Transcript of Virtual Public Hearing Day 2

Thursday, August 26, 2021

EPA Hearing

Reference Number: 106884
UNITED STATES

ENVIRONMENTAL PROTECTION AGENCY

PUBLIC HEARING ON THE

REVISED 2023 AND LATER MODEL YEAR

LIGHT-DUTY VEHICLE GREENHOUSE GAS EMISSIONS STANDARDS

DOCKET NUMBER EPA-HQ-OAR-2021-0208

9:30 a.m.

Thursday, August 26, 2021

(Virtual Webcast)

Room 2080
101 7th Street, NW
Washington, D.C. 20407
On behalf of the Environmental Protection Agency:

ALEJANDRA NUNEZ, Deputy Assistant Administrator for Mobile Sources, Office of Air and Radiation

MICHAEL OLECHIWI, Light Duty Center Director Office of Transportation and Air Quality

Speaker Block 1:

MARIE VENNER, Small Business Alliance
Marilyn Hall
Jenny Churchill
Martin Allen
Ann Harvey, Climate Health Now
Marguerite Pennoyer
Phyllis Terwilliger, United Methodist Women
Catherine Garoupa White
Deb Bjork
Frank Granda
Jack Holmgreen, SparkeTap Water Company
Natalie Pien, Loudon Climate Project
Cara Fleischner, United Methodist Climate Justice
Dave Cooke, Union of Concerned Scientists
Dodie Hawkins

MICHEL HARTRICK, Alliance for Automotive Innovation
Speaker Block 1:

MARY ANN BAIER
DOUGLAS DURANTE, Clean Fuels Development Coalition
MARK COOPER, Consumer Federation of America

Speaker Block 2:

LUKE TONACHEL, Natural Resources Defense Council
KENT SMITH
RICHARD NEWHOUSE
VICTORIA GILLET
THOMAS HOLIDAY, @VehiclesHybrid
LEAH WISTE, Michigan Interfaith Power & Light
MARIO GRECO, The Aluminum Association's Transportation Group
REEM RAYF, BlueGreen Alliance
DOUG HOLMGREN
ZACH PISTORA, Sierra Club
JACK DARIN, Sierra Club, Illinois Chapter
JACKIE GARCIA MANN, 350 Contra Costa
TRACY SABETTA, Moms Clean Air Force
RITA L. SMITH, United Methodist Women and Poor People's Campaign
Speaker Block 2:
LYNN RAMBO-JONES
CINTHIA MOORE, Moms Clean Air Force
LINDA STOUT, Moms Clean Air Force
TRACY BABBIDGE, National Association of Clean Air Agencies

AFTERNOON SESSION

Speaker Block 3:
BILL BRADLEE, Interfaith Power & Light
JOSE ACOSTA, LVEJO
DEBORAH BAKKER, Hyundai America Technical Center, Inc.
LAURIE HOLMES, Motor & Equipment Manufacturers Association
REPRESENTATIVE PADMA KUPPA, Michigan State House
MELINDA FLEMING
JOHN LINDE, National Corn Growers Association
FREDERICK TRAN
QIUNTA WARREN, Consumer Reports
WILL ANDERSON, Sierra Club
SAM SPENCER, City of Charlotte
CYNTHIA WILLIAMS, Ford Motor Co
NICOLE MARCOT, Moms Clean Air Force
1 Speaker Block 3:

2 DARIEN DAVIS, LCV

3 STEPHEN WYMAN, Evolving Electric Motor Company

4 JANET CHAPMAN, Citizens' Climate Lobby

5 LISA TANAKA, South Coast Air Quality Management District

6 ANTHONY WITT

7 TAISIA STURZA

8 Speaker Block 4:

9 Sarah Rees, South Coast Air Quality Management District

10 TIMOTHY MINOTAS, Sierra Club Michigan Chapter

11 JUDI EGBERT, UUFR

12 JEFFREY GROSS, Sierra Club (Volunteer)

13 ERANDI TREVINO

14 JP THOMAS, Voice of the People

15 SUSIE ROBERTSON

16 CLAIRE RICHARDS, Alliance of Nurses for Healthy Environment

17 PAUL OSBOURN, Westport WING

18 TERRY McGuire

19 BRIAN LAUGHLIN, ZF Group
Speaker Block 4:

NICK TROMBETTA, League of Conservation Voters

EMILY HOPKINS

VALENCIA BEDNAR

NATALIR VILLALPANDO PAER

RICHARD ECKMAN

Speaker Block 5:

ELIZABETH BRANDT, Moms Clean Air Force

DOROTHY BRANDT, Moms Clean Air Force

PETER BRANDT

VINH DANG, Bridge Beyond

COLUMBA SAINZ, Moms Clean Air Force

EDUARDO SAINZ, MFV

KELLY FLEMING, Zero Emission Transportation Association

ALICE HENDERSON, Environmental Defense Fund

MADELINE OLIVER, Better World Group

DR. JUSTIN MOG, Union of Concerned Scientists

MARC DREHSEN, Union of Concerned Scientists

MICHAEL PETELLE, Union of Concerned Scientists

ROBIN HANKIN, Union of Concerned Scientists

PAUL AMEN, Union of Concerned Scientists

PHILLIP CUNY, Retiree
1 Speaker Block 5:
2 WILLIAM DAVIES
3 SUZANNE LLEWELLYN
4 MOLLIE MICHEL, Environmental Protection Network
5 CONNIE KING
6 ROBIN GUILLOT
7 KAREN MELTON
8 EMERSON WILLIAMS
9 JAMES NOYES
10 DANA GERSTEN
11 LANGSTON VERDIN
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PROCEDINGS


My name is Kayla Thompson from Abt Associates, contractor to the U.S. EPA.

We are now ready to begin, and I'll turn it over to EPA to get us started.

MR. OLECHIW: Good morning. On behalf of the Environmental Protection Agency and the Office of Air and Radiation, I'd like to welcome you to the second day of our Public Hearing on EPA's Proposed Light-Duty Vehicle GHG Program and thank you again to our contractor, Abt Associates, who will help with administering the Virtual Public Hearing today.

I am Michael Olechiw, Director of EPA's Light-Duty Vehicle Center in the Office of Transportation and Air Quality, and I will be the presiding officer for today's hearing.

Also with me on the panel during the course of the
hearing are Bill Charmley, Robin Moran, and Tad Wysor
from the Office of Transportation and Air Quality, and
Mark Kataoka and Seth Buchsbaum from EPA's Office of
General Counsel.

The purpose of this hearing is to receive oral
testimony from the interested parties regarding EPA's
Proposed Revisions to the Light-Duty Greenhouse Gas
Emissions Standards.

As you know, during his first days in office,
President Biden issued a series of Executive Orders
that set a clear direction for the EPA and this
Administration to protect public health, address the
climate crisis, and ensure environmental justice.

These Executive Orders gave federal agencies
direction to use the best science, protect the
environment and public health, ensure access to clean
air for everyone, reduce greenhouse gas emissions, and
bolster resilience to the impacts of climate change.

Executive Order 13990, issued on President Biden's
first day in office, directed all agencies to review
their regulations, orders, guidance, and policies to
ensure, among other goals, that we are promoting the
1 protection of public health and the environment,
2 including the goal of reducing greenhouse gas
3 emissions, and to prioritize environmental justice.
4 Under this Executive Order, EPA was asked to
5 review the April 2020 action by the previous
6 Administration to weaken the light-duty vehicle
7 greenhouse gas emissions standards that had been in
8 place since 2012.
9 EPA's carefully reviewed the record and assessed
10 more recent information and the ongoing technological
11 progress in the auto industry in both internal
12 combustion and electrified technologies.
13 After considering this robust technical record and
14 under EPA's authority under the Clean Air Act, EPA has
15 now proposed a revised set of more stringent GHG
16 standards, emissions standards that would apply to 2023
17 to 2026 Model Year light-duty vehicles.
18 These proposed standards are the subject of
19 today's hearing.
20 As we show in the rulemaking documents that are
21 now available in the Federal Register and EPA's website
22 and in the Public Docket, there is strong technical
evidence that the auto industry is in a position to very quickly get the Clean Cars Program back on track with annual GHG emissions reductions similar to those that had been planned for the past decade.

In fact, by 2026 the proposed standards will exceed the most stringent standards of the original 2012 program.

We project that the auto industry would meet this technical challenge at a reasonable cost, that the offsetting gasoline savings to vehicle owners would be substantial, and the reductions in greenhouse gas emissions would be large, and that the proposed standards would achieve significant public health benefits for Americans.

We are at the same time all increasingly aware of the urgency of the climate crisis and its sobering effects almost daily in the news, a reality that the international climate scientists just brought into even sharper focus in their major report earlier this month.

EPA and this Administration are very clear that these proposed revised emissions standards, important though they are, would not in themselves result in
sufficient emission reductions for the monumental task at hand.

For that reason, the Administration has announced plans to develop a broader and longer set of regulations for light-duty vehicles that are planned to be proposed during the next year.

As laid out in Executive Order 14037, issued earlier this month, the Administrator of the Environmental Protection Agency shall, as appropriate and consistent with the applicable law, consider beginning work on rulemaking under the Clean Air Act to establish new multi-pollutant emissions standards, including for greenhouse gas emissions for light- and medium-duty vehicles, beginning with Model Year 2027 and extending through and including at least Model Year 2030.

As EPA embarks on this future set of longer-term standards, we look forward to public engagement and stakeholder input.

We are conducting this hearing in accordance with Section 307(d) of the Clean Air Act and this hearing provides the forum for interested persons to submit
We have scheduled time for all of those who have registered using the online registration process. We will continue today until all speakers have been heard.

We appreciate that holding a public hearing virtually is relatively new, but EPA is committed to making use of evolving technologies and ensuring that we hear from all who wish to provide oral testimony.

As a reminder, the public also has an opportunity to submit written comments through September 27, 2021.

For the two days of this hearing, we have had almost 200 people register to present testimony yesterday and today.

This hearing is being recorded and the transcript will also be available electronically on the regulations.gov website EPA-HQ-OAR-2021-0208.

We expect to post the recording of the hearing in the next few days on the website for this rule.

This hearing will be conducted informally and the Formal Rules of Evidence do not apply. However, as presiding officer, I am authorized to strike from the record statements which are deemed irrelevant or
needlessly repetitious to enforce reasonable limits on
the duration of statements of any speaker.

Speakers will be allowed to make oral statements
which they may later expand in writing for the record.
We request that speakers state their names and any
affiliation prior to making their oral statements and
to limit their testimony to three minutes. When a
speaker has finished their presentation, members of
this panel may ask questions concerning the issues
raised in the testimony.

Our contractor, Abt Associates, will be
facilitating the lineup of speakers and helping to keep
testimony to three minutes. We recognize that this is
not a lot of time and appreciate everyone's cooperation
in allowing us to give everyone a chance to speak
today.

Please note that the EPA has distributed a list
and a tentative order of those registered to speak
today and we may make slight adjustments through the
hearing for accommodations.

We plan to take a 30-minute lunch break around 12
p.m. today and an afternoon break around 3 p.m.
Should there be members of the press with further questions about today's hearing, please contact Erin Birgfeld at birgfeld.erin@epa.gov.

With that, I will now ask Kayla to start the hearing with our first set of speakers.

MS. THOMPSON: Thank you.

Before we begin, we'd like to go over some logistics for today's public hearing.

As a reminder, all attendees are muted automatically. If you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

Speakers connected by telephone should unmute their phones when called to testify.

If you're having technical difficulties, please send an e-mail to public_hearing@abtassoc.com or call 919-294-7712. If you are not registered to speak but you would like to, please send an e-mail to
Now we will begin our public testimony. The expected speaking order is currently displayed on the screen. We ask that each person limit their verbal testimony to three minutes. We encourage you to provide your full written testimony and any additional comments of any length to Docket Number EPA-HQ-OAR-2021-0208 on regulations.gov.

I will be introducing each speaker in turn. Please speak slowly and clearly so our court reporter can record these proceedings accurately.

Speaker Block 1

MS. THOMPSON: The first speaker will be Maria Venner. You may now unmute and please state your name and affiliation for the record.

MS. VENNER: Marie Venner. I'm Director of the Small Business Alliance.

As a mom and a National Academy TRB Researcher who has done close to 50 projects under these programs and who still chairs TRB AHC-10, one on environmental management and decarbonization, I thank you for your proposal to strengthen federal greenhouse gas emissions
standards for passenger cars and light trucks by setting stringent requirements for reductions through Model Year 2026.

However, it is important to finalize standards for Model Years 2023 to 2026 before working on pollution standards for later years.

Also, please go with your Alternative Number 2 as that would put 400,000 extra EVs on the road by 2026 and result in a 130 million metric tons fewer GHG emissions.

I was concerned to see and urge you not to go with your initial preferred alternative as it includes some loopholes to automakers that may otherwise undermine strong pollution reduction targets.

EPA should finalize the strongest possible option. We must do better and go further. I used to supervise environmental specialists at a state DOT. So I have insight into what is considered in transportation and regulatory decision-making and what is not.

Please hear me. There has been an avalanche of research this past decade on the harms from vehicle emissions and their connection to every physical,
cognitive, and emotional condition where inflammation is a component because fossil fuel emissions of all types cause this inflammation, cause 21 percent of dementia and Alzheimer's cases and vastly increase the risk of asthma and autism.

My kids have asthma and my son is on the spectrum. Denver was the worst polluted city in the world one day this summer and has had over 50 days of dangerous air pollution, keeping us all indoors.

As a public servant and public policy researcher, I was shocked at the extent of the health effects evidence, deaths from cancer, organ damage, as well as the most severe impacts to quality of life, learning, anxiety, depression, illness, cognitive declines, suicide, that I knew were not being considered in decisions to fund projects.

I could use up my entire time just giving quotes from doctors, medical researchers saying there is no safe level, no safe level of these pollutants.

Completely aside from the severe climate risk we are facing which justify getting off of fossil fuels now and not registering one more fossil fuel vehicle
and making every sort of healthy transportation alternative widely available, the health risks overwhelmingly prove that this path should be taken. A date should be set when no more fossil fuel vehicles can be registered and used on public roads. Public funds for widening should be paused this decade and transportation funds should be spent on ensuring that everyone has access to universal broadband and transportation options, only investing in clean and healthy ones, many, many lives to condone it.

Thank you. A recent literature review of air pollution health effects research is submitted for the record.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Marilyn Hall. Marilyn, you may now unmute and please state your name and affiliation for the record.

MS. HALL: Good morning. My name is Marilyn Hall, and I appreciate the opportunity to speak in support of the proposed rule. I'm testifying as a private citizen. I am retired and I live in Maryland. I learned of this hearing through Consumer Reports.
My testimony is motivated by the climate crisis and our urgent need to dramatically reduced energy emissions that contribute to global warming.

I support the Administration's swift action on clean cars, but I urge the EPA to adopt the second alternative of this rule. That alternative would deliver greater savings to consumers and eliminate loopholes for automakers.

I don't go in for flashy cars and I'm not an early adopter of new technologies typically. I drove my last car, a beat-up minivan, for almost 20 years before thinking about a new car. As I considered a replacement, I felt compelled to switch to a hybrid and, if possible, an electric vehicle so that I could reduce the pollution burden that my driving places on the rest of the world.

I am fortunate that I was able to purchase a plug-in hybrid car that meets my needs, is a great car that I've already taken on a few road trips. I only wish that the battery would carry my car farther between charges so that I would not need to rely on gasoline as much as I do.
There's a huge market for electric cars that will become even larger as the technology improves. I have found tremendous interest in hybrid electric cars since I started driving mine. Friends have asked to check out my car to see whether it would work for them. Strangers approach me at charging stations with questions about the technology. Some folks have commented longingly that they would like to own an electric vehicle but they need prices they can afford. The proposed rule can help that to happen for American consumers. People want electric cars.

We live privileged lives in this country and our continued use of polluting vehicles is damaging the environment, contributing to global warming and causing frightening deadly weather events that have already caused many deaths in this country and around the world.

This proposed rule, especially the EPA's second alternative, is an essential step towards slowing climate change.

I urge you to move forward with the second alternative as the final rule.
Thank you for your attention. I appreciate this opportunity.

MS. THOMPSON: Thank you for your comment.

The next speaker is Jennie Churchill. Jennie, we do not currently see you among the list of attendees. However, if you have joined using a different name, we would invite you at this time to raise your hand and if you have called in, you may raise your hand by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON:

MS. THOMPSON: We will now move on to the next speaker on our list.

The next speaker is Martin Allen. Martin, you may now unmute and please state your name and affiliation for the record.

MR. ALLEN: Good morning. Thank you for the opportunity to testify this morning.

My name is Martin Allen. I'm a real estate attorney at DiFrancesco, Bateman in New Jersey, but I'll be testifying today as a private citizen.

I strongly support this Administration's efforts
to encourage production and use of clean cars and urge the EPA to adopt the second alternative which would deliver greater savings to consumers and eliminate industry loopholes.

I'm going to speak to you about my personal experiences as an electric vehicle owner and the issues of upfront costs, range anxiety, and a need for improved infrastructure.

Upfront costs. Yes, purchasing an EV is more expensive than purchasing a petroleum-fueled car. However, the cost savings for ownership of an all-wheel drive SUV to an all-wheel drive EV have been remarkable. I went from spending over $200 per month in gasoline alone as compared with a nominal additional cost to my home electricity of maybe $30 a month, a difference in cost that more than offset my higher monthly lease payments for my EV.

After that, I have zero maintenance charges on the new car, no oil changes, no fuel changes, no filter changes, no periodic scheduled maintenance costs, and I'm saving more than the upfront costs on my "more expensive electric vehicle."
Range anxiety. Did I have range anxiety? Oh, yeah, I have range anxiety. Did I get over it? Yes, very quickly. I live in the Watchung Hills, New Jersey, and we get some inclement winter weather here. So a four-wheel drive vehicle was a requirement.

My EV, which has dual motors, is set by me to get approximately 250 miles on a complete charge, and I can get over 300 miles fully charged. I charge my car around once or twice a week. I installed a Level 2 240-volt charge in my garage in my townhome house at a cost of less than $300. I get a full charge at home in around six hours, but I almost never charge from zero at home.

Let me tell you a story how I got over range anxiety. Soon after getting my electric vehicle, I went on vacation and parked my car at the airport. On the way to the airport, I discovered that I had less than 60 miles left of estimated charge. What if the estimate was wrong? What if there wasn't sufficient charge to get home?

So when I left the airport, I put on the standard regenerative braking, slowed my speed, used my brakes
probably a bit more frequently than I would have
normally, and I arrived at home with an estimated miles
of more than what I started with. As for quick
charging stations, I have used a couple and within 15
or 20 minutes, any short coffee break, my car has been
fully charged. I'm over anxiety, no more range
anxiety.

Lack of infrastructure. Do we need fast charging
stations for we consumers' range anxiety? Absolutely,
and I believe the Administration's plans will greatly
help.

Are single family homeowners at an advantage now
over multifamily and multistory residential dwellers?
Absolutely. But with increased investments in
infrastructure, incentives for petroleum retailers to
install charging stations, local land use incentives
and the like, infrastructure can and will be built to
meet the needs of consumers.

Improved fuel economy standards by the EPA is but
one way to put industry on a path to reduce greenhouse
gas emissions by encouraging development and sales of
electric vehicles.
EPA's strong car standards will drive down overall pollution, spur technological electrification innovation and drive down consumer costs.

The EPA should not accept a rule which with a weak proposal and loopholes for the automaker industry. There's no need to compromise. I therefore ask the EPA to take action to set the strongest clean car standards possible, reinstate the Obama/Biden federal standards, and Alternative 2, and even stronger standards thereafter.

I'm more than happy to answer questions. If not, thank you very much for your time, and have a good morning.

MS. THOMPSON: Thank you for your comment.

The next speaker on our list is Ann Harvey. Ann, we do not currently have you listed among the list of attendees. However, if you have joined using a different name, we would invite you at this time to raise your hand, and if you have called in, you may do so by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: We will now move on to the next
The next speaker will be Marguerite Pennoyer. You may now unmute and please state your name and affiliation for the record.

DR. PENNOYER: Good morning. My name is Marguerite Pennoyer, and I'm a physician specializing in allergy, asthma, and immunology.

I also volunteer as Board Chair of the American Lung Association in Maine and Vice Chair of the American Lung Association of New England and the Mid-Atlantic.

Thank you for the opportunity to speak with you today about this vital topic. My thanks also go to President Biden and his Administration who know how critical it is to tackle climate pollution from transportation.

This proposal and the broader actions on clean cars from the Administration are helpful, but we need the most stringent possible clean car and truck standards to truly make good on President Biden's commitments to address climate action and environmental justice.
The transportation sector is the largest source of greenhouse gas emissions in the United States. Gasoline- and diesel-powered cars, SUVs, and the increasingly-powerful pickup trucks pollute the air we breathe and drive climate change.

I'm a doctor, a parent, and a hybrid electric car owner who has benefited from the increasingly wide choice of options for cars meeting or exceeding EPA's standards as we try to make automotive choices that will protect my patients and my children's health.

However, I wanted to share my husband's recent experience in trying to purchase a light-duty pickup truck as just one example of the need for ever-stronger standards.

He had just retired last year and was looking for a small truck to tackle a number of home construction projects and canoeing trips. He searched long and hard to try to find an acceptable option for a light truck that had zero or low greenhouse gas emissions, either hybrid or all-electric. There were almost exactly zero available options.

Pressure to innovate has been stymied for pickup
trucks by loopholes and lack of pressure on the industry. These wildly popular and energy inefficient pickup trucks now seem to be among the most common type of personal vehicle seen on Maine's roads and the nation's highways.

Truck manufacturers have been bypassing so many of the air quality protections that have been engineered into their smaller cars. This is but one personal example among so many of why stronger standards are needed to drive innovation, ingenuity, and provide many more clean truck and car options that don't further jeopardize our clean air.

