

# SUMMARY

Prepared by Jeff Cantor  
On Monday July 25<sup>th</sup>, 2005



## Gasoline Cars And Trucks Workgroup Meeting

Held 7/20/05

NJ-DOT HQ – Foran Building

Meeting called by: John Gorgol

Facilitator: Jeff Cantor

**Attendees:** Bob Miller, NJDOT; Cheryl Drach, USPS; Joseph Caravella, TransOptions; David Heller, NJTPA; Sudhir Joshi, NJDOT; Nathan Cumar, NJDOT; Steve Jurow, NJ Transit; Jeff Cantor, NJDEP; Rob Schell, NJDEP; John Gorgol, NJDEP; Chuck Grill, NJDOT; Rich Janiak, NJDEP; Tom Bednarz, NJMVC; Jerry Lutin, NJ Transit (see attached table for complete contact information)

**Materials:** Minutes from last meeting; evaluation matrix listing brainstorming ideas

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### Introduction/Announcements [5 minutes]

*Brief introductions of attendees followed by a review of the minutes from last meeting.*

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### Overview [10 minutes]

*Developed criteria for evaluating pollution reduction ideas. Suggested criteria included:*

Timeframe –	Short term ideas that can be implemented immediately Long term ideas that require extensive planning in order to be put into practice
Cost –	Cost borne by the state Cost borne by the regulated community
Effectiveness –	Reduction of O <sub>3</sub> , PM <sub>2.5</sub> , and precursors such as NO <sub>x</sub> (pollutants of concern) Focus only on direct emissions of MVs (ignored electric or H <sub>2</sub> generation) Not concerned with efficiency per se (CO <sub>2</sub> emissions)
Implementation –	Political hurdles (appeal to legislature) Social hurdles (acceptance by the regulated community) Enforcement (ability to control or measure success including fraud) Environmental justice (undue impact on disadvantaged communities)
Technical feasibility –	Do the necessary technologies exist Can a process be developed easily Has the idea been tried before either in NJ or by other states Some discussion of fraud prevention issues
Who benefits/suffers –	Unintended consequences

### Discussion [3 ½ hours w/ break for lunch]

*Each idea was reviewed, some by sub-committees, some by the whole group using the evaluation matrix with the questions above as the main focus of discussion. Three criteria were not discussed yet: who benefits or suffers (unintended consequences), the costs to the regulated community (state costs were discussed in some detail), and the timeframe most appropriate to each idea. Also, one suggested idea, the use of electric ‘neighborhood’ vehicles, was not reviewed at all due to lack of time. This idea will be reviewed and evaluated by each workgroup member individually before the next meeting at which time it will be discussed briefly by the whole group.*

*Ranking of ideas based on evaluation matrix will be completed at next meeting.*

#### State tax credit for purchase of hybrid vehicle

- Tax credit on annual income tax filing or sales tax exemption at time of sale
- New vehicle purchases only or all purchases

- Cost based on 600K new vehicle registrations per year assuming 3% market penetration and ~\$2,000 per vehicle
- Could sunset at set market penetration percentage
- Emissions of pollutants of concern is not always directly related to fuel economy

#### State gas-guzzler tax

- Started as SUV tax; using mpg as basis hits broader range of vehicles
- Not all SUVs really that bad – especially new hybrids
- Many cars not very good
- Mirror operation of current federal tax
- Emissions of pollutants of concern is not always directly related to fuel economy

#### Employee trip reduction program

- Voluntary
- State promoted

#### Early vehicle retirement program – voluntary; \$500

- Must require vehicle be in operating condition and be currently registered over previous year
- Limits based on vehicle age or actual emissions?
- Must ensure prompt destruction of vehicle
- Partnership with auto salvage industry may be problematic

#### Convert fleets to hybrid or alt. Fuel vehicles

- Mandatory for government fleets
- Voluntary for corporate
- Emissions from alternate fuels not always better
- Focus on ethanol (E10, E85)

#### Public awareness and education

- Anti idling
- Vehicle maintenance
- Mid-day refueling
- Drive-thru windows
- Tire inflation
- Could be done in partnership w/ AAA or the insurance industry

#### Provide repair assistance for older vehicles

- Include income testing
- Might be best to combine with early retirement and current waiver programs
- Extensive record keeping and fraud issues

#### Increase inspection frequency for older vehicles – at 10yrs (combine w/ complete frequency overhaul)

#### Track vehicle repair records and allow for inspection bypass w/ frequent repairs

- Logistic nightmare
- Possible privacy issues

#### State tax credit for alt. fuels/bio-fuels

- Some unknowns regarding tailpipe emissions with alternate fuels
- Primary focus on ethanol (E10, E85)

#### Hydrogen vehicles

- Infrastructure intensive
- While not within scope for this group, source of H<sub>2</sub> can be huge pollution issue

#### Travel demand management

- Telecommuting
- Alternative workweek scheduling

- Preferred parking
- All voluntary with state education/awareness programs

Registration fee based on vehicle weight with steep increase for heavier vehicles – variation on gas-guzzler tax

Ban drive thru banks/fast food/etc.

- Probably extremely unpopular
- Benefit may not be as clear cut as expected if idling not well enforced

Expand NJT weekend/night service

- Concerns about very low usage actually being worse than people in cars
- Could alternate vehicles be used (vans vs. buses?)
- Some issue of perceived safety

Registration fee based on VMT – variation on gas-guzzler tax

Employer shuttles to train/bus stations

- What is source of funds
- Questionable effectiveness

Neighborhood electric vehicles – to be discussed at next meeting

Park-n-ride out of urban areas

Older vehicle retrofits (catalytic converters)

- Extension of the repair assistance concept
- Compatibility with older vehicles may be problematic

Fleet requirements (mpg/emissions requirements)

- Adoption of CA standards
- Major regulatory battle with EPA if dealing with mpg

Expand bike/pedestrian trails for transportation and improve quality of trails for all uses

Increase fuel tax

- Large impact on disadvantaged communities
- Small increase would have minimal impact (witness minimal changes with current high prices)

Revise gasoline formulation (regionally?)

- Conflicting authorities with EPA especially on oxygenated fuel
- Benefit hard to quantify
- 'Boutique' fuels add to expense

Increase anti-idling education/enforcement

- Easy to do
- Potential for some public backlash

Increase overall I/M frequency

- Several options discussed
- Remove 4 year new car exemption
- Maintain 2 year interval for vehicles until 10 years
- Annual inspection for cars over 10 years
- Use of mileage difficult but probably better

## **Wrap-up**

*Next meeting: Thursday August 11<sup>th</sup> at 10 am at NJDOT headquarters (Foran Building) in Ewing, NJ.*

*Transportation for those who wish to travel to the Trenton area by train can be coordinated through Jeff Cantor.*

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