

NJEJA STAFF

Laureen Boles
Executive Director
director@njeja.org

Nicole Scott Harris
Ed Coordinator & Organizer
newarkorganizer@njeja.org

FOLLOW
@NJEJA 
@NJEJAAlliance 



CONTACT

New Jersey Environmental
Justice Alliance
204 West State Street
Trenton, NJ 08608
www.njeja.org

BOARD OF DIRECTORS

Dr. Nicky Sheats
Dr. Ana Baptista
Kerry Butch
Valorie Caffee
Theodore Carrington
Bryana DeVeaux
Avery Grant
Priscilla Hayes
Cynthia Mellon
Ingrid Rosario

TRANSPORTATION ELECTRIFICATION

Developing High Impact Policies for NJ's Most Environmentally Burdened Communities

ENVIRONMENTAL AND SOCIO-ECONOMIC COSTS TO OVERBURDENED COMMUNITIES MUST BE ADDRESSED

New Jersey is the 11th most populous state in the nation, while also one of the smallest geographically. More people with disproportionately high socio-economic vulnerabilities live within the most pollution-burdened areas compared to the rest of the country. This congestion "crisis" is causing severe adverse public health and ecological impacts that cost individuals and the public. Estimates of these costs remain quantified at best, or unacknowledged at worst, making it increasingly difficult to know whether transportation policies will improve the commutes and reduce the health risks of those who need it most. A comprehensive analysis should be conducted to account for these costs while also objectively assessing economic, environmental, and social costs and benefits, including job creation, during decision-making. Prioritizing emission reductions for the parts of the state with the greatest need, based on the threat to public welfare, is essential and in accordance with the state's Environmental Justice Executive Order #23.

TRANSIT POLICIES MUST DIRECTLY ADDRESS GROWING INCOME INEQUALITY

Poverty rates in New Jersey over the last five years have risen across the state, a trend compounded by having some of the highest rates of income inequality and cost of living nationwide. As such, there is a heightened urgency and need for developing a

THE TRANSPORTATION SECTOR IS THE GREATEST CONTRIBUTOR TO AIR POLLUTION, RESPONSIBLE FOR NEARLY HALF OF GREENHOUSE GAS EMISSIONS IN NEW JERSEY

highly functional transit system that is affordable and provides a low-emitting commute equitably for all New Jerseyans. Policies that create effective solutions in transportation electrification will require explicit equity-seeking public policies that move beyond market-dependent mechanisms. New Jersey must create plans that are ethical and just, needs-based and effective, accessible and affordable, and with demonstrable benefits for overburdened communities.

INVESTING IN ELECTRIC VEHICLES ACROSS ALL MODES OF TRANSPORTATION HAS POTENTIAL BENEFITS FOR EVERYONE

The transportation sector is the greatest contributor to air pollution, responsible for nearly half of greenhouse gas emissions in New Jersey. To maximize reductions in EJ communities, New Jersey must invest now in multiple electric modes of transportation such as: public transit buses and trucks, private and public fleets (local, county, and state vehicles), and alternative modes of transportation like electric scooters and ride share programs. These system-level approaches are the more expedient, efficient, and effective means to approach transportation equity. Prioritizing these solutions will both expand access to transportation options and cut harmful pollution. Transitioning private passenger vehicles from gas to electric does provide a reduction in emissions, and therefore can be a part of the solution. Many drivers regularly commute through the state's most congested and most populated areas, which may result in emissions reductions

statewide, including in the most pollution burdened communities that are in close proximity to busy streets and highways. Electric passenger vehicle initiatives are largely dependent on individual choice, affordability, and market demand, and therefore are highly inefficient and unlikely to produce the necessary and significant near-term emission reductions in EJ communities.