Please ensure that these standards don't include any shortcuts or loopholes for automakers to cut corners so that we see significant and genuine reductions in greenhouse gas emissions.

Please do not allow unnecessary give-aways or complex credit scheme for automakers that look good on paper but that negate real-world benefits and delay progress toward newer and cleaner technologies.

I support all EPA efforts to reduce greenhouse gas emissions for all cars, trucks, and larger vehicles
that will protect the health of my family and my
patients.

The EPA must set much stronger standards covering
cars, SUVs, and light trucks through at least 2030 to
drive the transition to zero emission vehicles that the
nation needs and that President Biden has called for in
his Executive Order.

The EPA must finalize this rule to cover the Model
Years 2023 through 2026 and set up more health
protective standards beyond that.

The EPA proposals are a necessary first step
toward addressing the previous Administration's
rollback of cleaner cars, but it's only a start.
Stronger standards are desperately needed.

According to the Lung Association's Road to Clean
Air Report, a nationwide transition to zero emission
vehicles, including passenger cars, buses, and heavy-
duty vehicles, will provide $72 billion in health
benefits and a $113 billion in climate benefits
annually by 2050. It would reduce dangerous air
pollution, especially for communities that live near
major roads, and in June, the Lung Association released
a poll showing that 70 percent of American voters are in support of the Federal Government advancing policies to encourage a nationwide transition to electric vehicles.

So in conclusion, climate change is threatening the health of my patients and my family. The Biden Administration must use all available tools to reduce carbon pollution. We must take immediate action at every level to address climate change and reduce greenhouse gas emissions.

Please finalize this proposal quickly and move forward with even bolder greenhouse gas and fuel efficiency standards for cars, light trucks, and SUVs into the future that will speed up this truly vital transition to zero emission vehicles.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Phyllis Terwilliger. You may now unmute and please state your name and affiliation for the record.

MS. TERWILLIGER: Thank you for providing an opportunity to testify.
I am Phyllis Terwilliger, a United Methodist Woman, a mother, and an elementary educator, and I drive a car.

As adults, we breathe 16 times per minute. That's 48 breaths during this three-minute testimony. A child breathes 25 times per minute. That's 75 breaths during this three-minute testimony.

I recently moved from Berle, Pennsylvania, to the urban area of York, Pennsylvania. On average, a car or truck passes by my house every three seconds. I live on a very busy road.

The American Lung Association states, "An estimated 30 to 45 percent of the people in North American cities live or work near enough to a busy road to experience significantly higher levels of pollution." This, of course, leads to increased rates of asthma and other respiratory illnesses.

Low-income people and communities of color are often closest to highways and bear the greatest burden from vehicle pollution.

The EPA must, must set the strongest possible federal vehicle emission standards to ensure we are
protecting families from pollution and reversing climate change.

We as humans are spiritual creatures. The Hebrew word for breath, Ruach, is the same word for spirit. Air is the life force that brings all people into existence beginning with their first breath. Therefore, dirty air can compromise our spiritual health.

Spirituality is not merely a belief and an ultimate reality. It's a belief in the possibility that clean air is a basic human right available for all. Our communities deserve clean, breathable air.

A healthy spiritual life is intimately connected to the EPA's reducing dangerous greenhouse gas pollution by setting the boldest possible emissions standards.

Take a deep breath. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Deb Bjork. You may now unmute and please state your name and affiliation for the record.

DR. BJORK: Thank you for the opportunity to
My name is Deb Bjork. I live in Fort Collins, Colorado, a city which since 2008 is within the non-attainment area due to surface ozone with a serious rating by the EPA, but it's also rated as a best place to live in the U.S. in various polls.

The incongruence in these two facts exemplifies accelerated rate of climate change. In 50 of the last 57 days, I've received unhealthy air quality alerts. Surface ozone forms in sunlight mixing with pollutants made worse in high temperatures. The air has been suffocating. The outdoor air is stifling, a heat dome with oppressive temperatures and pollution.

I have asthma as do my children and grandchildren. We are confined to our homes with air purifiers and air conditioning just to be able to breathe and we're fortunate to be able to do that.

Our air is just one of the many catastrophic impacts of climate change. Our children and grandchildren are inheriting a burning hot and polluted world.

The sobering and terrifying Sixth
Intergovernmental Panel on Climate Change Report released two weeks ago clearly describes our hellish future unless we take immediate and bold action to curb fossil fuel emissions.

We must mitigate the worst of climate change. We need the EPA to enact strong standards. I have a Ph.D. in clinical psychology. Research shows that the effects of climate change place children at risk of mental health consequences, including PTSD, depression, anxiety, phobias, sleep disorders, attachment disorders, and substance abuse. These in turn can lead to problems with emotional regulation, cognition, learning, behavior, language development, and academic performance. Together, these predispose adverse mental health outcomes.

Climate change also affects adults with mental health impacts and significant stress. Two recommended coping strategies that reduce psychological impacts of climate change are staying informed and taking positive action towards change.

Of note, one suggested action is to buy an energy-efficient or electric car.
Because the transportation sector is the largest source of carbon pollution in the U.S., reducing vehicle pollution is essential for the fight for climate change and clean air. Reducing pollution from cars and light-duty trucks is crucial to improving air quality.

Moving quickly and decisively to zero pollution vehicles paves the way for people to take action.

Please enact the strongest federal clean car standards through 2026 to meet ambitious pollution reduction goals. Please eliminate loopholes for automakers. Strong regulations puts them on track to sell millions of vehicles and sets us on the path to a hundred percent zero emissions new vehicles sales by 2035.

We have the technology. We have the science. We have the large automakers posed to comply, and we have the American public clamoring for change. Vehicle pollution not only causes climate change but it also degrades air quality and threatens our health. Strong regulations can give my grandchildren and all children clean air and a trajectory towards a healthier climate.
Thank you.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

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The next speaker on our list is Frank Granda. Frank, we do not currently have you listed among the list of attendees. However, if you have joined using a different name, we would invite you to raise your hand at this time, and if you have joined by dialing in
today, you may raise your hand by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: We will now move on to the next speaker.

The next speaker will be Jack Holmgreen. Jack, you may now unmute and please state your name and affiliation for the record.

MR. HOLMGREEN: Thank you for this opportunity to give my testimony on this subject. I make these comments as a private citizen.

My name is Jack Holmgreen, and I live in Kirk County, Texas. I am President and Founder of SparkleTap Water Company, but I did serve as chief engineer on seagoing vessels for 38 years, so I'm very knowledgeable about the importance of energy demand management for the safety of our crew. I had to make sure we had sufficient energy onboard to make it to the next port.

I currently own and operate three vehicles with internal combustion engines used in my business. My personal vehicle is a 2021 Toyota Sienna Hybrid and one
of my company vehicles is a 2006 Toyota Sienna. So I
have personal knowledge about the relative difference
in fuel consumption of these two vehicles.

   My '06 Sienna travels about 500 miles on 30
gallons of gasoline while my Hybrid Sienna will go that
far with 12 gallons. That comes out to about a 55
percent increase in efficiency. A fully electric
vehicle, however, such as the Tesla plug-in models,
while having zero gasoline emissions, is actually less
efficient due to the shorter range, reliance on
charging from the grid, which in Texas is
overwhelmingly powered by natural gas and some coal
with very little wind or solar.

   The effect is that the plug-in vehicles are
actually just replacing gasoline with some other fossil
fuels for the most part.

   My comment is this. The plug-in vehicle is not
adding efficiency unless it is coupled with a
requirement that it provides solar, wind, or hydrogen
power to charge it. With hybrid models, however, there
is an immediate reduction in gasoline consumption and
pollution with no burden on the already delicate grid
as witnessed here in Texas last winter.

Most plug-ins will charge at home in the evenings when returning from work and this is at peak load period. Some countries are already assessing huge import duties for all-electric vehicles because it is far more efficient to just burn gas in the car than it is to rely on the grid which in many cases is fed primarily by coal.

Just to be clear, I support Proposal Number 2 in order to eliminate loopholes that the transportation industry will most certainly take advantage of, but with only the two proposals on the table, you're asking us do you want me to cut off both your hands or do you just want me to cut off one? Given those two choices, Number 2 is far superior.

I'm asking you to consider a third choice. How about offering us the hand, one that doesn't do more harm than good?

Thank you for the time, and I yield.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Natalie Pien. You may now unmute and please state your name and affiliation.
for the record.

MS. PIEN: Hello. I am Natalie Pien, current President of Loudon Climate Project, an Asian American, and calling in from Leesburg, Virginia. Thank you for the opportunity to share my thoughts as a climate activist, former environmental scientist, retired public school science teacher, owner of hybrids and an EV since 2010, and biological grandmother to be in January 2022.

I'm concerned about the future for my children, my grandchildren, and my over 1,000 middle school science students.

Efforts to prepare our children to succeed in life will be for naught unless we act to avoid the most dire consequences of climate change. They all deserve a livable planet without struggling to survive.

A livable planet can be achieved through net zero carbon emissions by 2050. This goal requires Alternative 2 for 100 percent zero emissions from vehicles and power plants by 2035.

In addition, Biden rejoined the Paris Agreement and Alternative 2 is essential to meet the commitment
to cut greenhouse gas emissions in half by 2030.

Upon the early August release of the IPCC Six Assessment, the UN Secretary General announced that the world is in Code Red due to human-induced climate change.

Where I live, Northern Virginia is now an air quality marginal non-attainment area due to excessive ozone. Internal combustion engine vehicles, ICEs, emit ozone precursors as well as other pollutants that harm human health.

I vividly recall the time I walked my now 33-year-old daughter in a stroller down a sidewalk in Leesburg. I became anxious and almost distraught realizing that I was exposing her to car exhaust. Zero emission vehicles would eliminate this experience and restore clean air and improved health to our communities, especially communities of color disproportionately exposed to air pollution.

Additionally, Alternative 2 will complement President Biden's American Jobs Plan by creating distributed jobs installing charging stations nationwide.
Auto manufacturers are already phasing out ICE models in favor of EVs.

Adopt Alternative 2 to reassure manufacturers that they are not taking a risk. Take the opportunity to transition our nation off fossil fuels. My husband and I have already embraced it. We purchased our first hybrid in 2010 and our first EV in 2019. With more charging stations, the need for a hybrid and its greenhouse gas emissions will be eliminated.

Following the footsteps of our Canadian neighbors, by 2035 Canada will require 100 percent of all new light-duty cars and passenger truck sales to be zero emissions.

As an EV driver, I don't miss going to the gas station to buy gas. I don't miss going to the car dealer to pay for regular service and repairs.

A 2018 study by the University of Michigan found that operating an EV is less than half the cost of operating an ICE. There's so many benefits to be gained.

In conclusion, I urge you to adopt the strongest possible standard as proposed in Alternative 2. It
will close loopholes for automakers to avoid the standards all together.

Further, Alternative 2 is necessary to comply with Executive Order 12866 requiring agencies to choose the regulatory alternative that maximizes net benefits.

Thank you for holding this public hearing.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Cara Fleischer. You may now unmute and please state your name and affiliation for the record.

MS. FLEISCHER: Good morning.

I'm Cara Fleischer from Tallahassee, Florida, and the United Methodist Creation Care Leader.

As a climate advocate, it is an honor to speak to you about the need for the strongest vehicle emission rules at this pivotal moment in history.

Life, liberty, and the pursuit of happiness, I grew up believing these are my rights as an American.

In one generation, this constitutional promise has been stolen from me, my children, my four-year-old niece, every American alive and those yet to be born, all because we have failed to act boldly on the climate
climate crisis.

Climate air quality advocacy became my mission five years ago after the Paris Agreement was signed and hope poured into my heart that world leaders were united to solve climate. That was a moment I felt called by God and I was changed from the stay-at-home mom with a communications background to a full-time climate justice advocate.

It turned out that as a mom with an infant who suffered from asthma, I already knew how cars, trucks, and power plants were polluting our air and turning it into smog.

Following the EPA Air Quality Index, yellow, red, and purple smog alerts were the norm in Atlanta, and we felt trapped. We picked up and moved back to my home state of Florida for cleaner air that got hit with a devastating hurricane shortly after showing us we couldn't escape the climate crisis.

All of this happened when the Obama/Biden vehicle emissions regulations were in effect. That is why I strongly feel that we need to not only return to those standards but to go further to cut vehicle emissions
that are making us sick, causing thousands of deaths, and speeding up the climate crisis.

The science is clear. The solutions are available, and the political will has risen to make climate action the top voting issue in the 2020 election.

My advocacy led me to the UN Climate Convention Top 25 in Madrid as a Christian climate observer. The shame Americans endured because our government pulled out of the Paris Agreement, abandoning the Paris process, and leaving the world adrift without our leadership was devastating.

President Biden returned us to the Paris Agreement and when I go to COP 26 in November, I know all eyes will be on him and what the United States does. Will it be more photo ops and incremental action or will we rise to this enormous challenge and put our money where our promises are? We need bold leadership, the boldest.

The steps President Biden's EPA takes now will either mark him as a champion who literally can save the world or just another politician who came up short.
This is the moment he has been waiting for his whole life, a chance to do the ultimate good for humanity, and no other decision he makes will come close.

History will remember if America rose to meet this challenge of drastically reducing greenhouse gas emissions or failed to do humanity to suffering like we've never known.

Creating strong vehicle emissions rules is a substantial step in showing the world that we are serious about doing our part to solve the climate crisis that our wealthy country played a large part in creating. There is no time to waste. The IPCC Report was as devastating as it was obvious.

We have already made irreversible changes to our planet and the worst case scenarios are coming dangerously fast, in decades, if we don't slam on the brakes of vehicle greenhouse gas emissions and cut them drastically.

We can rise above all the darkness and put the planet and the future of every human being above corporate pressure and profits. We must reduce greenhouse gas emissions if my children and all
Americans are to follow their God-given right to life, liberty, and the pursuit of happiness.

On September 1st, people of faith around the world will come together for the World Day of Prayer for Creation for 24 hours of constant prayer for those suffering from climate catastrophes and for our leaders to take bold action to solve the climate crisis leading up to COP 26.

President Biden and all of you will be in my prayers.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Dave Cooke. You may now unmute and please state your name and affiliation for the record.

MR. COOKE: Thanks. I'm Dave Cooke, Senior Vehicles Analyst with the Union of Concerned Scientists.

I'll not belabor the points made by countless testifiers these past couple days as to the urgent need to address climate change. Unfortunately, EPA's proposal does not adequately reflect that urgency.
It's especially apparent given the unnecessary loopholes which run through the agency's proposed rule.

First, while the agency has significantly narrowed the damage caused by its proposed extension of the EV multiplier, thanks to a more stringent cap, than those in the California Agreements, EPA has not adequately justified the need for such an incentive, particularly in light of its continued refusal to account for the upstream emissions of these vehicles which already significantly rewards EV deployment at the expense of guaranteed emissions reductions.

We recommend the agency simply do away with the multipliers entirely.

Second, the Off-Cycle Credit Program is broken, as indicated by EPA's acknowledgement in the proposal that manufacturers have been receiving undue credits for a number of technologies. Now is the time to rein in this program, not expand it.

We recommend that EPA finalize the more rigorous definitions of the off-cycle technologies while maintaining the 10 gram per mile menu cap.

Third, manufacturers are currently sitting on over
220 million mega grams of credits. Even under the current rules, our modeling indicates that the industry has more than enough credits to comply with the agency's proposal in 2023 without any lifetime extensions.

While the proposed extension may be more limited than a similar give-away in the 2012 rules, the agency didn't conduct any modeling effort to justify the need for such an extension, and we recommend that the agency eliminate it.

Fourth, the full-sized pickup advanced technology credit is unwarranted for it has clearly proven any concerns about electrifying this segment wrong with the power boost hybrid package is already at nearly a 10 percent take rate without any additional credits.

It's hard to see what's accomplished with this, apart from directly cutting into the stringency of the rule with a corporate windfall.

Finally, all of these loopholes are made available ahead of any changes in the rule. In other words, EPA is proposing to weaken the standards in Model Years 2022 and earlier below that of the SAFE Rule.
If EPA does not believe it has the authority to strengthen the rules for Model Years 2021 and 2022, it should not undercut them either. No added flexibility should go into effect for the industry until the year EPA begins increasing the stringency of the rule. Otherwise, it single weakens the already inadequate standards on the books today.

EPA deserves kudos for moving quickly to right the ship that the previous Administration tried to sink, but it remains more than a few bucketfuls short of bailing us out of the current disaster.

Putting in place Alternative Number 2 for Model Years 2023 through 2025, increasing its stringency in 2026, and eliminating the remaining unnecessary flexibilities would likely still fall short of the emissions reductions promised nearly a decade ago, but it would at least put the industry back on course with the trajectory commensurate with President Biden's recent Executive Order and with what the science says is needed to address climate change.

Thank you for the opportunity to testify today.

We'll continue to engage with the EPA to provide
further data to strengthen the rule and ensure we can achieve the maximum reductions possible from this sector.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Dodie Hawkins. You may now unmute and please state your name and affiliation for the record.


I want to thank you for allowing so many of us to share our thoughts and expertise regarding the EPA Gas Emission Standards.

I have listened for two days to convincing arguments to support the most robust and inclusive standards possible if we are to avert the tipping point to a climate disaster. So many people from all walks of life have taken their time to testify and I thank them.

What more can I say to convince the EPA to develop the standards requested by so many esteemed speakers?
Anything I might say related to climate change, combustion engines, electric vehicles, or the like would only be redundant.

So I would like to focus my few minutes on something else, our responsibility to be good stewards of God's creation: this world. I know there are people rolling their eyes and tuning me out as just some batty old lady but hear me out, please.

We can't all be at all places at all times. So responsible people are selected to be stewards or the persons who manage another person's property or affairs and that is what the EPA is, our steward of earth.

I believe the earth is speaking to us loud and clear. Earthquakes, floods, droughts, fires, and many other tragic consequences of our disregard for the earth are becoming all too frequent. Unfortunately, we have not heard the cries from the earth for far too long.

Is it too late? I pray not. I am blessed with 15 grandchildren and five great-grandchildren so far.

Will they feel that I betrayed them by not doing enough to stop the onslaught of climate change? Again, I pray
not. But EPA stewards, you have the opportunity to be
good stewards, good managers of this earth.

Personally, at 84, I'm running out of time and
energy to fight the fight but not so for you.

United Methodist Women has made Just Energy for
All a pillar of their efforts for the next four years.
This organization of over 800,000 women will be
watching the EPA to see if they are up to the task of
being good stewards. Let's all pray that you are.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Michel Hartrick. You may
now unmute and please state your name and affiliation
for the record.

MR. HARTHICK: Good morning. I am Michel
Hartrick, representing the Alliance for Automotive
Innovation or AutoInnovators.

AutoInnovators represents automakers that produce
nearly 99 percent of all new light-duty vehicles sold
in the United States, their suppliers and technology
and mobility companies.

AutoInnovators and our member companies are
aligned with this Administration's goals and vision for addressing climate change and fostering a strong and competitive U.S. economy. We support the goals of EPA's GHG Program.

Today, the auto industry is transforming to provide cleaner, safer, and smarter automobiles. Auto companies are stepping up to the challenge to greatly expand electrification, setting aspirations for 40 percent to 50 percent of new light-duty vehicle sales in 2030 and investing over $330 billion on electrification by 2025.

Thus, it is critical that EPA, NHTSA, AutoInnovators, auto companies, and other stakeholders work together to reduce greenhouse gas emissions and to enable a shift to electrified and zero emission vehicles, including battery electric vehicles, plug-in hybrid electric vehicles, and fuel cell electric vehicles, while continuing to support U.S. auto jobs.

There are three aspects that I want to highlight today.

First, the long-term vision starts today. Going from two percent electric vehicle sales today to 40
percent or more in less than nine years will be challenging. Achieving this goal will require more than just regulating vehicles. It requires significant efforts by all stakeholders, including federal, state, and local governments, utilities, refueling infrastructure providers, builders, and fleet operators, to name a few.

Ensuring EVs and their charging and refueling infrastructure are affordable, equitable, and convenient for customers will be crucial to growing customer demand and making the EV transition.

This will require a comprehensive national strategy which includes state, local, and federal investments to put into place the necessary conditions for success which are in addition to the substantial investments that automakers are making towards the EV transition.

Second, today's standards need to include actions to set the stage for longer-term success. These standards will require significant increase in electrification.

Therefore, we support EPA's inclusion of
provisions that incentivize and encourage this,
including electric vehicle production multipliers and
the recognition that the electric vehicles have zero
tailpipe emissions. These tools are necessary and
important to a robust and well-balanced program.

Finally, I want to note the importance of
coordination and stringency alignment between EPA's
greenhouse gas and NHTSA's Corporate Average Fuel
Economy Programs.

Fundamental to the principles the agencies and the
auto industry have worked under since 2009, alignment
of these regulations is critical to reducing
unnecessary burdens.

We must put all resources toward achieving our
shared goals. This is especially important as
automakers' investments transition away from internal
combustion engines and increase in electric vehicle
technologies.

Thank you for your time. AutoInnovators
anticipates submitting written comments to address
EPA's greenhouse gas standards, NHTSA's corporate
average fuel economy standards, and the coordination
and harmonization between the two. I'm happy to take any questions.

MS. THOMPSON: Thank you for your comment.

AS a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

Speakers connected by telephone should unmute their phones when called to testify.

If you have joined using a name other than what is listed on the speaker list or have dialed in, we ask that you please raise your hand when called on so we can promote you to the role of panelist. If you have called in, you can raise your hand by dialing Star 9.

