



National Clean Diesel Campaign

**AMERICAN RECOVERY AND REINVESTMENT ACT of 2009
FUNDING FOR STATE CLEAN DIESEL GRANT PROGRAM**

WORK PLAN NARRATIVE AND BUDGET NARRATIVE TEMPLATE

INSTRUCTIONS: The following template provides States with the information that should be included in the work plan and budget narrative submitted for the *Recovery Act Funding for the State Clean Diesel Grant Program*.

SUMMARY PAGE

Project Title:

Project Manager and Contact Information

Organization name	Connecticut Department of Environmental Protection
Project manager	Tracy Babbidge, Director, Planning & Standards
Address	79 Elm Street, Hartford, CT 06106-5127
Phone	860-424-3027
Fax	860-424-4063
Email	Tracy.babbidge@ct.gov
Alternate Contact	Ellen Pierce, Ph.D., Supervising Environmental Analyst
Email	Ellen.pierce@ct.gov

Project Budget

EPA allocation	\$1,730,000.00
----------------	----------------

Project Period

All work plans for the Recovery Act Funding for the State Clean Diesel Grant Program will run from the date of award through September 30, 2010. States should develop and submit a work plan and budget to their EPA Regional office. All activities should focus on stimulating the American economy, preserving and/or creating jobs, and reducing diesel emissions.

Summary Statement

Connecticut's proposal has three components: 1) a construction vehicle retrofit program to expand implementation of the Connecticut Clean Air Construction Initiative; 2) the establishment of an electrified truck stop to reduce the impact of drayage truck idling in and around the Port of New Haven; and 3) a locomotive engine conversion project for a locomotive used as a switch engine at the rail yard in New Haven.

The Connecticut Department of Transportation (CTDOT) proposes to install diesel oxidation catalysts (DOCs) on a number of its own vehicles and on construction vehicles used on highway projects. Airport transport vehicles, snow plowing equipment and dump trucks will be evaluated for retrofits within the CTDOT fleet. Construction equipment will be retrofitted through expansion of the Connecticut Clean Air Construction Initiative (CCIA). CCIA established minimum specifications for construction equipment emission controls that must be incorporated into the terms and conditions of the base contract for highway construction associated with the "Q Bridge" project in New Haven. This new proposal would allow CTDOT to expand the contract specifications to other projects in Fairfield and New Haven Counties by providing funds for up to 170 of the retrofits required by the new contracts.

The City of New Haven is proposing the installation of a 20-space electrified parking lot within the Port District to accommodate trucks that are awaiting entry into Port terminals as part of the ongoing New Haven Port Diesel Idling Reduction program. These truck stop electrification (TSE) units allow truck drivers to have heat, air conditioning and electricity for in-cab appliances without idling their truck engines. The units would be installed in a neighborhood where truck engines currently idle while the drivers await their turns for delivery and pickup at the dock. This will relieve a long-standing idling problem in the neighborhood.

The locomotive conversion project would replace the highly polluting locomotive engine on one locomotive engine with two, smaller, cleaner, stationary engines. Diesel particulate filters (DPFs) would then be installed on the replacement engines to enhance the emission reduction benefits from the engine replacement.

SCOPE OF WORK

Connecticut Diesel Emission Reduction Stimulus Program Funded by The American Recovery and Reinvestment Act of 2009

Project Description:

Proposal Development and Selection: In February of 2009, the Connecticut Department of Environmental Protection (CTDEP) solicited proposals from a wide range of stakeholders that had previously been involved in diesel emission reduction projects. Using program priorities established for the Diesel Emission Reduction Act (DERA) program, CTDEP ranked the proposals according to the following criteria:

- Creates Connecticut jobs (*1 point*);
- In an EPA-designated PM non-attainment area (*1 point*);

- In an environmental justice community (1 point);
- Near transportation hubs or corridors (1 point);
- In an urban area (1 point);
- Includes anti-idling education and outreach (1 point).

