**Recommendations for NJ to reach 50% GHG by 2030 V2**

**Recommendation 1: Ask the NJ DEP to work quickly to satisfy the formal Petition for Rulemaking requested 7/21/2021 by the Empower NJ Coalition and Allies. New Jersey must adopt rules and detailed requirements to achieve a 50% greenhouse gas (GHG) reduction target by 2030 from 2005 levels.**

* **Detail 1**
* **Detail 2**
* **Detail 3**

**Recommendation 2: Enact a NJ statute and change the NJ EMP to require each NJ municipality to produce a 10-year energy and reduction emissions plan with the goal of a 50% reduction in Greenhouse Gas (GHG) by 2030 and a further goal of 80% to 100% reduction in GHG by 2050.** Use portions, or all, of existing proven successful U.S. platforms and specific funded NJ state agency support to provide guidelines, guidance, technical support, and useful statistics free of charge to each municipality, and to review, provide feedback on, and approve the energy and emissions reduction plan of each municipality. Annually, each municipality shall report its progress to New Jersey and update its plan, New Jersey shall monitor and review municipal progress and reports, and New Jersey shall publish an overall report on progress as well as maintain a publicly available website containing all the municipal plans and reduction reports for every year.

Platform possibilities include:

* Adopt the principle that Federal, state, and local synergistic “all-of-society” strategy is required to reduce U.S. GHG emissions 50% below 2005 levels by 2030. Thousands of U.S. organizations and municipalities under the “America Is All In” movement have adopted this principle. Key Messages are defined on page 2 of [“An All-In climate strategy can cut U.S. emissions by 50% by 2030”](https://www.americaisallin.com/wp-content/uploads/2021/04/all-in-climate-strategy-report2021rd3-3.pdf) [[1]](#endnote-1) ; see endnotes for links to “America’s Pledge” GHG reduction analyses for 2018, 2019, and 2020. Current recommendations are based upon the “[Working Paper](https://www.americaisallin.com/wp-content/uploads/2021/02/all-in-national-climate-strategy.pdf)” [[2]](#endnote-2)
* Adopt the platform created by C40 Cities, the Global Covenant of Mayors for Climate & Energy (GCoM), ICLEI – Local Governments for Sustainability (ICLEI), United Cities and Local Governments (UCLG), CDP, the World Wide Fund for Nature (WWF) and the World Resources Institute (WRI). This coalition of cities uses science-based targets and start implementing inclusive and resilient climate action ahead of and beyond the COP26 in Glasgow. This is the Cities Race to Zero effort, with the goal of recruiting 1,000 cities to the [Race to Zero](https://racetozero.unfccc.int/system/cities/), in support of the COP26 Roadmap of Local Governments and Municipal Authorities (LGMA) Constituency to the UNFCCC. Details are found in <https://citiesracetozero.org> .
* Build societal commitment within NJ stakeholders (see page 337 of the “NetZeroAmerica” report “Priorities for the 2020’s: Behaviors, Institutions, Markets”) [[3]](#endnote-3).
* An EXISTING platform for NJ state efforts are "Green teams", created by the ruling Council/Committee in most NJ cities and guided by SustainableJersey.com.  Paths to 50% cuts by 2030 can be achieved by aggressive annual application of Sustainable Jersey “Actions”. The Sustainable Jersey "Gold Star in Energy" fully documents Green Team "Actions" to reduce the major GHG sources within cities (the origin of most of the NJ GHG). We recommend that Gov. Murphy’s office contact Sustainable Jersey Executive Director Randall Solomon and determine suitability of this existing platform to enable NJ to reach 50% GHG emission cuts by 2030.

**Recommendation 3: Enact a NJ statute and change the NJ EMP to provide a clear objective for 100% clean electricity by 2035**[[4]](#endnote-4).

As an example, the Federal Off Fossil Fuels Act[[5]](#endnote-5) has the following clear objective:

**“**SEC. 201. CLEAN ENERGY MANDATES.

(a) Minimum Annual Percentage. —The minimum annual percentage of the quantity of electricity sold by a retail electric supplier that must be generated from clean energy resources shall be—

(1) in 2027, 80 percent; and

* 1. in 2035, and every year following, 100 percent.”

**Recommendation 4: Enact a NJ statute and change the NJ EMP to provide a clear objective for 100% Zero Emission Vehicles by 2035** [[6]](#endnote-6).

As an example, the Federal Off Fossil Fuels Act has the following clear objective:

SEC. 220. ZERO-EMISSION VEHICLE MANDATE.

“(a)In General. —The minimum annual percentage of the quantity of new motor vehicle sales of a vehicle manufacturer that shall be zero-emission vehicles shall be—

“(1) in 2027, 80 percent; and

“(2) in 2035, and every year following, 100 percent.