If you are having technical difficulties, please send an e-mail to public_hearing@abtassoc.com or call 919-294-7712. If you are not registered to speak but you would like to, please send an e-mail with your name and phone number to public_Hearing@abtassoc.com or call
The next speaker is Mary Ann Baier. Mary Ann, we do not currently have your full name listed on the list of attendees. We do have a Mary Ann in attendance. I would ask that you raise your hand which I can see that you did. So I will promote you to panelist at this time.

When you are ready, you may unmute and please state your name and affiliation for the record.

MS. BAIER: Hello. Can you hear me?

MS. THOMPSON: Yes.

MS. BAIER: Okay. Thank you.

Thank you for the opportunity to testify. My name is Mary Ann Baier, and I'm here today as a retired private citizen from Dearborn, Michigan. I own a Kia Niro Electric Car that I supply with my solar panels. I support this Administration's swift action on clean cars but urge the EPA to adopt their second alternative that would deliver greater savings to consumers and eliminate unnecessary loopholes for automakers.

I believe that disincentives should be applied to
any internal combustion engine vehicle by applying a carbon tax and incentives should be given to those businesses who purchase an electric vehicle by not only giving a tax credit but by allowing them to take a faster depreciation on the vehicle.

The world is in Code Red and we need Code Red solutions and combustion engine production should be ended as soon as possible.

Thank you for the opportunity to speak today.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Douglas Durante. You may now unmute and please state your name and affiliation for the record.

MR. DURANTE: Hi, good morning. I think I'm unmuting. Can you hear me?

MS. THOMPSON: We can.

MR. DURANTE: And do I need to do something to see me?

MS. THOMPSON: You are welcome to come on camera by clicking the Start Video button which should be located on the lower left-hand side of your screen.

MR. DURANTE: I'm not seeing that unfortunately.
Just a minute. Oh, I'm sorry, here it is. Okay. My mistake. See me now?

MS. THOMPSON: Yes, we can see you.

MR. DURANTE: Okay. I'm sorry.

Good morning. My name is Doug Durante. I'm the Executive Director of the Clean Fuels Development Coalition. We're a nonprofit organization supporting policies and programs to reduce the use of petroleum and improve air quality.

We want to commend the EPA for your action on this rule and recognizing how important it is.

But this rule makes the Administration's preference clear with regard to electric vehicles. Done right, EVs can play a key role in our collective efforts to increase efficiencies and reduce pollution without question.

Our issue with this rule is what it does not do, which is to acknowledge that even under the most optimistic scenarios EVs will not provide significant benefits for many years and during that time we'll continue to rely on internal combustion engines operating on gasoline.
1. If the objective is to decarbonize our transportation fuels, gasoline is the predominant fuel in the transportation sector with approximately a 125 billion gallons consumed annually, it should be obvious where we start. We sell 12 to 15 million new cars every year that have an average road life of about 12 years.

So even if EVs chip away and capture market share, gasoline will remain the primary fuel. We will drive trillions of miles over the next decade alone on gasoline.

The way we can make that gasoline more efficient and less of a carbon and GHG emitter is to give automakers the tools they need, the key one being a higher minimum octane standard.

The proposal of how you could recognize octane when the SAFE Rule was developed in 2020 but not now, and I use the word "recognize" loosely because you didn't take any action on octane but at least you solicited comments on how high octane could contribute to the objectives of increased efficiency and reduced emissions, what the optimum levels were, what kinds of
benefits could be expected, what other issues would arise, and, importantly, how it can be done consistent with Title 2 of the Clean Air Act, which, among other things, establishes controls on air toxics.

We feel like it's a fair question for us to ask what happened. You say in the rule you've updated the analysis from the 2020 final rule. We provided detailed information on the octane issue then and asked EPA for the opportunity to comment again so we could provide even more compelling data and information. You did not even ask.

Increasing octane allows automakers to give better mileage, plain and simple. This is not a futuristic vision as future cars can absolutely maximize high-octane fuels. These gains can also be achieved now with today’s cars and this is verified by the auto industry in correspondence that we've submitted to you.

The other half of the story is increasing octane while ensuring it does not come from aromatic compounds not only tackles the highest carbon component in gasoline but also the most deadly and I quote from your own proposed rule the statement that EPA has changed
its position and "it is more appropriate to place greater weight on the magnitude and benefits of reducing emissions and endanger public health and welfare."

Aromatics like benzene and the family of benzene products are the primary source of octane and produce fine particulates which are contributing to a range of negative health impacts.

We have an abundant supply of non-toxic, low-carbon, high-octane ethanol that can meet the octane demand and replace those aromatics.

We ask that in the final regulatory analysis for this rule and in the preamble and anything else EPA puts out you acknowledge the need to focus on gasoline and if we supply information on octane in our comments, it not be disregarded as outside the scope of this rule just because it's not in it now.

Thank you for your consideration of these views and we will be submitting more detailed comments.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Mark Cooper. AS a
reminder, Mark, you will need to unmute your phone in order to speak. When you are ready, please state your name and affiliation for the record.

DR. COOPER: Thank you. Can you hear me?

MS. THOMPSON: We can.

DR. COOPER: Can you see me?

MS. THOMPSON: We will not be able to see you because you have dialed in today.

DR. COOPER: Okay. Fair enough. I have a picture on. I thought I could do it, but I'll begin.

I am Dr. Mark Cooper, Director of Research at the Consumer Federation of America.

We greatly appreciate the opportunity to speak today. I want to begin by applauding the agency for taking the time to do it right. It was easy to say that the rule adopted by the previous Administration made no sense but much more challenging to reverse the rule in a manner that would withstand scrutiny by the courts under the Administrative Procedure Act.

Over the course of a decade, we have shown the steady improvement in rule-writing that makes the current rules and national program that was defended by
the TAR consistent with the underlying energy statutes and the APA.

It was important to restore the correct logic and approach of the national program. It was necessary to obey the statutory timelines laid out in the Energy Independence and Security Act, EISA. It was important to signal that there would be a dramatic change in direction but one that stayed within those constraints.

Now the hard work begins. The agency has continued with the approach to regulation that we call command but not control.

This approach involves six elements which we identified as long-term, technology-neutral, product-neutral, responsive to industry needs, responsive to consumer needs, and pro-competitive.

The one challenge here is that the agency must accelerate a transition in technology to an all-electric fleet, a transformation to which many of the automakers have already committed.

Therefore, the agency is not mandating a technology, it is seeking to smooth and accelerate its adoption.
Two key features of the transition are then crucial. First, there are likely to be at least 100 million gasoline vehicles sold before the transition. It is complete. They are likely to stay on the road for a quarter of a century. Therefore, it is important to make sure that they are as efficient as possible. Doing so can help the transition because setting high standards on the gasoline part of the fleet will speed the adoption of electric vehicles and a significant part of the gains in efficiency of those vehicles, vehicle design, operation, may be applicable to the electricity portion of the fleet.

Second, it is important to close the loopholes and you've heard a lot about those. We're especially concerned about loopholes that might allow automakers to use the electrical vehicle part of the fleet to relax the efficiency of the gasoline part. That would be a mistake and we urge you not to allow that to happen.

Establishing the goal of an all-electric fleet and speeding the transition will require changes in infrastructure beyond the setting of the efficiency
standards and the Administration has recognized and committed to doing so in the near-term.

Our economic analysis shows and the agency seems to agree that the total cost of driving will go down as we transition to an all-electric fleet. That is, the costs measured by the pocketbook spending is negative. That is, we save more than we spend on the technology.

Public health and environmental benefits increase and already positive benefit cost ratio. Given that finding and the already demonstrated commitment to infrastructure, we believe that this program will benefit all Americans of all income levels and the faster the transition takes place, the better off we will all be.

Thank you.

MS. THOMPSON: Thank you for your comment.

Speaker Block 2

MS. THOMPSON: The next speaker will be Luke Tonachel. You may now unmute and please state your name and affiliation for the record.

MR. TONACHEL: Good morning, and thank you for holding this hearing.
My name is Luke Tonachel, and I'm Director of the Clean Vehicle and Fuels Group at the Natural Resources Defense Council or NRDC.

I'm here today on behalf of NRDC's more than three million members and online activists who support our efforts to safeguard rights of all Americans to clean air, clean water, and a healthy planet.

NRDC appreciates EPA's efforts to get the U.S. back on the road to cutting carbon pollution from light-duty vehicles. EPA's mission to protect public health and welfare compelled the agency to strengthen vehicle pollution standards.

The standards that EPA finalized in 2012 during the Obama Administration were justified and provided much-needed carbon reductions. Despite the dramatic weakening of the standards caused by the SAFE Part 2 Rulemaking, EPA should be working to at least restore the carbon pollution reductions expected under the 2012 rule for Model Years '21 through '25.

Therefore, NRDC urges EPA to finalize a rule stronger than the proposal and at least as stringent as Alternative 2. Alternative 2 would get the U.S. close
to recapturing the much-needed emissions reductions that were expected under the original 2012 Obama standards.

According to EPA's analysis, Alternative 2 would deliver up to $16 billion more in net benefits than the proposal over the lifetime of the Model Year 2023 to 2026 vehicles.

Simply put, under Alternative 2 the U.S. would achieve more emissions reductions and consumers would save more money at the pump than the proposal.

NRDC believes that Alternative 2 should be adopted without the advanced technology incentive multipliers for Model Years 2022 to 2025 to further align them with the 2012 rule.

Advanced technologies, particularly plug-in electric vehicles, are already being deployed at levels contemplated by the 2012 rule in 2025 without multipliers.

To encourage the continued deployment of the cleanest vehicle technologies, including electrification, NRDC urges EPA to also strengthen the Model Year 2026 stringency.
President Biden has set a goal of 50 percent EV sales by 2030. A recent analysis of automotive technology diffusion curves in leading European EV markets indicates that meeting a 50 percent sales target in 2030 would require 2026 sales to be at least 12 percent which is significantly above the eight percent projection for the proposal.

Tightening the Model Year 2026 stringency by at least an additional 10 grams per mile would help ensure that automakers stay on track for meeting President Biden's 2030 goal.

In conclusion, NRDC urges EPA to finalize a Model Year 2023 to 2026 rule that is stronger than the current proposal to maximize near-term carbon reductions and set the U.S. on the best path for post-2026 standards that meet the moment on climate.

Thank you very much for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker on our list is Kent Smith. At this time, we do not see him listed among the list of attendees. However, if you have joined using a name other than what is listed on the speaker list or have
dialed in, we ask that you please raise your hand at this time and if you have dialed in, you can do so by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: We will now move on to the next speaker.

The next speaker will be Richard Newhouse. You may now unmute and please state your name and affiliation for the record.

MR. NEWHOUSE: Can you see me?

MS. THOMPSON: We can.

MR. NEWHOUSE: Good. That's encouraging.

Good morning. My name is Richard Newhouse. I'm a retired civil engineer, and I live now in Austin, Texas. I'm formerly from the New York City Metropolitan area.

The reason that I got initially involved living all my life in the New York City Metropolitan area was the fact that the City Metropolitan area is a non-attainment area and the number of alerts that I started to get for air quality was beginning to concern me, and I'm very concerned now about my six grandchildren and
the kind of conditions that we're leaving our
grandchildren.

I think that they deserve better, and I almost
have the feeling that the earth is trying to send us a
message and trying to shake us off between earthquakes,
drought and floods, and here in Austin, Texas, we have
a unique situation where we're getting dust storms from
the Saharan Desert, if you can believe that.

In any case, I want the EPA to shift to their
Alternative 2 which would save consumers more money,
close loopholes which you've heard a lot about in the
testimony, for automobiles that would undermine these
standards.

We must ensure that the voices in support of
strong vehicle emissions standards are heard,
especially since the industry lobbyists will use this
hearing as an opportunity to submit misinformation in
support of weaker standards.

Improving fuel economy is one of the ways U.S.
automakers can reduce greenhouse gas emissions of their
vehicles and nine of 10 U.S. adults agree that
automakers would continue to improve fuel economy for
all vehicles and large SUVs and pickup trucks.

Strong clean air standards can drive down vehicle pollution, support our economy with consumer savings and spur innovation in the development of new cleaner car technologies and electrification of the transportation sector which you've heard quite a bit about.

The Administration has pledged that this clean air announcement will put the U.S. on track to reduce greenhouse gas emissions from new passenger vehicles by more than 60 percent by 2030 compared to vehicles sold last year.

The weaker proposal with additional loopholes for automobiles means that proposed standards would deliver only 75 percent of the savings of the original Obama/Biden standards. This is an unnecessary compromise, given the EPA's own analysis which indicates that loopholes around EVs would deliver only the stated purpose of increasing EV sales.

EPA's own Alternative 2 in the proposed rule eliminates many loopholes for automakers and includes slightly stronger standards that match the Obama/Biden-
era standards from 2023 onwards that would deliver greatest savings.

Setting strong federal clean air standards through 2026 can put us back on track to save consumers up to $80 billion in reduced gas, maintenance, and price costs over the lifetime of new vehicles purchased during the next five years while restoring clean air in our communities.

I feel very strongly about Alternative 2 as I think we owe it to our grandchildren to leave them a better world than the one we have now.

So thank you for allowing me the opportunity to speak, considering that I was originally going to speak yesterday but I had a dental emergency. So I really do appreciate your flexibility. Thank you very much.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we
encourage you to do.

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If you have joined using a name other than what is listed on the speaker list or have dialed in, we ask that you please raise your hand when called on so we can promote you to the role of panelist. If you have called in, you can raise your hand by dialing Star 9.

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At this time we will move to the next block of speakers.

The first speaker on our list is Victoria Gillet. Victoria, we do not currently have you listed among the attendees. However, if you've joined using a different name, we ask that you raise your hand at this time or dial Star 9 on your phone.

(No response.)
MS. THOMPSON: We will move on to the next speaker.

The next speaker will be Thomas Holiday. You may now unmute and please state your name and affiliation for the record.

MR. HOLIDAY: Good morning. My name is Thomas Holiday, and I appreciate the EPA arranging this public hearing allowing participation in the critically important automotive sector for the future of American mobility.

Am I coming through on the speaker, on the camera?

MS. THOMPSON: Yes.

MR. HOLIDAY: Okay. Great.

All right. Well, I support the proposed EPA Greenhouse Gas Emissions Standards for Model Year 2026 and just to be conscious about that, that would be a 52-mile-per-gallon efficiency and a CO2 burn of a 171 grams per mile.

The reason I endorse that is it's already done by the top three hybrids, the top three, the most efficient, the most highest-achieving hybrids in production, the Toyota Prius, the Honda Insight, the
Shindai Hyundai Ioniq, and so those three really already do that.

All I would ask is that the automakers have a significant increase in the production of hybrids. In other words, the technical standards of the fleet should mix their hybrids. Instead of a two percent mile hybrid and a five percent strong hybrid, the automakers should voluntarily raise those hybrids 10 percent per mile hybrids, 10 percent of the fleet for strong hybrids. If they do that, they will sell them.

Here's how I know that. NASA science reveals that for millennia the atmosphere carbon dioxide had never been over 300 parts per million until 1950. Today, it's over 400 ppm. Improving emissions doesn't mean going backwards in efficiency or acceleration.

We've had in the latest 24-hour Le Mans Endurance Race two Toyota Hybrids beat the pants off of everybody. They came in Number 1 and Number 2. There were two Toyota Hybrids in that race. That was 3,500 miles and an average speed of a 153 miles an hour and they took it and those hybrids, I'm telling you I've driven one for eight years, the 53 miles to the gallon
is realistic.

So what do hybrids do? Why am I saying that?

Because hybrids give us independence from the vulnerability in a developing grid, gives us independence from natural disasters, cyber hacks, disruptions due to evolving demand on the grid, and they get us there right away.

So mixing the hybrids in at a lower percentage will advance the high efficiency of every fleet. We need more hybrids and one more thing. Pollution is local, and it's also global. Weather is global, and the global air climate is a world circulation system with winds that transport water, heat, CO2, water vapor, all of the greenhouse gas emissions.

We're like living in a circular bowl with the weather systems running fairly directly west to east and then occasionally get the polar weather and it verticals down, but in America it's one of the cleanest producers of electricity in the world.

However, and that's because we use more natural gas here, but we still use more oil. We burn more oil to make electricity. About 45 percent of our electric
production is done with oil, about 41 percent with gas, and unfortunately still about 10 percent with coal. Down the line is nuclear, wind, and hydropower way down there.

So it's not a free ride to go straight to electricity and say all of these vehicles that we really have to have, we couldn't handle it. I'm not sure we can handle it by 2026, but if we go to hybrids first and we build up the hybrid arsenal on the roads, I think that it would go a long way.

I just say electrifying American mobility, it starts here. Let's do it right, put the immediate emphasis on hybrid.


MS. THOMPSON: Thank you for your comment.

The next speaker is Leah Wiste. Leo, we do not currently see you listed. However, I do see a raised hand for a different name that I will promote to panelist, and when you are ready, you may unmute and please state your and affiliation for the record.

MS. WISTE: My name is Leah Wiste, and I'm the Executive Director of Michigan Interfaith Power & Light
or Michigan IPL, as you can see on my screen, and we work with over 300 member congregations throughout the state and these congregations comprise thousands of people of faith and conscience who are committed to bolt climate action and protecting our communities.

Thank you for allowing me to offer testimony today.

When President Biden announced the draft tailpipe emissions standards earlier this month, Michigan Congressman Dan Kildee offered a strange kind of praise, saying, "This is sort of a Goldie Locks goal. Not too much, not too little. It's just right." But it's clear that the time has passed for moderate not too much, not too little policy.

When I first began working at Michigan IPL eight years ago, we pointed to the climate impacts that were happening in other parts of the world and to scientists' prediction of warming temperatures and increasingly erratic weather, but we no longer talk about climate impacts in the future tense.

This summer, the climate crisis brought another thousand-year flood to Detroit where I live, our second
since 2014. In June, an overnight rainfall of seven inches, twice the amount of rain Detroit receives for the whole month. It shut down I-94 for days and flooded thousands of basements. $96 million in relief has been approved by FEMA as of July 15th. Beyond the immediate loss in damages, those whose homes were impacted are likely to experience health consequences from lingering mold and sewage which are especially dangerous for those already made vulnerable by asthma, COVID, and other diseases.

Since transportation emissions are the largest source in U.S. climate pollution, clean car standards must be commensurate with the climate emergency we are experiencing right now.

The current proposal falls dangerously short. The proposed standards are full of loopholes and rely on voluntary commitments from the automakers, the same automakers who got an $80 billion government bailout in 2009, agreed to stronger emissions reductions under President Obama and then reneged on that commitment when the political winds changed. Too much is at stake for us to rely on the voluntary commitments of this
monster untrustworthy industry now.

We at Michigan Interfaith Power & Light envision a world where communities thrive, have abundant health, and live in right relationship with each other and the earth that sustains us.

We're asking for a 2030 standard for cars and light-duty trucks that reduces greenhouse gases to 60 percent below today's average and to make all new trucks and buses zero emissions by 2040.

We're calling for all cars and light-duty trucks to be zero emissions by 2035 which will require at least 60 percent to be zero emissions by 2030.

The draft clean cars proposal can be a moral opportunity. We have in front of us a chance to respond to the cry of our communities and the cry of the earth, an opportunity to follow the science and to move rapidly to make the emissions reductions we know are necessary.

It is possible and it can be done in a way that benefits us in Michigan, our country, and the world.

Thank you so much.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Mario Greco. You may now unmute and state your name and affiliation for the record.

MR. GRECO: Hi, good morning.

My name is Mario Greco, and I'm the Director of Global Automotive Strategy and Marketing at Novellas. Today, I'm speaking on behalf of the Aluminum Association Transportation Group, a trade group representing the U.S. aluminum industry.

I want to begin by thanking the EPA, NHTSA, and the Biden Administration. We commend the effort for prioritizing decarbonization in the transportation sector and likewise believe more efficient mobility solutions will strengthen the United States competitive advantage in the global marketplace.

Our priorities are aligned. The aluminum industry, responsible for more than 650,000 jobs and over a $174 billion in economic impact, is committed to lowering emissions, improving safety, and driving vehicle innovation.

High-strength/low-weight aluminum plays an integral role in the development of environmentally-
sustainable vehicles. The most advanced vehicles on
the road today feature high-aluminum content from the
Tesla Model 3 to the Ford F-150.

Looking ahead as the industry embarks on the next
phase of electrification, mass reduction with aluminum
remains a critical component for achieving cost-
effective reductions with no adverse effects to safety
nor affordability.

Research confirms automotive engineers rely most
on aluminum to achieve aggressive emission targets.
This is why aluminum remains the single fastest-growing
automotive material today.

This growth derives continued investment and
technical innovation. Since 2013, aluminum companies
committed or invested more than $3 billion in domestic
manufacturing and through collaboration aluminum
producers helping to build a circular economy.

My company, Novellas, worked with Ford to develop
the world's largest closed-loop recycling system which
helps recycle enough aluminum scrap to produce 37,000
new F-150 bodies each month.

In 2020, Americans bought more pickup trucks than
cars for the first time in history. With the help of aluminum, the popular F-150 pickup improved safety, performance, efficiency, and capability over its steel predecessor. This year, Ford also launched the aluminum-intensive electric F-150 Lightening, confirming aluminum's value in helping automakers produce stylish electric vehicles that don't break the bank.

Notably, a critically-reviewed study confirms in all aluminum pickup truck design offer the smallest total carbon life cycle footprint when compared with baseline steel truck.

As demand for trucks and SUVs increases, aluminum adds inherent value. Automotive aluminum is just getting started and we look forward to continued collaboration to bring Americans safe, affordable, and efficient vehicles they love to drive.

The aluminum industry appreciates the Administration's data-driven approach to updating fuel economy emission targets and we look forward to submitting our detailed assessment of the proposed rulemaking by close of the written comment period.
Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Reem Rafe. You may now unmute and please state your name and affiliation for the record.

