



TRANSPORTATION

SUMMARY

New Jersey is one of the largest automobile markets in the country. Known for its population density and highways, New Jersey has a large number of commuters, resulting in lots of cars on the road, nearly all the time. Nearly 45% of greenhouse gas emissions in New Jersey come from the transportation sector; light-duty automobiles, like a standard family car, are the dominant source of transportation emissions.

Heavy-duty vehicles, typically diesel trucks for industrial or commercial use, are also a significant source of emissions, especially particulate matter which contributes to poor air quality and negatively impacts residents' health. Because New Jersey is such a densely populated state, residents, particularly those in urban areas, are subject to high concentrations of greenhouse gas emissions and air pollution.

Every traveled mile converted to electric is 70% cleaner than a gas-powered mile. Increasing the number of electric vehicles on the road is a crucial step to meeting the state emissions reduction goals. Electric vehicles (EVs) have come a long way since their inception. Increased range and more affordable pricing, along with proposed policies for charging infrastructure, make electric vehicles a practical choice for New Jersey's commuters.

New Jersey has already taken steps to become a leader in EVs by being the first state to adopt a Clean Cars program through the Legislature, which includes a Zero Emissions Vehicle program, mandating aggressive growth. State investment in electric charging infrastructure and mass transit can push New Jersey to the front of the pack on air quality and greenhouse gas emissions reductions. At the same time, New Jersey must invest in cleaner forms of transportation including biking and walking infrastructure and renewed support for mass transit - all of which will help shift people out of cars.

POLICY RECOMMENDATIONS

1. ZERO EMISSIONS VEHICLE MANDATE

Formally endorse the Zero Emissions Vehicle program, ensuring at least 330,000 plug-in vehicles registered in New Jersey by 2025, and set goals of 2 million EVs by 2035, and 90% of new car sales are zero emission by 2040.

2. ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Implement an aggressive electric vehicle charging infrastructure program. By 2020, New Jersey will have a total of 300 fast charging locations with 2 stations at each, with 100 locations in high-traffic corridors. 500 public L2 chargers at community locations by 2025. Update building codes to ensure that 50% of multi-family properties have chargers or are charger ready by 2025, increasing to 100% by 2035. 25% of commercial properties have chargers available for use to employees by 2025 and 50% of overnight lodging establishments have chargers available by 2025, increasing to 100% by 2035.

3. JOIN THE TRANSPORTATION & CLIMATE INITIATIVE EV PROGRAM

New Jersey is a member of the Transportation & Climate Initiative (TCI), a collaborative effort of Northeastern and Mid-Atlantic states to stimulate sustainable economic development in the transportation sector. But we can do more. By joining the TCI EV program, designed by five leading states in the region, New Jersey will publicly commit to measurable goals and inter-agency coordination between states.

4. ELECTRIFY TRANSIT & PUBLIC FLEETS

The state needs to lead by example, electrifying public fleets of cars, buses, trains, and trucks in use by various state departments. Accelerate electric bus adoption by NJ Transit. Encourage and provide incentives for municipalities to convert their fleets to electric vehicles as quickly as possible.

5. IMPROVE FUEL ECONOMY

Improve fuel economy in cars and light trucks. Defend the expansion of fuel efficiency CAFE standards for cars and light trucks during National Highway Traffic Safety Administration program review. New Jersey should continue to implement CAFE standards and explore additional approaches to insure New Jersey reaches its clean air and greenhouse gas emissions goals.

6. CLEAN UP AND ELECTRIFY TRANSIT AT PORTS

Reinstate the Port Authority of NY and NJ's pre-2007 engine truck ban at the port, initially approved by PANYNJ in 2009, and transition the drayage fleet to 2010 and newer engines. The structure of the ban should be redesigned to ensure that the drivers are not paying for the new trucks. Support and sign into law policies that create "clean truck exemption" program, which would fund port-related environmental mitigation and specifically incentivize the turnover of the drayage truck fleet. Clean trucks meeting the standard for entry (trucks with post-2007 engines) would be exempt from the fee and truck companies with older, dirtier trucks would pay a fee into a fund used to subsidize fleet modernization.

7. INVEST IN MULTIPLE MODES OF TRANSIT

Prioritize transportation investments to improve public transit, repair critical infrastructure, and develop walkable and bike-able communities where jobs, housing, and amenities are within easy reach of each other, while maintaining transparency, accountability, and equity.

WE WANT

2 MILLION ZERO EMISSIONS VEHICLES BY 2035
ELECTRIFIED MASS TRANSIT