/26 10/01/26 08/31/26	\$0	\$0	\$0

Budget and Schedule of Payments

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

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

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

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

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

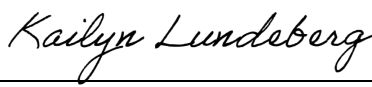
Signature, Tilcon Connecticut
Inc. Authorized Representative


Typed Name: Chris Costello

01/07/2025

Date

Signature, DEEP Assigned
Project Manager


Typed Name: Kailyn Lundeberg

1/08/2025

Date

APPENDIX A

Certificate of Engine/Chassis Destruction

U.S. EPA Diesel Emission Reduction Program

Certificate of Engine/Chassis Destruction

EPA Grantee Name: CT Dept. of Energy & Environmental Protection EPA Grant No.: DS - 00A01434

Subgrantee Name:

Vehicle Owner Name:

Vehicle Owner Address:

Old Vehicle/Chassis Information

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

Old Engine Information

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

Name of Dismantler:

Address of Dismantler:

Date Vehicle Accepted by Dismantler:

Signature of Dismantler:

EPA Grantee/Subgrantee Authorized Representative:

Date engine/chassis disabled:

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

Authorized Name:

Print Name

Authorized Signature:

Date:

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

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

APPENDIX B
2023 State DERA Cooperative Agreement
DS 00A01434-1

APPENDIX C

Environmental Mitigation Trust Agreement for State Beneficiaries

APPENDIX D

Connecticut Clean Diesel Program DERA Option Final Request for Payment Form

ATTACHMENT C

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

ATTACHMENT C

DETAILED PLAN FOR REPORTING ON ELIGIBLE MITIGATION ACTION IMPLEMENTATION

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

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

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

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

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

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

ATTACHMENT D

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

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

Cariati, LLC (2023) Replacement of Three (3) Dump Trucks (Attachment D-1)

Vehicle Class	Vehicle Type	Vehicle Make	Vehicle Model	Model Year (MY)	Fuel	Cost of Vehicle
Class 8	Dump Truck	Kenworth	T880	2024	Diesel	\$319,644.00
Class 8	Dump Truck	Kenworth	T880	2024	Diesel	\$319,644.00
Class 8	Dump Truck	Kenworth	T880	2024	Diesel	\$319,644.00
Total						\$958,932.00¹⁸

Tilcon Connecticut Inc. Replacement of One (1) Front-Discharge Mixer and One (1) Dump Truck (Attachment D-2)

Equipment Type	Make	Model	Model Year (MY)	Fuel	Cost
Front-Discharge Mixer	Oshkosh	S-2204	2025	Diesel	\$350,000.00
Dump Truck	Peterbilt (chassis) Etnyre (body)	567 (chassis) TMLB-20 (body)	2025	Diesel	\$245,000.00
Total					\$595,000.00¹⁹

See attached vendor cost estimates for the grantees.

¹⁸ This is the original total project cost, upon which the grant amount was based. The updated total project cost is now \$990,113.40.

¹⁹ This is the original total project cost, upon which the grant amount was based. The updated total project cost is now \$627,575.00.

ATTACHMENT D-1

VENDOR ESTIMATE FOR CARTIATI, LLC (2023)



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

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

Sean Stebbins
Cell Phone: 6037856004
Office Phone:
Email: sean.stebbins@newenglandkw.com

MICHAEL FROM CARIATI
Email: sales@cariatidevelopers.com

Vehicle Summary

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

Approved by: _____

Date: _____

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

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

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

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

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

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

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

Price Level: January 1, 2024

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Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

Sales Code	Std/ Opt	Description	\$ List	Weight
		16.5x6in. or 7in. or air disc brakes. 10 Bolt, 11-1/4 in. bolt circle. Consider Wheelguards (5850002) with aluminum wheels.		
2741970	S	ConMet PreSet Plus Hub Package; Front Axle.	0	0
2750001	S	Hubcap: Front Vented.	0	0
2769000	S	Slack Adjusters Included W/ Front Axle or Brakes. Also use with disc brakes.	0	0
2866020	S	Front Springs: Taperleaf 20K W/ Shock Absorbers w/ maintenance-free elastomer spring pin bushings. Standard with rubber pins except for C500 which has threaded pins. Not available on W900L. W900B use 2866021.	0	0
2895302	S	Dual Power Steering Gear: 16-22K Sheppard HD94. Heavy duty. Not for use on T3.	0	0
2899336	S	Power Steering Cooler:Radiator Mounted Air-to-Oil	0	0
2900616	O	Threaded Bushings for Taperleaf Spring 16K, 18/20K, 22K, 40K replacing rubber.	103	0
2900903	O	Front Bendix Air Disc Brake Dustshield includes pad air disc brakes only.	72	1
Rear Axle & Equipment				
3144183	O	Dual Dana Spicer D46-172HP Rear Axle rated at 46K. w/ 16mm housing and 2.06in. shaft diameter. Includes pump. Tandem rear axles.	2,453	-156
3200391	O	Rear Axle Ratio - 3.91.	0	0
3306001	S	Dual Rear Bendix Air Disc Brakes for Dual rear axles to 46K capacity.	0	0
3392604	S	Splined Rotor for Dual Rear Air Disc Brake for use with aluminum hubs.	0	0
3407050	S	Dual Rear Hubs: Aluminum Hub Pilot 46K; 11.25" bolt circle. Requires "R" series outer ends.	0	0
3441972	S	ConMet PreSet Plus Hub Package; Dual Rear Axle.	0	0
3465900	S	Rear Slack Adjusters Included W/ Axle or Air disc brakes.	0	0
3485002	S	Spring Brakes Included W/ Dual Rear Air Disc brakes.	0	0
3490902	O	Rear Air Disc Brake Dustshields for Tandem axles; includes pads and rotor shields.	828	12
3495228	O	Bendix 4S/4M Anti-Lock Brake System W/ Air traction control (ATC).	-2,507	2
3500057	O	Interaxle Driveline: 1 Dana SPL170XL Tandem Rear Axles Only	-159	-2
3500070	O	20-33 Cubic Yard Dump	0	0
3532194	O	Wheel Differential Lock for Dana Spicer Axles D40-170(P)/D46-170(H)(P)(WT) forward rear axle & rear rear axle.	2,822	112