EMISSIONS FROM MEDIUM- AND HEAVY-DUTY VEHICLES MUST BE ADDRESSED

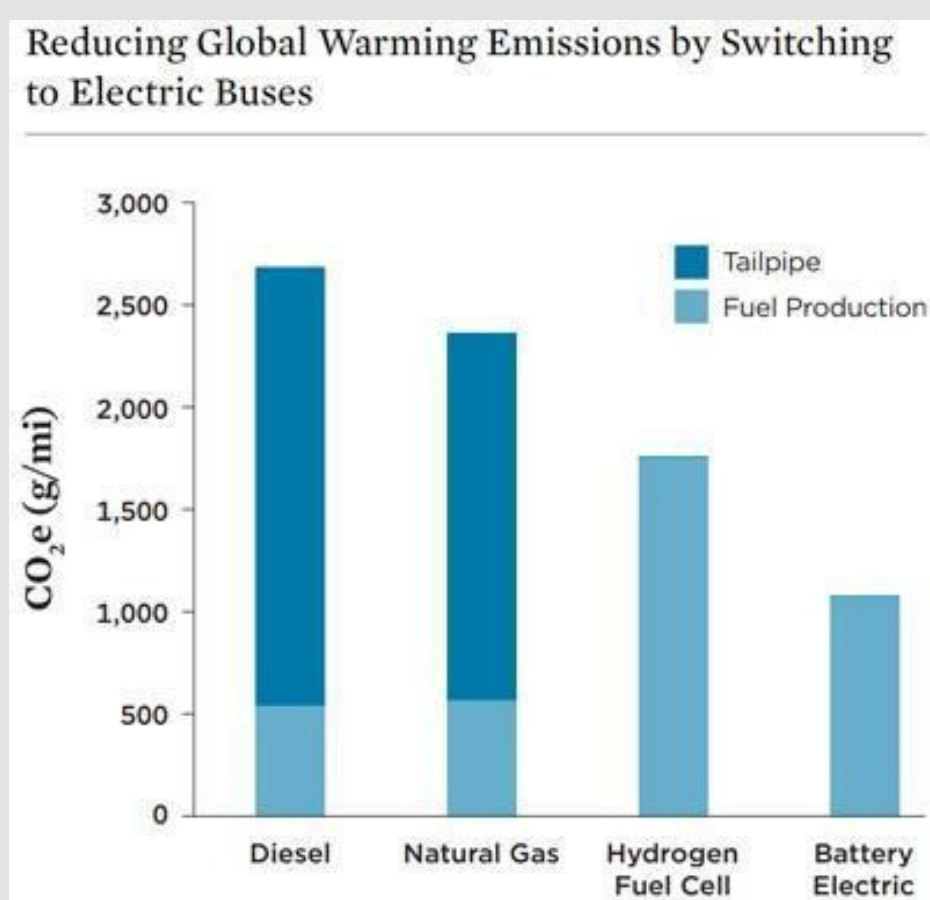
New Jersey spans approximately 150 miles north to south, and 70 miles east to west, making it a

prime area for existing electric bus technology capable of a 400+ mile range, and short-haul trucks with around a 200-mile range. NJ Transit is the 3rd largest public transit provider in the nation, with a fleet of more

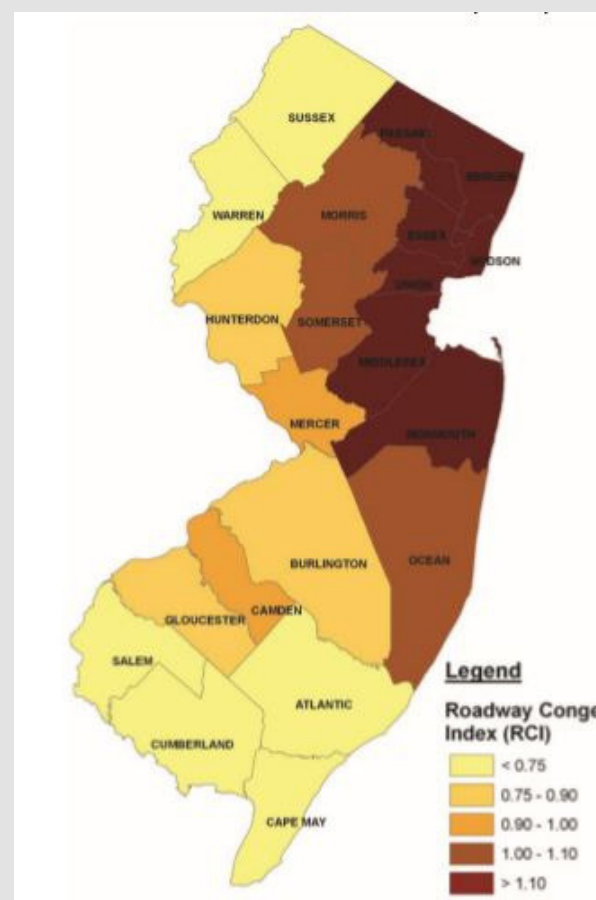
NATIONALLY, APPROXIMATELY 5% OF ALL VEHICLES ARE TRUCKS, YET TRUCKS ACCOUNT FOR 25% OF VEHICLE EMISSIONS AND 70% OF THE ECONOMIC VALUE OF FREIGHT TRANSPORT

than 2200 buses with over 250 routes throughout the state. Additionally, there are smaller bus companies operating throughout the state. As home to the largest seaport on the east coast, trucks also play a significant