Sixteen proposals were received and evaluated; a summary of those proposals is included as Attachment 1. CTDEP selected three proposals that would best meet the criteria and implement strategies set out in the Connecticut Clean Diesel Plan of 2006. A grant to CTDOT would allow for the retrofit of up to 170 pieces of construction equipment employed in highway construction projects that are ready to go out for bid. A grant to New Haven to establish a truck stop electrification (TSE) facility would relieve a long-standing idling problem caused by drayage trucks waiting for gate access to deliver or pick up goods at the port. CTDEP is also looking forward to an opportunity to reduce locomotive emissions by way of an engine conversion on one of the locomotive engines in New Haven.

CTDOT Retrofits: Airport Ground Transport, Snow Plowing Vehicles, Dump Trucks and Construction Equipment: This funding proposal will cover the cost of retrofitting up to 170 pieces of on-road and construction equipment with diesel oxidation catalysts (DOCs). Some of the retrofits will be for CTDOT on-road and off-road vehicles and equipment, including airport ground transport equipment, snow plowing vehicles and dump trucks. A number of pieces of construction equipment will also receive retrofits under expanded application of construction contract specifications developed by CTDOT. Initially, the Connecticut Clean Air Construction Initiative (CCIA) established minimum specifications that must be met as part of the terms and conditions of the base contract for construction related to the “Q Bridge” project in New Haven. The “Notice to Contractors – Diesel Vehicle Emission Controls” (CCIA Contract Specification) specifications (see Attachment 2) require all diesel engines 60 Hp or above, that are on the project for more than thirty consecutive calendar days, either to be retrofitted with a device verified by the United States Environmental Protection Agency (EPA) or the California Air Resources Board (CARB), or to use cleaner fuels to reduce emissions of carbon monoxide, hydrocarbons, oxides of nitrogen (NO_x), and PM from such construction equipment. This successful initiative has resulted in over 100 pieces of diesel powered construction equipment being retrofitted with DOCs.

CTDOT has identified up to nine large construction projects in Fairfield and New Haven Counties that are good candidates for incorporation of the CCIA Contract Specification language. All contractors and subcontractors bidding on these projects, which will be advertised between now and the fall of 2009, will be required, under the RFPs, to abide by the established minimum contract specification.

CTDOT will monitor each project’s retrofit progress by conducting field inspections and reviewing monthly retrofit summary logs submitted by the contractor. Expansion of the use of construction specifications was recommended in the Connecticut Clean Diesel Plan of 2006, as a method for enlarging the retrofitted construction fleet. CTDOT will also recommend that all verified retrofit devices installed with DERA Program funding remain in use throughout useful life of the piece of equipment. The installation of the retrofit devices will create jobs in Connecticut.

City of New Haven Drayage Truck TSE Facility: This project would establish an electrified parking area for drayage trucks serving the Port of New Haven. In its

Connecticut Clean Diesel Plan of 2006, CTDEP recommended to pursuit of funding opportunities for the establishment of electrified truck stops as “an effective diesel reduction strategy for Connecticut’s on-road fleets.” This project would help to limit idling by truck drivers needing heat, air conditioning and electricity for in-cab appliances while they are parked for extended periods of time. The neighborhoods surrounding the Port of New Haven have long been plagued by trucks waiting in the queue to pick up or deliver materials at the port. The establishment of a parking lot with truck stop electrification (TSE) facilities in the vicinity of the port could eliminate this issue and provide immediate air quality benefits. This installation of the electrification units will create jobs.

Utilizing TSE for drayage truck idling will demonstrate the ability of the most modern technology to accommodate short term, rapid turnover parking. Traditionally TSE facilities have been promoted for their benefits in reducing the long-term idling associated with overnight parking by long-haul trucks. The new technologies are consistent with the requirements of a drayage truck application and this type of use would be incorporated in the layout of the parking area.

Locomotive Engine Conversion Project: This proposal consists of replacing a traditional, high-emitting diesel locomotive engine with two, low emission generators and diesel particulate filters on a locomotive used as a switch engine in Connecticut’s PM_{2.5} non-attainment area. The locomotive targeted for conversion under this project is currently operated in the Providence & Worcester Rail Road (P&WRR) rail yard in New Haven. P&WRR will provide \$480,000 toward the cost of repowering one locomotive.