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Sales Code	Std/ Opt	Description	\$ List	Weight
3742941	O	Tandem Hendrickson HAULMAAX EX (HMX) 460 46K. 54 in. axle spacing, 17.5 in. saddle height. With shocks, track rods and rubber bolster bushings. Unladen Height: 12.5 in. Laden Height: 10.5 in.	1,182	180
3808802	O	1 Steerable Pusher: Watson Chalin Tru Track 20K; SL2065	19,346	1,594
3820083	O	1 Steerable Pusher Brakes: Bendix Non-RSD 16.5x6 in.; Use with 20K axle.	0	0
3820562	O	1 Steerable Pusher Cast Brake Drums. 16.5X6 in. for use with 20K axle.	0	0
3821152	O	1 Steerable Pusher Hubs Alum Hub Pilot 10-Hole 11.25 in. bolt circle. For use with 20K axle.	33	0
3828333	O	Pusher or Tag: Gauge/ Switch Dash-Mounted; Gauge and pressure regulator mounted BOC lower LH side.	0	0
3830145	O	Delete Standard Heavy-Duty Air Springs for Rear suspension.	-24	-28
3841052	O	1st Pusher Location: 52 in. From C/I Forward tandem axle or single rear axle.	0	0
Tires & Wheels				
4017181	O	Front Tires: Michelin XZY3 385/65R22.5 18PR 42.4 in. Diameter, All Position. 19.6 in. SLR.	-497	130
4210003	O	Rear Tires: Michelin X Works Z 11R24.5 16PR	80	216
4781181	O	1 Steerable Pusher: 2 Michelin XZY3 385/65R22.5 18PR. 42.4 in. diameter, all position. 19.6 in. SLR.	415	130
4900008	O	Rear Tire Quantity: 8	0	0
5045218	O	Front Wheel: Alcoa 82462 22.5x12.25 aluminum, with LM One [TM] High Polish finish, hub-pilot mount. 11000lb. maximum rating. 5.80 in. offset. Air disc brake compatible.	14	-3
5245275	O	Rear Wheel: Alcoa 98U63 24.5X8.25 AL Ultra One High Polish Wheel.	2,128	-136
5781518	O	1 Steerable Pusher Wheel: 2 Alcoa 82462 22.5X12.25; aluminum with LM One [TM] High Polish finish, hub-pilot mount. 11000lb. maximum rating. 5.80in. offset. Air disc brake compatible.	991	-3
5850040	O	Wheelguards: All Axles.	119	2
5859010	O	Single Front Axle: 2 wheels Dura-Bright Mirror Polish Dura-Bright outboard surface of aluminum wheels.	308	0
5859012	O	Dual Rear Axle Wheels: 4 Wheels Dura-Bright Mirror Polish Dura-Bright outboard surface of outer dual or single aluminum wheels.	820	0
5859031	O	1 Pusher: 2 Wheels Dura-Bright Mirror Polish Dura-Bright outboard surface of outboard wheels mounted same as front axle. For use on 1 steerable or 1 non-steerable pusher axles w/ single wheel.	320	0
5900008	O	Rear Wheel/Rim Quantity: 8	0	0