**Recommendation 5: Enact a NJ statute and strengthen the NJ EMP to require 100% electric heat pump penetration by 2050, along with supporting building codes for all-electric buildings and phaseout of combustion-based building technologies.**

Require substantial electric heat pump[[7]](#endnote-7) [[8]](#endnote-8) penetration by phased target year(s), with 100% by 2050. Adopt green building codes and practices that encourage or require zero-emission, all-electric buildings so that all new buildings are 100 percent electric by 2030 and retrofits for existing buildings are actively underway with specific milestone objectives such that steady retrofits are achieved annually towards 100% by 2050. Ensure ample funding is available to encourage residences and businesses to install and retrofit with electric heat pumps, e.g., offering an option of interest free liens due upon sale of the property. Begin the phaseout of combustion building technologies and after 2030 ensure that all replacement furnaces and water heaters are zero-pollution, electrified appliances. Place a moratorium on gas hookups in new building construction starting 2025.

**Recommendation 6: Strengthen the Regional Greenhouse Gas Initiative (RGGI)[[9]](#endnote-9) to require 50% carbon reduction by 2030 instead of 30%.**

The following is found in RGGI slides[[10]](#endnote-10): “....30% reduction by 2030….”. Instead, change this to 50% by 2030.

Example of possible ways to lower carbon emissions by strengthening the RGGI may include (a) rapidly increase minimum carbon allowance pricing (b) expansion to include other states, especially those that provide fossil fuel energy to NJ so as to encourage decreased use of fossil fuels, and (c) expansion to include other industries, e.g., fossil fuel refining inclusive of a definition that refined fossil fuel consumption carbon emissions are to be covered by RGGI carbon allowance auctions. Additional revenues gained from strengthening RGGI would be used to pay for further energy efficiency measures including heat pump deployments, further incentives and infrastructure for Electric Vehicles, and further expansion of renewable electricity within RGGI states.

China is an example of a new carbon emission market intended to substantially reduce carbon emissions[[11]](#endnote-11).

**Recommendation 7: Enact a NJ statute and change the NJ EMP to require electrification of state and local government vehicle fleets, school buses, transit buses, package delivery vehicles, ride share vehicles, refuse trucks, and light to medium shipping trucks.** Provide funding to convert government vehicle fleets, and both school and public agency transit buses.

 The conversion of diesel vehicles such as school, delivery, transit, refuse, and trucks to electric vehicles is also expected to result in substantial improvements in air quality and noise reduction, and therefore, reduce healthcare costs and increase life expectancy, as well as make residential neighborhoods more palatable. Underserved communities also need to be a focus in this transition.

**Recommendation 8: Ensure a new electricity market design for clean energy to help reduce the cost of clean energy to ratepayers and to ensure rapid deployment of clean energy in New Jersey and the PJM.** Context: “The next 12 months we will work on new market design to help reduce the cost of clean energy to ratepayers,’’ said [NJ] BPU President Joseph Fiordaliso ”[[12]](#endnote-12) [Note: NJ BPU President Joseph Fiordaliso is “The man in charge of ushering through Gov. Phil Murphy's ambitious plan to install hundreds of offshore wind turbines off the New Jersey coast, and [fundamentally alter the Garden State's electricity](https://www.nbcphiladelphia.com/news/national-international/changing-climate/offshore-wind-turbines-renewable-energy-atlantic-ocean-new-jersey-united-states-climate-change/2723432/) grid…..” [[13]](#endnote-13)]

**Recommendation 9: Require 100% clean trucks by 2035[[14]](#endnote-14).** The current (April 19, 2021) proposed NJ Advanced Clean Truck Program rule instead indicates a rule that currently leaves between 25% to 60% dirty trucks on the road by 2035 depending on the truck vehicle class. This will result in continued pollution of the environment with huge quantities of global warming Green House Gas as well as particulate and other gases hazardous to the residents and children of New Jersey, especially along heavy truck routes, but also in all NJ neighborhoods. The New Jersey rule evidently intends to incorporate certain California Air Resources Board (CARB) requirements. However, the CARB truck requirements cease by 2035 at a range of only 40% to 75% ZEV vehicles[[15]](#endnote-15) [[16]](#endnote-16) and thus is considered insufficient for this recommendation.

For an example objective, see the prior recommendation above regarding zero emission vehicles. An updated rule proposal should also include any necessary incentives and regulations to achieve 100% clean trucks.