EPA has established an emissions-based ranking scale for non-highway diesel engines. Tier 0 represents the oldest, completely unregulated engines while Tier 4 represents the engines, some still under development, with the greatest emission controls. This program involves removing a single Tier 0 locomotive engine and replacing it with two small Tier 3 certified non-road engines (a generator set or “gen-set”) and installing diesel particulate filter (DPF) retrofits. The combination of installing smaller generator engines that are certified to EPA’s non-road Tier 3 standard and a DPFs results in a locomotive with emissions that approach EPA’s Tier 4 PM regulation levels. This “repowering” project will yield significant emission reductions, estimated at 10.3 and 0.55 annual tons of NO_x and PM, respectively. Given the long lifespan (20 years) of locomotive engines, these annual reductions will add up over the remaining useful life of the locomotive.

While this conversion technology did not exist when the Connecticut Clean Diesel Plan was issued in 2006, this project is consistent with one of the long term strategies identified in the Plan to “assess viability of retrofit technologies” for locomotives and proceed with such retrofits if funding is available. It is anticipated that a vendor under contract with DAS (Vendor) will be managing this project. Additional jobs will be created in the conversion process.

Tasks and Activities:

A comprehensive list of tasks associated with this program appears on the timeline table of the Work Plan Narrative and Budget Narrative Template and are summarized below.

CTDEP Proposal Development and Selection: The following tasks have been completed by CTDEP as of the submission date:

- Continue planning & implementation of the 2006 Connecticut Clean Diesel Plan;

- Procurement process for “Contract Administration Services for Emissions Reduction for On & Off Road Vehicles and Equipment” (RFP issued, bids received and evaluated, contractors selected, procurement contracts issued);
- Develop outreach documents for stakeholder proposals for State DERA Funding;
- Establish criteria for evaluation of proposals;
- Outreach to stakeholders, receive and evaluate proposals; and
- Select proposals for State DERA Funding.

CT DEP will undertake the following ongoing tasks as the projects progress:

- Continued support and outreach for selected projects; and
- Coordination with CTDOT, City of New Haven and Vendor for project progress and outcomes, including drawdown dates and amounts; and
- Preparation of quarterly and other reports as required.

CTDOT On-Road and Construction Retrofit Project: CTDOT has established and is using the CCIA Contract Specification for emission controls on construction vehicles used on highway projects. CTDOT will manage this project, undertaking the following tasks to expand the application of the contract specification to additional highway construction projects:

- Coordination between CTDEP and CTDOT for the retrofit of up to 170 pieces of on-road and construction equipment with DOCs ;
- Select CTDOT equipment, including airport ground transport, snow plowing vehicles and dump trucks, for possible retrofit and coordinate with vendors under contract with DAS for suitable retrofit technologies;
- Advertise and begin the bidding process on multiple long term construction projects for which the CCIA Construction Specification will be required;
- As part of CTDOT’s routine management for its highway construction projects, monitor each project’s retrofit progress by conducting field inspections and reviewing monthly retrofit summary logs submitted by the contractor;
- Retrofit up to 170 pieces of on-road and construction equipment with DOCs; and
- Coordination between CTDEP and CTDOT to submit quarterly reports on project progress and outcomes, including drawdown dates and amounts.

City of New Haven Drayage Truck TSE Facility: Project Management will be performed by the City of New Haven. The additional tasks required for completion of the drayage truck TSE project include:

- Coordination between CTDEP and City of New Haven to complete the project
- Education & outreach by City of New Haven to port terminal operators regarding anti-idling and use of electrified parking spaces;
- Permitting and utility provisioning at the site;
- Procurement process, potentially using state procurement contract established by CTDEP and DAS for installation of TSE facilities;
- Installation of TSE system; and
- Coordination between CTDEP and City of New Haven to submit quarterly reports on project progress and outcomes, including drawdown dates and amounts.

Locomotive Engine Conversion Project: CTDEP has established a procurement contract for administration of projects of this type. Project management will be performed by the Vendor, who will perform the following tasks needed to complete the locomotive conversion project:

- Coordination between CTDEP and Vendor to complete the project;
- Issue RFP for the purchase & installation of required technology;
- Prepare Technical Report documenting implementation steps and estimate of future emission reductions;
- Installation of Technology and Completion of Project:
 - Removal of one Tier 0 locomotive engine & replacement with two Tier 3 certified non-road engines;
 - Installation of 2 DPFs; and
- Coordination between CTDEP and Vendor to submit quarterly reports on project progress and outcomes, including drawdown dates and amounts.

