

2013/2014

CONNECTICUT ENERGY ASSISTANCE PROGRAM (CEAP)
CONTINGENCY HEATING ASSISTANCE PROGRAM (CHAP)

March 3, 2014

<u>AVAILABLE FUNDS*</u>	<u>ESTIMATED</u>
LIHEAP Block Grant	\$ 77,412,553
LIHEAP Leveraging	-
LIHEAP Reallotted Funds	-
LIHEAP Refunds	275,000
LIHEAP Carry-Forward	<u>7,529,339</u>
Total	\$ 85,216,892

CEAP/CHAP

Total Estimated Expenditures	\$ 59,929,895
Total Set Asides	10,091,395
Total Estimated Approvals	<u>2,801,680</u>
Total	\$ 72,822,970

ESTIMATED BALANCE	\$12,393,922
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Footnotes

2013/2014
CONNECTICUT ENERGY ASSISTANCE PROGRAM (CEAP)
CONTINGENCY HEATING ASSISTANCE PROGRAM (CHAP)
 March 3, 2014

	<u>APPROVALS</u>	<u>EXPENDITURES</u> (Actual)	<u>EXPENDITURES</u> (Estimated)
<u>CEAP Basic Benefits</u>			
Deliverable Fuel	\$ 13,146,097	\$ 12,263,652.38	\$ 12,806,559
Utilities	18,666,205	15,427,646.23	18,662,528
<u>CHAP Basic Benefits</u>			
Deliverable Fuel	2,635,200	2,561,177.86	2,573,376
Utilities	2,555,700	2,062,500.00	2,555,194
Rental Assistance	83,030	-	83,030
<u>CEAP Crisis Assistance</u>	10,559,140	9,124,462.77	10,211,523
<u>CHAP Crisis Assistance</u>	930,490	840,230.95	899,857
<u>Safety Net Assistance</u>	12,956,000	9,073,812.34	12,137,829
<u>Manual Charges</u>	-	-	-
I. Total Approvals	\$ 61,531,862	\$ 51,353,482.53	\$ 59,929,895

<u>SET ASIDES</u>			
<u>Administration</u>	\$ 7,591,395	\$ 3,927,161.00	\$ 7,591,395
<u>Assurance 16</u>	1,000,000	660,906.00	1,000,000
<u>Early Intake</u>	-	-	-
<u>Reprogramming</u>	-	-	-
<u>LIHEAP SNAP</u>	1,500,000	30,000.00	1,500,000
II. Total Set Asides	\$ 10,091,395	\$ 4,618,067.00	\$ 10,091,395

<u>ESTIMATED APPROVALS*</u>			
<u>Pending Applications</u>	\$ 1,733,165		\$ 1,733,165
<u>Incomplete Applications</u>	1,068,515		1,068,515
III. Total Estimated Approvals	\$ 2,801,680		\$ 2,801,680

TOTAL	\$ 74,424,936	\$ 55,971,549.53	\$ 72,822,970
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Footnotes

* - Estimated Approvals are established for two categories of applications - pending and incomplete. Many applications in these categories will become eligible once the requested documentation is received and processed. The set asides are based on applying last year's performance ratios to this year's incomplete and pending caseload data.

LIHEAP CASELOAD COMPARISON

	2013/2014	2012/2013	% Change	2012/2013	2011/2012
	3/3/2014	3/4/2013	(FFY 2014 vs. FFY 2013)	Final	Final
ABCD (Bridgeport)	9,623	9,000	6.9%	10,925	11,331
BCO (Bristol)	2,855	2,756	3.6%	3,436	3,509
CACD (Danbury)	4,339	4,188	3.6%	4,762	4,710
CRT (Hartford/Middletown)	25,487	24,519	3.9%	29,028	27,520
TEAM (Derby)	3,860	3,552	8.7%	4,080	4,375
HRAofNB (New Britain)	3,233	3,456	-6.5%	4,262	4,604
CAAofNH (New Haven)	9,275	10,264	-9.6%	12,412	12,726
NEON (Norwalk)	3,872	4,314	-10.2%	5,214	5,230
TVCCA (Norwich)	8,630	8,595	0.4%	9,470	8,872
NO (Waterbury/Meriden)	20,162	20,493	-1.6%	23,171	23,855
ACCESS (Willimantic)	7,682	7,632	0.7%	8,105	8,160
Statewide	99,018	98,769	0.3%	114,865	114,892

