



STATE OF CONNECTICUT
CONNECTICUT SITING COUNCIL

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Daniel F. Caruso

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

November 7, 2006

John A. DeTore, Esq.
Rubin and Rudman LLP
50 Rowes Wharf
Boston, MA 02110

RE: **PETITION NO. 785** -- Bridgeport Fuel Cell Park petition for a declaratory ruling no Certificate of Environmental Compatibility and Public Need is required for the construction, maintenance, and operation of a 14.4 MW Fuel Cell Electric Project located on Hancock Street, Bridgeport, Connecticut.

Dear Attorney DeTore:

At a public meeting held on October 31, 2006, the Connecticut Siting Council (Council) considered and ruled that this proposal would not have a substantial adverse environmental effect, and pursuant to General Statutes § 16-50k would not require a Certificate of Environmental Compatibility and Public Need.

This decision is under the exclusive jurisdiction of the Council and is not applicable to any other modification or construction. All work is to be implemented as specified in the petition, dated August 18, 2006.

Enclosed for your information is a copy of the staff report on this project.

Very truly yours,

Daniel F. Caruso
Chairman

DFC/RDM/laf

Enclosure: Staff Report dated October 31, 2006

c: Parties and Intervenors

Petition No. 785
Bridgeport Fuel Cell Park, LLC
Bridgeport, Connecticut
October 31, 2006
Staff Report

On August 21, 2006, Bridgeport Fuel Cell Park, LLC (Bridgeport Fuel) submitted a petition to the Connecticut Siting Council (Council) for a declaratory ruling that no Certificate of Environmental Compatibility and Public Need is required for the installation of a fuel cell facility on Hancock Street in Bridgeport, Connecticut. On September 22, 2006, Council member Dr. Barbara Bell and Council staff member Robert Mercier met Bridgeport Fuel representatives Richard Shaw, Ken Roberts, James Murkette, and City of Bridgeport representative Bill Coleman at the site to review this petition.

Bridgeport Fuel proposes to install a 14.4-megawatt (MW) fuel cell facility on a vacant, two-acre parcel zoned for Light Industry. The parcel, owned by the City of Bridgeport, would be leased to Bridgeport Fuel. The parcel, a Brownfield site, is located in an industrial area undergoing redevelopment. Abutting developed parcels include a tile warehouse facility to the east and an ice cream storage facility to the north. Site work to accommodate new construction is occurring at the vacant parcel to the west. Railroad Avenue and the Metro North corridor abut the site to the south.

The fuel cell facility would consist of six fuel cell units manufactured by Fuel Cell Energy, Inc. of Danbury, Connecticut. Each fuel cell unit would generate 2.4 MW of energy capacity for use in Bridgeport. The 14.4 MW of power would be introduced into United Illuminating's (UI) distribution system via two circuits adjacent to the site. Since each distribution line has a fixed capacity, a third circuit in the area may be used to allow for full operation of the facility. Output from the facility would be generated at 400 Volts and stepped up to 13.8 kilovolts to interconnect with the distribution system. UI's system can support the incoming power and would offload an equivalent distribution capacity thus reducing electrical congestion in the Bridgeport area.

The project is being proposed in conjunction with the Connecticut Clean Energy Fund's (CCEF) Request for Proposals for 100 MW of renewable development projects. The Connecticut General Assembly enacted PA 03-135 that requires CL&P and UI to file with the DPUC one or more long term contracts to purchase at least 100 MW of power from certain renewable energy projects that receive funding from the CCEF. Bridgeport Fuel selected the City of Bridgeport site due to its location in southwest Connecticut, an area identified by the Department of Public Utility Control and ISO-New England as having electrical reliability problems.

Each fuel cell unit would provide power through chemical reactions using natural gas as a fuel source. The gas enters the fuel cell and reacts electro-chemically to produce DC electric current that would be converted to AC current before entering the distribution grid. Natural gas for the chemical reactions and a start-up burner would be obtained from a Southern Connecticut Gas Company pipeline located on State Street.

The fuel cell park would require 60,000 gallons of water per day. Water would be obtained from an existing municipal supply line. Approximately 30,000 gallons of wastewater per day would be discharged to the city wastewater line.

The main components of each fuel cell unit are two fuel cell modules that perform the electrochemical operations, gas desulphurization equipment, water treatment equipment, electric blowers, a start-up burner and electrical equipment including an inverter, a transformer, and a switchgear station.

Each fuel cell unit is 30 feet high, 50 feet wide and 60 feet long. Fuel cell performance gradually decreases over time, reducing efficiency and power output. To maintain optimum performance the fuel cell modules would be replaced every three to five years depending on the efficiency of the modules. The remaining components of the fuel cell unit have a service life of twenty years.

Operation of the facility would have little impact on the environment. Air emissions would not be significant and would comply with all applicable state and air quality standards. No air permits would be required. Noise emissions from blowers, condensers, pumps and fans would be below City and state regulatory standards at the property line and would not be detectable at surrounding sensitive receptors. The blower that pumps fresh air into the unit would be fitted with a silencer to keep noise emissions at minimum levels. Excavated soil would be characterized and disposed of according to state and federal regulations.

The proposed facility would have no impact on cultural resources, endangered or threatened species, wetlands or watercourses. Bridgeport Fuel would develop a certified Stormwater Pollution Prevention Plan for both the construction and operational phases of the project.

Visual impacts of the facility would be minimal. The existing buildings to the east and north, both 30 feet in height, would screen the facility. Visual impacts from the south and west would be mitigated by the construction of six-foot high earthen berm that would include tree plantings. A six-foot high solid fence would be installed around the perimeter of the facility and on top of the berms to maximize screening.

Bridgeport Fuel contends the proposed fuel cell facility would not have a substantial adverse environmental effect and pursuant to CGS § 16-50k(a)(2), a Certificate of Environmental Compatibility and Public Need Would not be required.

**LIST OF PARTIES AND INTERVENORS
SERVICE LIST**

Status Granted	Status Holder (name, address & phone number)	Representative (name, address & phone number)
Applicant	Bridgeport Fuel Cell Park, LLC	John A. DeTore, Esq. Rubin and Rudman LLP 50 Rowes Wharf Boston, MA 02110 (617) 330-7144 (617) 439-9556 fax jdetore@rubinrudman.com
Party (granted on 09/28/06)	City of Bridgeport	Melanie J. Howlett, Esq. Associate City Attorney Office of the City Attorney 999 Broad Street Bridgeport, CT 06604-4328 (203) 576-7647 (860) 576-8252 HowleM0@CLBRIDGEPORT.CT.US
Intervenor (granted on 09/28/06)	The United Illuminating Company	Richard Reed The United Illuminating Company 801 Bridgeport Avenue Shelton, CT 06484 (203) 926-4500 (203) 926-4457 rich.reed@uinet.com Bruce L. McDermott, Esq. Cecile M. Fraser, Esq. Wiggin and Dana, LLP One Century Tower New Haven, CT 06508-1832 (203) 498-4322 (203) 782-2889 bmcdermott@wiggin.com cfraser@wiggin.com