

A!ert

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Alert is a monthly update on transportation and air quality planning activities in the Delaware Valley.



Air Quality Regulations

New Study Finds that Half of Premature Deaths are Attributable to Pollutants from Other States

An article published in the scientific journal *Nature* in February 2020, by researchers at the Massachusetts Institute of Technology and Delft University in the Netherlands, reported that approximately 41 to 53 percent of air-quality related premature deaths are a result of emissions that originate in another state.

The researchers focused on ozone, fine particle pollution (PM_{2.5}), and the pre-cursor emissions to those gases in order to calculate the number of premature deaths due to air pollution in the contiguous 48 states between 2005 and 2018. Ozone and PM_{2.5} are regulated pollutants that are known to impact human health and cause lung and heart diseases.

The study quantified the effects of each state on every other state, using pollution data and computer models to track pollution in the atmosphere. The study found that the states that emitted pollution that caused the most early deaths in other states were in the Northern Plains and Upper Midwest. For example, ozone and PM_{2.5} emitted in Wyoming and North Dakota, led to few deaths per capita in those states. But the pollution is carried eastward by the prevailing winds, leading to more deaths elsewhere.

The research found the emissions being carried across state lines from power generation declined significantly between 2005 and 2018. The authors attributed this decline to federal regulations that address pollution from power generation and air transport of pollution across state lines from the power generation sector. The authors noted that pollution crossing state lines from the transportation sector also declined during the study period but not as fast as from the power sector because benefits from regulations on transportation are partially subject to the rate of vehicle fleet turnover.

The authors found that due to reductions in emissions from power generation and transportation, commercial and residential activities are contributing a larger share of emissions that are causing premature deaths in other states. Emissions from residential and commercial activities such as heating and hot water in buildings have not been regulated to the extent of other pollutant sources. These sources pose a challenge to regulation based on the ubiquitous nature and long lifespan of residential and commercial heating units.

While conservation can play a role in reducing emissions from commercial and residential sources, the authors point to this sector as having a large potential for effective regulations aimed at reducing emissions.



Save the Date

Wednesday
April 15, 2020

**Application Deadline for
New Jersey Public Utilities
Commission "Clean Fleet
Electric Vehicle Incentive"
Program**

For information on the grant
program, please visit:
<https://www.bpu.state.nj.us>

Thursday
April 16, 2020

**Electric Vehicle Workshop
for Local Governments
9:00 am – 12:00 pm**

*Location of Meeting:
Cherry Hill Public Library
1100 Kings Highway North
Cherry Hill, NJ*

*For more information
please email:
Farley@driveless.com*

The article, "Premature Mortality Related to United States Cross-State Air Pollution" was published in the February 13, 2020 issue of *Nature*. A summary of the article, including maps of states that are net exporters and importers of air pollution, is available online at:
www.nytimes.com/2020/02/12/climate/air-pollution-health.html



Air Quality News

NJ Bureau of Public Utilities Announces Funding Opportunity for Electric Vehicles

In November 2019, the New Jersey Board of Public Utilities (NJBPU) announced a program that will support local governments' efforts to transition to cleaner transportation options for their municipal fleets. The "Clean Fleet Electric Vehicle Incentive Program" is funded primarily through a federal grant from the U.S. Department of Energy. The program will make \$210,000 available statewide to incentivize the purchase of electric vehicles (EVs) or charging stations. The program will allow local governments to purchase EVs at the State Purchasing Contract price and simultaneously apply for grant funds.

Each applicant can apply for a maximum of two eligible EVs and one dual-port Level 2 EV charging station. Municipalities and counties with a high percentage of low- to moderate-income residents are particularly encouraged to apply.

"The transportation sector is responsible for 46% of the state's net greenhouse gas emissions, so replacing gas-powered vehicles is a key component to establishing a cleaner and healthier environment," said NJBPU President Joseph L. Fiordaliso. "The Clean Fleet EV Incentive program will provide incentives to help local governments transition their fleet and move the state toward Governor Murphy's vision of a clean energy future."

As part of the incentive, local governments can apply for:

- A \$4,000 grant toward the purchase of a battery EV; or
- \$1,500 toward the purchase of a dual-port Level 2 EV charging station.

The application deadline for the program is April 15, 2020, or until all of the funding is awarded. Grants will be awarded on a rolling basis, with priority given to applications which meet the following criteria:

- Applicants which would be adding their first EV to their fleet;
- Applicants which would allow for public utilization of the Level 2 charging station when not in use by the electric fleet vehicle;
- Applicants which indicate that they will post signage for the station and list the charging station on applicable websites;
- Applicants which have more than 15% of the residents within their geographic boundary living below the Federal Poverty Level.

Governor Phil Murphy has pledged to achieve 330,000 EVs on the road in New Jersey by 2025, which will reduce emissions from the transportation sector and help reach the goals of the Global Warming Response Act. As the state's Draft 2019 Energy Master Plan makes clear, the transportation sector is the largest greenhouse gas emissions source in the state and encouraging EV adoption is crucial to reaching a clean energy future for New Jersey.

For more information on New Jersey's Clean Fleet EV Incentive Program, please visit:
www.EV.programs@bpu.nj.gov.



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