MS. RAFE: Good morning. My name is Reem Rafe, and I'm a Policy Advisor at the BlueGreen Alliance. The BlueGreen Alliance unites America's largest labor unions and environmental organizations to solve today's climate challenges in ways that create and maintain quality jobs and build a clean, thriving, and equitable economy.

Thank you for the opportunity to testify today.

We know that climate change and economic injustice are the most fundamental challenges we face today and we know that they're inextricably intertwined. In the transportation sector, which accounts for nearly 30 percent of U.S. greenhouse gas emissions, this intersection is visible in the disproportionate impact of vehicle emissions on low-income and non-white communities.

It's visible in the disparities in access to
cleaner vehicles and other mobility options across income levels and it's visible in the impact (audio glitch) that auto manufacturing communities which have seen good jobs offshored and anchor facilities shuttered due to ill-conceived industrial policies that gutted the middle-class.

That's why it's critical that we use all the tools we have at our disposal to urgently reduce greenhouse gas emissions through policies and investments that engage and benefit all people, from the manufacturing workers who build the vehicles of the future to the people who drive them, from the communities where they're made to the communities where they're driven.

Strong clean vehicle standards accompanied by policies to rebuild manufacturing are critical to achieving these aims.

Returning to a strong trajectory of vehicle emissions reductions can put the U.S. back in the leadership role and clean vehicle deployment and manufacturing innovation.

Research from the BlueGreen Alliance and the Natural Resources Defense Council shows that strong
vehicle standards represent a critical foundation of domestic certainty for jobs supporting manufacturing investment across the United States.

Over the past decade, auto parts and materials manufacturing workers rose to the challenge of building the technologies needed to meet the 2010 and 2012 vehicle standards. Those strong standards, coupled with reinvestment in domestic manufacturing, helped bring back good jobs after the last recession. They have spurred rapid investment in assembly facilities and in the supply chains building fuel economy and enhancing technology.

The weakening of these standards under the past Administration put jobs at risk and threatened the health of the industry as a whole. We can't afford to fall behind, particularly as our global competitors are proactively moving to capture the gains from the shift to EVs already underway.

Coupling ambitious standards with auto sector investment is key to capturing opportunities for workers and communities to partake in the equitable transition to the next generation of clean vehicles.
The EPA can leverage its clean vehicle standards to drive innovation and deliver fuel savings and pollution reduction for all types of vehicles that meet all communities' needs.

Vehicle standards and manufacturing investment will achieve deep GHG reductions, protect and create good auto manufacturing jobs for workers of all backgrounds, and ensure that those workers are the center of building and deploying the EV fleet of the future here in the United States.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Doug Holmgren. You may now unmute and please state your name and affiliation for the record.

MR. HOLMGREN: Thank you.

My name is Doug Holmgren, and I'm here today as a private citizen.

I want to thank you for the opportunity to testify.

I come today to support and indeed vigorously applaud the Biden Administration's swift action on
clean cars. I, like many others, am speaking to urge
the EPA to adopt Alternative 2.

You've heard many people speak about how it will
lead to greater savings and eliminate unnecessary
manufacturing loopholes. Those are wonderful
achievements if they can come about.

I, of course, am thinking more about the dire
climate crisis we face, like many other speakers you've
heard today and yesterday.

My family and I live in Portland, Oregon. Over
the period of June 26, 27, and 28, 2021, Portland
experienced a deadly heat wave. The city experienced
the hottest temperatures on record. Day 1 was 108
degrees, Day 2 was 112 degrees, Day 3 was 116 degrees.
Reliable news sources indicate that over a hundred
persons died in Oregon because of those days' excess
heat.

These were just not a warm day in the summer. The
statistics show that these temperatures are way, way
beyond any norm. There's something going wrong in the
climate. Now at least 60 of those deaths in my city
were in Portland.
Over the past two summers, Oregon has experienced record wildfires. As a result, our normally blue summer skies are now often filled with smoke. Last September 11th, 2020, Portland's air quality was ranked the worst in the world because of the smoke from wildfires burning on nearby Mount Hood.

So it shouldn't come as any surprise that Portlanders view climate change not as a worrisome problem to address some time down the road but as something that requires our urgent attention and action.

The world's leading scientists are sounding the alarm to lower CO2 emissions, last week releasing a new report of all the latest science, calling this moment "Code Red for Humanity."

So, yes, it is imperative that we return to and improve upon the Obama/Biden Administration targets for vehicle greenhouse gas emissions. Tragically, we lost valuable time due to the malfeasance of the Trump Administration. We must get back on track.

The EPA is requesting comment on whether or not to adopt a tighter five to 10 gram per mile greater
stringency for Model Year '26 CO2 gram per mile target, the so-called Alternative 2. So here then is my comment. Given all that is happening around the world, why would we not adopt the most stringent CO2 requirement possible.

We cannot bow to the need to maximize profits in manufacturing industries. We know what is required to avoid more climate catastrophes. So let's just get on with it. Please adopt tighter standards now.

I thank you for this opportunity to speak before you today.

MS. THOMPSON: Thank you for your comment.

The next speaker is Zach Pistora. Zach, we do not currently have you listed on the list of attendees. However, if you have joined using a different name, we invite you at this time to raise your hand and if you dialed in, you can do so by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: The next speaker on our list is Jackie Garcia Mann. Jackie, we also do not see you listed among the attendees. However, we would invite
you to also raise your hand by either dialing Star 9 on
your phone or pressing the Raised Hand button at the
bottom of your screen.

(No response.)

MS. THOMPSON: We will move on to the next
speaker.

The next speaker is Tracy Sabetta. Tracy, you may
now unmute and please state your name and affiliation
for the record.

MS. SABETTA: Good morning. My name is Tracy
Sabetta, and I'm with Moms Clean Air Force in Ohio.

Thank you so much for the opportunity to speak
with you today in support of an EPA proposal to set the
strongest possible federal clean car standards through
2026.

As I mentioned, my name is Tracy Sabetta. I'm a
mother and a member of Moms Clean Air Force from
Pickerington, Ohio, which is just outside of Columbus.

Ohio ranks fifth in the number of cars sold by
state and lags embarrassingly behind in public transit
and infrastructure and opportunities.

We are a proud automotive manufacturing state
dating back to the introduction of the Allen Model in Fostoria, Ohio, in 1913. We have a rich history in producing combustion engines and supporting the supply chain that goes along with it.

My own family is proud to include two generations of Ohio autoworkers. Throughout the decades, the industry here has had to adapt to ever-changing customer demands and advances in automotive technology and design. Ohio's workforce has risen to meet those demands every time and now we must rise to the occasion again, putting automakers back on track to meet ambitious pollution reduction goals by acting swiftly to develop these standards.

The Biden Administration is taking a critical first step to tackle climate pollution from transportation.

According to the U.S. Energy Information Administration, Ohio ranks seventh in the nation for the amount of total carbon pollution. The American Lung Association's 2021 State of the Air Report also indicates that nearly 200,000 Ohio children are currently battling asthma.
We see racial disparities in these asthma rates as low-wealth and BIPOC communities experience disproportionate harm from vehicle pollution.

Adopting strong clean car standards that will limit pollution from dirty vehicles would subsequently help advance environmental justice, addressing inequitable transportation-related health impacts and protecting our most vulnerable.

We know that pollution from the transportation sector accounts for about 29 percent of the total U.S. greenhouse gas emissions, making it the largest contributor.

Between 1990 and 2019, transportation sector pollution increased more in absolute terms than any other sector.

I'm fortunate that my daughter was not born with a respiratory illness but many of her friends were not that lucky. Pollution increases the frequency and severity of their asthma attacks and robs them of the opportunity to be a kid enjoying the outdoors the way most of us did as children.

Extreme heat here in Columbus has closed 20
buildings in our city school district today, slated to be the first day of school for these kids.

To reduce these harmful pollution levels and dire climate impacts and set us on the path to 100 percent zero emissions new vehicles by 2035, the near-term standards for climate pollution must be as strong as possible.

Please do not accept options that allow loopholes for automakers that may undermine otherwise strong pollution reduction targets.

As you've heard, Alternative 2 would put 400,000 extra electric vehicles on the road by 2026 and result in 130 million metric tons fewer greenhouse gas emissions.

I urge you to adopt the strongest standards possible for passenger cars and light trucks through 2026.

On behalf of the nearly 81,000 Moms Clean Air Force members in Ohio, I thank you for this opportunity to testify today and urge you to go that extra mile to protect our children's health from transportation pollution. Thanks so much.
MS. THOMPSON: Thank you for your comment.

The next speaker will be Rita Smith. Rita, you may now unmute and please state your name and affiliation for the record.

MS. SMITH: My name is Rita L. Smith. Good morning.

I come as an African American woman, wife, mother, grandmother, retired educator, member of the United Methodist Women Program Advisory Group, Delta Sigma Beta Sorority, Incorporated, and the Poor People's Campaign.

I urge the EPA to set the strongest possible federal clean car standards to ensure we are protecting families from vehicle pollution.

My testimony is about my granddaughter Marnie born with asthma. Clean air is a good start by allowing the car industry to build more efficient cars.

The transportation industry pollutes the air, causing my granddaughter to keep an asthma pump with her and one at school. While in elementary school a few years ago, she had an asthma attack and here in Chicago, all Chicago public school nurses are not in
their schools every day. While waiting for her school bus (Audio glitch.) All the transit buses, all the cars that were polluting the air.

See, this is my reality. Polluted air caused my granddaughter and other school-aged children missed days at school, absent days of instruction and learning (Audio glitch) as a Christian to be a good stewards.

When I learned the United Methodist Women were making climate change a priority, I knew I had to get involved. So through my learning process, (audio glitch) tailpipe pollution. I knew that could not be good.

The health of low-income families and communities of color disproportionately damaged by tailpipe pollution and rolling back fuel economy standards means denying them the promise of cleaner air and a healthy community.

Compared to non-Hispanic white children, Latino children are twice as likely to die from asthma.

African American (audio glitch.)

MS. THOMPSON: It appears that we may have lost connection.
MS. SMITH: Excuse me. I'll continue.

The change I would like to address is for the automotive industry, the manufacturers of cars, trucks, military vehicles, farm machinery, actually all vehicles to eliminate gas emission from fossil fuel.

By implementing the strongest possible fuel economy standards, the EPA would be following through on the stated commitment to environmental justice because issuing stronger clean car standards will help address transportation-related impacts.

Why? So that those with respiratory health issues like my granddaughter with asthma and those with pneumonia, bronchitis, and eye irritants would be able to breathe easier and eventually be less impaired.

With cleaner transportation vehicles, African American children like my granddaughter would not miss school due to respiratory problems.

Our air quality would be better for the world. We would have healthier children and adults. Our population would have lower respiratory health issues. The air quality would be better for all and the schoolchildren would have better school attendance.
I'd like to thank you for this opportunity to voice my reality.

MR. OLECHIW: Ms. Smith, if I could ask one question. Thank you so much for your testimony.

Will you be submitting your comments in written form, also, because there was some audio in there? We got the majority of your comments. We did not get all of them.

MS. SMITH: Oh, okay. I can.

MR. OLECHIW: Okay.

MS. SMITH: I will.

MR. OLECHIW: That'd be perfect. Thank you so much for that, and --

MS. SMITH: Okay. Thank you for asking.

MR. OLECHIW: Okay. And if you want to e-mail them to us, we could also facilitate that. That's possible. So thank you.

MS. SMITH: Okay. We'll do that. Thank you.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to
your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

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The next speaker will be Lynn Rambo-Jones. Please unmute and state your name and affiliation for the record.

(No response.)

MS. THOMPSON: To unmute you will need to click the Unmute Button on the lower left-hand side of your
MS. RAMBO-JONES: You got me?

MS. THOMPSON: Yes.

MS. RAMBO-JONES: Okay. Hello. My name is Lynn Rambo-Jones, and I thank you for the opportunity to speak to you today. I am a retired private citizen who was employed by Oklahoma's Medicaid Agency as their Administrative Law Judge.

As part of my job, I often dealt with federal regulators on policy issues. Many times I felt frustrated with the length of time required to get what I felt were easy advancements of fixes shepherded through the process. The Feds, as we called them, had their own reasons, good and bad, for what they did.

While many were helpful, most were not planning their long-term employment as bureaucratic employees. When your job is a stepping stone, you often make decisions that are different from those lifers who plan to stay on task for 30 years.

The fact that the second timeline proposed is almost 30 years away frightens me. The fact that its goal is a policy reduction is even worse. Leaving
federal service for a large industry paycheck is a common practice and could change the long-range plans and standards.

We do not have the luxury of waiting for the timeline as proposed. The ocean currents are slowing down. It's raining in Greenland which is melting their ice along with the Antarctic iceberg cap. Drought is burning up the Middle East and Africa. Starvation is a rapidly growing danger, and there are whole towns in America that are moving uphill to avoid flooding. This list seems endless.

The United Nations has hit the panic button on the rosy 10-year projection we have all heard about. If we are aiming for improvement by 2026 or the slightly more stringent 2030 goals, all new cars will either have to float or be fireproof which is an issue of today's electric cars.

These are things that keep me up at night. Those of us who are paying attention are afraid. It makes no sense to let automakers make aspirational promises rather than tightening regulations that will have teeth for the long-term.
In Oklahoma, the bigger the truck, the prouder you are. That coupled with the continued reluctance by the Biden Administration to shut down the construction of polluting Tar Sands Pipeline shows at best an ambivalent attitude towards promises made about our green future.

This angers people who feel duped by broken campaign promises. We must bring to bear the attention that seems to have gotten really intense focus during the World Wars.

Of course, I would advocate for the strictest possible standards with rewards going to auto companies that achieve results. The health benefits that would be reaped would result in reduced illness and deaths. It will improve some of the social injustice issues that have fallen on marginalized groups in the United States, but if more is not done now, America will not catch up with the progress made in a number of other countries, including China which is the beneficiary of all that Tar Sands we are endangering our standards to send to them.

There is not much glory in almost achieving
standards from the Obama Administration tenure. We can't settle for half measures. These issues are all important and inter-related, expensive no doubt but less so than losing the West Coast, New York, and Miami.

We are balancing on the razor's edge and I have young grandchildren that I want to survive.

I appreciate your time and attention and the opportunity to speak today.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Zach Pistora. You may now unmute and please state your name and affiliation for the record.

MR. PISTORA: Good morning. Can you hear me?

MS. THOMPSON: We can.

MR. PISTORA: Zach Pistora from Lynwood, Kansas. I'm the proud lobbyist for the Kansas Chapter of Sierra Club.

As you know, the Sierra Club is one of the oldest and largest grassroots environmental organizations across the country and we have about 5,000 dues-paying members here in Kansas and they're lobbyists for 10
It's great to be here with you all and just as a point, you know, the Sierra Club dedicates itself to advocating for the mission of protecting the environment and do so in our personal accord and as an organization, but you all as EPA officials, you know, that's the day-to-day work. So from the bottom of my heart, I appreciate it. It means so much to our well-being and to our well-being going forward for future generations.

So I wish I could, you know, shake everyone of your hands and hear each of your personal stories because each of you are making a difference by making these proposed regulations today to do everything we can to help increase fuel efficiency for our light-duty trucks and passenger cars.

I think about each and every one of you and the impact you personally can make but also each of you has a story, life experience, and I think about if each -- you know, thinking about ourselves individually, if we think about everyone else out there could potentially be impacted by better standards for a better life, for
better respiratory health, to not develop any asthmatic problems or harmful illness from deadly air pollutants that are polluted by cars and trucks today.

So I just think about that and we have the power, we have the opportunity, we have the moral obligation to do more, then why aren't we? We can have a lot of benefits and pushing for better efficiency when it comes to transportation, especially as one of the biggest outputs for greenhouse gas emissions that are increasingly becoming dangerous, more dangerous all the time.

I think about what's going on across the world. We had our hottest month ever in July. We had one of the hottest months ever just a few months ago, the hottest June record for America.

I think about the people that are getting washed away by rivers and water in Tennessee but facing wildfires in the West and hurricanes and other severe storms we see from flooding to drought here in Kansas.

So I would just say to encourage you to get the strictest standards possible. There's a lot on the line here, and there's a lot to be done, but there's
also a lot of benefit. Think about the economic benefit we understand from pushing technology to do more to meet our challenges of today.

So we'd like to get 60 percent emissions reduction of vehicle sector by 2030. We'd like to see half of our fleet to be electrical by 2030, but we probably should push even faster than that, but certainly a hundred percent electric vehicles to totally reduce harmful emissions by 2035.

You all know better than I do as far as what loopholes we probably should end and ways that we can improve environmental justice for black and Indigenous and people of color who are often more susceptible to these respiratory illnesses and harmful effects and also bear the greatest burden of vehicle pollution being closer to the roads, etcetera.

So just on behalf of us here in Kansas, on behalf of myself and the future of my generation, those after us, you know, coming forward, we appreciate you taking the opportunity, the time and effort to hear all these people through this public comment process and do everything you can to improve our vehicle emissions
 standards.

 Thank you.

 MS. THOMPSON: Thank you for your comment.

 The next speaker is Cinthia Moore. You may now unmute and please state your name and affiliation for the record.

 MS. MOORE: Good morning. My name is Cinthia Moore, and I am the Las Vegas Field Organizer for Moms Clean Air Force and National Lead for EcoMadres.

 Moms Clean Air Force is an organization of over one and a half million moms and dads nationwide with over 8,000 of those members in Nevada fighting for clean air.

 Today, I am calling in support of the EPA's proposal to strengthen greenhouse gas emissions standards for cars and light trucks.

 I'm calling from Las Vegas, a place that is well known all over the world for its lights and entertainment. However, one thing that's not known is that the American Lung Association's 2021 State of the Air Report ranked Las Vegas Number 12 in the country for ground ozone pollution and Clark County ranked
Number 17 in the country for most polluted places to live.

Because of this, Moms Clean Air Force and Eco Madres, we're very active in the Nevada Legislature advocating for a bill which would close the smog check loophole that our state had. This was important because it was the first step in reducing smog pollution from older, more polluting vehicles. We were successful and on the last day of session this bill passed and was signed by the Governor.

While this was a major victory in our state and a step in the right direction in improving our air quality, there's still a lot of work that needs to be done and there's only so much that can be done at the state level.

Cleaning up vehicle pollution is one of the most important things we can do to fight climate change. Improving our air quality is important for vulnerable groups, like older Nevadans, and for children who lungs are still developing, and for Latino families who are more likely to be exposed to air pollution.

Latino children are 60 percent more at risk of
having asthma attacks exacerbated by air pollution and 40 percent more likely to die from an asthma attack.

   Efforts to improve our air quality are particularly important to me as the mother of a four-year-old who has breathing problems and the parents of over 40,000 children who have asthma in Clark County.

   President Biden has promised to address climate change and fight for environmental justice. By acting swiftly on clean cars, the Administration has taken an important first step in tackling climate pollution for our transportation.

   The EPA must set the strongest possible federal clean car standards through 2026, avoiding loopholes and putting automakers on track to meet ambitious pollution reduction goals.

   This proposal is a step in the right direction to address the climate emergency. Improving our air quality is an environmental justice issue. Everyone has a right to breathe clean air.

   Thank you for your time.

   MS. THOMPSON: Thank you for your comment.

   The next speaker will be Linda Stout. Linda, you
may now unmute and please state your name and
affiliation for the record.

As a reminder, you will need to unmute on your
phone in order for us to hear you.

MS. STOUT: Thank you for this opportunity to
testify.

My name is Linda Stout, and I am a member of Moms
Clean Air Force. I also live in Las Vegas, Nevada.

Nevada is a scenic and beautiful state. Las Vegas
is among the driest and dustiest cities in the nation.
Automobile pollution exacerbates the breathing problems
associated with our sprawling desert community.

In 2020, the American Lung Association stamped us
with an F for our failing air quality. This is why I
support our Administration's proposal to allow states
to adopt strong clean car standards.

Over 26 million people in the United States,
including my daughter, suffer from asthma. In Las
Vegas, casino employees breathe smoky indoor air and
polluted outdoor air. Winter temperature inversions
trap toxic pollution from cars, buses, and trucks,
especially in our densely-populated areas. As summer
temperatures soar, wildfire smoke mixes with the car pollution to create toxic smog. Indoors, natural gas appliances release yet more toxins, further limiting access to healthy air.

Las Vegas, a desert suburbia and car-centric city, is a result of 40 years of unmitigated growth. New home and road construction creates extensive dust pollution and puts more cars on the road.

Additional cars means more days with unhealthy air quality and more hazardous greenhouse gases and increased health problems.

IN the neighborhood where I raise my kids, I watch new homes, businesses and public spaces expand further and further into the desert. Schools, parks, libraries, and shopping centers are only a 15-to-30-minute walk. An express bus route takes us to the airport, the Strip, or the University of Nevada, Las Vegas. It's walkable for me and I enjoy walking.

Yet while we traverse to school, played at parks, and waited at bus stops, we also breathed in the pollution that ultimately contributes to our respiratory problems.
My son, an avid mountain biker, rides his bike to work almost every day.

Here's my dream. I imagine a day when the air we breathe from our city walks and rides is as fresh as the air in our nearby mountains. Infrastructure for cleaner options is available right now. That's why I wholeheartedly support the proposal allowing states to establish clean car standards that protect our children's health and their future.

Thank you for allowing me to share my story.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Tracy Babbige. You may now unmute and please state your name and affiliation for the record.

MS. BABBIGE: Thank you.

Good morning. I'm Tracy Babbige, the Air Bureau Chief with the Connecticut Department of Environmental Protection.

I am testifying today on behalf of the National Association of Clean Air Agencies for which I serve as Co-Chair of the Mobile Sources and Fuels Committee.

NACAA is the national nonpartisan, nonprofit
association of air pollution control agencies in 41
states, including a 115 local air agencies, the
District of Columbia, and four territories.

The air quality professionals in our member
agencies have vast experience dedicated to advancing
the equitable protection of clean air and public health
in the U.S. This testimony is based upon that
experience.

