

New Jersey Clean Air Council
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Moving Transportation in the Right Direction

New Jersey Clean Air Council Annual Public Hearing

April 2, 2003
9 a.m.

New Jersey Department of
Environmental Protection
Public Hearing Room
401 East State Street, Trenton, New Jersey
www.state.nj.us/dep/cleanair

Clean Air Council 2003 Hearing

Transportation & Air Quality

The Clean Air Council invites you to participate in its annual public hearing, April 2, 9:00 a.m. in the public hearing room at the New Jersey Department of Environmental Protection building. Based on your testimony, the Council will be making recommendations to the DEP about how to best meet the state's air quality and transportation needs.

Background

New Jersey has unique characteristics that challenge any progress in meeting its air quality and transportation needs. With 8.5 million residents (1,134 persons per square mile), New Jersey is the most densely populated state in the nation.

While New Jersey has significantly improved its air quality by achieving the 8-hour National Ambient Air Quality Standard for ozone, reducing air toxics and fine particulates (P.M. 2.5) will impose greater challenges to the state. The health effects associated with ozone, air toxics and fine particulates include acute respiratory problems, lung irritation, aggravated asthma, birth defects, cancer and premature death. Meeting these challenges will greatly improve the health and quality of life for the citizens of the state.

Transportation trends

New Jersey's transportation trends have changed from one vehicle per household to two vehicles per household. This increase in vehicle use reflects a growing population that has changed the state's demographic and sprawl development patterns.

The state currently has 6.4 million registered vehicles, traveling 65.9 billion miles per year. The majority of these ve-

hicles are used as a sole means of commuting. The 2000 U.S. Census suggests that of the 3.8 million commuters, 3.2 million use cars, trucks or vans as their means of transportation to work. Of these, 87% contain a single occupant. The 2000 Census also indicates that the majority of the workers who commute to work have a 30-minute or longer trip.

By the year 2025, it is predicted that there will be one million more residents and 34 billion more vehicle miles traveled per year in the state. Adding one

National Air Toxics Assessment (NATA)
predicted concentrations in New Jersey for 1996



1-5 times benchmark
5-10 times benchmark
10-50 times benchmark

Maximum concentration is 4.5 micrograms per cubic meter,
or 35 times the health benchmark

Health Benchmark=0.13ug/m³

million more residents will translate into more construction of buildings and roadways, increased vehicle miles traveled, more traffic congestion, and less open space. Mobile sources play a significant role in polluting New Jersey's air.

Meeting the Challenge

Strategies and timely approaches must be applied to change the transportation landscape of New Jersey and reduce air emissions from on-road and off-road mobile sources. These approaches may require the application of new technologies, individual responsibility, better mass transportation, and greater support and implementation of the state's land-use plan. To develop the policies, strategies and practices that will alter mobile source issues, state and local governments, private businesses, and citizens will need to work together. The Clean Air Council needs your cooperation in solving these complex air quality issues.

The Council is interested in hearing your ideas and suggestions on the following topics:

- What role are vehicle emissions playing in New Jersey's air quality?
- What are the public health implications to New Jersey's citizens from vehicle emissions?
- What new approaches can be designed and implemented to educate and motivate the public, local governments and private businesses to understand the health implications associated with land-use and mobile source emissions and their choices for transportation?
- How can New Jersey's air quality improve with its transportation trends?
- How can we reduce mobile source air emissions without creating hardships and significant economic impacts?

- What short-and long-term efforts should be considered by the State to achieve air quality improvements, such as telecommuting, shuttle bus service, or light rail?
- How can we reduce air toxics and particulate emissions from on-and off-road mobile sources such as diesel engines, trucks and buses?
- What incentives and strategies can be applied to increase fleet-usage of cleaner vehicles and fuels such as compressed natural gas, biodiesel, ultra low-sulfur fuel, and /or advanced traps and retrofits for on-and off-road vehicles or engines, including construction equipment?
- What strategies can be applied that address the state's reliance on the vehicle, promote more efficient vehicle use and reduce vehicle miles traveled?
- What incentives can be offered to companies, agencies and local governments to implement strategies and other operational changes that promote more efficient vehicle use and reduce vehicle miles traveled? The Clean Air Council is *particularly* interested in hearing testimony from those who have experience and knowledge relative to mobile source strategies and/or land-use efforts that have proven successful in reducing mobile source emissions from on-road and/or off-road vehicles/engines.
- What steps can DEP take to meet these challenges? The Council would like testimony on the use of hybrid electric vehicles (HEVs), fleet usage of alternative fuels/ vehicles (AFVs) with the necessary infrastructure, advancements in fuels and engine technology, and the availability of advanced technology vehicles for sale in New Jersey.
- What strategies can be implemented to address sustainable redevelopment through smart growth to avoid sprawl, utilize

existing infrastructures, and apply compact mixed-use concepts?

■ What strategies can be implemented to obtain full support for smart growth initiatives, in light of potential challenges at the local jurisdictional level? The Council would like testimony on policy changes, achieving greater and more effective government leadership, social benefit, and issues related to the State Plan.

The Clean Air Council has invited guest speakers who will address many of these topics and provide some solutions to help New Jersey meet its air quality and transportation challenges. You, as a citizen of New Jersey, must do your part. You are part of the solution.

The Clean Air Council

First convened in 1968, the Clean Air Council was created by the Legislature to make recommendations to the Commissioner of the Department of Environmental Protection on matters and programs pertaining to air pollution control.

Anyone wishing to make a formal oral presentation is asked to reserve, by March 1, 2003, a 10-minute time period by contacting Diane Hutchings at (609) 633-0530, New Jersey Department of Environmental Protection, P.O. Box 418, Trenton, New Jersey 08625-0418, fax (609) 633-6198 or e-mail cac@dep.state.nj.us. Presenters should bring 25 copies of their remarks to the hearing for use by the Council members, the hearing transcriber and members of the press. The hearing record will remain open until April 24, 2003 so that additional written testimony can be received.

Public Hearing
Notice of Intention to Attend

☐ I plan to attend the April 2, 2003 Clean Air Council public hearing.

☐ I plan to testify at the public hearing.

Name _____

Company _____

Organization _____

Title _____

Address _____

City _____

State _____ Zip _____

Phone _____

Fax _____

E-mail _____