Technology options:

Retrofit Technologies: A “retrofit” project is defined broadly to include any technology, device, fuel or system that when applied to an existing diesel engine achieves emission reductions beyond what is currently required by EPA regulations at the time of the engine’s certification. A list of EPA verified technologies is available at <http://www.epa.gov/otaq/retrofit/verif-list.htm>. A list of CARB verified technologies is available at <http://www.arb.ca.gov/diesel/verdev/vt/cvt.htm>.

- i. **Exhaust Controls:** Exhaust Controls include pollution control devices installed in the exhaust system (such as oxidation catalysts and particulate matter filters), or systems that include crankcase emission control (like a closed crankcase filtration system).
- ii. **Idle Reduction Technologies:** An idle reduction project is defined as the installation of a technology or device that (a) is installed in one or more of the following vehicle(s) or equipment: a bus; a medium-duty or heavy-duty truck; a marine engine; a locomotive; or a non-road engine or vehicle used in construction, handling of cargo (including at a port or airport), agriculture, mining, or energy production, or is installed in the ground and (b) is designed to provide services (such as heat, air conditioning, and/or electricity) to vehicles and equipment that would otherwise require the operation of the main drive engine while the vehicle is temporarily parked or remains stationary, and (c) reduces unnecessary idling of such vehicles or equipment. The reduction in idling must also lower emissions. EPA has verified a number of categories of idle reduction technologies: (1) auxiliary power units and generator sets; (2) battery air conditioning systems; (3) thermal storage systems; (4) electrified parking spaces (truck stop electrification); (5) fuel operated heaters; (6) shore connection systems and alternative maritime power. See <http://www.epa.gov/cleandiesel/idle-ncdc.htm> for more information.
- iii. **Cleaner Fuels Use:** Cleaner fuels include, but are not limited to, ultra-low sulfur diesel fuel (for non-road vehicles/engines prior to EPA’s mandate), biodiesel, diesel emulsions or additives verified by EPA or CARB, compressed natural gas and other alternative fuels. Funding available under

this program may be used to cover the cost differential between the cleaner fuel and conventional diesel fuel. Note: This funding may not be used for fueling infrastructure, such as that used for the production and/or distribution of fuels.

- Engine Upgrades:** An engine upgrade is defined as an engine that is rebuilt or remanufactured to meet higher federal emission standards. Some engines may be able to be upgraded to reduce their emissions by applying manufacturer recommended upgrades (or kits) to certified or verified configurations. It is recommended that funding be applied only to the emissions-reducing upgrade kit and associated labor costs for installation.

Note: Both Engine Repowers and Vehicle and Equipment Replacements require that the engine or vehicle being replaced be scrapped or rendered permanently disabled. For more information and requirements on scrapped or disabled engines/vehicles, contact your EPA Regional office.

- Certified Engine Repowers:** Repower refers to the removal of an existing engine and its replacement with a newer or cleaner engine that is certified to a more stringent set of engine emissions standards. Repowers may include diesel engine replacement with an engine certified for use with a cleaner fuel (such as compressed natural gas or propane). These projects can also include the replacement of nonroad engines with highway engines if vehicles/equipment continues to perform the same function as before the repower.

- Certified Vehicle and Equipment Replacements:** Non-road and highway diesel heavy-duty vehicles and equipment can be replaced under this program with newer, cleaner vehicles and equipment that operate on diesel or alternative fuels and meet a more stringent set of engine emissions standards. Replacement projects can include the replacement of diesel vehicles/equipment with newer, cleaner diesel or hybrid or alternative fuel vehicles/equipment. The replacement vehicle/equipment must be of the same type and similar gross vehicle weight rating or horsepower as the vehicle/equipment being replaced (e.g., a 300 horsepower bulldozer is replaced by a bulldozer of similar horsepower). The replacement vehicle/equipment must perform the same function as the vehicle/equipment that is being replaced (e.g., an excavator used to dig pipelines would be replaced by an excavator that continues to dig pipelines). These projects can also include the replacement of non-road vehicles/equipment with highway models if the highway models are capable of performing the same functions as the nonroad models. EPA encourages the replacement of older vehicles/equipment containing engines that were manufactured prior to the implementation of emissions standards.