ELIGIBLE CASELOAD COMPARISON

	2013/2014	2012/2013	% Change	2012/2013	2011/2012
	3/3/2014	3/4/2013	(FFY 2014 vs. FFY 2013)	Final	Final
ABCD (Bridgeport)	8,090	7,657	5.7%	9,856	9,720
BCO (Bristol)	2,179	2,085	4.5%	2,806	2,950
CACD (Danbury)	3,585	3,452	3.9%	4,088	3,948
CRT (Hartford/Middletown)	21,414	20,472	4.6%	25,141	23,828
TEAM (Derby)	2,861	2,787	2.7%	3,520	3,601
HRAofNB (New Britain)	2,456	2,407	2.0%	3,394	3,637
CAAofNH (New Haven)	7,072	6,583	7.4%	10,464	11,181
NEON (Norwalk)	3,120	3,340	-6.6%	4,447	4,570
TVCCA (Norwich)	7,328	7,367	-0.5%	8,321	7,818
NO (Waterbury/Meriden)	17,891	18,240	-1.9%	21,198	21,809
ACCESS (Willimantic)	6,946	6,888	0.8%	7,474	7,354
Statewide	82,942	81,278	2.0%	100,709	100,416

LIHEAP APPLICATION DATA - March 3, 2014

ABCD	BCO	CACD	CRT	TEAM	HRA	CAA	NEON	TVCCA	NO	ACCESS	Total
Applications Taken											
9,623	2,855	4,339	25,487	3,860	3,233	9,275	3,872	8,630	20,162	7,682	99,018
Applications Approved											
5,457	1,295	2,079	14,097	1,736	1,740	5,078	2,064	4,554	12,083	4,500	54,683
1,015	348	586	2,538	491	288	808	373	1,094	2,433	982	10,956
1,618	536	920	4,779	634	428	1,186	683	1,680	3,375	1,464	17,303
8,090	2,179	3,585	21,414	2,861	2,456	7,072	3,120	7,328	17,891	6,946	82,942
Applications Denied											
329	111	188	1,046	143	108	288	129	362	534	248	3,486
43	6	11	222	3	22	74	13	14	93	13	514
1	-	1	-	-	-	2	-	3	2	-	9
939	549	405	2,369	811	439	1,354	411	857	1,081	287	9,502
1,312	666	605	3,637	957	569	1,718	553	1,236	1,710	548	13,511
Applications Pending Certification											
221	10	149	436	42	208	485	199	66	561	188	2,565
Crisis Assistance											
1,234	595	978	4,842	710	354	1,933	496	2,320	4,296	2,414	20,172
374	181	302	1,148	270	88	440	139	693	1,264	683	5,582
525	347	473	2,142	350	130	615	213	1,128	1,476	1,060	8,459
2,133	1,123	1,753	8,132	1,330	572	2,988	848	4,141	7,036	4,157	34,213
Safety Net Assistance											
999	340	706	3,577	478	275	1,428	278	1,682	3,194	1,499	14,456
286	76	178	682	154	76	280	56	472	849	368	3,477
1,285	416	884	4,259	632	351	1,708	334	2,154	4,043	1,867	17,933

UTILITY MATCHING PAYMENT PROGRAM DATA - Monthly Enrollments

(to be completed and submitted monthly)

	Feb-14					Total			
	CL&P	UI	Electric	CNG	SCG	YGS	Natural Gas		
# of customers "auto enrolled"	12011		12011			12319	12319	Total	24330
# of customers "new"	3189					3203		Total	6392
TOTAL ENROLLED	15200	0	12011	0	0	15522	12319	Total	30722
# of customers "below budget"	3818		3818			2403	2403	Total	6221