**Recommendation 10: Enact a specific NJ statute to require municipalities and New Jersey to deploy sufficient Electric Vehicle (EV) chargers at all state, county, and municipal parking areas, and to require sufficient EV chargers at all parking areas for commercial buildings, multi-family buildings, and public transit, along with commercial garages or parking lots.** Require municipalities to require EV in their building codes for new and existing parking facilities. Provide required timelines for retrofitting existing parking with EV chargers. And work with the Federal government to ensure the Federal government is working towards EV deployment at all Federal facilities in New Jersey.

1. <https://www.americaisallin.com/wp-content/uploads/2021/04/all-in-climate-strategy-report2021rd3-3.pdf> [↑](#endnote-ref-1)
2. <https://www.americaisallin.com/wp-content/uploads/2021/02/all-in-national-climate-strategy.pdf> [↑](#endnote-ref-2)
3. <https://netzeroamerica.princeton.edu/img/Princeton_NZA_Interim_Report_15_Dec_2020_FINAL.pdf> [↑](#endnote-ref-3)
4. "….on the path to achieving 100 percent carbon-free electricity by 2035.” https://www.whitehouse.gov/briefing-room/statements-releases/2021/03/31/fact-sheet-the-american-jobs-plan/ [↑](#endnote-ref-4)
5. https://www.congress.gov/bill/115th-congress/house-bill/3671/text [↑](#endnote-ref-5)
6. “Congress….…..enacting a national sales standard to achieve 100% sales of zero emission cars by 2035 and heavy-duty trucks by 2040….” https://climatecrisis.house.gov/sites/climatecrisis.house.gov/files/Climate%20Crisis%20Action%20Plan.pdf [↑](#endnote-ref-6)
7. Accelerating America’s Pledge page 2 extract: “Phasing Out Gas Heating in Favor of Cost-Effective Electric Heat Pumps”. https://www.bbhub.io/dotorg/sites/28/2019/12/Accelerating-Americas-Pledge.pdf [↑](#endnote-ref-7)
8. 2019 New Jersey Energy Master Plan page 136 extract: “In the Least Cost and other scenarios with high uptake of heat pumps, the Integrated Energy Plan does not model significant efficiency investment in fossil-fueled heating equipment, as the majority of such equipment is gradually replaced with heat pumps by 2050…..” http://d31hzlhk6di2h5.cloudfront.net/20200127/84/84/03/b2/2293766d081ff4a3cd8e60aa/NJBPU\_EMP.pdf [↑](#endnote-ref-8)
9. https://www.rggi.org/ [↑](#endnote-ref-9)
10. https://www.rggi.org/sites/default/files/Uploads/Auction-Materials/53/Auction\_53\_Tutorial.pdf [↑](#endnote-ref-10)
11. “Beijing Opens Market on Carbon Emissions to Reduce Pollution”, New York Times, July 17, 2021. [↑](#endnote-ref-11)
12. https://www.njspotlight.com/2021/07/nj-changes-course-on-opting-out-of-regional-power-grid/?nbsp%3B&utm\_source=NJ%20Spotlight%20%20Master%20List&utm\_campaign=a85aa5f9d3-AM\_EMAIL\_CAMPAIGN\_2021\_07\_15&utm\_medium=email&utm\_term=0\_1d26f473a7-a85aa5f9d3-398675885&ct=t%28AM\_EMAIL\_CAMPAIGN\_07\_15\_2021%29&mc\_cid=a85aa5f9d3&mc\_eid=09c8b44dbb [↑](#endnote-ref-12)
13. https://www.nbcphiladelphia.com/news/national-international/changing-climate/meet-the-former-high-school-teacher-in-charge-of-njs-offshore-wind-expansion/2871873/ [↑](#endnote-ref-13)
14. A similar comment was submitted 6/17/21 at https://www.nj.gov/dep/rules/comments/ regarding https://www.nj.gov/dep/rules/proposals/20210419a.pdf. [↑](#endnote-ref-14)
15. https://ww2.arb.ca.gov/sites/default/files/classic/regact/2019/act2019/fro2.pdf and

 https://theicct.org/sites/default/files/publications/CA-HDV-EV-policy-update-jul212020.pdf [↑](#endnote-ref-15)
16. Also, apparently the CARB did NOT satisfy (at this time) the objective of similar comments provided to the CARB during its comment process, and thus it follows that incorporating just the existing CARB regulations without an aggressive 100% objective is not currently adequate, though there may be an intent to improve the California situation in the future, e.g. “…..a possible work towards an ultimate goal of 100 percent zero-emission where feasible by 2045…..” at the following reference. See “Future ZEV Policy – Set Clear 100 Percent ZEV Targets” See https://ww2.arb.ca.gov/sites/default/files/classic/regact/2019/act2019/fsor.pdf. [↑](#endnote-ref-16)