NACAA welcomes EPA's proposal to revise emission
standards for Model Year 2023 through 2026 light-duty
vehicles and commends the agency for placing a top
priority on seeking to rectify the 2020 rollback under
the so-called SAFE 2 Rule of the 2012 National Clean
Car Standards.

As NACAA noted in its January 2021 Transition
Paper to the Biden Administration, increasingly
stringent standards to reduce emissions from passenger
cars and light trucks are urgently needed. Such
components are critical components to an overall
strategy to further reduce greenhouse gas and criteria
pollutant emissions for passenger cars and light
trucks, a significant contributor to climate change as
well as many non-attainment areas in the U.S.

The proposal's benefits will provide progress in the mission of our member agencies of attaining or maintaining health-based national ambient air quality standards and of addressing air quality impacts in disproportionately-impacted communities.

These standards would also contribute to domestic job growth, economic development, and fuel security.

As we have also noted, EPA should work to ultimately return to a national program, one that maintains the authority preserved to California and other states under the Clean Air Act of vehicle emissions standards that is informed by science, is protective of the climate, is developed in close collaboration with California and other state and local air agencies, protects and preserves states' rights, and delivers emission reductions essential for achieving and/or maintaining environmental and public health goals.

NACAA is carefully reviewing the details of this proposal and looks forward to working with EPA and other stakeholders to ensure a timely final rule with
appropriately robust standards that will lay a firm foundation for a subsequent federal rulemaking with progressively stringent standards and increased levels of zero emission vehicle deployment.

We appreciate the opportunity to participate today and we will provide more detailed written comments by the close of the comment period. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Bill Bradlee. You may now unmute and please state your name and affiliation for the record.

MR. BRADLEE: Hi. My name is Bill Bradlee, and I'm the National Organizing Director for Interfaith Power & Light.

Can I go ahead and begin?

MS. THOMPSON: Yes.

MR. BRADLEE: Okay. Thank you.

Interfaith Power & Light's mission is to inspire and mobilize people of faith and conscience to take bold and just action on climate change. We recognize that people of all faiths and spiritual traditions share a common bond, to care for their neighbor and the
planet that we all share.

So I'm here today to speak on behalf of my organization as well as our state affiliates and more than 6.5 million people of faith who are part of our national network.

Here's what we have to say. We'd like to ask you to go further than the current draft rule and revise the standards beyond levels set during the Obama/Biden Administration while not allowing credits and loopholes to undermine the new rule.

We ask that you put our country on track to reach a hundred percent electric cars and light trucks no later than 2035.

My understanding is that this requires at least 12 percent to be electric by 2026 and 60 percent to be electric by 2030, and the current draft rule does not meet this need.

In fact, UCS modeling indicates the current EPA draft rule would provide about 30 percent fewer emissions reductions over the lifetime of the vehicles than would have been achieved under the Obama/Biden 2012 plan.
The benefits of a stronger version of the clean cars rule would far exceed the costs. We'd see these increased benefits through financial savings from improved public health and reduced health care spending, fuel savings, and reduced impacts from climate change.

A stronger rule is not only the right thing to do, it's the financially smart thing to do, and it is clear that creative and thoughtful policy is required to move the industry quickly. We can see this from other countries.

China's largest maker of lithium ion cells can recycle the equivalent of what would be used in more than 200,000 cars and the company is able to recover most of the lithium, cobalt, and nickel.

Where does the U.S. stand in this regard? It's no accident that China, they have financial and regulatory incentives for battery companies that source recycled materials rather than mining new metals.

In another example of how policy can drive innovation and change, Norway has significant taxes on fossil fuel vehicles that represent their true cost to
the environment and public health. In 2020, all-electric cars hit a record 54 percent market share of Norway's total new car sales.

So I'll close with a last sentence of a recent letter signed by nearly 1,600 clergy and faith leaders who said about this revised rulemaking. "We urge you to consider this moral opportunity to enact bold new standards that truly envision the best for our communities, our nation, and our world."

So again I urge the EPA to take on this moral opportunity, I think you've heard that term a few times today, and help our country lead on climate solutions by enacting the strongest standards to reduce vehicle pollutions.

Thanks for the opportunity to speak with you today.

MS. THOMPSON: Thank you for your comment.

The next speaker on our list is Jose Acosta. We do not currently have you listed among the list of attendees. However, if you have joined using a different name, we invite you to raise your hand at this time and if you have dialed in, you can raise your
hand by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. We will now move on to the next speaker.

The next speaker will be Deborah Bakker. You may now unmute and please state your name and affiliation for the record.

MS. BAKKER: Good morning. I'm Deb Bakker. I'm the Director of Regulatory Affairs for Hyundai America Technical Center, and I appreciate the opportunity to speak today.

Hyundai supports the Administration's goal of achieving 40 to 50 percent zero emission vehicle sales by 2030. Meeting this electrification goal and the foundation being laid by the GHG reductions proposed in the EPA NPRM will be very challenging and will require a host of complementary measures to make it a reality.

Ensuring consumer demand, create resiliency, widespread infrastructure availability, green electricity and hydrogen are just a few examples of necessary complementary actions. These measures will only be realized with coordination between federal
agencies, automakers, and other stakeholders.

Hyundai's recent announcement supporting the path to an electrified future include 12 Hyundai and Genesis electrified and eco-focused models in the U.S. by 2022, including hybrid, plug-in hybrid, battery electric and fuel cell, with a total of nine SUVs and three sedans.

Hyundai has also announced a $7.4 billion investment in the U.S. by 2025 and part of that investment includes new U.S. production of battery electric vehicles.

A key technology for Hyundai is hydrogen fuel cell vehicles which we began developing in the early '90s. In 2018, Hyundai announced its long-term roadmap called Fuel Cell Vision 2030 which reaffirms our commitment to accelerate the development of a hydrogen society. This technology is and will be used in light- and heavy-duty applications, urban air mobility, marine, and other applications. Hydrogen vehicles are a practical, no-compromise, zero emissions solution.

As stated in the NPRM, planned future electrification are challenging and will require a dramatic transformation. We recommend metric-based
checkpoints that ensure that all required components for success, such as consumer acceptance, infrastructure, battery supply, grid resiliency, and more, are in place as the aggressive electrification path moves forward.

Continuing review is required and appropriate to ensure complementary actions are well balanced. Checkpoints provide an opportunity to address any issues before they have negative impacts on the program.

We'll provide an outline in our written comments with a potential method to impartially assess whether the required support is aligned with the electrification trajectory.

Finally, we appreciate EPA's statement that it remains committed to ensuring that GHG emissions standards for light-duty vehicles are coordinated with fuel economy standards. Regulatory efficiencies are important.

We will also provide comments regarding harmonization and other areas in our written comments.

Thank you for your time today.
MS. THOMPSON: Thank you for your comment.

The next speaker will be Laurie Holmes. You may now unmute and please state your name and affiliation for the record.

MS. HOLMES: I'm Laurie Holmes, representing Motor and Equipment Manufacturers Association, MEMA.

MEMA represents motor vehicle suppliers, the nation's largest sector of manufacturing jobs in the country, directly employing more than 907,000 workers in all 50 states.

Suppliers are responsible for providing 77 percent of the value of a new vehicle. Suppliers are committed to providing innovative, affordable, and accessible technologies needed to meet the Administration's goal of an economy-wide net zero emissions by 2050.

Motor vehicle suppliers have taken a leadership position and the substantial associated risk in investing significant resources in developing multiple emissions, reducing technology solutions, including electrified power trains, to assist vehicle manufacturers.

Consequently, MEMA supports vehicle greenhouse gas
standards that are stringent but realistic and provide
needed regulatory certainty and stability for the
industry.

MEMA supports the EPA's approach of performance-
based standards that allow a broad spectrum of advanced
propulsion technologies. The Framework encourages a
wide range of electrification technologies while also
requiring further technology advances and innovation to
the internal combustion engine technologies.

MEMA supports expanding the Off-Cycle Technology
Credit Program and increasing the credit cap. This
program expansion will encourage innovative
technologies that allow a broader range of technology
options.

Looking beyond 2026, MEMA stands ready to work
with EPA to establish a holistic framework for long-
term greenhouse gas standards that are ambitious but
pragmatic.

MEMA will continue to support a transition to
cleaner transportation. MEMA is committed to a shift
towards significantly higher levels of electrification
while continuing to leverage American innovation to
drive us toward a broad spectrum of advanced technologies that can all play a part in meeting the nation's goals.

MEMA urges policymakers at all levels to ensure there is an overall comprehensive plan to prepare the industry and the U.S. for this advanced transportation future.

The strategic plan should include both supply and demand side policies, including investments in EV and fuel cell infrastructure.

Suppliers strongly support investments in further developing our skilled workforce, including training to up-skill workers as these development needs are evolving with the transition to vehicle electrification.

Again, vehicle suppliers take a leadership position and significant risk in planning these advanced technologies years in advance of deployment. Cohesive complementary policies are essential to support vehicle suppliers and advance the industry's innovation and the nation's greenhouse gas goals.

Thank you for consideration of these comments and
we plan to submit further comments in September.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

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If you are having technical difficulties, please send an e-mail to public_hearing@abtassoc.com or call 919-294-7712. If you are not registered to speak but you would like to, please send an e-mail with your name and phone number to public_hearing@abtassoc.com or call 919-294-7712.
The next speaker will be Representative Padma Kuppa. We do not currently have you listed among the list of attendees. However, if you have joined using a different name, we invite you to raise your hand or dial Star 9 on your phone if you have called in.

(No response.)

MS. THOMPSON: The next speaker on our list is Melinda Fleming. Similarly, we do not have you listed among the list of attendees. However, we also invite you to raise your hand at this time.

(No response.)

MS. THOMPSON: We will move on to the next speaker.

The next speaker will be John Linder. John, you may now unmute and please state your name and affiliation for the record.

MR. LINDER: Good morning. My name is John Linder, President of the National Corn Growers Association, and a farmer from Edison, Ohio.

As sustainable producers of the primary feedstock for ethanol, corn farmers are a part of the solution to cut emissions.
EPA's proposed vehicle greenhouse gas emissions standards for 2023 -- sorry -- through 2026 is an ambitious increase. We agree time is of the essence to meet the Administration's goals for cutting U.S. greenhouse gas emissions by half by 2030.

The good news is corn farmers offer is that we don't have to wait for reduced emissions. Thanks to today's ethanol, we can use fuel available right now to make a difference.

Using higher volumes of ethanol is an immediate way to lower emissions and more low-carbon fuels we need to decarbonize the transportation on a timely and affordable basis.

Ethanol now reduces emissions by about half compared to gasoline due to in large part a sustainable production of corn.

With our commitments to continued improvements farmers are ready to ensure ethanol reaches net zero emissions. That's why we encourage EPA to focus more on outcomes and open pathways for all fuels and technologies. Allowing all solutions ensures we can take advantage of not only the low-carbon benefits of
higher ethanol blends but also the consumer cost savings cuts toxic emissions and greater fuel efficiency that come with more renewable.

Higher ethanol blends with advanced engines optimize higher octane would provide a much-needed pathway for automakers to meet stricter standards on both GHG emissions and fuel economy.

Low-carbon/high-octane fuels would also support any longer-term rulemaking to address vehicle criteria pollutant and air toxic emissions.

In addition, alternative fuels, such as flex fuel vehicles, will deserve a second look as a zero emission vehicle and could be incentivized to vehicles with standard oils.

That's why NCGA joined other stakeholders in asking EPA for an opportunity to comment on the role of low-carbon/high-octane fuels and other pathways to advance climate, air quality, and environmental justice goals for these and future standards.

EPA missed an opportunity in this proposal to broaden the solutions and address transportation emissions. We will provide more detailed written
comments, but we also urge EPA to use rulemaking for 2027 and beyond to eliminate barriers to higher ethanol blends and consider fuel standards that will open the door to achieve more emission reductions from renewable, sustainable, and affordable ethanol.

Thank you.

MS. THOMPSON: Thank you for your comment.

We want to ensure that we have not missed any speakers who may have joined and so I will make one last call for Representative Padma Kuppa and Melinda Fleming. If you have joined, we invite you at this time to raise your hand and if you have called in, you can do so by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. We are now at the end of our morning session.

EPA, are you ready to recess until after the scheduled lunch break?

MR. OLECHIW: Yes. Thank you, Kayla.

So I'd like to take this opportunity before we break to thank all the speakers from this morning. The EPA very much appreciates you taking the time to
1 deliver your verbal comments.

2 So we will break for a little bit over one half hour, reconvening at half past the hour, which on the East Coast would be 12:30.

3 So with that, I will break the meeting and we will resume again at 12:30.

4 Thank you so much.

5 (Whereupon, the meeting was recessed for lunch, to resume at 12:30 p.m.)
AFTERNOON SESSION


My name is Kayla Thompson from Abt Associates, contractor for the U.S. EPA.

We are now ready to continue the Virtual Public Hearing.

I'll turn it over to EPA to get us started.

MR. OLECHIW: Thank you, Kayla.

I'd like to take this opportunity to once again thank everyone that testified this morning. We very much appreciate you taking the time to deliver your oral comments.

Just a reminder that the purpose of this hearing is to receive oral testimony from interested parties regarding EPA's Proposed Revisions to the Light-Duty Greenhouse Gas Emissions Standards and with that, we look forward to hearing this afternoon's speakers.

Thank you.
MS. THOMPSON: Thank you.

Before we resume the hearing, we'd like to go over some logistics.

As a reminder, all attendees are muted automatically.

If you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

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you would like to, please send an e-mail with your name and phone number to public_hearing@abtassoc.com or call 919-294-7712.

Now we will continue our public testimony. The expected speaking order is currently displayed on the screen. We ask that each person limit their verbal testimony to three minutes. We encourage you to provide your full written testimony and any additional comments of any length to Docket Number EPA-HQ-OAR-2021-0208 on regulations.gov.

I will be introducing each speaker in turn. Please speak slowly and clearly so our court reporter can record these proceedings accurately.

Speaker Block 3

MS. THOMPSON: The first speaker will be Representative Padma Kuppa. Please state your name and affiliation for the record.

MS. KUPPA: Thank you so much for having me today. As you said, I am Padma Kuppa. I'm here today as a private citizen. As a former automotive professional and a mechanical engineer, I'm honored to be the state
representative for Michigan's 41st State House District. I represent the Cities of Troy and Clawson in the Metro Detroit Area, and I'm glad to be here to testify.

Thank you for the opportunity to voice my support for setting our clean car standards back on track. Many of my constituents are engineers in the automotive industry and I know that they take their jobs seriously and enjoy the cars we make here, whether it's at the Woodward Dream Cruise or the Detroit Traffic Jam.

I came to Michigan over two decades ago for the cars and stayed for the lakes and am very grateful to live in the state that is home to the world's largest freshwater ecosystem.

I feel the responsibility of it, too. As a parent, I've always been conscious of the need to protect our planet for the future generations and a critical component of this is reducing vehicle emissions and having stringent clean air standards.

As a former FCA employee, about 10 years ago I was able to bring home my first electric car, a Fiat 500, the color of orange soda, but only for the weekends. I
brought it to our Product Engineering Department picnics so that all my colleagues could also test it out and I really appreciate what had gone into creating that vehicle and so did all of them, and we knew the impact EVs would have in reducing emissions.

Many of my former colleagues are immigrants like me with technical expertise and knowledge from countries around the world that we honed in graduate schools and in American universities and in our careers here in Michigan.

We bring to our jobs a belief in science that empowers us to improve vehicle emissions. We have a work ethic that drives us also empowers innovation and support for clean car standards so that our automotive industry can deliver real-world emissions reductions and set standards for others to follow around the world.

Engineers in Michigan work with colleagues around the world. We understand the impact of our work on the planet and all the people who live on it.

Here in Michigan, we've invested in innovation throughout the automotive industry and work hard to
1 ensure that the U.S. remains an auto industry leader.
2 These standards have already gone through a rigorous
3 technical review process which found that auto
4 manufacturers have the technology to meet the
5 standards.
6 I urge you to keep these standards as originally
7 designed to ensure the greatest reductions in fossil
8 fuel use and global warming emissions.
9 Thank you for the opportunity to testify today
10 alongside a stream of environmental and public health
11 associates.
12 MS. THOMPSON: Thank you for your comment.
13 The next speaker will be Frederick Tran.
14 Frederick, we do not currently have you listed among
15 the list of attendees. However, if you have joined
16 using a different name, we would invite you to raise
17 your hand at this time.
18 (No response.)
19 MS. THOMPSON: Okay. We will move on to the next
20 speaker.
21 The next speaker will be Qiunta Warren. You may
22 now unmute and please state your name and affiliation
for the record.

DR. WARREN: Thank you for this opportunity to speak.

My name is Dr. Qiunta Warren, and I am the Associate Director of Sustainability Policy at Consumer Reports.

Our analysis shows that the proposed clean cars ruling is a good start to putting us back on track to 50 percent electric vehicles by 2030.

However, the EPA's preferred alternative recovers only 75 percent of the lost benefits from the Obama/Biden Administration's standards.

Consumer Reports survey results show that consumers want more access to clean cars and we need regulations at least as strong as the Obama/Biden Administration's standards to deliver them.

Recent reporting has also shown that the White House and other Administration officials told EPA that its industry-backed plan for tightening auto emissions limits was too lax, but the agency still released this proposal with provisions that lessen its bite.

The Biden Administration has committed to slashing
greenhouse gas emissions by 50 percent by 2030, making a 60 percent reduction in greenhouse gas emissions from new passenger vehicle sales by 2030 absolutely necessary.

This reduction would not only benefit the environment, it would also save consumers approximately $1.6 trillion through 2050.

In order to strengthen the proposed ruling, the EPA can shift to Alternative 2 which is a stronger 2026 standard and close the loopholes that have been afforded to the automakers. These loopholes include EV multipliers and increased off-cycle credits.

It's also worth noting that automakers agreed to meet stronger standards almost a decade ago. If they were able to meet more stringent standards then, they should be able to do so today and in the future.

As a person of color, I am extremely concerned about the impacts of climate change on communities of people who look like me. Data shows that low-wealth communities and communities of black, Indigenous, persons of color experience disproportionate harm from climate change.
The Biden Administration has previously stated its commitment to environmental justice and it can demonstrate this by addressing transportation-related discriminatory impacts.

There is inherent inequity in the car marketplace as Consumer Reports research has found that new car buyers are predominantly whiter and older and they determine what vehicles end up on the used car market.

Expanding consumers choices of clean vehicles will also benefit those that cannot afford to enter the new car market.

I'd like to close by thanking the Biden Administration again for this proposal and urging the EPA to close the loopholes and ensure that no communities are left behind.

I'll remind you again that a 2030 target of 60 percent reduction in greenhouse gas emissions would also save consumers $1.6 trillion by 2050.

Thank you for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Sam Spencer. You may now unmute and please state your name and affiliation for
MR. SPENCER: Thank you very much.

My name is Sam Spencer. I most recently served as the Chair of the Charlotte-Mecklenburg Planning Commission in Charlotte, North Carolina, but today I'm speaking as a private citizen.

In Charlotte and our entire Metropolitan Region, we've experienced tremendous growth during my lifetime and for the past six years, on our Planning Commission I've had the opportunity to see that growth not only from a qualitative perspective but from a quantitative standpoint.

So here's the story that data tells. According to Charlotte DOT data, Charlotte's growth is generating over 25 million new car trips every year and that's only from rezoning, not by buy-right development.

Conservatively, that's tens of millions of kilograms of new carbon dioxide emissions in the Charlotte region every year. It's a major equity issue for Charlotte.

Low-income, black, and immigrant communities experience disproportionate harm from dirty vehicle
pollution leading to increased rates of asthma and other respiratory illnesses.

It's one of the main reasons I'm testifying today because it is so important to our growing city for the EPA to implement the strongest possible vehicle pollution standards.

Issuing stronger clean car standards will not only address these transportation-related impacts but also help the EPA follow through on its commitment to environmental justice.

Like many growing Sunbelt cities, Charlotte is a sprawling metropolis. It's one of the reasons we recently wrote a new comprehensive plan to pave the way for denser, more environmentally-friendly development. We took inspiration from Seattle's Commute Trip Reduction Program, Chicago's 2020 ETOC Plan, and Charlotte's own Strategic Energy Action Plan.

Our 2040 Plan commits to transit-oriented development, safe and equitable mobility, protecting our tree canopy, and making our buildings and vehicle fleets carbon-neutral, and, importantly, reducing per-capita carbon emissions in the city.
The Number 1 source of carbon emissions in Charlotte is vehicle trucks. We can't make significant progress on emissions reductions without a strong federal rule and, unfortunately, the EPA's proposed rule doesn't go far enough.

It is far too weak to achieve the climate progress we need and contains loopholes that would allow auto manufacturers to continue to double down on gas-guzzling vehicles.

The proposal would also result in much less pollution reduction than the auto industry already agreed to in 2012, nearly a decade ago.

So for sprawling southern cities, like mine, that have to work with state legislatures that ignore climate science, it just isn't good enough. The EPA should finalize the strongest possible clean car standards to protect our communities from vehicle pollution, save drivers and sprawling cities like mine from spending more money at the pump and fight climate change.

You have a prime opportunity to strengthen these standards and protect our climate, public health, and
the economy by ensuring clean car standards are as strong as possible and for my city, my family, and our neighborhoods, I sincerely hope you take it.

Thank you very much.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Cinthia Williams. You may now unmute and please state your name and affiliation for the record.

MS. WILLIAMS: Good afternoon. I'm Cinthia Williams. I'm the Global Director, Sustainability, Amalgation, and Compliance for Ford Motor Company.

I spent nearly 30 years working on emissions and sustainability. Combating climate change is a human rights issue and a strategic priority for our company and that's why we are proud to be the only full line American automaker committed to reducing greenhouse gas emissions in line with the Paris Agreement and standing with California for stronger greenhouse gas emissions standards.