2013/2014
CONNECTICUT ENERGY ASSISTANCE PROGRAM (CEAP)
PROGRAM STATUS REPORT

<u>APPLICATION DATA</u>	<u>2012/2013</u> ⁽¹⁾	<u>2013/2014</u> ⁽²⁾	% Change
1. Applications Filed	85,903	87,970	2.4%
2. Applications Approved			
Connecticut Energy Assistance Program	53,565	56,489	5.5%
Contingency Heating Assistance Program	<u>15,550</u>	<u>14,879</u>	-4.3%
Total Applications Approved	69,115	71,368	3.3%
3. Applications Denied	13,450	12,728	-5.4%
4. Applications Pending	3,338	3,874	16.1%
5. Crisis Assistance			
Connecticut Energy Assistance Program	21,497	22,715	5.7%
Contingency Heating Assistance Program	<u>8,442</u>	<u>7,757</u>	-8.1%
Total Crisis Assistance Awards	29,939	30,472	1.8%
6. Safety Net Assistance			
Connecticut Energy Assistance Program	7,592	11,231	47.9%
Contingency Heating Assistance Program	<u>not applicable</u>	<u>not applicable</u>	
Total Safety Net Assistance Awards	7,592	11,231	47.9%
<u>AWARD DATA</u>			
7. Basic Benefits			
Connecticut Energy Assistance Program			
Deliverable Fuel	\$ 12,219,650	\$ 12,434,112	1.8%
Utility	13,509,300	14,946,840	10.6%
Contingency Heating Assistance Program			
Deliverable Fuel	\$ 2,733,900	\$ 2,473,200	-9.5%
Utility	<u>1,919,400</u>	<u>1,990,500</u>	3.7%
Total Basic Benefit Commitments	\$ 30,382,250	\$ 31,844,652	4.8%
8. Rental Assistance Benefits			
Connecticut Energy Assistance Program	\$ 57,160	\$ 62,710	9.7%
Contingency Heating Assistance Program	<u>not applicable</u>	<u>not applicable</u>	
Total Rental Assistance Commitments	\$ 57,160	\$ 62,710	9.7%
9. Crisis Assistance Benefits			
Connecticut Energy Assistance Program	\$ 8,598,800	\$ 9,312,970	8.3%
Contingency Heating Assistance Program	<u>844,200</u>	<u>853,270</u>	1.1%
Total Crisis Assistance Commitments	\$ 9,443,000	\$ 10,166,240	7.7%
10. Safety Net Assistance Benefits			
Connecticut Energy Assistance Program	\$ 3,486,800	\$ 5,795,350	66.2%
Contingency Heating Assistance Program	<u>not applicable</u>	<u>not applicable</u>	
Total Safety Net Assistance Commitments	\$ 3,486,800	\$ 5,795,350	66.2%

2013/2014
CONNECTICUT ENERGY ASSISTANCE PROGRAM (CEAP)
PROGRAM STATUS REPORT

	<u>2012/2013</u> ⁽¹⁾	<u>2013/2014</u> ⁽²⁾	% Change
11. Total Awards			
Connecticut Energy Assistance Program	\$ 37,871,710	\$ 42,551,982	12.4%
Contingency Heating Assistance Program	<u>5,497,500</u>	<u>5,316,970</u>	-3.3%
Total Funds Committed	\$ 43,369,210	\$ 47,868,952	10.4%
 <u>EXPENDITURE DATA</u>			
12. Benefit Expenditures			
Connecticut Energy Assistance Program			
Deliverable Fuel	\$ 17,266,031	\$ 19,587,715	13.4%
Utility	9,662,300	8,347,453	-13.6%
Contingency Heating Assistance Program			
Deliverable Fuel	3,073,265	2,898,837	-5.7%
Utility	<u>1,328,400</u>	<u>1,126,200</u>	-15.2%
Total Benefit Expenditures	\$ 31,329,996	\$ 31,960,205	2.0%
13. Administration Expenditures			
Community Action Agency	\$ 2,075,295	\$ 2,004,007	-3.4%
Department of Social Services	<u>169,141</u>	<u>59,780</u>	-64.7%
Total Administration Expenditures	\$ 2,244,436	\$ 2,063,787	-8.0%
14. Assurance 16 Expenditures			
Community Action Agency	\$ 204,173	\$ 227,681	11.5%
Department of Social Services	<u>not applicable</u>	<u>not applicable</u>	
Total Administration Expenditures	\$ 204,173	\$ 227,681	11.5%

FOOTNOTES

1. 2012/2013 data based on caseload activity, commitments and expenditures through January 28, 2013.
2. 2013/2014 data based on caseload activity, commitments and expenditures through January 28, 2014.