- Other: If the project will include emerging technologies not covered by the above list, please provide information below describing the technologies/approaches. See <http://www.epa.gov/cleandiesel/prgemerg.htm> for more information.

- Other: If the project will include non-technology approaches (e.g., operational strategies) not covered by the above list, please provide information below describing the technologies/approaches.

Fleets that will be impacted with the technologies (check all that apply):

- School Buses
- Transit Buses
- Medium Duty Truck
- Heavy Duty Truck
- Marine Engine
- Locomotive
- Construction
- Cargo Handling
- Agriculture
- Mining
- Energy production
- other: (please describe)

Administrative Activities

Please provide a summary of any administrative activities that are funded under this work plan. States may spend up to 15% on administrative activities.

- Project oversight
 - Report writing
 - Coordination of involved parties
 - Budget tracking and allocations
 - Procurement
 - Tracking project progress

Timeline

Work Plan Timeline for Connecticut State DERA Programs for 2009-2010

Date	Activity
CTDEP Project Development Process	
Ongoing	Continued Planning & Effective Implementation of the Connecticut Clean Diesel Plan

February 2009	RFP Development with DAS <ul style="list-style-type: none"> Contract Administration Services for Emissions Reduction for On & Off Road Vehicles and Equipment
February 19, 2009	Bids to RFP Due
February 25, 2009	Bid Review & Selection of Qualified Vendors
March 17, 2009	Issue of State Procurement Contracts
February 2009	Develop Request for Proposals and Proposal Form <ul style="list-style-type: none"> Letter from Commissioner McCarthy <ul style="list-style-type: none"> Funding Availability Prioritization Criteria Proposal Submittal Process Proposal Ideas Form
February 2009	Establish Criteria for Evaluation of Proposals <ul style="list-style-type: none"> Creates Connecticut jobs (1 point) In an EPA-designated PM non-attainment area (Fairfield or New Haven Counties) (1 point) In an environmental justice community (1 point) Near transportation hubs or corridors (1 point) In an urban area (1 point) Includes anti-idling education and outreach (1 point)
February 24, 2009	CTDEP Request for Project Proposals <ul style="list-style-type: none"> Communication to Stakeholders Post on Website
February – March 2009	Outreach to Stakeholders <ul style="list-style-type: none"> Request for Proposals SIPRAC Presentation to Stakeholders
February 2009 – September 2010	Continued Support and Outreach
By March 13, 2009	Project Proposals due to CTDEP
By March 16, 2009	Review of Received Proposals & Selection of Projects
Project 1	Up to 170 DOC Retrofits for On-Road and Construction Equipment <i>CTDEP with CTDOT</i>
Spring 2009 – September 2010	Coordinate with CTDOT for the retrofit of up to 170 pieces of On-Road and Construction Equipment with DOCs <ul style="list-style-type: none"> Project Management will be performed by CTDOT
Spring 2009 – Winter 2010	Select CTDOT equipment for possible retrofit and coordinate with vendors under contract with DAS for procurement of suitable retrofit technologies.
Spring – Fall 2009	Advertise and Begin the bidding process on multiple long term construction projects (<i>CTDOT</i>)
Spring 2009 – September 2010	Monitor each project's retrofit progress by conducting field inspections and reviewing monthly retrofit summary logs submitted by the contractor (<i>CTDOT</i>)
By September 2010	Retrofit up to 170 pieces of construction equipment with DOCs (<i>CTDOT</i>)
Spring 2009 – September 2010	CTDEP to coordinate with CTDOT to submit quarterly reports on project progress and outcomes, including drawdown dates and amounts

