State of New Jersey
Department of Environmental Protection

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

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)

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 (up to 100% if government owned). Electric charging infrastructure costs are eligible expense.
8. Forklifts and Port Cargo Handling Equipment	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.
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 *government owned* property. Up to 80% to purchase, install and maintain infrastructure if available to public at *non-government owned* 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 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	Coach USA, Inc.
Organization Address	160 South Route 17 North
City, State Zip Code	Paramus, New Jersey 07652
Contact Person	Mr. Dominic Manuele
Title/Position	Vice-President
Phone	(443) 557-4114
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PROJECT NAME	Coach USA - Reducing 114,257 Pounds of NOx

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 # 1 of 1 proposals

If submitting more than one proposal, what is the sponsor's priority of this proposal?

PROJECT BUDGET $ 5,600,000.00

Provide total estimated project budget, include source and amount of cost share if applicable.

We are seeking VW settlement funding of $1,400,000 which is 25% of our project budget. Balance of Project To Be Secured By Coach USA and through the Diesel Emissions Reduction (DERA) Program in the State of New Jersey.

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

Geographic area where emissions reductions will occur? Trenton, Newark, Paterson, Elizabeth

Estimated size of population benefitting from the emission reductions? 1,332,000

Estimated useful life of the project? 110 Years (10 years for 11 vehicles)

Number of engines/vehicles/vessels/equipment included in the project? 11

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? 5.71 TPY

Methodology Used? EPA Diesel Emissions Quantifier

Particulate matter (PM 2.5) benefits? 0.16 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.

Coach USA's project is designed to aid in the reduction of pollutants within northern New Jersey and southern New Jersey of which each have been designated within the severe polluant classifications based on the state's ozone non-attainment areas.

Project partners, if any?

Coach USA, after completing due diligence factoring an independant review regarding cost-benefit analysis and United States Department of Transportation safety considerations, is working with MCI.

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.

The Coach USA projects' NOx cost effectiveness of the entire project is $430,991.88 per unit or a weighted average of 84.66% of the total cost of 11 units.

Over the course of each year, the NOx cost effectiveness is $39,181. The Coach USA projects' PM 2.5 cost effectiveness for each unit over the cost of a year is $3.672 million.

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

Under our proposed project, Coach USA has identified a project timeline where it will replace 11 units between calendar year 2019 and 2022.

Our project will replace 4 units in 2019, 3 units in 2020, 1 unit in 2021 and 3 units in 2022.

Demonstrated success in implementing similar projects?

Coach USA, Inc., in the last 5 years, has been implementing clean diesel technology projects for on-road passenger-carrier transportation and transit service where the company has delivered 783 new clean diesel units into service and more than 197 million total miles traveled including 55.222 million miles traveled in calendar year 2017. In CY2017, Coach USA traveled 12.844 million miles using clean diesel technology in New Jersey equating to 149.875 NOx short tons reduced.

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

Not Applicable

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

Not yet. Our plans include to request an additional 25% through the state of New Jersey DERA program in order to attain 50% matching funds.

Please provide any additional information that supports this project.

Coach USA, Inc. is committed to safe, effective and affordable passenger-carrier transportation and transit service in the state of New Jersey. Through our Paramus, Elizabeth and Westwood, New Jersey terminals and garaging points, Coach USA travels more than 10 million miles annually within the state of New Jersey and through each non-attainment ozone designated area within our jurisdiction. We achieve this goal through various companies that include:

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

Please provide any additional information that supports this project (Continued):

Suburban Transit: Based at 750 Somerset St., New Brunswick, New Jersey, Suburban Transit is a major bus service provider in Somerset, Middlesex and Mercer Counties. We provide fixed route scheduled intercity bus service to/from points in these counties to New York City's Port Authority Bus Terminal via the Lincoln Tunnel. Suburban Transit also offers its customers a scheduled cross-town service to the United Nations area in Midtown Manhattan and to the Wall Street area in Downtown Lower Manhattan. Suburban Transit transports approximately 2.64 million annual passengers across 6.883 million miles through a fleet of 127 over-the-road buses. We employ 165 drivers, 24 mechanics/cleaners and 47 administrative, sales and supervisory/management staff. Suburban's garage, bus lot, offices and three terminals in Newark. Daily trips to / from New York City. Suburban is also an authorized carrier for the military.

Rockland Coaches: Rockland Coaches is a major provider of scheduled fixed route over-the-road bus services operating from Bergen County, New Jersey, Rockland County, New York to New York City via the George Washington Bridge to the George Washington Bridge Bus Station and via the Lincoln Tunnel to the Port Authority Bus Terminal in Midtown Manhattan. Rockland Coaches transports 4.165 million annual passengers with a fleet of 115 over-the road buses and operating 5,710,000 miles in scheduled fixed route services. We 199 drivers, 35 mechanics/cleaners and 38 support staff. Rockland Coaches main garage/office/bus lot facility at 180 Old Hook Rd., Westwood, NJ is located within the UASI jurisdiction of New York City/Yonkers, NY.

Hudson Transit Lines: HTL, also known as Shortline Bus, is the major fixed route scheduled service provider in Bergen and Hudson Counties, New Jersey and operate to and from New York City via the George Washington and Tappan Zee Bridges. Shortlines fleet of 188 over-the-road buses operates approximately 11.2 million annual miles transporting over 2,900,000 passengers. Shortline operates terminals in Newburgh, Monticello and Mahwah, NJ.

Olympia Trails Bus Co.: Headquartered in Elizabeth, New Jersey, Olympia Trails has a 47-year operating history in providing passenger-carrier and over-the-road transportation services. We have grown into a one stop-shop that provides a wide array of transportation needs including to and from Jersey City and Newark.

As a part of our due diligence, we evaluated MCI and their J ULSR series to meet both cost-benefit analysis goals as well as ensuring that bus manufacturers met USDOT safety laws and regulations, including FMVSS 136 (electronic stability control).

Based on our due diligence, only MCI clean diesel CMV units are designed to meet electronic stability control requirements and all USDOT safety laws designed to safeguard passengers since Proterra, BYD and New Flyer are not nor have they provided any 3rd party, independant documentation showing that they are going to meet the FMVSS 136 mandate in light of their marketing strategy to sell units designed to travel outside of the 150-air mile radius, including to NHTSA.

Additionally, on a cost-benefit analysis basis, MCI is achieving diesel emission reduction at a cost less than Proterra, BYD and New Flyer by more than 30% while achieving only a 2% reduction in both NOx and PM 2.5 emissions reduced.

Based on both safety requirements to have a bus safely operate on a public road, since Proterra, BYD, and New Flyer are now marketing their products to travel outside of an air-mile radius, which precludes any USDOT exemption language to not follow FMVSS laws like FMVSS 136, as well as the cost-benefit analysis through the EPA DEQ, we turned our attention to finding the best possible unit meeting clean diesel goals in the state of New Jersey. Based on an exhaustive due diligence process, MCI and its J series was selected, in accordance to state and federal procurement regulations, because the company and its J series engine, transmission and exhaust system technology needed to complete our proposed project to reduce diesel emissions in accordance to the state of New Jersey's EPA goals and to the VW Settlement Mitigation Funds' goals.