Frame & Equipment

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

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

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

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

Sales Code	Std/ Opt	Description	\$ List	Weight
7721045	O	Hydraulic Tank: 45 US Gallon 24.5 in. Aluminum add.	1,280	92
7722154	O	Medium Round DEF Tank, 23.8 Gallons. The DEF tank will be located on the side you specified. If you have specific configuration or body builder concerns, please utilize the Custom Frame Layout option. Standard capacity is calculated by fuel capacity of the vehicle and will accommodate two diesel fill-ups for every DEF fill-up. For 1:1 DEF fuel fill ratio, add 7889204.	261	15
7812238	O	One Additional Standard Tank Support for 1 Fuel tank. This is not a heavy-duty 7 in. wide support.	183	17
7813002	O	Additional Tank Support Location. LH Under.	0	0
7831008	O	6 in. Wide Lower Fuel Tank Step, for One 22 in. or 24.5 in. tank LH.	90	2
7840029	O	Polish Only Two Aluminum Tanks.	854	0
7840038	O	Polished Cover for 1 DEF Tank Any Size.	356	3
7880010	O	Mechanical Anti-Roll Channel for Two Tanks.	158	13
7889062	O	Polished Stainless Steel Tank Straps for 2 Tanks.	174	0
7889203	S	DEF to Fuel Fill Ratio 2:1 or Greater.	0	0
7889245	S	Anti-Siphon Device in Fuel Tank Filler Neck. For any number of fuel tanks.	0	0
7889604	S	DEF Tank Location is LH.	0	0
7889803	O	Hydraulic Tank Location Right Side Behind Cab.	0	0
7889810	O	2 Hydraulic Tank Fittings, Forward Top, Bottom.	0	0
7920120	O	Location: 120 gal fuel tank LH under cab	0	0
Cab & Equipment				
8025301	S	Cab: Stamped Aluminum Cab with Panoramic Curved glass windshield. Standard with stamped aluminum doors, heavy duty in-swinging hinges, and triple sealed doors. Manufactured using self-piercing rivets and structural adhesive. Includes LED exterior marker lights and turn signals.	0	0
8090604	O	Hood: T880 Standard Length With Mechanically Fastened Fenders. 122.6 inch BBC.	350	15
8098212	O	Bright Engine Air Intake Chrome Trimmed Engine Air Intake on Both Sides of Hood	109	0
8108002	O	Fine Particulate Filter for Cabin Air HVAC system. To provide extra filtration in high dust applications. Cabin airflow is reduced with this additional filter. *Cannot be used with code 8108003.	46	0
8108011	S	Cab HVAC - Day Cab and 40 in. Sleeper	0	0

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

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

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

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

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

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

Sales Code	Std/ Opt	Description	\$ List	Weight
9059921	O	Floodlight Location: Located Low - First Set . This Code To Be Used With Flush-Mount (9052011) or C/I (9058071) Codes Only.	0	0
9080206	O	Switch and Wiring:Cust. Installed Beacon Lights With Additional 20ft Jumper Harness Shipped Loose	246	1
9090039	S	Marker Lights: Interrupter Switch. Included in Turn Signal For All Models Except T3. The T3 Switch Is In The Dash.	0	0
9090049	S	Omit Brake Light with Engine Brake. Can only be selected when chassis also has engine brake. Cannot be used with options to delete engine brake.	0	0
9090058	O	Switch & Wiring: For Customer-Installed Plow light. Includes circuit breaker.	239	0
9090117	O	Marker Lights: Midframe & reflectors mounted standout. Required on tractors where overall length exceeds 30 feet.	227	22
9090142	O	Wiring Only: For Customer-Installed Backup alarm.	59	0
9090302	O	Junction Box: Mounted Behind Cab or Sleeper Not Mounted at End of Frame.	176	1
9090316	O	Junction Box: End of Frame	298	1
9090849	O	Polyswitches Replacing Fuses. Switch Will automatically reset after removal of excess load.	49	0
Air Equipment				
9101219	O	Air Dryer: Bendix AD-HF Extended Purge Heated With Puraguard	148	0
9108001	S	Moisture Ejection Valve W/ Pull Cable Drain.	0	0
9140020	S	Nylon Air Tubing in Frame & Cab, Excluding Hoses subject to excessive heat or flexing.	0	0
9140085	O	Bendix LQ-5 Ratio Valve: for Kenworth-Installed pusher/tag. LQ-5 valve limits the amount of air applied to the pusher brakes. Helps prevent lockup in lightly loaded conditions.	174	2
9140249	O	Locate Air Dryer Under RH Rail BOC. This code requires the use of a custom frame layout code.	0	0
9140288	O	Air Tanks: Clear of Transmission Area. This code requires the use of a custom frame layout code.	0	0
Extended Warranty				
9200021	S	Base Warranty - Standard Service Heavy Duty 12 months / 100,000 miles / 160,000 km.	0	0
9201882	O	EW: US Radiator/CAAC 5 year/300,000 miles, United States only.	480	0
9201928	O	EW: US Heater & Air Conditioner 5 year/300,000 miles, United States only.	1,110	0
9203779	O	Cummins EW: Protect Plan 1 X15 EPA24 5YR/400K (643,738KM), Efficiency/Productivity Series. Each code registered between 366 and 546 days after the vehicles in-service date	2,795	0

Price Level: January 1, 2024

Deal: TRIAXLE DUMP

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

Date: August 30, 2023

Quote Number: QUO-974807-X5D6V1

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

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

Special Requirements

Special Requirement 1 0098025
Special Requirement 2
Special Requirement 3
Special Requirement 4

Order Comments



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

Total Weight	19,837
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Prices and Specifications Subject to Change Without Notice.