We applaud the Biden Administration's goal of reaching an electric vehicle future and leadership on reducing emissions and investing in critical
We believe that making great vehicles for our customers, protecting the environment, and maintaining a strong business depend on each other.

For us, that's why we're electrifying our most iconic nameplates. That includes the most popular vehicle in America, the F-150, the electric Mustang Mach-E, and the popular Transit Van used by businesses across the country.

We're investing more than $30 billion by 2025 in electrification. We're committed to leading the electrification revolution and creating American jobs.

Turning now to the proposed rulemaking, Ford supports the proposals that encourage production of zero emission vehicles and we support the manner in which the EPA has proposed the greenhouse gas emissions standards.

Because forward-looking manufacturers like Ford are making improvements that provide real environmental benefits, the proposal recognizes a range of compliance mechanisms, like reducing greenhouse gas emissions, improving air conditioning to minimize refrigerant
leakage, and advanced technologies, like electric vehicles.

We appreciate both EPA and NHTSA to harmonize a greenhouse gas and fuel economy standards and we know that you will consider the time that it takes to design and develop the advanced technologies needed to address the urgent climate crisis.

Taken together, the broad elements of the proposal are stronger than the SAFE Program and puts us back on track to combat climate change and meet President Biden's ambitious vehicle electrification goals.

Finally, to achieve a zero emissions future, we need collaboration among government, industry, and stakeholders. To meet this moment, all of us will need to hold conversations like this one to set and achieve ambitious goals.

At Ford, we are doing our part developing high-quality and zero emission vehicles, combining that with our legendary ability to build them at scale. We expect to be well positioned to have fully electric vehicles account for 40 to 50 percent of our sales by 2030.
We appreciate the opportunity to testify here today. At Ford, we intend to continue building our legacy of sustainability and to help build a better world where every person is free to move and pursue their dreams.

Thank you and I will take any questions.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Nicole Marcot. You may now unmute and please state your name and affiliation for the record.

MS. MARCOT: Hi. I'm Nicole Marcot. I'm a volunteer with Moms Clean Air Force. Thanks for the opportunity to testify.

I live in Detroit, Michigan, and I'm the mother of three young children as well as an educator in a predominantly low-income section of the city.

I'm deeply concerned about the effects air pollution and climate change have on the health of my community and on our children's future. So I support this Administration's proposal to strengthen greenhouse gas emissions standards for cars and light trucks.

My community in Detroit is a low-wealth community
near a major highway system and my parents, who live in the same neighborhood as us, suffer from asthma as do many other people in my neighborhood. As many as 15 percent of adults and 11 percent of children in Detroit suffer from asthma.

As an educator, I've frequently witnessed children missing school because of asthma. In addition to asthma, heart disease is also a major health concern. In the past year and a half, three of my neighbors have passed away from health issues related to heart disease.

According to Yale University, vehicles are the leading cause of air pollution and this pollution causes a variety of health issues in humans, including asthma and heart disease.

Residents of my community are predominantly people of color and studies have shown that low-wealth and black and Indigenous, people of color communities experience disproportionate harm from dirty vehicle pollution, leading to racial disparities in rates of asthma and heart disease.

Aside from the direct impacts of air pollution,
here in Detroit we've been hit with drastically increasing amounts of extreme weather. Just last week we were without electricity for six days due to a storm that swept through Southeast Michigan and left close to a million customers without power. Please note that once again it is low-income communities that suffer the most from extreme weather. Wealthy communities and the suburbs had their electricity restored much sooner than we did.

This extreme weather is a direct result of climate change and will only grow worse if immediate and strong action is not taken.

The future of my three young daughters is at stake along with the lives of children across Detroit, Michigan, the United States, and the world.

Given that the transportation sector is the largest source of carbon pollution in the U.S., cleaning up vehicle pollution is one of the most important things we can do to fight climate change.

I'm urging EPA to set the strongest possible federal clean car standards through 2026, avoiding loopholes and putting automakers on track to meet
ambitious pollution reduction goals.

Thanks for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Darien Davis. You may

now unmute and please state your name and affiliation

for the record.

MS. DAVIS: Hello and thank you for giving me the

opportunity to testify on the SAFE 2 Rule today.

My name is Darien Davis, and I'm a Government

Affairs Advocate for Climate and Clean Energy at the

League of Conservation Voters or LCV.

I'm here today on behalf of LCV's more than two

million members and a network of 30 state partner

organizations across the country.

I appreciate the Biden Administration's swift

action on clean car standards. It is clear that

undoing the harmful rollbacks of the previous

Administration has been a top priority since Day 1.

Now that the proposed rule is out, I urge the EPA

to create the strongest possible limits on vehicle

pollution. The EPA should seek to finalize Alternative

2, the strongest standards the EPA analyzed on the
1 proposal.

2 In order to tackle the climate crisis at the speed and scale that science demands, we need standards that will reduce 60 percent of carbon emissions from new cars by 2030.

3 On the heels of a clarion IPCC report, it is clear that climate change is directly contributing to more severe and frequent wildfires, hurricanes, and flooding around the world. The most recent report is especially salient because it shows specific regional climate impacts.

4 Here in California where I'm currently visiting with my family, wildfires have been raging at an unprecedented rate. These wildfires both threaten the safety of families like mine while also contributing to hazardous air quality.

5 In recent years, there have been days when the smog from fires was so thick my parents would have to leave work early and stay indoors to safeguard their home.

6 There is, however, a practical way to begin tackling climate change: focusing on clean
transportation. Since the transportation sector is the largest source of emissions, bold car standards to help accelerate the transmission from cars with internal combustion engines to pollution-free vehicles.

Now the EPA has the opportunity to both reinstate and strengthen clean car standards. In addition to fighting climate change, robust regulations would protect communities from vehicle pollution and save drivers money at the pump.

This is especially critical because black and brown communities and low-wealth communities experience disproportionate harm from dirty vehicle pollution. This environmental injustice leads to increased rates of asthma and other respiratory illnesses.

Once again, I urge this Administration to set the strongest standards possible because they are practical and meet the moment that we're in. The EPA should finalize standards at least as strong as Alternative 2 presented in the proposed rule. These standards can put us on the path to upholding our NBC of 50 to 52 percent net economy-wide greenhouse gas emission reductions below 2005 levels in 2030.
Ultimately, these standards set for 2026 can lay the groundwork for eliminating pollution from new vehicles by 2035. It is clear that we have no time to waste.

Thank you for the opportunity to testify today.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Steven Wyman. Steven, we do not currently have you listed among the attendees. However, if you have joined using a different name, we would ask that you raise your hand at this time.

(No response.)

MS. THOMPSON: We will move on to the next speaker.

The next speaker will be Lisa Tanaka. You may now unmute and please state your name and affiliation for the record.

MS. TANAKA: Good afternoon. I am Lisa Tanaka. I'm Assistant Deputy Executive Officer for Legislative and Public Affairs at South Coast Air Quality Management District. We are the local agency responsible for air quality in the Greater Los Angeles Area.
Thank you for the opportunity to testify on the proposed rule.

The 17 million residents in our jurisdiction breathe some of the worst air in the U.S. Mobile source emissions contribute to over 80 percent of the smog-forming air pollution in our region.

While heavy-duty trucks and other freight vehicles are responsible for the bulk of these emissions, emissions from light-duty vehicles are also significant, and as EPA notes, light-duty vehicles contribute substantially to greenhouse gas emissions.

We applaud EPA's proposal to put the Clean Cars Program back on track and reverse the 2020 standards promulgated under the previous Administration. The 2020 standards created unnecessary delay in reducing emissions from the light-duty sector.

We urge EPA to move forward quickly to revise these standards so that much-needed emissions reductions can be realized as soon as possible.

We believe that the standards EPA promulgated in 2012 were sound and well-supported, a conclusion EPA confirmed in the 2016 mid-term evaluation.
What was valid and feasible in 2012 is even more achievable almost 10 years later after automotive technologies have continued to advance and the public's interest and appetite for zero emission vehicles has increased.

To that end, EPA should finalize revised standards that capture as much of the benefit of the 2012 standards as possible. We therefore urge EPA to finalize Alternative 2 of the proposed revision.

We further recommend that EPA finalize the Model Year 2026 standards that is 10 grams per mile more stringent than the current Alternative 2 target. This combination would achieve emissions reductions that more closely approximate that which would have been achieved by the 2012 standards.

Our agency is also fully supportive of policies to covert the transportation sector to zero emissions, including light-duty vehicles. We recommend that EPA reinstate multipliers for zero emission vehicles in the final standard and set the cumulative credit cap at a level that ensures continued penetration of ZEVs in the light-duty fleet.
Additionally, South Coast AQMD supports EPA's recognition in the proposed rule that a longer-term rulemaking could also address criteria pollutant and air toxic emissions in the new light-duty vehicle fleet.

It goes on to state that a future longer-term rulemaking will take critical steps to continue the trajectory of transportation emissions reductions needed to protect public health and welfare, especially important in our South Coast Air Basin where we are an extreme non-attainment for ozone and PM 2.5.

South Coast AQMD strongly urges EPA not to delay on a criteria pollutant and air toxic submission to rulemaking for light-duty vehicles. Addressing air pollutants and air toxic emissions should be considered as soon as possible to reduce the impacts on public health and assist with attainment of the Clean Air Act standards.

In summary, we look forward to a final standard in the near future that achieves the benefits that would have been realized through the implementation of the 2012 standard and sends a strong signal for vehicle
electrification.

Thank you for this opportunity to testify and we'll also be submitting more detailed written remarks.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Anthony Witt. You may now unmute and please state your name and affiliation for the record.

MR. WITT: Yes. My name is Anthony Witt, and while I'm testifying as a private citizen, I am a retired city planner with expertise in environmental planning, documentation, and regulations.

I fully support the strengthening of the clean cars standards with the adoption of the EPA's second alternative.

The second alternative would deliver greater savings to consumers, an average of $2,100 per vehicle, and eliminate auto manufacturer loopholes.

I have two sons and I'm extremely worried about the environment, public health, and the economy that we're leaving to future generations. Impacts of climate change are already here.

My seven-year-old hybrid vehicle gets 40 miles to
the gallon. The relatively high fuel economy of my hybrid saves money at the gas pump and I know that I'm doing a small part to limit use of non-renewable resources and reduce carbon emissions.

Auto manufacturers will not produce vehicles with drastically higher fuel efficiency unless they're required to do so. We need to set high standards and eliminate loopholes that would prevent us from achieving these goals.

The Administration's "voluntary targets" and the U.S. automakers "shared aspirations" are not sufficient. To achieve the goal of reducing greenhouse gas emissions from new faster vehicles sales by more than 60 percent, we need to set the strongest possible standards for 2026.

I urge the Administration to set the strongest standards possible because they're necessary and they work.

I urge you to reinstate the federal standards with your Alternative 2 and set even stronger ones through 2030.

I ask you to ensure that there are no loopholes
for automakers to get around these standards.

Thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Taisia Turza. You may
now unmute and please state your name and affiliation
for the record.

MS. TURZA: Hi. Thanks for letting me speak. Can
you hear me okay?

MS. THOMPSON: We can.

MS. TURZA: Okay. Thanks.

My name is Taisia Turza, and I'm representing
myself, a steward of the earth, a Texas resident, a
former emergency medical technician, and a current
health care IT professional, passionate about
addressing social determinants of health.

Thanks for giving me the opportunity to comment
today.

I'm here because I'm deeply concerned about
emissions from all vehicle classes, namely, large
vehicle classes, like trucks, SUVs, and ambulance vans.

I grew up in Austin, Texas, and went to university
in Houston, Texas, where I witnesses for myself the
impacts of air pollution in cities like Houston,
Galveston, Texas City, and all the neighboring towns.  

Asthma and cancer rates in these areas due to
environmental pollutants, like GHG emissions, are
astronomical. Almost everyone knows somebody who has
had asthma or cancer or has it now.

In my experience working as an EMT in the Houston
region, we would serve lower-income communities that
overwhelmingly suffered from chronic conditions that
are exacerbated by environmental factors like poor air
quality due to the vehicle emissions.

Transportation is the largest source of carbon
emissions in the U.S. and it's critical that we both
make our gasoline-powered cars and trucks more
efficient and that shift rapidly to electric vehicles.

If the vehicles themselves had stricter emissions
standards and thus lower emissions, then the health
impacts on the community would be much lower, as well.

By implementing the strongest possible fuel
economy standards, the EPA would also be following
through on its stated commitment to environmental
justice because issuing stronger clean car standards
will help address key transportation-related impacts, like social determinants of health, which impact low-wealth and black, Indigenous, people of color communities that experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses and cancer.

That EPA must act to make clean car standards as strong and far-reaching as possible. It would be a win for the American people and all those looking to spur job creation, economic growth, family cost savings, and public health protection at the time when we need it most.

I urge the EPA Administration to be leaders in achieving a zero emissions future with strategic and aggressive goals to help mitigate the impact of air pollution on our health and therefore our livelihoods and our future.

Thank you for your time.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to
your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

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If you have joined using a name other than what is listed on the speaker list or have dialed in, we ask that you please raise your hand when called on so we can promote you to the role of panelist. If you have called in, you can raise your hand by dialing Star 9.

If you are having technical difficulties, please send an e-mail to public_hearing@abtassoc.com or call 919-294-7712. If you are not registered to speak but you would like to, please send an e-mail to public_hearing@abtassoc.com or call 919-294-7712.

Speaker Block 4

MS. THOMPSON: The next speaker will be Timothy Minotas. You may now unmute and please state your name and affiliation for the record.

MR. MINOTAS: Thank you.

My name is Tim Minotas. I am the Legislative and
Political Coordinator for the Sierra Club Michigan Chapter, also here as a private citizen.

Thank you to the EPA and the members of this panel for giving me the opportunity to testify on such an important topic.

I'm here today because, unfortunately, the EPA's proposed rule does not go far enough. It is far too weak to achieve the climate progress we need. It contains loopholes that allow auto manufacturers to continue to double down on gas-powered vehicles and it does not position us to be the leaders moving into the future.

Right now in Michigan, nearly half of our population, more than 4.7 million people, live in non-attainment areas. Fossil fuel-powered vehicles emit many criteria pollutants that directly impact human health, affecting some communities more than others.

We know low-income and BIPOC communities face the worst air quality as a result of inequitable transportation systems.

Implementing the strongest possible fuel economy standards will not only show the EPA's commitment to
environmental justice but will also help address the negative air-related health impacts to these communities.

Also, Michigan is the birthplace of the automotive industry. No other state currently produces more cars and trucks than we do and while other countries are moving forward with cleaner vehicles, our country has remained idled.

In order for Michigan and the United States to remain competitive and the leader, we must be bold with our action on clean car standards. Otherwise, we will lose out on these 21st Century jobs. Enacting bold standards will save consumers money, spur economic growth, innovation, and job creation in the development and manufacturing of new clean car technologies and electrified vehicles.

With the IPCC Report and climate diseases we are seeing and experiencing here today, both across the United States and here in Michigan, we know that climate change is here.

Right now the transportation sector is the largest emitter of greenhouse gases in the United States. We
cannot combat climate change without reducing and eliminating tailpipe emissions. If the United States is going to keep to its word to act aggressively on climate, then we must rise to the moment that we are in right now and enact the boldest and strongest possible clean car standards.

Once again, I thank you for the opportunity to speak today and I urge the EPA to make clean car standards as strong and as far-reaching as possible. It would be a win for our climate, for jobs, the economy, and families all across the country at a time when we need it most.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker is Judi Egbert. You may now unmute and please state your name and affiliation for the record.

MS. EGBERT: Thank you for the opportunity to testify.

My name is Judi Egbert, Clayton, North Carolina. I'm an active participant with the Unitarian Universalist Fellowship of Raleigh and a member of its
Environmental Justice Ministry.

I support and appreciate President Biden's steps toward renewing sensible standards for vehicle fuel efficiency but am concerned that automakers will do as they have repeatedly done before, that is, seek ways in which they conduct and avoid improving fuel efficiency.

Hence, I ask that the EPA choose Alternative Number 2 which will more effectively and rapidly close loopholes sought oftentimes by automakers and Alternative 2 will enable significant savings for consumers, perhaps as much as $2,100 average per vehicle.

Although I'm retired, I drive nearly 300 miles each week to actively serve my community, planting, maintaining, and harvesting in organic gardens, helping build affordable housing, delivering meals to homebound elderly, closing the hunger gap in food deserts, promoting voter engagement, providing encouragement and support in a faith community, and demonstrating to our leaders how they can promote well-being to our constituents.

To perform these vital engagements on a somewhat
limited fixed income, I need and do use a fuel
efficient vehicle, which is a hybrid Prius. I find
this vehicle, which gets about 45 to 50 miles per
gallon, can adequately and comfortably help me
contribute to a thriving community.

As an active citizen, I need a healthy
environment, one in which not only my car is fuel
efficient and low on emissions but also an environment
in which that is a standard. Hence, my expectation
that the EPA will apply Alternative Number 2 for a more
effective, sensible, and healthy standard and vehicles
that are marketed in the U.S.

By having stronger standards, we not only save at
the gas pump but we save by having better air, land,
and water quality and healthier citizens. 90 percent
of American consumers favor more efficient and safer
vehicle standards that reduce greenhouse gas emissions
and promote healthier communities.

We don't need additional decades of research and
development. We have the ability and technology to
implement better standards now and Alternative Number 2
will enable that.
My thanks to the panelists who are taking the time to listen and attend to our concerns. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Jeffrey Gross. You may now unmute and state your name and affiliation for the record.

MR. GROSS: Hello. My name is Jeffrey Gross. I'm a resident of Connecticut and a member of Sierra Club. I grew up in the Northwest corner of Ohio in the economic shadow of the giant automakers where one uncle worked at GM Research and to the west was South Bend, Indiana, where the storied Studebaker company was struggling through its final years but still supplying cars to my family's Renault dealership.

With that background, it took me a long time to realize that our automobile culture was not in fact the benevolent driver of the world economy and that its paradigms were not the basis of the best of all possible worlds.

My thinking was influenced over time by the epochal policy shifts that grew in reaction to awareness of a massive externality caused by
automobiles.

The first shift was, of course, regulation of automobile emissions in response to horrific air quality problems. The second was the perceived threat of peak oil which also introduced the economic disincentive of higher fuel prices, and the third was recognition that carbon from generations of oil exploitation was causing disruption in the climate's equilibrium.

Now we all know these separate crises represent essentially the same underlying problem, the systemic overuse of our natural resources, and it is significant that in each case our collective response was targeted regulation but also reliance on market forces.

It is our misfortune, however, that these responses were not enough and here we are today at an EPA hearing all of us breathing air with more than 400 parts per million of carbon dioxide, but this EPA decision needs to be part of this historical opportunity to bend the trajectory of dozens of manufacturers and hundreds of millions of consumers to a noble and necessary objective of net zero
transportation.

So I implore the EPA to have the vision to require the maximum efficiency for the United States public, which is to say, Alternative 2. The automobile industry is supremely adept technically and oriented to markets where similar higher requirements apply. I'm confident they can adapt.

So I don't know which technology will win out in the end, but let the EPA set high goals without loopholes and let the manufacturers and consumers optimize the solutions.

I'm hopeful that a fleet composed of even currently shipping technologies evolving naturally under market pressure to mostly electric will achieve the numbers proposed and so set the stage for a net zero future.

Thank you for the opportunity to speak.

MS. THOMPSON: Thank you for your comment.

The next speaker is Erandi Trevino. We do not currently have you listed among the attendees. However, if you have joined using a different name, we invite you to raise your hand at this time and if you
have called in, you may raise your hand by dialing Star 9.

(No response.)

MS. THOMPSON: Similarly, we do not have the next two speakers listed in the attendee list, JP Thomas and Susie Robertson. However, if you have joined using a different name, we would invite you to raise your hand at this time.

JP, I can see that you've raised your hand. So I will promote you to panelist.

MR. THOMPSON: Hello. Can you hear me?

MS. THOMPSON: We can.

ME. THOMPSON: great. Good morning and thank you for the opportunity to speak today.

My name is JP Thomas, and I'm the Director of External Relations for Voice of the People, an organization that seeks to reanchor our democracy and its founding principles by giving We the People a greater role in government.

Today, I am going to present data from surveys conducted by our partner, the Program for Public Consultation at the University of Maryland School of
Public Policy, as well as from other respected polling organizations, on the public's view of air pollution and fuel efficiency standards.

The Program for Public Consultation conducts surveys of the American public on federal policy proposals. Their surveys differ from standard polls in that they provide respondents with a briefing on the topic, details of the proposals, and arguments for and against each proposal. This content is reviewed by advocates and proponents to ensure it is accurate and balanced.

They use national probability-based samples provided by Neilson Scarborough with at least 2,400 registered American voters with a margin of error of two percent.

Overall, PPC finds that a large majority support the government taking action to reduce air pollution. In a September 2020 survey, 78 percent of voters assigned a very or somewhat high priority to the government working to reduce air pollution that causes negative health effects. This included 54 percent of Republicans, eight in 10 Independents, and 98 percent
A survey in 2016 on the clean power plans proposal to require all cars and trucks by 2025 to emit half the carbon dioxide of the 2010 model elicited support from 73 percent of voters, including 86 percent of Democrats, 71 percent of Independents, and 57 percent of Republicans.

They were informed that this proposal would increase the cost of the vehicle but save consumers more on gas in the long run.

Similarly, increasing fuel efficiency standards for heavy-duty trucks, vans, tractors, and similar vehicles was supported by 71 percent of American voters, including 84 percent of Democrats, 68 percent of Independents, and 56 percent of Republicans, though they were told the proposal would increase the cost of the vehicle, again while saving money on gas in the long run.

