



## State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

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*Governor*

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### **Frequently Asked Questions About the New Jersey Clean Construction Program Phase 2**

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The New Jersey Department of Environmental Protection (NJDEP) is among the national leaders in its efforts to reduce diesel emissions. Diesel-powered engines, such as those found in trucks and buses, are responsible for a significant amount of the particulate pollution in New Jersey, which can disproportionately affect people in densely populated high traffic areas, especially in urban centers.

Reducing this type of pollution will have a positive effect on air quality within the State. In order to help accomplish this goal, the NJDEP is partnering with the United States Environmental Protection Agency (USEPA) to fund a program that will install pollution control devices on diesel engines to lower these harmful emissions. Phase 2 of NJ Clean Construction is funded by The American Recovery and Reinvestment Act of 2009 (ARRA) through the USEPA and is part of the \$300 million available nationally to support clean diesel activities.

#### **1. What are the benefits of participating?**

Non-road diesel vehicles contribute more than twice as much diesel particulate matter to the air than that of on-road diesel vehicles. This increase in air pollutants is breathed in by those people using the equipment, and others who live and work in the area.

Diesel vehicles do not come with control technologies already installed that reduce these harmful emissions of air pollutants, so add-on retrofits have been developed that can be installed on the tailpipe of existing diesel vehicles. Participating in this program will allow you to get these retrofits installed on your vehicle, funded by the NJDEP and USEPA, which will improve the air of those who live and work around the equipment. There is no cost to the owners of regulated vehicles to install retrofit technology.

#### **2. What are the requirements of the program?**

Under this grant, NJDEP continues its efforts to “green” construction by funding retrofits on non-road equipment that is used on three types of projects:

- Construction projects financed by the New Jersey Department of Transportation
- Publicly funded Site Remediation projects
- Construction projects funded by the New Jersey Environmental Infrastructure Trust (NJEIT).

All of these retrofits will be targeted at urban centers where pollutant levels are often the highest and exposure to diesel emissions the greatest. Vehicles and equipment with the heaviest use may also receive priority for funding. New Jersey is the most densely populated state in the nation, but these urban areas have the highest population density and have mixed-use neighborhoods where residences are found alongside commercial businesses with heavy diesel traffic.

### **3. What steps are involved in program participation?**

NJDEP will identify contractors who meet the criteria above and reach out to them to explain the benefits of participating in NJ Clean Construction Phase 2. Any company that believes they meet the eligibility criteria above and is interested in participating is encouraged to fill out a Project Information Form, available at <http://www.stopthesoot.org/docs/Project%20information%20form.doc> . Once selected for initial approval, the vehicle owner will work with an approved vendor (see our authorized installer list at <http://www.stopthesoot.org/Authorized%20Installer%20Chartv2.pdf>) to determine the best available retrofit device for each piece of equipment. This is done through a duty cycle testing phase, which will allow the authorized installer to make the best match of equipment and device, while achieving the largest emission reduction possible. Once the retrofit device has been chosen and approved by the NJDEP, the vehicle owner will schedule the installation. This installation phase usually takes from 2 to 12 hours, and can be done at the owner's location.

Participation in the program requires the device to remain on the vehicle for at least 3 years, once installed.

### **4. How long is the pre-installation testing stage?**

To ensure an appropriate system is installed, authorized installers work with vehicle owners and fleet managers to determine the system and fuel that will work best with the vehicles being retrofitted. In order to make this determination, the installers will need accurate information on how vehicles are operated to select and size a retrofit device. They may want to install sensors and data logging equipment on candidate vehicles for several weeks to gather accurate and complete exhaust temperature data for the vehicles. This data logging process requires minimal installation time and does not interfere with normal vehicle operations.

### **5. What is involved in device installation?**

Retrofitting replaces the diesel exhaust system's existing muffler with a sophisticated emission control device that removes particulate matter and other pollutants from the diesel exhaust stream and traps them inside the device.

### **What types of construction equipment are eligible to participate?**

Any construction vehicles that are powered by diesel engines can be eligible for participation in this program. Priority will be given to those vehicles whose contract is for work in urban settings and to vehicles with the heaviest use.

**6. What retrofit devices can be added?**

Only devices that have been verified by the USEPA or the California Air Resources Board (CARB) will be approved for installation under this grant. Preference will be given to retrofits that are verified by the USEPA or CARB for non-road applications. However, it is likely that many of the retrofits will be USEPA or CARB-verified for on-road use because there are only a few currently verified for non-road application. USEPA maintains a list of verified technologies at the web site: <http://www.epa.gov/otaq/retrofit/retroverifiedlist.htm>. CARB maintains a list of verified technologies at the web site: <http://www.arb.ca.gov/diesel/verdev/verdev.htm>.

**7. How will the retrofit affect my equipment post-installation?**

Maintenance requirements depend on the type of retrofit technology used, the age and performance of the engine, the engine oil used, the vehicle's duty cycle, and time between engine service events. In some instances, diesel particulate filters should be inspected and cleaned annually or every 60,000 miles, whichever comes first. Any of our authorized installers will provide recommendations on the care and maintenance of their products.

**8. What is the timeline of this project?**

Applications for this grant will be accepted through June, 2009. All device installations need to be completed by February, 2010.

**9. Whom should I contact for more information?**

If you have any questions on the program, please contact the New Jersey Department of Environmental Protection's Diesel Risk Reduction Program:

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