



State of New Jersey

Department of Environmental Protection

PHILIP D. MURPHY
Governor

CATHERINE R. McCABE
Commissioner

SHEILA Y. OLIVER
Lt. Governor

PROJECT SOLICITATION

OVERALL GOAL

The State of New Jersey, as a beneficiary of the Trust established pursuant to the national Volkswagen settlement, intends to use its allocation from the mitigation trust to efficiently implement projects that reduce oxides of nitrogen (NOx) emissions in a cost effective and technically feasible manner. The implemented projects must meet the criteria of the Consent Decree. New Jersey is issuing this solicitation for project ideas to ensure a broad range of project ideas are considered.

Submissions must contain all the information outlined in the “Project Proposals” section of this document.

ELIGIBLE PROJECTS

A general summary is below. [Click here for comprehensive list and associated definitions.](#)

Source Category	Emission Reduction Strategy	Allowed Expenditure Amount
1. Class 8 local freight trucks & port drayage trucks	Repower and replacement	Up to 40% for repower with diesel or alternative fuel or up to 75% (up to 100% if government owned) for repower with electric. Electric charging infrastructure costs are an eligible expense. Up to 25% for replacement with diesel or alternative fuel or up to 75% (up to 100% if government owned) for electric replacement. Electric charging infrastructure costs are an eligible expense.
2. Class 4-8 school bus, shuttle bus or transit bus	Repower and replacement	Same as row 1
3. Freight switching locomotives	Repower and replacement	Same as row 1
4. Ferries/Tugs	Repower	Same as row 1
5. Oceangoing vessels	Shorepower	Up to 25% for shore side infrastructure if non-government owned (up to 100% if government owned)

Source Category	Emission Reduction Strategy	Allowed Expenditure Amount
6. Class 4-7 local freight trucks	Repower and replacement	Same as row 1.
7. Airport ground support equipment	Repower and replacement	Up to 75% to repower or replace with electric (100% if government owned). Electric charging infrastructure costs are an eligible expense.
8. Forklifts and Port Cargo Handling Equipment	Repower and replacement	Up to 75% to repower or replace with electric (100% if government owned). Electric charging infrastructure costs are an eligible expense.
9. Electric vehicle charging stations or hydrogen fueling stations for light duty vehicles only		Up to 100% to purchase, install and maintain infrastructure if available to public at <i>government owned</i> property. Up to 80% to purchase, install and maintain infrastructure if available to public at <i>non-government owned</i> property. Up to 60% to purchase, install and maintain infrastructure at a workplace or multi-unit dwelling that is not available to the general public. Up to 33% to purchase, install and maintain infrastructure for publicly available hydrogen dispensing that is high volume or 25% for lower volume.

PROJECT PROPOSALS (Open with Adobe Reader)

Electronic submittals are preferred and should be sent to VWComments@dep.nj.gov, however paper submittals will also be accepted and should be sent to:

NJDEP
Division of Air Quality
Mail code 401-02E
Trenton, NJ 08625-0420
Attn: VW Settlement

All proposals must contain the following information; incomplete applications will not be considered. If your project is selected, you may be contacted for additional detailed information. Send questions to VWComments@dep.nj.gov

To enter information electronically, use Adobe Reader

CONTACT INFORMATION

Organization Name	
Organization Address	
City, State, Zip Code	
Contact Person	
Title/Position	
Phone	
E-mail	

PROJECT NAME	
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PROJECT CATEGORY OR CATEGORIES (choose from 1-9 in “Eligible Projects” section above)								
1	2	3	4	5	6	7	8	9

PROJECT PRIORITY Priority # of proposals If submitting more than one proposal, what is the sponsor’s priority of this proposal?

<p>NOTE FOR CATEGORY 9 PROPOSALS</p> <p>If your proposal is for Category 9 (Light Duty Zero Emission Vehicle Supply Equipment), follow these instructions:</p> <p><u>Level 1 and Level 2 charging stations:</u> Do not complete this form. Instead, go to It Pay\$ to Plug In – NJDEP’s Electric Vehicle Charging Grants Program, and apply for a Charging Grant. Volkswagen funds for Level 1 and Level 2 charging stations will be administered through It Pay\$ to Plug In.</p> <p><u>DC Fast Charging stations:</u> Do not complete this form. NJDEP will be leading an effort, in consultation with the NJ Board of Public Utilities, to develop a strategic plan for electric vehicle charging infrastructure across the state. The plan will include Level 1, Level 2 and DC Fast Charging (DCFC) stations. While the strategic map is being developed, NJDEP will continue to provide grants for Level 1 and Level 2 charging stations through It Pay\$ to Plug In – NJDEP’s Electric Vehicle Charging Grants Program. NJDEP will <u>not</u> consider funding requests for DC Fast Charging stations, regardless of the funding source, until the strategic plan is complete. However, NJDEP is still interested in understanding the potential level of interest with regard to fast charging, as well as fast charging projects that include electric ride sharing/hailing pilots in urban communities. Interested parties can use the Electric Infrastructure Project Prospectus to submit project concepts that will help inform our next funding solicitation. (Note that the Prospectus is not an application for funding.)</p> <p><u>Hydrogen fuel cell vehicle supply equipment:</u> Complete all of the questions on this form.</p>

<p>PROJECT BUDGET</p> <p>Provide total estimated project budget, include source and amount of cost share, if applicable:</p>

PROJECT DESCRIPTION (Briefly describe the project by completing the following questions)

Geographic area where emissions reductions will occur?

Estimated size of population benefitting from the emission reductions?

Estimated useful life of the project?

Number of engines/vehicles/vessels/equipment included in the project?

Estimated emission benefits should be expressed in tons per year (TPY) of emission reduced for NOx and for PM 2.5 over the lifetime of the project. Identify methodology used.

Estimated NOx benefits? TPY

Methodology Used?

Particulate Matter (PM 2.5) benefits? TPY

Methodology Used?

Will the project benefit one or more communities that are disproportionately impacted by air pollution? If so, please describe?

Project partners, if any?

Explain how the project will provide cost effective and technically feasible emission reductions. Cost effectiveness should be expressed in dollars per ton per year of emissions reduced for NOx and for PM 2.5.

Estimated timeframe for implementation? Include a project timeline that identifies start and end dates, as well as the timeline for key milestones.

Demonstrated success in implementing similar projects?

If your proposed project involves alternative fuels, provide a demonstration of current or future plans to provide adequate refueling infrastructure.

Has your organization been approved to receive and expend any other grant funds related to this project? If so, please provide details.

Please provide any additional information that supports this project.

Two additional pages have been provided as supplemental space to answer any of the questions above.

Supplemental Page 1