Unpublished options may require review/approval.

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

PRICING DISCLAIMER

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



Shipping Destinations

Intermediate Destination:

Final Destinations	Quantity
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ATTACHMENT D-2

VENDOR ESTIMATE FOR TILCON CONNECTICUT INC.



S-Series™

July 12, 2024

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

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

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

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

Sincerely,

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

OSHKOSH CORPORATION

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



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

BUYER

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

BILL TO

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

FINAL USER

(Delivery Location)

Tilcon Connecticut-New Britain

642 Black Rock Ave.
New Britain, CT 06050
USA

PRICING QUOTATION

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



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

ACCEPTANCE

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

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

Authorized Signature

Date

OSHKOSH CORPORATION

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



S-Series™

Quote Number: CPQ-16077

Revision: 1

Model: S-Series Mixer

Created: 07/12/2024

Valid Until: 08/15/2024

Base Configuration

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

Axle, Front

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

Axles, Rear

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

Axle(s), Auxiliary

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

Wheels and Tires

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



S-Series™

Quote Number: CPQ-16077

Revision: 1

Model: S-Series Mixer

Created: 07/12/2024

Valid Until: 08/15/2024

Wheel Nut Covers	Not Equipped
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Cab

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

Chassis Selections

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

Engine and Powertrain

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



S-Series

Quote Number: CPQ-16077

Revision: 1

Model: S-Series Mixer

Created: 07/12/2024

Valid Until: 08/15/2024

Mixer Package

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

Mixer Equipment

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

Mixer Controls

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

Water Tank

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



S-Series™

Quote Number: CPQ-16077

Revision: 1

Model: S-Series Mixer

Created: 07/12/2024

Valid Until: 08/15/2024

Additional Truck Options

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

SPECIAL FEATURES & OPTIONS

Preco

Provide and Install CRH Preco (Part Number 1588961)

Bucket Holder

Paint & Install bucket holder (Part Number: 1108359)

STANDARD WARRANTIES

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

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

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

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

EXTENDED WARRANTIES

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

OSHKOSH CORPORATION

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



CONNECTICUT | DELAWARE | FLORIDA | GEORGIA | MARYLAND | MASSACHUSETTS
NORTH CAROLINA | RHODE ISLAND | SOUTH CAROLINA | TENNESSEE | VIRGINIA



BUYER'S ORDER

PLEASE ENTER MY ORDER FOR THE FOLLOWING:



NEW



USED



TRUCK



TRACTOR



TRAILER

YEAR 2025	MAKE Peterbilt	MODEL 567	BODY TYPE 18' Dump
VEHICLE ID-NUMBER TBD	MILEAGE 0	STOCK # TBD	
DEALER'S PRINTED NAME (SELLER) The Peter Store - Hartford			
DEALER'S STREET ADDRESS 206 Meadow Lane			
CITY Berlin		STATE CT	ZIP 06037
CUSTOMER'S PRINTED NAME (BUYER) 1) Tilcon Connecticut, Inc.			
CUSTOMER'S PRINTED NAME (BUYER) 2)			
BUYER'S STREET ADDRESS 642 Black Rock Ave.			
CITY New Britain		STATE CT	ZIP 06050
EMAIL dditunno@tilcon-inc.com		PHONE NUMBER 860-543-5641	
TRADE-IN			
YEAR	MAKE	MODEL	BODY TYPE
VEHICLE ID-NUMBER	TRIM	TITLE NO.	MILEAGE
EXISTING LIEN HOLDER			
ACCOUNT #		BALANCE DUE	

LIEN HOLDER INFORMATION			
LIEN HOLDERS NAME		PHONE NUMBER	
ADDRESS		ELT CODE	
CITY	STATE	ZIP	

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

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

THIS ORDER, TOGETHER WITH THE ADDITIONAL TERMS AND CONDITIONS ATTACHED HERETO, AS OF THE DATE HEREOF COMPRISES THE ENTIRE AGREEMENT AFFECTING THIS PURCHASE AND CANCELS AND SUPERSEDES ANY PRIOR AGREEMENTS. CUSTOMER ACKNOWLEDGES THAT CUSTOMER HAS READ THE TERMS AND CONDITIONS OF THIS ORDER, INCLUDING THE ADDITIONAL TERMS AND CONDITIONS, AGREES TO THE SAME, AND HAS RECEIVED A TRUE COPY OF THE SAME. THERE ARE NO UNWRITTEN AGREEMENTS BETWEEN THE PARTIES

THERE IS NO AGREEMENT, GUARANTEE, OR WARRANTY OF MERCHANTABILITY OR OTHERWISE, VERBAL OR WRITTEN, EXPRESSED OR IMPLIED, EXTENDING BEYOND THE DESCRIPTION OF THE GOODS ON THE PAGE OF THIS AGREEMENT.

TERMS ARE C.O.D. UNLESS PRIOR ARRANGEMENTS HAVE BEEN APPROVED.

VA Purchasers: CREDIT SALES- FOR SALES INVOLVING DEALER-ARRANGED FINANCING (\$ 46.2-1530) SEE VA BUYER'S ORDER ADDENDUM.

