



STATE OF CONNECTICUT
DEPARTMENT OF ENVIRONMENTAL PROTECTION



July 27, 2010

Ms. Cynthia Veit
U.S. EPA Region 1
5 Post Office Square – Suite 100
OEP05-2
Boston, MA 02109-3912

Re: Fifth Quarterly Report on Connecticut's 2009 State DERA/ARRA Grant #2D-96102001-2

Dear Ms. Veit:

The Connecticut Department of Environmental Protection (CT DEP) is pleased to submit the programmatic portion of its fifth quarterly report for State Diesel Emission Reduction Act (DERA)/ American Reinvestment and Recovery Act (ARRA) Grant #2D-96102001-2. This report covers work performed between April 1 and June 30, 2010 on the Connecticut State Clean Diesel Program. The report will show that work has begun on the New Haven Truck Stop Electrification (TSE) Project and that the number of retrofits to be done as part of the Connecticut Department of Transportation (ConnDOT) project will exceed the 170 units projected in the initial work plan. CT DEP has expended \$196,553.62 to date.

In the fifth quarter, CTDEP submitted a revision request, which was approved, to allow diesel particulate filters to be offered as an emission control option, along with diesel oxidation catalysts, for construction equipment retrofits as part of the ConnDOT Construction Retrofit Program. Interested contractors have begun scheduling datalogging and ordering parts. The TSE technology vendor and the site preparation contractor are under contract for the New Haven truck stop electrification project and site preparation has begun. The Providence and Worcester Rail Road (PWRR) withdrew from the locomotive repower project. CTDEP has initiated a competitive solicitation process to select an alternative project(s) to receive the funds originally designated for PWRR. A request has been submitted for a one-year no-cost time extension to accommodate this process and complete the replacement project(s).

During this quarter, CT DEP staff continued to implement instruments for delegating responsibilities and establishing financial transfers in satisfaction of requirements of ARRA, the U.S. Environmental Protection Agency and the State of Connecticut. CT DEP coordinated with each of the sub-grantees to implement scopes of work or memorandums of agreement for tracking progress, job creation and reimbursements.

If you have additional questions regarding this report or the status of the Connecticut State Clean Diesel Program, please contact me at 860-424-3027. Thank you.

Yours truly,

Ellen M. Pierce, Ph.D.
Planning and Standards Division
Bureau of Air Management

**U. S. Environmental Protection Agency
National Clean Diesel Funding Assistance Program Reporting Spreadsheet**

Grant Recipient	CTDEP
Grant #	96102001
Total Award Amount	\$1,730,000
Reporting Period	4/01/10 - 6/30/10

Table 1. Rate of Expenditure. Record all funds expended for each budget category.

	Federal Funds Expended this Reporting Period	Cost-Share Expended this Reporting Period	Additional Leveraged Funds Expended this Reporting Period	Cumulative Federal Funds Expended	Cumulative Cost-Share Expended	Cumulative Additional Leveraged Funds Expended
Personnel	\$4,557.70			\$19,262.03		
Fringe Benefits	\$2,631.51			\$10,927.59		
Travel						
Equipment						
Supplies						
Contractual	\$2,230.00			\$166,135.00		
Other (training)				\$229.00		
Indirect Charges						
TOTALS	\$9,419.21			\$196,553.62		

Table 2. Narrative Responses

Question	Answer
In addition to any purchases and installations reflected in the Project Fleet Description, what actual accomplishments occurred during the reporting period?	<p>Project Administration: In the fifth quarter, CTDEP staff coordinated with each of the sub-grantees to track progress, job creation and reimbursements. CTDEP also consulted with sub-grantees with regard to vendor procurement, contracting and reimbursement procedures. In addition, on June 17, 2010, CTDEP initiated a competitive solicitation process to replace the Providence and Worcester Rail Road (PWRR) project.</p> <p>CT Department of Transportation (ConnDOT) Retrofits: The final two invoices for retrofitting ConnDOT's dump trucks were processed. The revision request submitted on March 12 was approved by EPA allowing diesel particulate filter (DPF) technology as a retrofit option, in addition to diesel oxidation catalysts (DOCs), for the construction equipment. The assistance amendment included the notation that CTDEP will be able to exceed the 170 retrofits projected in the initial work plan. A request for a one-year, no-cost time extension (NCTE) was submitted on June 3, 2010 to allow time for datalogging and ordering parts for the DPF retrofits. ConnDOT contactors have begun ordering emission controls.</p> <p>PWRR Locomotive Repower: Because PWRR became unable to provide matching funds, they withdrew from this program. CSX, which had originally applied for ARRA/DERA funding for a locomotive repower project, was unable to participate within the budget that had been allocated for PWRR. CTDEP has initiated a solicitation for alternative projects and a one-year NCTE has been requested to accommodate this selection process and to complete the replacement project(s).</p> <p>New Haven Truck Stop Electrification (TSE): The procurement process for the site preparation contractor was completed and a contractor was selected. A vendor was also selected to provide the TSE technology. Ground was broken on June 10, 2010. The ARRA Section 1511 Infrastructure Certification is posted on CTDEP's Recovery Act website at http://www.ct.gov/dep/lib/dep/stimulus/dera_tse_1511cert.pdf</p>
Provide a comparison of actual accomplishments with the anticipated outputs/outcomes and timelines/milestones specified in the project Work Plan.	<p>CTDEP's fifth quarter accomplishments on the ConnDOT Construction Retrofit Project is consistent with the project work plan timeline developed for the grant application. As of the end of the fifth quarter, New Haven had not submitted materials to CTDEP to document that it has met the fourth and fifth quarter milestones in the original work plan and Scope of Work for the TSE Project. The PWRR project is in the process of being terminated.</p>
If anticipated outputs/outcomes and/or timelines/milestones are not met, why not? Did you encounter any problems during the reporting period which may interfere with meeting the project objectives? If no funds were expended during the Reporting Period, provide an explanation as to why?	<p>For the TSE project, the procurement processes for the site preparation and technology vendors was initiated later than expected, but both vendors are now under contract. Since payments are tied to documentation of progress, CTDEP cannot make expenditures until it receives deliverables that represent milestones for the fourth and fifth quarters in the original work plan and Scope of Work: the Project Implementation Work Plan; the Project Site Plan; a list of permits required and schedule for obtaining them; and evidence that utilities are being provided to the site.</p> <p>On June 21, 2010, PWRR withdrew from the program; no progress was made and no funds were spent.</p> <p>While the ConnDOT Construction Retrofit Project is not behind schedule, ConnDOT was awaiting approval to offer DPFs as a technology option. Having received that approval, ConnDOT is moving forward with the process of retrofitting equipment, but no funds have been spent.</p>

