

Deborah Mans
18-7-5



State of New Jersey

Department of Environmental Protection
P.O. Box 420
Trenton, New Jersey 08625

PHILIP D. MURPHY
Governor

CATHERINE R. McCABE
Commissioner

SHEILA Y. OLIVER
Lt. Governor

**New Jersey Department of Environmental Protection
Deputy Commissioner Debbie Mans
Testimony for Proposed Amendments to the Low-Emission Vehicle III Greenhouse Gas
Emission Regulation**

September 28, 2018

- Good morning. My name is Debbie Mans and I am the Deputy Commissioner of New Jersey's Department of Environmental Protection.
- Governor Murphy has committed to using every tool at our disposal to fight efforts to roll back federal fuel emissions standards that save New Jersey consumers money, protect the environment, and drive innovation in the transportation sector.
- As a northeast coastal state with 1,792 miles of shoreline, New Jersey is particularly vulnerable to rising sea levels and other effects of global warming. We have experienced a dramatic increase in the frequency, duration and intensity of storm events.
- Hurricane Sandy, one of the most destructive storms ever to hit our state, was a wake-up call. Five years later, the storm is still fresh in everyone's memory. The New Jersey/New York coastal area bore the brunt of the storm. The storm surge was 9-10 feet above normal high tide along much of the New Jersey coast and caused \$30 billion in damages and loss of life.
- We understand first-hand the urgent need to reduce our greenhouse gas emissions and the consequences of failing to act. Like many other states, New Jersey has also established aggressive science-based greenhouse gas emission reduction goals. New Jersey's Global Warming Response Act calls for an 80 percent reduction in greenhouse-gas emissions from 2006 levels by 2050.
- Achieving this goal will require a 2.2% reduction in greenhouse-gas emissions each year through 2050. Much of this reduction will need to come from our transportation sector, which now comprises 42% of New Jersey's emissions.

- The transportation sector is our biggest challenge. Unlike other economic sectors, transportation sector emissions in New Jersey are continuing to rise. This is because the increases in fuel efficiency we've seen in recent years have been offset by a continuing increase in vehicle miles traveled. New Jersey is the densest population in the nation, and we correspondingly have a significant number of vehicles out on the road.
- Our legislature adopted the California motor vehicle emission standards nearly 15 years ago. Today, as the Trump Administration prepares to reverse course on critically important federal motor vehicle greenhouse-gas and fuel economy standards, New Jersey is relying even more on California's low emission vehicle program -- not only to prevent backsliding in our state, but to ensure continued forward progress.
- New Jersey values working collaboratively with California and other states to reduce vehicle emissions and get cleaner cars out on the road. Earlier this year, Governor Murphy signed the State Zero-Emission Vehicles Programs Memorandum of Understanding, committing New Jersey to work with other states to support the deployment of zero-emission vehicles at home in the Garden State and across the country.
- The amendments to the "deemed to comply" provisions of the California regulations that are under consideration by the Board today make necessary changes to the regulations that are consistent with the original intent and the very basis for accepting compliance with federal standards as a demonstration of compliance with California standards -- that the federal emission standards would provide equivalent emission reductions.
- Now it appears that may no longer be the case. California has New Jersey's strong support for the amendments under consideration by the Board today.