RECEIVED BY: John J. Martin
SALESPERSON

DATE

07/08/24

(1) PURCHASER SIGNATURE

DATE

ACCEPTED BY BY: AUTHORIZED REPRESENTATIVE OF DEALERSHIP

DATE

(2) PURCHASER SIGNATURE

DATE

1) BASE PRICE OF VEHICLE; 2) ACCESSORIES, MODIFICATIONS, OR EXTENDED WARRANTIES:	1) \$ 213,500.00
Chassis Only, Including FET	
TOTAL VEHICLE PRICE	2) \$ 213,500.00
ANY ITEM NOTATED AS "ESTIMATE" OR "QUOTE" IS BASED ON THE BEST INFORMATION AVAILABLE TO THE DEALER AND IS SUBJECT TO CHANGE WHEN THE TRUE AMOUNT IS DETERMINED.	
FOR "AS IS" SALE ONLY: I UNDERSTAND THAT THIS VEHICLE IS BEING SOLD "AS IS" WITH ALL FAULTS AND IS NOT COVERED BY ANY DEALER WARRANTY. I UNDERSTAND THAT THE DEALER IS NOT REQUIRED TO MAKE ANY REPAIRS AFTER I BUY THIS VEHICLE. I WILL HAVE TO PAY FOR ANY REPAIRS THIS VEHICLE WILL NEED. (SEE ADDITIONAL TERMS AND CONDITIONS)	
DATE	SIGNATURE
3) TOTAL VEHICLE PRICE	3) \$ 213,500.00
4) TRADE IN ALLOWANCE	
A) GROSS ALLOWANCE	
B) LESS BALANCE OWING (ESTIMATED)	
C) NET TRADE-IN (A-B)	\$ 0.00
5) VEHICLE CASH PRICE (3-4)	\$ 213,500.00
6) OTHER CHARGES	\$ 299.00
LICENSE FEES:	TITLE FEE:
	TITLE TAX:
UMVFEE	DEALER BUSINESS LICENSE TAX:
OTHER:	\$ 299.00
7) PROCESSING FEE*	
8) DOWNPAYMENT	
9) BALANCE DUE AT SETTLEMENT	\$ 213,799.00

* A PROCESSING FEE IS NOT AN OFFICIAL FEE. A PROCESSING FEE IS NOT REQUIRED BY LAW, BUT MAY BE CHARGED TO BUYERS FOR HANDLING DOCUMENTS RELATING TO THE CLOSING OF A SALE.