<p>How do you propose to remedy any problems? Identify how and the date you will get back on course to meet the anticipated outputs/outcomes and/or timelines/milestones specified in the project work plan.</p>	<p>For the TSE project, both the site preparation and TSE technology vendors are under contract and the projected completion date is still September 1, 2010. While CTDEP is awaiting documentation of progress, New Haven and its contactors are predicting that the project will be completed on schedule.</p> <p>On June 17, 2010, CTDEP initiated a new, competitive, solicitation process to identify replacement projects to receive the funds formerly allocated to PWRR. A one-year NCTE has been requested to accommodate this process and the completion of the selected projects. CTDEP will continue to coordinate with EPA to incorporate any changes that are found to be necessary to meet this or other issues that may arise for any of the projects.</p>
<p>If any cost-share or additional leveraged funds are reported for this Reporting Period in Table 1 above, identify the source of the funds.</p>	<p>No cost-share or additional leveraged funds were reported during this quarter.</p>
<p>Was any program income generated during the reporting period? Identify amount of program income, how it was generated, and how the program income was/will be used.</p>	<p>No income was generated in this quarter.</p>
<p>Did any public relations events regarding this grant take place during the reporting period?</p>	<p>The ConnDOT Retrofit Project was featured on the Governor's CT Recovery Spotlight page for the week of June 28, 2010, at: http://www.ct.gov/recovery/cwp/view.asp?a=3704&q=462202</p> <p>The City of New Haven organized a ground-breaking ceremony for the New Haven TSE Project on June 10, 2010. See articles from the New Haven Independent and WTNH Channel 8 at: http://newhavenindependent.org/index.php/archives/entry/the_truck_pollution_stops_here/ www.wtnh.com/.../news/new_haven.../project-would-lower-emissions-from-idling-trucks www.wtnh.com/.../news/new_haven.../New-Haven-'green'-truck-stop-coming-to-new-haven</p>
<p>Are you using websites or other tools used to relay information about this grant to the public?</p>	<p>CTDEP has established a web site dedicated to ARRA-funded grants, including this year's Diesel Emission Reduction Act. It can be accessed via the link below. http://www.ct.gov/dep/cwp/view.asp?a=2688&Q=437780&depNav_GID=1511</p>
<p>What project activities are planned for the next reporting period?</p>	<p>ConnDOT Retrofit Project: In the sixth quarter, DPF and DOC retrofits will begin on equipment to be used on construction contracts for which retrofits are specified and ConnDOT will start processing reimbursements for those retrofits.</p> <p>Cancelled PWRR Locomotive Conversion Project: With proposals due July 8, 2010, CTDEP will be evaluating, ranking and selecting new projects to utilize the funds previously allocated to the PWRR project.</p> <p>New Haven TSE Project: New Haven is projecting that the TSE installation will be completed in the sixth quarter, meeting the September 2010 target date from the original project narrative.</p>
<p>If grant activities trigger Davis Bacon Terms and Conditions, do all applicable grant funded construction solicitation, contracts and sub-agreements include clauses or terms for complying with the Davis-Bacon Act?</p>	<p>Any purchase orders and contracts issued for this program have incorporated the Grant Agreement between EPA and CTDEP for grant 96102001, which includes the codified provisions of Davis/Bacon in Section 25.</p>
<p>If grant activities trigger Davis Bacon Terms and Conditions, have you and/or your subrecipients received and reviewed certified weekly payroll records per Department of Labor for WH-347 for applicable grant funded construction contracts?</p>	<p>The TSE infrastructure project is the only project to trigger the Davis Bacon Act. The TSE technology contract and the site preparation contracts were finalized, but there are no payroll records to review. The City of New Haven, the sub-grantee on this project, follows Davis Bacon rules for appropriate contracts and is familiar with the requirements. Vendors on the TSE infrastructure project have been made aware of this requirement.</p>
<p>If grant activities trigger Buy American Terms and Conditions, do all applicable contracts have provisions for the use of American Iron, Steel and Manufactured Goods when required?</p>	<p>The vendor for the TSE technology for the TSE infrastructure project is aware of the Buy American requirement and has made appropriate provisions for compliance.</p>

