

May 15, 2018

The Honorable Phil Murphy
Governor of New Jersey
Office of the Governor
PO Box 001
Trenton, NJ 08625

Dear Governor Murphy:

This letter is submitted on behalf of Jersey Renews, a coalition dedicated to state-based action on climate change. Jersey Renews (jerseyrenews.org) includes more than 60 formal partners, including labor unions, environmental organizations, community groups and business affiliates, as well as faith leaders. As you know, more than half of all greenhouse gas emissions in New Jersey come from the transportation sector. Our coalition is committed to transitioning our transportation system and capitalizing on the significant environmental and economic benefits from electric vehicles.

We want to thank you for your recent leadership in joining 17 states suing EPA Administrator Pruitt and the EPA for their wrong-headed decision to reverse Obama-era fuel efficiency standards, which will save customers money and reduce carbon emissions. We are also excited that New Jersey officially joined the Zero Emission Vehicle MOU agreement with other leading Northeastern states. The tremendous interest in the NJ DEP VW settlement process, with more than 100 proposals requesting more than \$400 million dollars of projects, illustrates the tremendous need for state support and action on the electrification of transportation.

Jersey Renews advocates for vehicle electrification in three ways that reflect our commitment to accelerating the pace of electrification with a particular focus on low-income communities and communities of color where residents are most heavily impacted by the cumulative impacts of air pollution. We believe that the state's approach should focus on:

- Dramatically increasing the number of electric passenger, fleet and heavy duty vehicles in the state
- Using state and local government purchasing power to accelerate the purchase of electric vehicles and the deployment of charging infrastructure
- Ensuring that electrification policies focus on reducing vehicular emissions in environmental justice communities, with particular attention given to electrification of equipment and trucks moving goods inside NJ ports, nearby destinations, as well as the transition of NJ Transit and other bus fleets to electric buses.

In the coming months, we expect legislation that will accelerate the pace of electric vehicle adoption to reach your desk. Specifically:

- **S1975/A3688: Goals and Authorizations**
 - This bill has been voted out of Senate Environment Committee, and will establish state goals for the number of electric vehicles in New Jersey, with targets in line with the Clean Cars Zero Emission Vehicles mandate. This bill is slated to be heard next in the Assembly Environment Committee.

The following bills have been introduced, but not yet heard in committee.

- **S2252/A3687: Public Charging Infrastructure**
 - It is critically important that we build out public charging infrastructure in a way that eliminates range anxiety, and also addresses equity concerns about access to electric vehicles. The state should be an active partner to ensure that all residents have access to charging stations.
- **S2382/A3847: Electric Vehicle Rebate Program**
 - New Jersey can do more to incentivize the purchase of electric vehicles. We have seen the success of other states to jumpstart the market for electric vehicles with rebates. Georgia's initial \$5,000 rebate created a huge increase in EV sales, and New York, a fellow Clean Car state, recently moved forward with a \$2,000 rebate for EVs. A rebate program could help create the necessary market incentives to get more EVs on our roads.

We will continue to monitor the progress of these important legislative initiatives. In the meantime, we're hopeful that your administration can keep pushing for policies that accelerate the conversion of our transportation system. There are a few critical actions that you can take immediately:

- To guarantee coordination across state departments on this critical issue, **establish a commissioner-level task force**. Identify the Board of Public Utilities as the designated lead agency.
- In order to ensure that municipalities and other agencies may purchase electric vehicles, the Treasurer should **direct that electric vehicles be included in the state purchasing contract**. This is a critical step to facilitate the conversion of municipal fleets, including garbage trucks, and other light duty vehicles.
- **Instruct NJ Transit to purchase electric buses**. Particulate matter from public transportation buses are a significant source of emissions, and contribute to poor air quality, negatively impacting public health. With nearly 300 buses still left to

purchase for its 2020 capital program, NJ Transit can prioritize the purchase of electric buses, dramatically reducing emissions; especially considering the potential transfer of more than \$80 million from the Clean Energy Fund to fund NJ Transit, this would be a wise investment and would be in keeping with the original intent of those funds. Replacing one diesel bus with an electric bus is like replacing more than 20 cars, so there is an opportunity to dramatically improve air quality with each bus replacement, especially in our over-burdened environmental justice communities.

- **NJ Transit can also improve transparency** by publicly posting quarterly updates for purchases of buses under the capital program, as well as annual updates to the fleet plan, so that stakeholders can better understand which planned purchases have been completed, what is left for acquisition, and whether the agency is meeting its goals.

Particularly in our transit-dependent region, electrifying the transportation system is an important strategy for reducing our air and carbon pollution, while continuing to move people around for work, school and other destinations, and ultimately will help establish a more reliable and affordable electric grid.

We have been pleased by your administration's energy and sustainability policies, and particularly the strong recognition of the benefits of electric vehicles. Electrifying our transportation system brings significant opportunities for economic growth, putting downward pressure on electric rates for all electric consumers and offers an historic opportunity to improve New Jersey's air quality and reduce our carbon emissions. Sending strong signals about the state's commitment to electrification may bring companies and jobs to New Jersey.

We know you have been briefed on some of these issues via one of our affiliates, the ChargeVC coalition, but we would welcome the opportunity to sit down and discuss these issues, especially related to transit, more in-depth with members of your policy team. Norah Langweiler, Jersey Renews campaign organizer, will reach out to coordinate a meeting time. In the interim, she can be reached at nlangweiler@njwec.org and her cell phone at 609-214-5110.

We recognize and thank you for your support to transform our State into a leader in the race to electrify transportation, and urge you to support these bills through the legislative process and take administrative action as appropriate. We sincerely look forward to working with you on an electrification strategy for the state.

Sincerely,

Rev. Fletcher Harper
GreenFaith

Analilia Mejia
NJ Working Families Alliance

Amy Goldsmith
Clean Water Action

Marcia Marley
BlueWave NJ

Doug O'Malley
Environment NJ

Rob Gregson
UU Faith Action NJ

Dena Mottola Jaborska
NJ Citizen Action

Jeff Tittel
NJ Sierra Club

Gordon MacInnes
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Walt McRee & Joan Bartl
Banking on New Jersey

Janice Fitzgerald & Bernie Gerard
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Caroline Gray
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Imam Saffet A. Catovic
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Wind of the Spirit

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Rev. Sara Lilja
Lutheran Episcopal Advocacy Ministry NJ

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Mom's Clean Air Force

Rev. Ronald Tuff
NJ Black Issues Convention

Jesse Burns
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John Shinn
United Steelworkers

Lynn Perry
Care of Creation Task Group, NJ Synod of the ELCA

Cc: Diane Gutierrez-Scaccetti, NJDOT Acting Commissioner
Cc: Kevin Corbett, NJ Transit Executive Director
Cc: Kathleen Frangione, Gov. Murphy Policy Director
Cc: Madeline Urbish, Gov. Murphy Policy Staff