NO LIABILITY INSURANCE INCLUDED

BUYER'S ORDER

ADDITIONAL TERMS AND CONDITIONS

1. **PARTIES; DEFINITIONS.** As used in this Buyer's Order ("Order"), the terms: (a) "Dealer" shall mean the Pete Store Dealer identified on the first page of this Order, to whom this Order is addressed, and who shall become a party hereto only by its acceptance hereof; (b) "Customer" shall mean Customer identified on the first page of this Order and executing this Order as such; (c) "Manufacturer(s)" shall mean the entity or entities that manufactured the Product(s), it being understood by Customer that Dealer is in no respect the agent of Manufacturer(s); and (d) "Product(s)" shall mean the new and/or used vehicle(s) or other products, accessories, or components, which are being purchased by Customer, as set forth in this Order; and (e) "Agreement" means this Buyer's Order and the Additional Terms and Conditions.
2. **WARRANTY DISCLAIMERS AND LIMITATIONS.** Any warranties on any Product(s) sold hereby are limited only to any printed Manufacturer's warranties delivered to the Customer with the Product(s). EXCEPT FOR ANY SUCH WARRANTIES MADE BY MANUFACTURERS, SAID PRODUCT(S) ARE ON AN "AS IS, WHERE IS" BASIS, AND SOLD WITHOUT ANY WARRANTIES BY DEALER, EXPRESS OR IMPLIED, INCLUDING ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, EACH OF WHICH ARE EXPRESSLY DISCLAIMED.
3. **CHANGES BY MANUFACTURER; MANUFACTURER SURCHARGES; EFFECT ON ORDER.** The Manufacturer has reserved the right to change the price to Dealer of any Product that is not currently in Dealer stock, without notice to Dealer. Accordingly, Dealer reserves the right to change the Product price to reflect any price increases imposed by the Manufacturer. If such Product price is increased by Dealer, Customer may, if dissatisfied there with, cancel this Order in writing within 3-business days of such notice to Customer. In the event the Order is canceled in accordance with this Section 3, and a motor vehicle has been traded in ("Trade-in Vehicle") as a part of the consideration for the Product(s) ordered hereunder, such Trade-in Vehicle shall be either: 1) returned to Customer upon payment of a reasonable charge for storage and repairs (if any); or 2) if such Trade-in Vehicle has been previously sold by Dealer, the amount received therefore, less any expenses incurred and a selling commission of 15% shall be returned to the Customer. In the event Manufacturer shall change or modify the design of any Product after the Order has been accepted by Dealer, the Customer shall have no claim or right against Dealer should the Customer's Product(s) not contain such changes or modifications, nor shall the Dealer be required to effect such changes or modifications to the Product(s).
4. **REAPPRAISAL OF TRADE-IN VEHICLE.** If the Trade-in Vehicle is not to be delivered to Dealer until delivery to Customer of the Product(s), the Trade-in Vehicle shall be reappraised at that time and such reappraised value shall determine the allowance made for such Trade-in Vehicle. If such reappraised value is lower than the original allowance shown on the front of this Order, Customer may, if dissatisfied therewith, cancel this Order.
5. **DELIVERY OF TRADE-IN VEHICLE BY CUSTOMER; CUSTOMER WARRANTY OF TITLE.** Customer agrees to deliver to Dealer satisfactory evidence of title to any Trade-in Vehicle at the time of delivery of such Trade-in Vehicle to Dealer. Customer warrants any such Trade-in Vehicle to be Customer's property free and clear of all liens and encumbrances except as otherwise noted herein.
6. **PAYMENT; RISK OF LOSS.** Customer agrees to complete payment and accept delivery as soon as reasonably practicable, in any event not to exceed thirty (30) days, after notification that the Product(s) are ready. Upon full payment or delivery to the Customer the Product(s) shall be held and used at Customer's risk, including expenses, loss or damage, taxes, and liabilities of any kind.
7. **NON-CANCELABLE; REFUSAL OF ACCEPTANCE OF MOTOR VEHICLE; RIGHTS OF DEALER.** Once accepted by the Dealer, except as provided in paragraphs 3 and 4 above, this order is non-cancelable by Customer. When Dealer orders the Product(s) from the Manufacturer, Customer understands and acknowledges that the Product is being ordered from the Manufacturer specifically for the Customer and it is not readily available from any other source. Accordingly, Customer shall not cancel or terminate the Order or refuse to accept delivery of the Product(s) except as specifically provided herein. Any attempted cancellation, failure or refusal of Customer to accept delivery of any product ordered hereunder and/or to comply with the terms of this Order, or the existence of circumstances, which provide Dealer with a reasonable basis for believing Customer intends to breach its obligations under this Order shall be considered a Breach of this Agreement by Customer and Dealer shall have the right to pursue remedies as outlined in Section 11.
8. **DELAY OR FAILURE IN DELIVERY; LIMITATION OF DEALER LIABILITY.** Dealer shall not be liable for failure to deliver or delay in delivering any Product(s) covered by this Order where such failure or delay is due, in whole or in part, to any cause beyond the reasonable control, or is without the gross negligence or intentional misconduct of Dealer.
9. **LIABILITY FOR TAXES.** The price for the Product(s) specified on the face of this Order includes reimbursement to Dealer for Federal Excise taxes paid but does not include sales or use taxes or occupational taxes based on sales volume, (Federal, State or Local) unless expressly so stated. Customer assumes and agrees to pay, unless prohibited by law, any such sales or use or occupational taxes imposed on or applicable to the transaction covered by this Order, regardless of which party may have primary tax liability thereof. Customer is responsible for federal excise tax on add-ons purchased after date of truck sale.
10. **CUSTOMER DEPOSIT.** Placement of any Customer's deposit into Dealer's account shall not mean that Dealer has accepted this Order. This Order shall not become binding upon Dealer, until accepted and executed by Dealer's authorized representative. A list of authorized representatives may be obtained, by request sent to legal@thepetestore.com or The Pete Store, Attention: Legal, 2441 S. State Road 7, Fort Lauderdale, FL 33317. Any Customer deposit, whether cash or Trade-in Vehicle value, shall not be refunded except due to Dealer's failure to deliver the Product(s).
11. **BREACH; DEFAULT; REMEDIES.** Upon any breach, threatened breach, or default by Customer, which includes, but is not limited to, Customer's: a) payment method being returned without payment, disputed, or otherwise charged-back to the Dealer; b) failure to make any payment when due; c) failure to deliver Trade-in Vehicle to Dealer; d) failure to deliver Trade-in Vehicle title unencumbered; e) failure to cooperate and sign documents; f) failure or refusal accept delivery of the Product(s), and/or g) failure to perform any of Customer's obligations hereunder, Dealer shall be entitled, at its discretion, to exercise any and/or all of the following remedies: a) demand specific performance; b) cancel this Order and recover its damages, including, but not limited to, incidental and consequential loss caused by such breach; c) retain any cash deposit made by Customer as initial liquidated damages for the breach; d) in the event of a Trade-in, sell such Trade-in and apply the proceeds of such sale to offset the expenses specified in Section 3 above and for such other expenses and losses as Dealer may incur or suffer as a result of the breach; e) repossess the Product(s) without notice; f) cancel or rescind the Order/transaction; g) seek collection for any amounts due plus any damages incurred; and/or h) or any other remedy available at law or in equity. Customer agrees to indemnify and hold Dealer harmless from any breach of any term of this Order, including, but not limited to prepossession or collection costs, attorney's fees and litigation costs. Customer agrees to pay all attorney's fees and litigation costs of Dealer in any litigation or arbitration procedure where Dealer substantially prevails.
12. **ADDITIONAL DOCUMENTS.** Customer agrees to cooperate and execute all documents required by Dealer to complete the sale/lease of a vehicle. In the event the Buyer's Order must be retyped or changed, Customer agrees to execute a new Buyer's Order so long as there is not a material change in the terms agreed upon.
13. **SECURITY AGREEMENT.** Customer hereby grants Dealer, its successors and assigns, a security interest in the motor vehicle, equipment and accessories to be purchased pursuant to this agreement and such security interest shall remain in effect until all sums due hereunder have been paid in full.
14. **GOVERNING LAW; VENUE; TIME TO COMMENCE ACTION.** The rights and obligations of the parties hereunder shall be governed by, and construed and interpreted in accordance with, the laws of the state in which Dealer is located, without regard to conflict of laws principles. The mandatory venue for any claim, litigation, civil action or any other legal or administrative proceeding ("Action") involving any controversy or claim between or among the parties to this Order, is the state in which the Dealer is located. Customer has one (1) year from the accrual of any cause of action arising from the purchase of the Product(s) to commence an action against Dealer.
15. **LIMITATION OF DAMAGES.** Customer agrees that in the event of any civil action by Customer against Dealer, Customer shall not be entitled to recover any consequential damages as defined in the Uniform Commercial Code, including but not limited to, indirect or special damages, loss of income or anticipated profits, or down-time, or punitive damages.
16. **EXECUTION AND DELIVERY BY ELECTRONIC MEANS.** Customer acknowledges and agrees that Dealer may require or permit this Order or related documents be signed electronically using electronic signatures. Customer agrees that Customer shall be bound by its electronic signature and by the terms, conditions, requirements contained in any electronic records of this Order or related documents. Such electronic signature shall be considered an original for all purposes.
17. **WAIVER; SEVERABILITY.** No waiver of any term of this Order shall be valid unless it is in writing and signed by Dealer's authorized representative. Any waiver shall not constitute a continuing waiver. If any provision of part of any provision of this Order shall be deemed to violate any applicable law or regulation, such invalid provision shall be severable and shall not invalidate any other provision or portion thereof, the remainder of this Order shall continue to be binding and enforceable.
18. **USED VEHICLE DISCLOSURE.** If applicable, the information on the window form for this vehicle(s) is part of this Agreement/Order. Information on the window form overrides any contrary provisions in the contract/order of sale.