Both of these increases were supported also by bipartisan majorities of voters in Texas, despite its dependence on the oil industry.

After the Trump Administration replacement of the
clean power plan with the Affordable Clean Energy Rules, which froze the fuel efficiency standards, a survey by Yale University and George Mason University asked respondents whether they would support the government setting stronger fuel efficiency standards for cars, trucks, and SUVs.

A large majority of 78 percent of voters were in support, including 91 percent of Democrats, 76 percent of Independents, and 62 percent of Republicans.

In conclusion, increasing fuel efficiency standards as a way to reduce air pollution is consistently supported by a large majority of the public, including majorities of Republicans, even after being informed that it would raise the cost of vehicles.

At Voice of the People we do not take a position on policy issues but believe that democracy is important for government agencies to consult citizens on key policy issues that the government faces.

We encourage you to take the views of all of the public into account when deciding whether to change federal fuel efficiency standards.
Thank you for the time today.

MS. THOMPSON: Thank you for your comment.

Although we did not see a raised hand earlier, I wanted to give Susie Robertson another opportunity to raise their hand if they have arrived and are under a different name.

(No response.)

MS. THOMPSON: Okay. The next speaker on our list is Paul Osbourn. Paul, you may now unmute and please state your name and affiliation for the record.

MR. OSBOURN: My name is Paul Osbourn. I am coming as a National Salesperson, not representing my company but someone that has spent 20 years in commercial fleets and the last 10 selling alternative fuel vehicles.

While I believe the EPA plan has a noble intent, I am concerned about the economic impact and it potentially having a counterproductive result.

We have seen trucks go from 2012 selling around $25,000 to today at over $45,000 and this current plan looks to drive things well north of 50. With the addition of precious metals that will have to go into
the catalyst calibration time, we expect that.

We're already seeing fleets in dealers around the country placing record orders for Model Year '22. Some manufacturers have already shut off the order window as early as November, which normally would have stayed open well into March or April of next year.

The reason they're doing it is to avoid what they believe to be higher prices of the Model '23 and newer vehicles.

This also has a significant impact to the used truck market. The people that fix your roof and paint your house and deliver your Amazon packages and trim your trees, these folks typically drive used vehicles and those folks are also seeing particularly with the chip shortage incredible rises in prices. What they typically end up doing is extending the life of their vehicle. They will often just buy a new engine or rebuild the transmission and we get stuck with the same emissions that we had that we're trying to replace.

I believe the flaw in the plan does not have a pragmatic path to cleaner emissions, and I believe that if the EPA wants this to success they must partner with
Congress to offer greater tax incentives to buy these newer vehicles. In particular, those tax incentives must include all cleaner fuels, including renewable natural gas, renewable propane, as well as the hybrids and the EVs that are out there.

The new plan looks way too favorable towards one technology that is not going to address all the needs of all the fleets and that is my concern.

I thank you for your time and thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Ian Tafoya. You may now unmute and please state your name and affiliation for the record.

As a reminder, you will need to accept the invitation to become a panelist.

MR. TAFoya: Hello. Can you hear me?

MS. THOMPSON: We can.

MR. TAFoya: Hello. My name is Ian Thomas Tafoya, and I am calling from Denver, Colorado. I am the State Director for GreenLatinos for Colorado, a national environmental justice and conservation movement,
bringing frontline activists to the front of the line
to fight for our environmental liberation.

I am from a frontline community impacted by
highway pollution. I'm from a community that sued over
Title 6 for an expansion in my community, a Clean Air
Act lawsuit and NEPA, ultimately settling with the
government, and now PM 2.5 modeling is being questioned
in a whistleblower case of our entire Air Modeling
Division from the State of Colorado.

I'm from a community with bad water, one of the
most polluted zipcodes in America, and the home of the
industrial sector of my city in a lot of ways, and I am
here today to ask you to go as strong as you possibly
can, and I want to agree that I can hear what the
person who testified before me said.

We need downpayment since even beyond tax
incentives for us to truly make this change.

I've been involved in transportation
electrification planning processes here at my Public
Utilities Commission and through our conversations with
business owners and people that is what they want.

But this is really about people. We can talk
about numbers all day, but saving people money, yes, also important, that's a co-benefit, but reducing the amount of pollution into our community, reducing the long-term impacts of carbon dioxide into our community, and other VOCs is going to help, and what we've seen is a direct connection between small particulate matter and COVID deaths.

We've seen our communities drastically transformed and asthma rates continue to climb. I'm here to ask you to do the right thing.

The Environmental Protection Agency is about protecting people, not businesses. We can't worry about people saying the entire system is going to collapse because we do the right thing which is improve the air.

Thank you very much.

MS. THOMPSON: Thank you for your comment.

At this time, we will move on to the next speaker block. All right.

The next speaker listed is Terry McGuire. Terry, we do not currently see you among the list of attendees. However, if you have joined under a
different name, we invite you to raise your hand at this time, and if you have joined using your phone, we would ask that you dial Star 9.

(No response.)

MS. THOMPSON: Similarly, the next few speakers are not appearing on my list of attendees. I'm going to call their names and if you are here but are listed under a different name, we would ask that you raise your hand at this time. These names are Brian Laughlin, Nick Trombetta, Emily Hopkins, and Valencia Bednar.

(No response.)

MS. THOMPSON: I do not currently see any hands raised. So we will move on to the next speaker in the list.

The next speaker is Natalia Villalpando Paer. You may now unmute and please state your name and affiliation for the record.

As a reminder, you will need to accept the invitation to be promoted to panelist in order for us to hear you.

(No response.)
MS. THOMPSON: Natalia, I'm going to send one more invitation to be promoted to panelist. You may have the ability at this time to hit the unmute button. We wouldn't be able to see your camera but you can also try that at this time.

(No response.)

MS. THOMPSON: Okay. I will provide a couple of reminders.

So as a quick reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

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If you are not registered to speak but would like to, please send an e-mail with your name and phone number to public_hearing@abtassoci.com or call 919-294-7712.

Finally, if you have joined using a name other than one that's listed on the speaker list or have dialed in, we ask that you please raise your hand when called on so we can promote you to the role of panelist.

If you have called in, you can raise your hand by dialing Star 9.

Okay. Let me see a raised hand for a speaker from Block 8. Erandi Trevino. Erandi, you should be receiving an invitation to be promoted to panelist. When you are ready, you may unmute and please state your name and affiliation for the record.

MS. TREVINO: Hi, good afternoon. My name's Erandi Trevino. I am the Texas State Organizer for Moms Clean Air Force.

Thank you for listening to us today.

Our membership is close to 67,000 here in the
state of Texas and our priority is, you know, fighting for clean air for all, especially our children, and regardless of racial background, financial background, and because in places like Houston, we already have so much exposure to toxins in the air from refineries, from the ship channel, and our city is growing every single day, that means more cars because the only way to get around in this city is by driving. There is no effective public mode of transportation. There are buses but in reality they take so long for people to get around, you have to be able to have your own car.

As the previous speakers have noted, there is a big leap financial struggle that communities face in buying an electric vehicle. So that the only way that we can reach a point where electric vehicles are such a big part of our transportation system is if the people get help in order to make that initial payment.

The other thing that I wanted to say is that one of the reasons why this is so important is because again it's one easy solution that we have the technology for. It's already out there. It's something. It's sort of just low-hanging fruit at this
point because carbon emissions from vehicles, we accept such a large portion of our air pollution, it's one of the most important things that we can tackle at the present moment.

So, please, I urge you to be as effective and as aggressive in terms of funding for making it so that people are even able to make that purchase because the way that it is right now, people are struggling even to buy cars at the lower end. They're becoming more expensive every day.

I'm sure you have heard about the chip shortage that has caused vehicle shortages all over the country. So vehicles are already becoming more and more expensive and electric vehicles are even more expensive than that.

So in order for it to be a reality for people who are not earning any additional money now that prices are going up, it would be really great to see a program that makes this a possibility for the communities that are impacted the most, the ones that are already at the fenceline with these refineries and these other sources of carbon emissions.
Thank you for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker on our list is Richard Eckman.

Richard, we do not currently see you listed among the list of attendees. However, if you have joined using a different name, we would invite you to raise your hand at this time.

(No response.)

MS. THOMPSON: All right.

Speaker Block 5

MS. THOMPSON: We will move on to the next speaker.

The next speaker will be Elizabeth Brandt.

Elizabeth, you may now unmute and please state your name and affiliation for the record.

MS. BRANDT: Hello. My name is Elizabeth Brandt. I'm with Moms Clean Air Force. I'm Valencia and Natalia's mom, and I'm a Field and Special Projects Manager for Moms Clean Air Force.

When my kids and I talk about air pollution, they identify vehicles as the biggest culprit. They are right.
Pollution from the transportation sector is the nation's leading source of climate warming carbon pollution. Tackling pollution from cars and trucks is one of the most important ways we can fight climate change.

Please finalize the strongest possible national greenhouse gas emission standards for passenger cars and light trucks through Model Year 2026.

According to the recently-released IPCC Report, climate change is accelerating. This historically hot summer could be one of the coolest in the next decades.

As a parent, that's heartbreaking. On a recent trip to my hometown in Washington State, I couldn't help but notice all the ways the climate has changed the landscape in the last decade. The Glaciers on Mt. Rainier have visibly diminished. Even from a hundred miles away, the change is starkly apparent. The heat wave shattered all temperature records at home. Farm workers who endure hazardous emissions to harvest valuable fruit crops, pick cherries with hot lamps at 1 in the morning to salvage the July cherry harvest.

Low water levels and overly warm streams decimate
salmon runs which is bad news for anyone that likes fish, whether you're an Orca whale or a restaurant patron.

Last August and September, the Pacific Northwest was covered by an impenetrable lid of wildfire smoke. I spent days looking for a way to help my sister Clare who has asthma get to a place with clean outdoor air or at least indoor air conditioning.

The air quality map for Washington State was unrelentingly purple and red indicating extremely unhealthy levels of air pollution. The closest place with good air quality was in Wyoming. That's nearly a thousand miles from Seattle.

The only feasible solution for Clare was staying in her home, taping shut the edges of her doors and windows, and eating only cold food as cooking can worsen indoor air quality in these conditions.

It's hot in her apartment and she had no way to cool her home without letting in the filthy air. This is moving towards a new normal but it's not normal. It's unacceptable for disproportionately-impacted communities, for farm workers, for fishermen, and for
our kids who should be able to play outside without
having smoke sting their eyes.

In order to prevent our worse case climate
scenario, we must take strong action now to reduce
pollution from cars. Climate change is disrupting our
livse. So we need to disrupt our approach to reducing
climate pollution. Bold action is needed.

The EPA must set the strongest possible federal
clean car standards through 2026, avoiding loopholes
and putting automakers on track to meet ambitious
pollution reduction goals.

This proposal is a step toward a safer climate for
all of us. The EPA must set more ambitious clean car
standards for Model Year 2027 and beyond.

America's children are counting on us to solve the
climate crisis.

Thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Melinda Fleming. You may
now unmute and state your name and affiliation for the
record.

MS. FLEMING: Hello. My name is Melinda Fleming,
and I am an ordinary citizen speaking for myself, and I thank you for this opportunity to speak.

I am a mother and a homemaker who likes to read and go for long walks and I fully support everything the previous speaker has just said.

However, I also know that I am not speaking for myself when I say that I am terrified. I'm terrified for my child, my family, my fellow citizens, and for our beautiful home planet earth.

I also know I'm not speaking only for myself when I say that a lot of the science and statistics that are being used to sound the alarm is mostly beyond me. Yet, I believe these brave scientists because I and many like me and like the previous speaker are right now experiencing what they are talking about.

It is crystal clear that absolutely no one will escape the consequences of a warming and polluted atmosphere, not even people with spaceships.

However, I am extra terrified when I hear highly experienced and qualified experts in science, policy, and community activism talk about loopholes.

I'm terrified when I hear that even the strongest
formal measures, like Alternative 2, are not really good enough. The reason this terrifies me the most is simple. Even if you build a bridge almost all the way, you might as well not have bothered because it simply won't do the job it was intended to do.

We need to stop the atmosphere from heating up further. The EPA's rule for clean vehicle standards need to go all the way for us to cross the chasm of global warming.

Our margin for error has become so slim that we cannot afford half measures of any kind. This is why I urge the EPA to propose and implement the strongest rules possible to create the cleanest vehicles possible.

We have an extremely narrow window of opportunity left to us, to all of us. Let's not waste it.

Thank you.

MS. THOMPSON: Thank you for your comment.

I would like to circle back to an earlier speaker, Natalia Villalpando Paer. We invite you to unmute at this time and please state your name and affiliation for the record.
MS. VILLAPANDO: Thank you very much.

My name is Natalia Villalpando. I'm a volunteer of Moms Clean Air Force.

Thank you for the opportunity to testify.

I live in Washington, D.C. since January 2020. I'm a mother of a wonderful 15-month-old boy and have worked in public policy for the past nine years.

I believe that the best way to create a safer and more inclusive world for ourselves and our children is through standards that allow us to live in the world as we imagine it, in a community as we envision it.

Regulations should promote how we want to live and what allows us to live better. Clean air standards must ensure we live in the best and healthiest way possible.

That is why I support this Administration's proposal to strengthen federal clean greenhouse gas emissions standards for passenger cars and light trucks for Model Years 2023 and 2026.

My family and I are lucky to live near Rock Creek Park, a 1,754-acre city park here in Washington, D.C., and we try to go out every day for a walk every day.
with our son. However, last year, this summer, the temperature has been so high that we have been forced to stay in for many days when the temperature rises. The average high in July was 92.

If this trend continues when my son turns seven he probably that he will need to be stuck at home for 20 days or more because of high temperatures is very high. This is just one personal and surely a very privileged example of the danger of pollution and climate change. People living in more vulnerable communities face greater risks.

The EPA has a responsibility to make sure we all live in healthy communities. The EPA must set the strongest possible federal clean car standards through 2026, avoiding loopholes and putting automakers on track to meet ambitious pollution reduction goals.

Making sure regulations for our cars are the best for all of us is recognized and manufacturers have a responsibility for the effects of the engines they produce and the air we all breathe.

Ultimately, if we don't protect the air we breathe, how can we be truthful about protecting any
other thing? Present parents may agree with me when we first hear our babies take their first breath and cry with all their voices. It's magic.

It is time to think of a future when children will give that first breath into worst quality air because we were not bold enough. We need to recognize that not moving forward to fight climate change is already creating inequalities, health problems, and a strain on the health system for all of us.

We need to do everything we can to ensure our children can continue to play outside all summer and we cannot address the climate crisis without moving decisively to zero pollution vehicles. That is why I urge the EPA to set the strongest possible pollution standards for cars.

Thank you for your time.

MR. OLECHIW: Thank you for your son's comments, also. We're going to record those as being in strong support of our proposal. I think that's what we all heard at the EPA. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speakers on our list that I unfortunately
am not seeing on the attendee list are Dorothy Brandt and Peter Brandt. If either of you are here but are maybe listed under a different name, we would invite you to raise your hand at this time and we will promote you to panelist, and I can see that -- it looks like Dorothy Brandt has raised their hand. So I will promote you now and when you are ready, you may unmute and state your name and affiliation for the record.

MS. BRANDT: Hi. I'm Dorothy Brandt.

Thank you so much for listening to my testimony today.

I'm a retired Catholic School Principal and a Volunteer with Moms Clean Air Force. I live in Washington, D.C.

I call on the EPA to strengthen clean car standards. One of my daughters has asthma and I insist that our government protect her and the health of all Americans. No one should struggle to breathe due to preventable car pollution.

My whole life experiences have shown me the need for environmental regulation to protect our health. I grew up in Los Angeles and lived with the worse air
quality. As a small child, we lived in East L.A. in Compton in the polluted corner of the city. My nose ran constantly as a reaction to the smog in our neighborhood.

A survey of L.A. residents in 1956 found that half of county residents wanted to leave L.A. because of smog and people overwhelmingly felt that the smog was bad for their health.

In the mid '50s my family moved further out to a beach area where we could all breathe a little better. As a small kid, we had no car but were able to travel across L.A. on the Red Line, an early rail transit system. Even with fewer cars in L.A., we still had terrible smog from industries and trucks.

As a college student in the 1960s, I had to drive into downtown L.A. to use the Municipal Library. Smog was so thick that it made driving unsafe. At this point L.A. and the State of California were making efforts to curb smog pollution but it was not enough to protect our health.

As a teacher in the late 1960s I had students whose families had to relocate to the ocean area to
help their child breathe. I began to have more
asthmatic students to watch out for in the classroom.

In 1969, my husband and I moved to Seattle,
Washington, where for the first time in my life at age 24 I could breathe easily.

I tell you my story so you'll understand the
personal experiences of people living with poor quality air. Do not forget this past. We all know pollution from cars causes breathing problems. California's air is so much better today than it was in the past because the government recognized the auto emissions problem and worked to improve clean air.

California is still leading the way to limit dangerous auto emissions. Federal leadership is needed. Please help us by minimizing dangerous greenhouse gas emissions for passenger cars and light trucks for the Model Years 2023 through 2026.

This is a necessary short-term first step in addressing climate pollution from the transportation sector. If we do, our future could be much brighter with cleaner air to breathe and to my knowledge smog pollution is getting worse in America.
This is because of climate change and auto emissions. We are already experiencing rising temperatures and more intense heat waves because of climate change. High heat creates the perfect conditions for ozone to form.

As climate change continues to erode the progress we've made on cleaning up air pollution, we need strong standards to follow the science and protect our health.

Please hear my urgent plea to create the strongest possible federal clean air standards to protect us as Americans who are hit hard by climate change and breathing polluted air.

As a mom, grandmother, teacher, and principal, I highly recommend that the EPA work to strengthen these standards to ensure that our most precious national treasure, our children, are given the best air we can give them. This is our responsibility. Our country's future depends on it and as a Roman Catholic my sense of morality dictates it. I urge the EPA leadership to fight to protect life and health for each American child.

Thank you so much for listening to my testimony.
today. It means a great deal to me.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Valencia Bednar. You may now unmute and please state your name and affiliation for the record.

MS. BEDNAR: Hi. My name is Valenzia Bednar, and I am eight years old. I'm from Seattle, Washington. I moved across the United States to Maryland.

I am wanting today to have a healthy climate and not have pollution from cars. I am worried about skiing because I really like to ski. Because we have a lot of climate change, I may never be able to ski.

Also, climate change is a problem with Maryland in the summer. It can be really hot. We can't play as well when it's too hot. We have really strong rain storms and climate change makes rain storms worse. It rained hard seven days in a row recently. When it rains like that, the pool closes and we can't play outside.

We live close to busy roads and car pollution isn't good for us. We are trying to do our part. We want to ride our bikes but cars make it harder. Cars
create a lot of pollution and are a big part of the climate change problem.

We need EPA to help cars pollute less. I need cars to become cheaper so my family can get one. Please tell President Biden hi for me.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Peter Brandt. Peter, you may now unmute and please state your name and affiliation for the record.

MR. BRANDT: Hi there. My name is Peter Brandt. Thanks for the opportunity to speak today. I'm a Volunteer with Moms Clean Air Force. I am from Tacoma, Washington, currently a bit of a COVID nomad living in British Columbia, Canada.

I'm a lawyer. I've taught law school classes on animal law and I've written on the history of animal law and environmental law in the United States, and there are a lot of reasons I support EPA's proposal here. I'll try not to duplicate what other people have said, but obviously I have to start with the fires.

I grew up here in the Northwest. I've seen dozens
of summers in the Northwest and I've seen them get hotter. I've had to get used to seeing people walk the streets of Portland Seattle in gas mask-like filters because of wildfires.

As of earlier this week in British Columbia, there are 246 active wildfires and 23 of these are wildfires of note and this is an improvement over the last week.

So obviously global warming doesn't care about national borders. I think we're all aware that the same fires that are burning up here and destroying our quality have also been devastating Washington, Oregon, and, you know, destroying forests, destroying critical habitat for endangered species, and for all wildlife, and making life miserable for people.

So as a lawyer and a teacher, I've studied how powerful industries tend to react whenever enhanced public health and safety regulations are proposed. There's a lot to learn from that history.

The main lesson I take away from it is no matter what the new protection might be, the sky is always falling according to the regulated industry.

Many of the protective laws we take for granted
now were foretold by the meat industry as the death knell for their entire enterprise.

The first U.S. animal welfare law had to do with animals on trains and it just required after a little over 24 hours you have to let those animals out so they can drink and rest and have some food. This is the late 19th Century/early 20th Century.

What did the railroad barons say? This was going to crush them. They just could not survive this. I think we are all pretty aware no one had more power and resources in that time frame than the railroads.

What happened? They complied and the sky didn't fall and the law was motivated to protect animals but Congress made clear it understood the threat to human health, like it is dangerous to eat the meat of an animal that's extremely sick from transport.

The Humane Methods of Slaughter Act, the law that says you can't kill a cow by hitting it in the head with a sledgehammer. In 1950s, when the law was first enacted, it only applied to sales to the U.S. Government.

What did the industry say? Sky was falling. Even
the Secretary of USDA told Congress not to enact it. Obviously the sky didn't fall. Things got better. Things got safer. So it's just easy for trade groups to paint every new incremental protection as the death knell for their industry but it's almost universally overblown. I grew up with no airbags in cars. It was only required in the late 1990s and that was after decades of auto industry opposition and delay and that's fine. There are people that get paid a lot of money in Washington, D.C., to delay any new regulation. But it's up to regulators to be very skeptical when an industry is doing the Chicken Little routine about common sense protections for public health and safety and like the 28-hour law that protected farm animals in transportation, there are side benefits, and I think EPA recognizes this itself. It's going to save American drivers between 120 to 250 billion in fuel costs to go through with the proposed enhanced emissions standards for passenger cars and light trucks. So I'm very heartened that the agency is
considering this and I would urge you to not water
things down in response to industry opposition.