CONEG

COALITION OF NORTHEASTERN GOVERNORS

CONGRESS UPDATE: THE PRESIDENT'S FY2015 BUDGET REQUEST

MARCH 4, 2014

BUDGET, APPROPRIATIONS & TAXES

Today the President sent to Congress his FY015 Budget Request. The \$3.901 trillion budget builds on the proposals and themes highlighted in the President's State of the Union address, efforts to addressing economic inequality and would cut taxes for 13.5 million Americans.

While the Congress will have its own views on the priorities and funding in FY2015, the President's budget request sets the policy landscape for the road leading to the November elections and the priorities for the remainder of the President's term. Observers note that the White House budget request and House Budget Chairman Ryan's yet-to-be-completed FY2015 budget resolution will likely share a common theme – the effect of the economy on the average worker. However their proposals will likely be very different. With both plans, the “devil is in the detail,” but both the White House and Congress want to take a break from the divisive and politically damaging budget fights.

The budget request adheres to the FY2015 \$1.014 trillion discretionary spending cap set by the Ryan-Murray budget agreement. It also proposes an additional \$56B in stimulus spending split evenly between defense and non-defense, and paid for with spending cuts and the elimination of certain tax breaks. The Opportunity, Growth and Security Initiative (OGSI) would:

- Provide universal preschool paid for with revenue from a cigarette tax.
- Expand job training programs.
- Create manufacturing institutes.
- Provide a 1 percent pay raise for federal workers.
- Significantly expand the Child and Dependent care Tax Credit.
- Expand the Earned Income Tax Credit for childless adults.
- Make permanent a tax credit for college tuition and provide tax relief for those with federal grants or loans for college.
- Automatically opens a tax-sheltered Individual Retirement Account (IRA).
- Provide funding for a Climate Resilience Fund and a “Race to the Top” for grants to cut energy waste and modernize the grid.

The Budget proposes to pay for the OGSI activities by closing two tax loopholes that benefit wealthy tax payers (i.e., reforms to prevent certain professional services businesses from avoiding paying the self-employment tax, and closing the “carried interest” provision).

The Budget does not include a proposal to apply the “chained CPI” for measuring inflation that would reduce Social Security cost-of-living increases and raise tax revenue.

ENERGY & ENVIRONMENT

Department of Energy

The President requests \$27.9 billion in discretionary funds for the Department of Energy – a .06 percent increase over FY2014 enacted levels. The Budget emphasizes clean energy, advanced manufacturing, advanced vehicles, basic research and energy security programs, while supporting efforts to increase resiliency to the threat of climate change. Of interest, the Budget requests:

- \$2.3 billion for the Office of Energy Efficiency and Renewable Energy (a \$405M increase above FY14 levels), including \$227M for the Weatherization Assistance Program (a \$5M increase). It also includes

significant increases for sustainable vehicle and fuel technologies (15 percent), energy efficiency and advanced manufacturing activities (39 percent), and innovative renewable power projects (16 percent).

- \$180M (\$32.7M increase) for the Office of Electricity Delivery and Energy Reliability to facilitate the transition from the current electricity delivery infrastructure to a Smart Grid.
- \$305 million to expand efforts on innovative manufacturing processes, including Clean Energy Manufacturing Innovation Institutes as part of a larger national network of manufacturing innovation institutes.
- \$5.111B (\$40M increase) for DOE's Office of Science to conduct basic research and invest in research infrastructure in areas such as foundational science for clean energy and fundamental physics.
- \$325 million for the Advanced Research Projects Agency-Energy (\$45M increase).
- Elimination of more than \$4B in fossil fuel subsidies.
- \$4.2 billion in DOE's discretionary applied energy programs to drive energy sector innovation and advance the Administration's "all-of-the-above" energy strategy.
- \$359 million in discretionary funding for DOE vehicle technology activities.
- \$253 million at DOE to develop and demonstrate conversion technologies to produce advanced biofuels, such as "drop-in" replacements for gasoline, diesel, and jet fuel.
- \$2B (10 years) for a new Energy Security Trust to provide a reliable stream of mandatory funding for R&D on cost-effective transportation alternatives utilizing cleaner fuels such as electricity, homegrown biofuels, renewable hydrogen, and domestically produced natural gas that reduce U.S. dependence on oil. Paid for by from Federal oil and gas development revenue.
- Makes permanent the tax credit for the renewable production tax credit.

The Opportunity, Growth, and Security Initiative includes one-time funding for Race to the Top performance-based awards to support states efforts to cut energy waste and modernize the grid.