VA Buyers Order Addendum

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

Customer Signature: _____



ESTABLISHED 1898
INCORPORATED 1917

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

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

PROPOSAL & ACCEPTANCE

To: Tilcon Connecticut

Date: 6/20/2024

Black Rock Ave.
P.O. Box 1357
New Britain, CT 06050

Attention: Dan Ditunno

Work: (860)224-6059

Cell:

Email: Dditunno@tilcon-inc.com

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

New Etnyre LIVE BOTTOM Model: TMLB-19
per the attached specifications, number 0048906-01

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

Notes:

Terms: Net upon receipt of invoice

Respectfully Submitted,
E.D. Etnyre & Co.

Signature _____

Title _____

Date _____

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

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

ATTACHMENT E

DERA OPTION

Workplan Narrative Plan for DERA Selections

Comes from Quarterly Report



January 30, 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: Eighth and Ninth Quarterly Reports on the FY 2023 State DERA Grant, Connecticut DS-00A01434-2

Dear Ms. Swaine:

The Connecticut Department of Energy and Environmental Protection (DEEP) is pleased to submit its eighth and ninth quarterly reports for the State Diesel Emission Reduction Act (DERA) Grant, Connecticut DS-00A01434-2. The reports cover work performed between July 1 and December 31, 2025, 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 worked with 2023 State DERA awardees to answer implementation questions and gather reimbursement documentation.
- DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information/proposal revisions.
- DEEP finalized the 2024 State DERA funding recommendation.

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

Yours truly,

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



Connecticut
Department of Energy &
Environmental Protection

portal.ct.gov/DEEP

Cc: Luke Sedor Protti, U.S. EPA Region 1

**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, 2026
Grant Number	DS - 00A01434 - 2
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	\$ 142,277
EPA Funds Remaining	\$ 895,274

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	\$ 68,093	\$ -	\$ -	\$ -	\$ 68,093	\$ 197	\$ -	\$ -	\$ -	\$ 197
Fringe Benefits	\$ 63,352	\$ -	\$ -	\$ -	\$ 63,352	\$ 50,483	\$ -	\$ -	\$ -	\$ 50,483	\$ 12,869	\$ -	\$ -	\$ -	\$ 12,869
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	\$ 118,576	\$ -	\$ -	\$ -	\$ 118,576	\$ 895,021	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,621,063
Indirect Charges	\$ 23,954	\$ -	\$ -	\$ -	\$ 23,954	\$ 23,701	\$ -	\$ -	\$ -	\$ 23,701	\$ 253	\$ -	\$ -	\$ -	\$ 253
TOTALS	\$ 1,037,551	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,763,593	\$ 142,277	\$ -	\$ -	\$ -	\$ 142,277	\$ 895,274	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,621,316