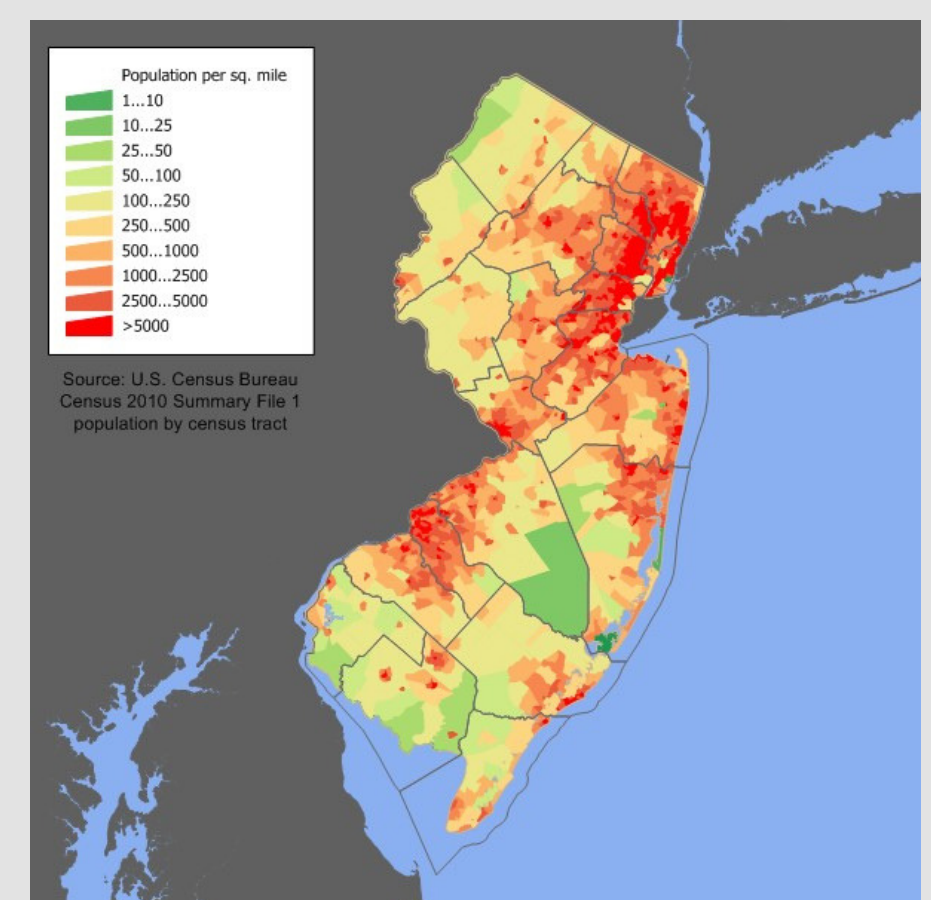
role in transportation emissions, with much of the cargo imported intended for final delivery or delivery to storage warehouses in the immediate region. Nationally, approximately 5% of all vehicles are trucks, yet trucks account for 25% of vehicle emissions and 70% of the economic value of freight transport. The number of trucks and concentration of truck traffic is disproportionately higher in New Jersey, with the largest impacts in pollution-burdened communities. Lastly, with 21 counties, over 500 municipalities, and various state agencies, there remains much that can be done to make large-scale reductions through system-level investments at every level of government.



Source: UCSUSA



Source: NJIT



Source: US Census Bureau

WE CALL UPON THE STATE OF NEW JERSEY TO:

- Prioritize emission reductions for the parts of the state with the greatest threats to public welfare.
- Require explicit equity-seeking public policies, with demonstrable benefits for overburdened communities.
- Invest in electric vehicles across all modes of transportation: buses and trucks including private fleets (commercial and institutions), public fleets (local, county, and state vehicles), and alternate modes of transportation. System-level approaches must be more efficient, equitable, and effective.