Environmental Protection Agency:

The Budget provides \$7.9 billion for the Environmental Protection Agency.

Of interest, the Budget provides:

- \$1B for a Climate Resilience Fund (as part of the Initiative funding) to help communities prepare for climate effects such as rising sea levels and severe weather events.
- \$1.8 billion for the Clean Water and Drinking Water State Revolving Funds - a \$581M decrease from the FY2014 enacted level, and proposes a new focus on communities most in need of assistance.

LIHEAP

The President has requested a total of \$2.8B in FY015 LIHEAP funds – \$2.55B for the regular block grant program plus \$200M in contingency funds. The request includes language that would allocate all but \$366M of the block grant funds according to the Tier I formula. Since FY2009, Congress has incorporated an allocation provision to distribute almost the entire block grants under the Tier I. Up to \$3M is available for Training and Technical Assistance. The President has again requested \$50M for competitive grants to assist low-income households reduce their energy burden.

The Budget notes that the requested LIHEAP funding level represents a difficult decision in a challenging budget environment, and the Administration will continue to invest in weatherization and energy efficiency to help cut costs for low-income households.

OF INTEREST- CDBG

The budget provides \$2.8B for HUD's Community Development Block Grant program (a \$230M decrease) and proposes a series of reforms to improve the programs' performance and improve efficiency.

TRANSPORTATION

The Budget Request provides details on the Administration's proposed four-year \$302B transportation authorization bill in a speech early last week. The proposal would:

- Pay for \$150B of the proposed plan with savings from a corporate tax overhaul to fully offset the baseline Highway Trust Fund solvency needs and the out-year surface and rail transportation reauthorization proposals. The President will work with Congress to develop long-term transportation revenue proposals.
- Prioritize "fix it first" investments that emphasize maintaining existing infrastructure in a state of good repair.
- Expands a Permitting Dashboard to track the timeliness and outcomes of project permits and reviews, and creates a new Interagency Infrastructure Permitting Improvement Center within DOT.

As proposed in the prior year (and rejected by Congress) the Administration would reclassify all surface transportation outlays as mandatory, and to also move a number of current General Fund programs into the Transportation Trust Fund. As part of the Administration's surface transportation authorization bill, Amtrak funding would be continued in a new Current Passenger Rail Service account that would be funded from the Rail Account of the Transportation Trust Fund.

The President continues to call for the creation of an independent National Infrastructure Bank or similar financing entity to leverage private and public capital to support infrastructure projects including transportation, energy, and water projects of national and regional significance. In addition, such an entity will be able to invest through loans and loan guarantees.

The Budget again calls for the creation of an America Fast Forward (AFF) Bonds program based on the successful Build America Bonds (BABs) program that will attract new sources of capital for infrastructure investment, will be exempted from sequestration, and will be budget-neutral. The Budget also proposes changes to the Foreign Investment in Real Property Tax Act (FIRPTA) to enhance the attractiveness of investment in U.S. infrastructure and real estate.

The plan provides:

- \$7B for highway safety.
- \$7B for transit over 4 year, increasing annual transit spending by 70%.
- \$1.414B for Amtrak (\$346M for operating grants and \$1.0680 for capital and debt service).
- \$19.1 B over four years for rail programs including \$5B for high performance and passenger rail programs with focus on improving connections between city pairs and high-traffic corridors.
- \$1.25B per year (a 100 percent increase) and permanent authorization of the successful TIGER Grant program.
- \$10B over four years for a new multimodal freight grant program for rail, highway, and port projects that eliminate existing freight transportation bottlenecks and improve the efficiency of moving goods in support of the President's National Export Initiative.
- \$4 billion for Fixing and Accelerating Surface Transportation, a new competitive surface transportation program that would incentivize states and localities to adopt critical reforms in a variety of areas, including safety and peak traffic demand management, implementing distracted driving requirements or modifying transportation plans to include mass transit, bike, and pedestrian options.
- \$40 million for a multi-modal fund to support safe shipping of crude oil via rail and truck by increasing inspection resources, R&D, and response capability.
- \$158 million for a Pipeline Safety Reform initiative to enhance DOT's Pipeline Safety program.
- Builds on the Sandy Task Force recommendations to encourage more resilient designs for highway, transit, and rail infrastructure, and smarter transportation planning to reduce fuel use and conserve energy.