State of New Jersey
Department of Environmental Protection

PHILIP D. MURPHY
Governor

SHEILA Y. OLIVER
Lt. Governor

CATHERINE R. McCABE
Commissioner

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 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 (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	United Airlines, Inc.
Organization Address	233 S. Wacker Drive, WHQEN 11th Floor
City, State Zip Code	Chicago, IL 60606
Contact Person	Aaron Robinson
Title/Position	Sr. Manager - Env. Strategy and Sustainability
Phone	(827) 825-8347
E-mail	aaron.robinson@united.com

PROJECT NAME	Airport GSE Replacement

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 $ 6,844,077.00

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

Requested Funding Amount: $5,133,058 (75%)
Private Cost Share (United): $1,711,019 (25%)

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

Geographic area where emissions reductions will occur? Newark, NJ

Estimated size of population benefitting from the emission reductions? Please see narrative

Estimated useful life of the project? 14 years

Number of engines/vehicles/vessels/equipment included in the project? 78

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? 63.96 TPY

Methodology Used? EPA DEQ Tool

Particulate matter (PM 2.5) benefits? 8.99 TPY

Methodology Used? EPA DEQ Tool

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

Airports are hotspots for diesel emissions due to the heavy reliance on diesel fleets required to support aircraft operations. This use of diesel GSE has created challenging work conditions for many airport workers, as their jobs require them to work indoors and outdoors alongside the equipment.

Project partners, if any?

Port Authority of New York and New Jersey (Port)

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.

Charging stations will allow for the use of electric ground support equipment at Newark Liberty International Airport (EWR), which reduces fuel use and associated emissions.

NOx: $80,258
PM2.5: $570,911

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

-Within 6 months of award: reach procurement contracts with electric GSE suppliers
-Within 24 months of award: complete deliveries of electric GSE (pending charging station availability)

Demonstrated success in implementing similar projects?

Since 1995, United has averaged purchases of over 100 pieces of electric GSE per year, including nearly 300 of its over 1,000 pieces of GSE in 2017. In addition, United has undertaken similar electrification projects across the country, with some of our hub airports achieving ~70% electrification.

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

As of December 31, 2017, United's electric GSE fleet at EWR was 12% of eligible units, lowest of United's hubs. United is partnering with the Port to establish the necessary infrastructure to implement further electric GSE. Awarding grant funds to United and the Port would lessen the incremental cost and increase future investment in electric GSE due to having infrastructure in place and the benefits of fleet commonality.

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

Not applicable.

Please provide any additional information that supports this project.

One of the strong benefits of this project is that because GSE is only operated on airport grounds, emissions benefits will be realized in locations that are already recognized as priority areas for action, as opposed to other projects that can easily be moved beyond priority areas or outside of the state. In addition, the high utilization of GSE means that the proposal offers higher cost effectiveness than many other funding proposals.

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

Demonstrated Success in Implementing Similar Projects

United has extensive experience with verification and certification processes to ensure scrappage and is already working with other states on such as a result of Volkswagen Mitigation Fund awards. United has also completed or is in the process of completing these requirements in connection with:
-The U.S. Environmental Protection Agency's DERA (Diesel Emissions Reduction Act) program
-California's Carl Moyer Memorial Air Quality Standards Attainment Program
-Puget Sound Clean Air Agency's Diesel Solutions program

Additional Information that Supports this Project

In regards to other proposals that may be received, such as the replacement of Class 4-8 trucks, our proposal entails an operation that is held within a confined area, therefore providing a direct benefit to the population that is considered vulnerable.

Improvements to air quality will be realized within the area of EWR, which serves the most populous city in the state (Newark), as well as the most populous city in the country (New York City) and has a critical need for NOx reductions. According to the American Lung Association's 2018 "State of the Air" Report, Essex County has a "failing" score when it comes to air quality, putting the direct population and wayward travelers at risk. The 78 GSE United proposes to be replaced currently operate at the 15th busiest airport in the United States. Allocating Mitigation Funds to this project will improve air quality for over 43 million air passengers who use this facility every year, in addition to the 14,000+ United employees working at EWR.

Between 2014 and 2016, Essex County experienced 11 "orange alert" days because of poor air quality, which means the air is unsafe to breathe for children, active adults, and anyone with asthma or other respiratory ailments. The percent of the population in Essex County burdened with asthma is staggering, as an estimated 10% of the adult population and 12% of the adolescent population live with this condition, higher than the 8.3% national average, according to the U.S. Center for Disease Control.

In terms of the population that the Project will benefit, 34.8% of individuals living in the immediate vicinity of Newark Liberty International Airport live below the poverty level, while adjacent census tracts experience a similar burden.

Furthermore, recent research conducted at the Environmental Protection Agency (EPA) National Center for Environmental Assessment analyzed the racial and economic profiles of certain communities to decipher a relationship with exposure to health-threatening air pollution. The discovery was that race and poverty are correlated to exposure to poor air quality, as those living in poverty experience a 1.35 times higher burden than did the overall population. It is important to note, the population surrounding EWR is comprised of approximately 75% minorities.

United is also partnering with the Port Authority of New York and New Jersey in order to establish the necessary infrastructure at the airport to accommodate this project. These forms of public-private partnerships have had a demonstrated history of success, and will enable future electrification investments at EWR.

Finally, in September 2018 United became the first U.S. airline to publicly commit to reducing its greenhouse gas emissions 50% by 2050 as part of its goal to be the world's most environmentally conscious airline. United welcomes the opportunity to partner with the state of New Jersey to work toward this goal and achieving a cleaner environment.

Fleet Spreadsheet

See Attached

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Existing				Replacement			Funding Request	DEQ Tool Information			
Number	Location	Equipment Type	Model Year Submittal	Replacement Model Year	Replacement Fuel Type	Replacement Cost		Annual NOx Reductions	Annual PM2.5 Reductions	Total Cost Effectiveness (NOx)	Total Cost Effectiveness (PM 2.5)
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Existing				Replacement				DEQ Tool Information			
Number	**Location**	**Equipment Type**	**Model Year Submittal**	**Replacement Model Year**	**Replacement Fuel Type**	**Replacement Cost**	**Funding Request**	**Annual NOx Reductions**	**Annual PM2.5 Reductions**	**Total Cost Effectiveness (NOx)**	**Total Cost Effectiveness (PM 2.5)**
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					Total:	**$ 6,844,077**	**$ 5,133,058**	**63.96**	**8.991**	**$ 80,258**	**$ 570,911**