

Governor Phil Murphy  
Office of the Governor  
125 West State Street  
Trenton, NJ 08625

Dear Governor Murphy,

June 25, 2025

We, the undersigned 20 environmental, environmental justice, public health, and community organizations and businesses, write to thank you for your continued leadership in advancing and defending clean transportation initiatives in New Jersey (NJ). Your administration's continued commitment to New Jersey's clean cars and clean trucks standards, and your recent decision to join the Affordable Clean Cars Coalition last month, are testament to your dedication to the zero-emission vehicle (ZEV) transition. These actions further position our state as a leader in addressing climate change and air pollution burdens that disproportionately impact our urban communities, especially in a political climate of uncertainty following the passage and signing of the Congressional Review Act (CRA) attempts to withdraw the Advanced Clean Truck, Advanced Clean Cars II and Omnibus NOx rules and the ensuing litigation from Section 177 Clean Car and Trucks states, including by NJ Attorney General Platkin. As we look ahead, we must continue building on this momentum by drawing lessons from other states and implementing policies that will solidify New Jersey's place at the forefront of the clean energy transition.

In a time when climate progress is under attack at the federal level, state leadership is more important now than ever. Many states across the nation are taking bold steps to accelerate their clean transportation goals. For example, programs in California include procurement policies like the [Innovative Clean Transit Regulation](#) and the [Clean Miles Standard](#), while Colorado, New York and New Mexico maintain a diversity of electric vehicle (EV) incentive and charging infrastructure programs. This also includes [California Governor Newsom's EO N-27-25](#), which directs state agencies to submit new policy recommendations to make progress on clean transportation without new federal approvals, as well as to provide state incentives for OEM manufacturers that continue to comply with the original Clean Cars standards.

To further advance New Jersey's clean transportation goals and to ensure a robust and equitable transition, we encourage your administration to prioritize the following policies:

- **Expand Light-Duty EV Charging Infrastructure:** A comprehensive and accessible charging network is crucial for widespread EV adoption. We believe that New Jersey should explore ideas to ensure we meet the growing demand for charging, particularly in underserved communities. These include looking at charging infrastructure programs in Colorado, which expedited permitting for charging installation (HB 24-1173), and requirements in New York [to require new off-street parking facilities to include EV charging infrastructure](#). The New Jersey Department of Transportation (NJDOT) was

slow on implementing its National Electric Vehicle Infrastructure Program (NEVI) funds compared to other states and [awarded its first contract in December 2024](#), which made it easier for the Trump Administration to freeze our funding. We fully support the litigation by Attorney General Platkin to unfreeze the NEVI funds, as they are critically needed to prioritize EV corridor charging across the state.

- **Develop Overall Stable Incentives:** Consistent and long-term incentives play a critical role in consumer adoption of ZEVs. We recommend reviewing and strengthening existing incentive programs to provide greater certainty and encourage broader participation across all income brackets, paying particular attention to low-and-moderate income (LMI) communities. These concerns have been recently raised during the New Jersey Board of Public Utilities (NJBPU) CRA EV budget hearing and comment process. We strongly recommend a full stakeholder meeting process using the NJBPU modeling to ensure appropriate, stable incentives that effectively maximize light-duty EV sales. This is even more critical after the phase-out of the EV sales tax exemption and the outsized EV registration tax of more than \$1,000 for new EV purchases. The overall success of New Jersey Economic Development Authority's (NJEDA) [NJ Zero-Emission Incentive Program \(NJZIP\)](#) is a clear sign that incentives can work in the medium-duty space. It also exemplifies the importance of dedicated funding through the Regional Greenhouse Gas Initiative (RGGI). The program, which started with specific environmental justice geographic targeting and is now in its third phase, is a success story that should be accelerated.
- **Expand MHD Charging Infrastructure:** Despite efforts by opposition in the trucking industry to attack NJ's medium and heavy-duty (MHD) charging, there are more than 800 MHD chargers at private trucking depots across the state through the work and funding from the New Jersey Department of Environmental Protection (NJDEP) and the New Jersey Board of Public Utilities (NJBPU). The groundwork the Murphy Administration has laid for more robust public and private charging infrastructure, especially on high-traffic corridors and in environmental justice communities, is commendable. This progress was made through the [NJDEP-led Clean Corridor Coalition](#), which will prioritize freight hubs and corridors and address the need for standardized MHD public charging protocols. The largest promise is through [the NJBPU utility filing process](#), currently underway, to provide more public and private MHD charging. The NJBPU filing process, while lengthy, is the best venue to continue scaling up the necessary public charging infrastructure, especially in environmental justice communities.
- **Port Electrification:** Expanding charging stations at the Port of New York/New Jersey (PANYNJ) and in freight hubs creates community charging depots and transit-adjacent EV hubs for drivers who lack access to home charging. Expanding incentives for zero-

emission trucks and cargo handling equipment are also key PANYNJ strategies. This can build on the successful PANYNJ EPA grant, which commits more than \$451 million for electric cargo handling equipment, drayage trucks and vessels, and vessel shore power. This includes the creation of a zero-emission freight strategy, starting with the Port of Newark and Elizabeth, which would involve setting clear timelines and guidelines on grants and financing.

- **Strategic Opportunity To Develop Zero-Emission Freight Ecosystems, including Implementation of Indirect Source Review Rule (ISR):** ISRs can address emissions induced by facilities that attract heavy vehicle traffic, such as ports and large distribution centers, by requiring such facilities to review the emissions that they indirectly produce and adopt pollution reduction plans. This policy reduces the air pollution generated by trucks frequenting stationary sites that are disproportionately located in overburdened communities. An ISR, which has already been proposed in the New Jersey Legislature by Senator John McKeon (D-27) and Assemblywoman Andrea Katz (D-8) with S3546/A4679, would significantly improve air quality and advance NJ's climate goals.

The transportation sector is New Jersey's largest source of climate-harming emissions and localized air pollution. Continuing to push for innovative ZEV policies is therefore paramount to achieving New Jersey's climate targets and cleaning up our air quality. Embracing these policies will reduce harmful emissions and improve public health while fostering economic growth through green jobs in manufacturing, infrastructure development, and technological innovation.

We are confident that with your continued leadership, New Jersey can sustain and build on the strong foundation already laid for a clean transportation future. The policies and programs established now will be crucial in ensuring that New Jersey maintains its leadership trajectory, providing a path for future administrations. We look forward to continuing to collaborate with your administration on these initiatives, and we request an opportunity to meet with your office as soon as possible on these policies in July or earlier as needed.

Sincerely,

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