Project 2	20-Space Electrified Parking Lot: Port District - New Haven, CT <i>CTDEP with City of New Haven</i>
Spring 2009 – September 2010	Coordinate with City of New Haven to complete the project <ul style="list-style-type: none"> • Project Management will be performed by City of New Haven
June 2009 – September 2010	Education & Outreach to port terminal operators regarding Anti-Idling and use of electrified parking spaces (<i>City of New Haven</i>)
Summer – Winter 2009	Permitting and Utility Provisioning at the site (<i>City of New Haven</i>)
Winter – Spring 2010	Procurement Process (<i>City of New Haven</i>)
Spring – Summer 2010	Installation of the TSE system (<i>City of New Haven</i>)
Spring 2009 – September 2010	CTDEP to coordinate with City of New Haven to submit quarterly reports on project progress and outcomes, including drawdown dates and amounts
Project 3	PWRR Genset Switch Locomotive Repower Project <i>CTDEP with Vendor</i>
Spring 2009 – September 2010	Coordinate with Vendor to complete the project <ul style="list-style-type: none"> • Project Management will be performed by Vendor
Spring – Fall 2009	Issue RFP for the purchase & installation of required technology (<i>Vendor</i>)
Spring 2009 – Fall 2009	Prepare Technical Report documenting implementation steps and estimate of future emission reductions (<i>Vendor</i>)
By September 1, 2010	Installation of Technology and Completion of Project (<i>Vendor</i>) <ul style="list-style-type: none"> • Removal of one Tier 0 locomotive engine & replacement with two Tier 3 certified non-road engines • Installation of 2 DPFs
Spring 2009 – September 2010	CTDEP to coordinate with Vendor to submit quarterly reports on project progress and outcomes, including drawdown dates and amounts

Program Priorities

- The State Program will ensure that the programmatic priorities listed below as outlined in the Energy Policy Act of 2005, Subtitle G will be met to the extent practicable:
1. Maximize public health benefits;
 2. Are the most cost-effective;
 3. Are in areas with high population density, that are poor air quality areas (including nonattainment or maintenance of national ambient air quality standards for a criteria pollutant; Federal Class I areas; or areas with toxic air pollutant concerns);
 4. Are in areas that receive a disproportionate quantity of air pollution from diesel fleets, including truck stops, ports, rail yards, terminals, and distribution centers or that use a community-based multi-stakeholder collaborative process to reduce toxic emissions;

5. Include a certified engine configuration or verified technology that has a long expected useful life;
6. Maximize the useful life of any certified engine configuration or verified technology used or funded by the eligible entity;
7. Conserve diesel fuel; and
8. Utilize ultra low sulfur diesel fuel (15 parts per million of sulfur content) ahead of EPA's mandate (for nonroad projects).

The State will ensure that, per the Recovery Act, grant activities preserve and/or create jobs and promote economic recovery. The State should also commence expenditures and activities as quickly as possible consistent with prudent management when implementing this grant and/or loan program.

The State Program understands that all proposals must support Goal 1 of EPA's 2006-2011 Strategic Plan, Clean Air and Global Climate Change; Objective 1.1: Healthier Outdoor Air, which states, "Through 2011...[EPA will]...protect human health and the environment by attaining and maintaining health-based air-quality standards and reducing the risk from toxic air pollutants." See <http://www.epa.gov/cfo/plan/plan.htm> for more information on EPA' Strategic Plan.

Check this box if the proposed project involves environmentally related measurements or data generations that would need quality assurance and quality control plans and procedures as pursuant to 40 CFR 31.45.

Reporting

The State Program understands that reporting will at least be quarterly and additional reporting may be required for these special Recovery Act grants. Reporting requirements will be detailed in the grant Terms and Conditions.

BUDGET NARRATIVE

Project Budget

States should provide a detailed itemized budget (in addition to the Standard Form 424A) using the table below:

Project Budget for Connecticut State DERA Programs for 2009

Budget Category	EPA Allocation
1. Personnel 1 Supervising Environmental Analyst @ \$51/hr x 1hr/wk x 57 weeks 1 Environmental Analyst 2 @ \$30/hr x 1hr/wk x 57 weeks 1.5 Seasonal Employees @ \$14/hr x 40 hr/wk x 57 weeks	\$52,497
2. Fringe Benefits	\$22,401
3. Travel	
4. Supplies	

