



## State of New Jersey

CHRIS CHRISTIE  
*Governor*

Department of Environmental Protection

BOB MARTIN  
*Commissioner*

KIM GUADAGNO  
*Lt. Governor*

### PROJECT SOLICITATION

#### OVERALL GOAL

The State of New Jersey, as a potential 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. Additional opportunities will be provided for public input during the upcoming months.

Submissions must be received by January 31, 2018 and 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 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 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)

<b>6. Class 4-7 local freight trucks</b>	Repower and replacement	Same as row 1.
<b>7. Airport ground support equipment</b>	Repower and replacement	Up to 75% to repower or replace with electric (up to 100% if government owned). Electric charging infrastructure costs are eligible expense.
<b>8. Forklifts and Port Cargo Handling Equipment</b>	Repower and replacement	Up to 75% to repower or replace with electric (up to 100% if government owned). Electric charging infrastructure costs are eligible expense.
<b>9. Electric vehicle charging stations or hydrogen fueling stations for light duty vehicles only</b>		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 up to 25% for lower volume.

## PROJECT PROPOSALS

Proposals must be submitted by close of business on January 31, 2018. Electronic submittals are preferred and should be sent to [VWComments@dep.nj.gov](mailto: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](mailto:VWComments@dep.nj.gov)

To enter information electronically use Adobe Reader

### CONTACT INFORMATION

Organization Name	Borough of Haddonfield
Organization Address	242 Kings Highway East
City, State Zip Code	Haddonfield, NJ 08033
Contact Person	Sharon McCullough
Title/Position	Administrator
Phone	(856) 429-4700
E-mail	smccullough@haddonfield-nj.gov

<b>PROJECT NAME</b>	Borough of Haddonfield Vehicle Conversion
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<b>PROJECT CATEGORY OR CATEGORIES</b> (choose from 1-9 in "Eligible Projects" section above)									
1 <input type="checkbox"/>	2 <input type="checkbox"/>	3 <input type="checkbox"/>	4 <input type="checkbox"/>	5 <input type="checkbox"/>	6 <input checked="" type="checkbox"/>	7 <input type="checkbox"/>	8 <input type="checkbox"/>	9 <input type="checkbox"/>	

<b>PROJECT PRIORITY</b>	Priority # 1	of 1	proposals
If submitting more than one proposal, what is the sponsor's priority of this proposal?			

<b>PROJECT BUDGET</b>
Provide total estimated project budget, include source and amount of cost share if applicable. The total project budget is \$4,139,500 of which \$3,303,000 would be in grant funds and \$836,500 would be provided by the Borough of Haddonfield. A full budget is included in the supplemental sheets.

<b>PROJECT DESCRIPTION</b> (Briefly describe the project by completing the following questions)
Geographic area where emissions reductions will occur? Haddonfield, Camden County
Estimated size of population benefitting from the emission reductions? 11,424
Estimated useful life of the project? Average of 13 years - see note on pg 2
Number of engines/vehicles/vessels/equipment included in the project? 14
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? 1.19 TPY Methodology Used? EPA Diesel Emissions Quantifier Particulate matter (PM 2.5) benefits? 0.60 TPY Methodology Used? EPA Diesel Emissions Quantifier
Will the project benefit one or more communities that are disproportionately impacted by air pollution? If so, please describe. All of our recycling trucks travel through several towns on their way to dispose of the collected materials. The same is true for the vehicles used to collect vegetative waste. All the towns are located in Camden County.

Project partners, if any?

None but many thanks to Waste Management for assisting with information

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.

According to the EPA Diesel Emissions Quantifier the lifetime cost effectiveness is \$258,501 for NOx. Divide that by the average life of 13 yrs for project and the annual is \$19,855. For PM2.5 the Quantifier showed a lifetime cost effectiveness of \$7,163,516. Divide that by the average life and it equals \$551,040/year.

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

We are looking to implement over 5 years. The first major milestone would be year one where we would purchase the first round of vehicles, prepare our facilities for all changes and install the new fueling system. Year 5 would finalize the transition and have all large pieces of equipment switch over to the new fueling system.

Demonstrated success in implementing similar projects?

We have not tried to implement an alternative fuel vehicle program yet. We are however leaders in sustainable matters in Camden County. We were the first municipality to start a recycling program and remain the top recycler each year. We are a silver designated Sustainable NJ town, a Tree USA town with a dense tree canopy thanks to a very active Shade Tree Commission.

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

Included in the budget is an estimate to install a 10-heavy duty vehicle consecutive fast fueling station. Should the borough be awarded the proposal we commit to funding the station in year 1.

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

No.

Please provide any additional information that supports this project.

The Borough is very interested in switching other parts of our fleet over to electric. However, we are waiting for the state contract process, which is supposed to go out to bid this spring, to ensure that police vehicles and possibly pickup trucks are included. We are also in talks with PSE&G to work together to install electric charging stations in 3 of our public parking lots. PSE&G will provide the equipment and the Borough would be responsible for installation costs. (see page 2)

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

Supplemental Page 1

Budget -

Year 1	25-yard recycling truck	\$258,000
	30-yard roll-off truck	\$248,000
	10-yard dump truck	\$206,000
	subtotal grant funds	\$712,000
	10 heavy duty vehicle	
	consecutively fast fill station	\$836,500
Total Year 1		\$1,575,500
Year 2	25-yard recycling truck	\$265,000
	Chipper Truck	\$140,000
	10-yard dump truck	\$213,000
Total Year 2		\$618,000
Year 3	25-yard recycling truck	\$272,000
	Chipper Truck	\$147,000
	10-yard dump truck	\$220,000
Total Year 3		\$639,000
Year 4	25-yard recycling truck	\$279,000
	60 foot tree truck	\$315,000
	10-yard dump truck	\$227,000
Total Year 4		\$821,000
Year 5	25-yard recycling truck	\$279,000
	10-yard dump truck	\$234,000
Total Year 5		\$513,000

Additionally, if the Borough is successful with an award of this project, there will be additional costs that the Borough will incur. For example, our mechanics shop will need some modifications along with training of our mechanic. It is anticipated that all small vehicles including all pickup trucks and other misc PW vehicles will be purchased with the ability to use the new fuel. There is a cost differential with CNG trucks costing more than diesel vehicles.

Supplemental Page 2

Useful life.

Recycling trucks 10 years, dump trucks 17 yrs, tree truck 12 years, roll-off 15 years and chippers 10 years for an average of 13 years. However, it should be noted that this has a much longer impact in that the Borough, if awarded, is making the commitment to transition the entire Public Works department to CNG with the installation of the fueling station.

Additional Information

Unfortunately we do not have the cost estimates yet to be able to include in this proposal.

In addition to the Nox and Pm2.5 savings, the Diesel Emmissions Quantifier indicated that there would be an annual health benefit of \$78,000.