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	\$ -	\$ -	\$ -	\$ 68,290
Fringe Benefits	\$ 39,805	\$ -	\$ -	\$ -	\$ 39,805	\$ 23,547	\$ -	\$ -	\$ -	\$ 23,547	\$ 63,352	\$ -	\$ -	\$ -	\$ 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	\$ 881,955	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,607,997
Direct Cost Total	\$ 624,357	\$ 1,416,117	\$ 425,846	\$ -	\$ 2,466,320	\$ 389,240	\$ 884,079	\$ -	\$ -	\$ 1,273,319	\$ 1,013,597	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,739,639	\$ 1,013,597	\$ 2,300,196	\$ 425,846	\$ -	\$ 3,739,639
Indirect Charges	\$ 14,412	\$ -	\$ -	\$ -	\$ 14,412	\$ 9,542	\$ -	\$ -	\$ -	\$ 9,542	\$ 23,954	\$ -	\$ -	\$ -	\$ 23,954	\$ 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	\$ 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	\$ 21,405	\$ -	\$ -	\$ -	\$ 21,405
Fringe Benefits	\$ 2,780	\$ -	\$ -	\$ -	\$ 2,780	\$ 31,837	\$ -	\$ -	\$ -	\$ 31,837	\$ 15,865	\$ -	\$ -	\$ -	\$ 15,865
Travel	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Supplies	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Contractual	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Subawards	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Participant Support Costs (e.g., Rebates)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Other	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Direct Cost Total	\$ 5,623	\$ -	\$ -	\$ -	\$ 5,623	\$ 75,682	\$ -	\$ -	\$ -	\$ 75,682	\$ 37,271	\$ -	\$ -	\$ -	\$ 37,271
Indirect Charges	\$ 1,050	\$ -	\$ -	\$ -	\$ 1,050	\$ 15,536	\$ -	\$ -	\$ -	\$ 15,536	\$ 7,115	\$ -	\$ -	\$ -	\$ 7,115
TOTALS	\$ 6,673	\$ -	\$ -	\$ -	\$ 6,673	\$ 91,219	\$ -	\$ -	\$ -	\$ 91,219	\$ 44,386	\$ -	\$ -	\$ -	\$ 44,386

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

Table 3. Year 1 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. 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						
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 - 2	*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 published on 1/9/2025. The informational webinar was also held on 1/9/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. On 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. The informational webinar 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 finalize scopes of work (SOWs). The 2024 State DERA announcement email was distributed on 1/7/2025 and the press release was published on 1/9/2025. The informational webinar was also held on 1/9/2025. DEEP reviewed 2024 State DERA proposals and contacted applicants for additional information. On 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. 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 for implementing the projects.	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 for implementing the projects.	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

[illegible]

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				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.

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 00A01434-2), 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				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				The Scope of Work (SOW) was executed on 11/27/2024. On 12/3/2024, 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.
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 2023 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				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 will be requesting an extension to have the work done in the winter of 2026-2027. However, this will require an extension amendment to the grant agreement, which DEEP will be preparing for submission.
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 \$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 (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 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, \$48,339.09 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				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.
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				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				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				The award letter was sent to the grantee on 12/29/2025. DEEP is in the process of drafting the SOW and contract.
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				The award letter was sent to the grantee on 12/23/2025. DEEP is in the process of drafting the scope of work (SOW) and contract.

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.			
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 Cariat's FY2020 project, their MY 1995 truck was added to the Fleet Description. For further info, see cell B38, above.			
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?	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 matching bonus funds, we will have fewer DERA projects to manage in the			
If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 3 above, identify the source of the funds.	No cost share or additional leveraged funds are being reported in this quarter.			
Have there been any 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.			
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.			

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 FlyingConnie project, which couldn't secure an engine for installation during the			
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.			
(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 .			
Do you have any other comments or feedback?	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.			
Summaries of findings from site visits and/or desk reviews to ensure effective subrecipient performance.	N/A			
Environmental results the subrecipient achieved	N/A			
Summaries of audit findings and related pass-through entity management decisions	N/A			
Actions the pass-through entity has taken to correct deficiencies such as those specified at 2 CFR 200.332, 2 CFR 200.208 and the 2 CFR 200.339 Remedies for Noncompliance	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.	No
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	0	\$ -
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										\$ -
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 - 2
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 will be revised a second time to account for the addition of Cariati's 2020 project vehicle replacement and the addition of the FY2024 State DERA projects.	

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?	Yes
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. <i>Note: Please add additional rows as needed.</i>	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.	2025 - Q4	
		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?			Not Yet Started	2025 - Q4
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.				2025 - Q4
				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.			2025 - Q4
			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	2025 - Q4
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	2025 - Q4
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	2025 - Q4
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.			2025 - Q4
			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 2025 - Q4
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 2025 - Q4
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.		2025 - Q4
		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

