NJDEP REMARKS FOR BPU ELECTRIC VEHICLE STAKEHOLDER MEETING
SEPTEMBER 15, 2017

INTRODUCTION

Good morning everyone and thank you for the opportunity to speak today.

AIR QUALITY

Stationary sources & transport

- Clearly one of NJDEP's primary interests, and the reason I'm here today, is air quality.
- Over the years, we've made progress on several fronts including controlling power plant emission rates so that NJ power plants now have amongst the lowest emission rates for air pollutants in the US.
- And New Jersey has the most solar per square mile.
- We also continue to focus heavily on the interstate transport issue that is impacting New Jersey - over 50% of emissions come from out of state sources.

Mobile sources

- Shifting gears, we know that vehicles and other mobile sources are large contributors to air pollution.
- Ozone is one of NJ's most serious air quality challenges. Ground level ozone, also called smog, is like sunburn in the lungs and can cause permanent lung damage.
- Vehicle emit nitrogen oxides, also called NOx, which reacts with other pollutants to create ozone.
- Almost 75% of New Jersey's NOx comes from cars, trucks, ships and trains.
- Electric vehicles are expected to be a significant part of the solution to the air pollution problems in NJ and the region.

Clean power generation

- The electricity generated in New Jersey used to charge electric vehicles is significantly cleaner than neighboring states.
- About half of NJ's electricity comes from nuclear power, about half comes from natural gas.
- Less than 2% of NJ's electricity comes from coal. In fact, today more electricity comes from renewables than coal in NJ.

ELECTRIC VEHICLE DATA

- As Mike (Hornsby) said, sales and registration of electric vehicles in the state are steadily increasing and there are more than a dozen models to choose from.
- Our Zero Emission Vehicle rules require automakers to deliver for sale an increasing number of EVs over time so expect to see an even wider selection at local dealerships over the next few years.
- EV registrations in New Jersey increased from about 1,700 in 2012 to over 13,500 in 2017.
- Our work to periodically mine the registration data will inform the discussions on where & how charging infrastructure might be needed.

COLLABORATIVE APPROACHES

- We support collaborative and creative approaches to increase sales of electric vehicles and build out the charging infrastructure in a thoughtful efficient way, in order to improve air quality, and are pleased to be part of today's discussion.
- As an example of a successful collaboration, NJ residents have already benefited from the highly successful EV charging grant program "It Pays to Plug In," launched by NJDEP, with financial support from BPU. We awarded nearly $850,000 in 11 months to 65 grantees for 182 charging stations. And by the way, NJDEP hopes to announce in the near future some additional funding for that successful program!
- Further, NJDEP belongs to several regional nonprofit groups including NESCAUM, TCI and the NJ Clean Cities Coalition that are coordinating efforts to build out the charging network and spur market penetration of EVs.
- In summary, NJDEP supports continued work amongst interested parties, such as those present here today, to develop short and longer term visions, identify funding options, and implement strategies to increase the number of charging stations and EVs in NJ.