5. Equipment	
6. Contractual	
7. Other (See below for details)	\$1,640,256
CT DOT - Retrofit Construction Equipment	
Equipment <ul style="list-style-type: none"> Up to 170 Diesel Oxidation Catalysts: The DOT estimates that the average cost for a DOC purchased and installed including incidentals is approximately \$3,000. 	\$510,000
Total Project Cost	\$510,000
City of New Haven - Port District TSE	
Equipment <ul style="list-style-type: none"> 20-Space Electrified Truck Stop: 10 dual service towers to accommodate 20 electrified parking spaces within the Port District to accommodate trucks that are awaiting entry into Port terminals as part of the ongoing New Haven Port Diesel Idling Reduction program. 	\$280,000
Other <ul style="list-style-type: none"> Construction and Site Preparation: costs for the installation of 10 dual service towers within the port district to accommodate trucks that are awaiting entry into Port terminals as part of the ongoing New Haven Port Diesel Idling Reduction program 	\$100,256
Total Project Cost	\$380,256
Vendor – PWRR Switch to Genset Locomotive	
Equipment <ul style="list-style-type: none"> Gen-set Switcher Repower: includes removal of the existing Tier 0 engine and replacing with 2 Tier 3 non-road engines. 	\$1,100,000
Equipment <ul style="list-style-type: none"> Purchase of Diesel Particulate Filters: Two DPFS will be purchased and installed during the repower process. In addition, two DPF cores will be provided as inventory for PWRR maintenance. 	\$60,000
Contractual <p>Project Management: This line item consists of tasks including:</p> <ol style="list-style-type: none"> grant funding management/distribution, periodic reporting, assumed for this application to be quarterly reports to CT DEP, preparing equipment bid documents and evaluating proposals, implementation oversight, and development of a final technical report that documents the steps required in implementing the project, an estimate of future emission reductions, overall cost-effectiveness of the program, and scalability of the project for wider implementation. 	\$70,000
PWRR Cost Share: PWRR offers funding to offset the repowering of the switch locomotive based on the estimated cost of \$1.1 million.	(\$480,000)
Total Project Cost	\$750,000
Total Direct Charges	\$1,715,154
8. Indirect Charges	14,846
Grand Total	\$1,730,000

Explanation of Budget Framework

It is anticipated that CTDEP will procure administrative support for the switch engine conversion project and the installation portion of the drayage TSE facility through DAS contracts. CTDOT will administer the construction retrofit project and the City of New Haven will administer the balance of the drayage TSE facility project. Administrative allocation funds will be reserved and used as permitted under the ARRA. Contracts for diesel emission reduction and related mobile sources projects have already been awarded by DAS following the state competitive procurement process required by section 4a-57(a) of the Connecticut General Statutes and reproduced below.

Sec. 4a-57. (Formerly Sec. 4-112). Competitive bidding or competitive negotiation for purchases and contracts. Regulations. Waivers. Exceptions.

(a) All purchases of, and contracts for, supplies, materials, equipment and contractual services, except purchases and contracts made pursuant to the provisions of subsection (b) of this section and public utility services as provided in subsection (e) of this section shall be based, when possible, on competitive bids or competitive negotiation. The commissioner shall solicit competitive bids or proposals by providing notice of the planned purchase in a form and manner that the commissioner determines will maximize public participation in the competitive bidding or competitive negotiation process, including participation by small contractors, as defined in section 4a-60g, and promote competition. In the case of an expenditure which is estimated to exceed fifty thousand dollars, such notice shall be inserted, at least five calendar days before the final date of submitting bids or proposals, in two or more publications, at least one of which shall be a major daily newspaper published in the state and shall be posted on the Internet. Each notice of a planned purchase under this subsection shall indicate the type of goods and services to be purchased and the estimated value of the contract award. The notice shall also contain a notice of state contract requirements concerning nondiscrimination and affirmative action pursuant to section 4a-60 and, when applicable, requirements concerning the awarding of contracts to small contractors, minority business enterprises, individuals with a disability and nonprofit corporations pursuant to section 4a-60g. Each bid and proposal shall be kept sealed or secured until opened publicly at the time stated in the notice soliciting such bid or proposal.

SIGNATURES

Amey W. Marella
Deputy Commissioner
Connecticut Department of Environmental Protection

Date

APPENDIX

Resources

States may wish to consult the CFR and OMB circulars as referenced in the Federal Register Notice. Links to these references are:

40 CFR 31: <http://www.gpoaccess.gov/cfr/index.html>

OMB Circular A-87: <http://www.whitehouse.gov/omb/circulars/index.html>

More information is available on EPA's web site at
<http://www.epa.gov/otaq/eparecovery/progstate.htm>