Thanks very much.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will
receive a notification on your screen that you are
being promoted to the role of panelist shortly prior to
your speaking time. You must accept that invitation to
be able to unmute when you are called to testify. This
will also allow you to turn on your camera which we
encourage you to do.

Speakers connected by telephone should unmute
their phones when called to testify.

If you have joined using a name other than what is
listed on the speaker list or have dialed in, we ask
that you please raise your hand when called on so we
can promote you to the role of panelist. If you have
dialed in, you can raise your hand by dialing Star 9.

If you are having technical difficulties, please
send an e-mail to public_hearing@abtassoc.com or call
919-294-7712. If you are not registered to speak but
you would like to, please send an e-mail with your name
and phone number to public_hearing@abtassoc.con or call 919-294-7712.

The next speaker will be Nick Trombetta. As a reminder, you will need to accept the invitation to become a panelist and when you are ready you may unmute and state your name and affiliation for the record.

MR. TRUMBETTA: Hello. Can you hear me?

MS. THOMPSON: We can.

MR. TROMBETTA: Hello. I am Nick Trombetta with the League of Conservation Voters.

I just wanted to thank you for having me speak and I'll get going.

So as I said before, I'm a Field Organizer. I wanted to voice my support for reinstating and strengthening the clean car standards that were rolled back by the Trump Administration.

President Biden has taken a strong stance on climate with promises of 100 percent carbon-free electricity industry by 2035, a major promise.

In light of the recent report from IPCC, it is clear more than ever that climate change poses a significant threat to human existence on earth and must
be addressed in the strongest way possible.

This means that the EPA must take a strong stance on climate change, and clean cars standards is a great way to start. This will send a message to the rest of the world that America is ready to be a climate leader.

Furthermore, clean cars standards are a win for everyone, consumers, car manufacturers, and the environment. It will allow customers to more easily afford fuel efficient vehicles which are frequently more expensive than gas-guzzling alternatives.

This will also spur greater innovation and guide car manufacturers in the correct direction, making it most profitable to invest in electric and hybrid vehicles instead of archaic cars and SUVs with poor gas mileage.

Essentially, we will be saving the car manufacturers from themselves and promoting their best interests down the line.

Cleaner car standards are a true win for all parties. It will be a positive for long-term profits of car manufacturers, a strong step towards addressing climate change, importantly protect vulnerable
communities. This will be important in terms of environmental justice of low-income and minority communities who suffer the most from excess air pollution who are generally positioned closest to highways leading to increased rates of asthma and respiratory disease.

This is an important issue in North Carolina, particularly where I live in Chapel Hill. The University of North Carolina where I went to school operates a coal-powered plant right by Northside, a predominantly African American community.

The other day, an activist was telling me about a factory that operated near the HBCU she went to for college and how the foul smell reached her every time the wind blew in her direction.

Environmental racism is persistent in North Carolina and clean cars standards can at the very least serve as a step towards righting these historic wrongs.

In conclusion, strengthening clean car standards are a win for all parties involved, not just the environment and not just for consumers. It's clearly in the best long-term interests of car manufacturers,
the planet, and vulnerable communities. It is past
time that the United States takes a strong stance on
climate change.

We must take the recent IPCC Report seriously and
enact the strongest possible regulation on car
emissions.

Thank you very much for your time.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Vinh Dang. You may now
unmute and please state your name and affiliation for
the record.

MR. DANG: Hi. I'd like to thank the EPA and all
hear for the opportunity to testify.

I want to thank the speakers before me as well as
the organizers for their amazing work to protect our
planet.

My name is Vinh Dang, and I'm here as a private
citizen who serves on the Board of Directors of Bridge
Beyond, a 501(c)(3) nonprofit organization that is
dedicated to bridging resources to and supporting those
experiencing homelessness.

On a daily basis, we support homeless people and
meet with them to learn about their struggles and how we can support them with our resources. The stories that I've heard from those experiencing homelessness are shocking which is why I'm here today to reshare their stories since they cannot be here to do so.

Homeless individuals are on the front lines of ongoing climate crisis and are repeatedly exposed to toxic air pollution. The homeless community members that we work with in Philadelphia have been diagnosed with pollution-induced asthma from panhandling along busy roads and intersections where toxic pollution is spewing into their communities.

While they panhandle for hours outside, they're slowly being killed from the vehicle pollutants from vehicles owned by the very individuals they're trying to earn a dollar or two from to feed themselves.

Temperatures in Pennsylvania have increased 1.8 degrees Fahrenheit in the last century and it's projected to warm another 5.9 degrees by mid-century. This rise in temperature and the growing persistence of heat waves have also threatened the lives of our homeless individuals in Philadelphia.
The homeless individuals that I've met with and supported on the ground have mentioned how they're suffering not just from pollution-induced respiratory diseases but how rising temperatures have caused them heat exhaustion, heat strokes, and immense fatigue to the point of delirium.

We need to take strong action to help everyone in this country, including the homeless, and I urge this Administration and the EPA to set the strongest standards possible, one that is stronger than the original Obama clean car standards.

On behalf of Bridge Beyond, I thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Terry McQuire. As a reminder, you will need to accept the invitation to become a panelist for us to be able to hear you today. When you are ready, please unmute and state your name and affiliation for the record.

MR. McQUIRE: Hello. My name is Terry McQuire. I work for Earth Justice as a Clean Air Advocate, but I'm speaking today in my personal capacity as a resident of
Old Southwest, a neighborhood in Roanoke, Virginia.

Old Southwest, like many neighborhoods in Roanoke and other cities and communities across the country, is directly adjacent to a major roadway, in our case Interstate 581 which overlaps with Route 220. This highway has been marked as a future corridor for Interstate 73, a planned highway that would run through Virginia, North Carolina, and West Virginia, and a project that myself and many other neighbors are vehemently opposed to.

My neighbors and I are opposed to construction of Interstate 73 for the same reason that I urge you to move as quickly as possible to finalize the strongest possible cleaner car standards.

Our communities can't take any more air pollution and we need EPA to act. Cleaner car standards that move us closer to zero emissions vehicles will have the added benefit of reducing other dangerous air pollutants.

My house is less than two blocks from Interstate 581. Studies make very clear that communities near major roadways are exposed to higher levels of
dangerous air pollution. We know that this is true in my house because every six months or so we have to wash the front of the house off that's not covered by the porch roof. A layer of black soot builds up on the exterior of our home wherever the rain cannot reach it to be washed away.

In more moderate months when we leave our windows open to get fresh air and avoid having to run the air conditioning, a layer of soot also develops on the window sills. So I know that we're breathing that in.

As a clean air advocate, I know how dangerous soot pollution is, especially for sensitive populations, like children and seniors. Directly across the street from my house is a small park, Argonne Circle, where groups of children play whenever the weather permits.

I think about the pollution they are breathing and wonder if this will result in avoidable sickness or health harms.

Also across from the park is a senior rehabilitation and hospice center. I also think about those elderly residents and I wonder if our proximity to Intestate 581 shortens what little time they may
have left with their loved ones.

I appreciate the work that you're doing and I'm here today in my personal capacity as a resident of this highway-adjacent neighborhood to ask that EPA as quickly as possible move forward with cleaner car standards that bring us closer to zero emission vehicles that have zero greenhouse gas emissions as well as other dangerous air pollutants that we know harm our communities.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Columba Sainz. You may now unmute and please state your name and affiliation for the record.

MS. SAINZ: Hi, hello. My name is Columba Sainz. I'm the State Organizer with Moms Clean Air Force.

Can you hear me?

MS. THOMPSON: We can.

MS. SAINZ: Here in Arizona, we have more than 90,000 members who are speaking up for our right to have clean air and a healthy climate. We are educating ourselves about how air quality impacts our health of
our families and we are fighting pollution and air quality together.

I'm here because after moving to a highly-polluted area, my daughter starting wheezing at night after moving to a house where we hoped to put down roots and stay in a new home in South Phoenix.

My daughter never presented with respiratory problems until we moved to this neighborhood. When we took her to the doctor, the pediatrician prescribed her asthma medicine and an inhaler and I couldn't stop to ask why. Two months spent in the park obviously made an impact on my daughter's little lungs just for spending just a couple hours at the park and I come from a very athletic family.

I grew up with the mentality that exercising was good for our body and our mind, especially when you have the opportunity to do it outdoors and connect with nature, and that is what I wanted for my family.

And this is why I support this Administration's proposal. It is a step in the right direction to address the climate emergency. Pollution from cars not only causes climate change, it harms my family's health
and my community's. It threatens our health without mentioning families with no insurance, undocumented immigrants with no health access, low-wealth, and BIPOC communities experience disproportionate harm from dirty vehicle pollution, living through racial disparities in rates of asthma and other respiratory illnesses.

President Biden has promised to address climate change and fight for environmental justice and EPA should finalize the strongest possible option and put America's families and health first.

Thank you very much for the opportunity to speak.

MS. THOMPSON: Thank you for your comment.

The next speaker is Eduardo Sainz. We do not currently have you listed among the list of attendees. However, if you have joined using a different name, we would ask that you raise your hand at this time. If you called in, you can raise your hand by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. We will move to the next speaker. The next speaker will be Alice Henderson.

Alice, you may unmute and please state your name and
affiliation for the record.

MS. HENDERSON: Hi. My name is Alice Henderson. I'm speaking for the Environmental Defense Fund.

Thank you for the opportunity to testify today.

EDF supports EPA's proposal to strengthen the clean car standards that were weakened by the previous Administration.

I'd like to focus my comments today on the urgency in finalizing this rulemaking and in swiftly setting standards beyond Model Year 2026 that will enable us to achieve our longer-term climate goals and eliminate the harmful air pollution from vehicles that disproportionately impacts low-income communities and communities of color.

We encourage EPA to finalize this rule promptly to ensure that these more protective standards will apply to Model Year 2023 vehicles, securing vital near-term emissions reductions. EPA has reasonably determined that these Model Year 2023 reductions are feasible.

In this month's proposal, EPA has indicated that a future longer-term program for Model Year 2027 and later will build upon these near-term standards and EPA
has recognized that the shift to zero emission
technologies that we're already seeing today presents
an opportunity for dramatic reductions both in
greenhouse and criteria pollutant emissions over the
longer-term.

EDF shares this vision and we urge EPA to adopt
protective multi-pollutant emission standards to seize
this moment and put the country back on track to reach
50 percent sales of new zero-emitting passenger cars
and light trucks by 2030 consistent with President
Biden's Executive Order earlier this month and to put
the country firmly on the path to eliminating tailpipe
pollution from new passenger vehicles by 2035.

Standards at this level are consistent with major
automaker commitments to a zero emission future and to
the over $100 billion that companies like Ford, GM, and
Stanlitis are investing to make that future a reality.

We need American leadership of the scope and
ambition that will ensure our domestic auto industry
and American autoworkers can be at the forefront of the
transition to zero-emitting vehicles and won't be left
behind.
Standards that eliminate tailpipe pollution from new passenger cars and trucks by 2035 could reduce more than 11 billion tons of climate pollution by 2050, prevent nearly 100,000 premature deaths, and save consumers over $5,000 over the life of a vehicle, all while growing domestic well-paying jobs.

The powerful personal stories that stakeholders have shared over the last two days have really thrown into stark relief the climate and public health stakes. We urge EPA to act swiftly in the race to prevent the worst times of climate change and to bring some relief to the frontline communities overburdened by vehicle pollution.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker is Madeline Oliver. Madeline, we do not currently have you listed in the attendee list. However, if you have joined using a different name, we would ask that you raise your hand at this time.

(No response.)

MS. THOMPSON: The next speaker is Justin Mog. We do not have you listed among the list of attendees at
this time. However, if you have joined using a
different name, we would encourage you to raise your
hand at this time.

(No response.)

MS. THOMPSON: Okay. We will move on to the next
speaker.

The next speaker will be Marc Drehsen. Marc, you
should have the ability to unmute on your hone and when
you are ready, please state your name and affiliation
for the record.

(No response.)

MS. THOMPSON: As a reminder, you will need to
unmute on your phone in order for us to hear you.

(No response.)

MS. THOMPSON: It seems that there may be some
technical difficulties. I would encourage you to reach
out to public_hearing@abtassoc.com or call 919-294-
7712.

We will move on to the next speaker. However, I
will circle back to see if we can get you unmuted so
you can give your testimony.

The next speaker will be Michael Petelle.
Michael, when you are ready, you are welcome to unmute and please state your name and affiliation for the record.

MR. PETELLE: I am Michael Petelle, a retired teacher from Marietta, Georgia, and Member of the Union of Concerned Scientists.

Thank you for giving us the opportunity to speak.

I live in a state that has not chosen to enact tougher standards than the federal standards and is unlikely to do so in the near future. Therefore, it is important to me that the federal standards are as stringent as possible.

I'm glad to see that you have chosen to undo the Trump Administration's rollback of the clean car standards for vehicles made from 2021 to 2026.

However, given the scale of the climate crisis, the new standards should be much stronger. They should be at least as strong as the standards that were finalized under President Obama.

Unfortunately, the proposed standards are full of loopholes that will allow automakers to not make the most efficient cars they can and will also slow the
transition to electric vehicles.

I strongly urge you to adopt the most stringent alternative put forward in the rule and reduce the flexibilities that are given to the automakers to ensure that they make and market more electric vehicles and gasoline-powered vehicles that are much more efficient.

I have been driving efficient hybrids for 20 years now and I know firsthand that the auto industry can make clean, efficient cars. They have had many years of experience to make them even better.

I bought a new 2001 Prius and owned it until 2016 when I gave it to a niece, replacing it with a Chevy Volt. My wife bought a new Prius in 2005. All three cars have been very efficient, clean, quiet, reliable, and amazingly peppy.

Unfortunately, because my wife owns and trailers horses, we also own a pickup truck that gets horrible gas mileage and is loud and smelly. So while automakers can make clean efficient vehicles, they often do not do so.

The automakers need the incentives to continue
making and improving upon hybrids, plug-in hybrids, and all-electric vehicles. They need to be steered in the direction of replacing their highly-inefficient vehicles with cleaner, more efficient vehicles.

Strong emissions standards provide an incentive for them to do a better job.

Finally, note that these meetings are being held virtually because we are in the midst of a pandemic. One thing we have learned is that air pollution is known to exacerbate the effects of COVID. Clearly now is the time to make our air quality better through stronger emissions standards for vehicles.

Please choose to enact the most stringent standards possible.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Robin Hankins. You may now unmute and please state your name and affiliation for the record.

MS. HANKINS: Hello. Thank you.

My name is Robin Hankins. I'm an engineering geologist and a member of the Union of Concerned
Scientists and I'm currently employed by the California State Water Resources Control Board, but I'm here today as a private citizen expressing my personal concerns.

Let me start by saying that I'm very, very heartened to see that this Administration is considering to revise the previous rollback of the vehicle standards for cars and light trucks made in 2023 onward. Given the alarming scale of the climate crisis, the previous standards just aren't enough.

We're currently experiencing a record number of climate-induced natural disasters across the U.S. Wildfires, hurricanes, flooding, drought, snowstorms in many places that had never experienced them before.

The costs of such disasters are astronomical. To paraphrase a recent report by NOAA, during the first half of 2021 alone, there have been eight separate billion dollar climate disaster events across the U.S. Last year, there were 22. If we do nothing about this crisis now, it will only get worse.

Greenhouse gas emissions standards are directly tied to the severity of the climate crisis. Lowering our emissions is vital to getting climate change under
control and preventing these disasters. Therefore, these standards should be at least as stringent as those that were finalized under the Obama-era Administration, if not more.

Unfortunately, as my colleague pointed out, the current proposal seems to be full of loopholes that will allow automakers to avoid making more efficient cars and slow the critical transition to electric vehicles.

We don't have time for a slow comfortable transition from gas to electric. The Intergovernmental Panel on Climate Change Report shows that without extreme cuts to global emissions, the earth could warm by as much as four degrees Celsius within the next two decades. This is happening now.

Within my short lifetime, I have personally witnessed the increase in temperature, increase in unpredictability and severity of weather, the destruction of farmland due to drought, and more.

I am here today because if nothing drastic is done to halt climate change and done quickly, I'm afraid that I will never be able to buy a home that is safe
from fire or flooding. I could lose access to clean drinking water, that I won't have food security, that damaged infrastructure could strand me without electricity for weeks or months.

I could lose everything. So many people have already lost everything. The climate crisis is not a problem for the future. It is a problem now and we must take action now to stop it before its effects are irreversible. We simply do not have the luxury of time.

So I strongly, strongly urge you to adopt the more stringent alternative put forward in the revised rule, implement the full 10 percent stringency or greater on emissions, and reduce the flexibilities given to automakers to ensure that they produce and market the most efficient gasoline-powered vehicles possible or switch to electric entirely. My future, our future is at stake here.

Thank you for giving me the chance to testify today.

MS. THOMPSON: Thank you for your comment.

The next speaker is Paul Ames. Paul, we do not
1 currently see you listed among the attendees. However, if you have joined using a different name, we would ask that you raise your hand at this time and if you have called in, you may raise your hand by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. We will move on to the next speaker.

The next speaker is Stephanie Beitzel Snow. You may now unmute and please state your name and affiliation for the record.

MS. SNOW: Hello. Can everyone hear me?

MS. THOMPSON: Yes.

MS. SNOW: Good afternoon. My name is Stephanie Beitzel Snow from the Wiscauke Settlement in Central Iowa.

I'm of mixed tribal heritage. I'm an (Indian tribe). I'm an enrolled member of the Hotu Nation. I'm a cultural consultant active in food sovereignty. I'm a school educator, a trained anthropologist, a poet, a musician, and, most importantly, I'm a mother of two teen-aged children.
I'm here to speak as a business woman and also as a member of Eco Madres. Eco Madres is a program of Moms Clean Air Force focused specifically on how Latino and Native communities are affected by air pollution and climate change because our communities tend to face more environmental justice challenges than the average person in the United States.

About a year ago -- excuse me. I thought they were going to do some maintenance today.

So about a year ago, my tribe's natural landscape was devastated by the Dureches storm that occurred nationwide. It flattened our ancestral cornfields and we had to rush to carry out an emergency harvest of what we could.

We are a contemporary community, but our Indigenous traditions are of fundamental importance to us for many reasons. Having our ancestral corn flattened and losing so many trees to an uncommonly strong storm was really traumatic.

The climate crisis has brought the need for Indigenous resilience into sharp focus. Without immediate action to address the root causes of climate
change, carbon pollution from burning fossil fuels, our communities are facing increasingly frequent and severe weather events causing the kind of destruction, death, and damage that swept across our lands last year.

My memories of childhood include seeing my great grandmother bent over in one of her three large garden plots coaxing vegetables and our precious corn with care from this land that is Iowa.

Years ago, she would dig her lotus root in lakes and ponds for food and she used as medicine. She gathered foods and medicines to feed and cure her family and community. She passed these ways on to me and I in turn have raised my children in the same way.

Climate change has been making it more and more difficult to find the plants we need for our way of life. Transportation sector is the largest source of carbon pollution in the United States and cleaning up vehicle pollution is one of the most important things that we can do to fight climate change.

Thank you for the chance to testify before this panel on the Revised 2023 Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards and I plead
with you to finalize the strongest possible national vehicle greenhouse gas emission standards for passenger cars and light trucks.

Thank you very much.

MS. THOMPSON: Thank you for your testimony.

The next speaker will be Marc Drehsen. Marc, you should be able to unmute on your phone at this time.

MR. DREHSEN: Hello.

MS. THOMPSON: Hi.

MR. DREHSEN: Hi. This is Marc Drehsen. Can you hear me?

MS. THOMPSON: We can hear you and you are welcome to begin your comment at any time.

MR. DREHSEN: Thank you.

I'm speaking as a member of the Union of Concerned Scientists.

Gas mileage of new vehicles hasn't really improved in at least 25 years. For example, my new Honda CRV gets virtually the same mileage as my 1995 Subaru Legacy did when it was new. The problem is vehicles keep getting bigger, especially pickup trucks, and they're getting heavier with all the safety equipment
and electronics. In fact, you can't even find a small pickup truck these days.

We really need to limit the weight on vehicles if we're going to make a difference.

EPA must set the strongest possible federal clean air standards to ensure we are protecting families from vehicle pollution, we're saving drivers' money at the pump, and we're fighting climate change.

This means restoring standards to at least the level set during the Obama/Biden Administration and ideally even stronger than the Obama-era standards. I don't see any reason why we can't do this.

Thank you very much.

MS. THOMPSON: Thank you for your comment.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera which we encourage you to do.

Speakers connected by telephone should unmute
their phones when called to testify.

If you have joined using a name other than what is listed on the speaker list or have dialed in, we ask that you please raise your hand when called on so we can promote you to the role of panelist. If you have dialed in, you can raise your hand by dialing Star 9.

If you are having technical difficulties, please send an e-mail to public_hearing@abtassoc.com or call 919-294-7712. If you are not registered to speak but you would like to, please send an e-mail with your name and phone number to public_hearing@abtassoc.com or call 919-294-7712.

At this time, we will be moving on to speakers from the next block who are currently available.

Speaker Block 5

MS. THOMPSON: The first speaker will be Philip Cuny. Philip, I will be promoting you to panelist now and when you are ready, you may unmute and please state your name and affiliation for the record.

MR. CUNY: Hello. Can you hear me?

MS. THOMPSON: We can hear you.

MR. CUNY: Okay. Can you see me?
MS. THOMPSON: We cannot see you yet. You will need to hit the Start Video button on the lower left-hand side of your screen to turn on video.

MR. CUNY: Okay. Okay. Can you see me now?

MS. THOMPSON: We can.

MR. CUNY: Okay. I'm sorry.

Good afternoon. My name is Philip Cuny. I live in Dallas, Texas. I'm retired and I am speaking as a private citizen.

Recently, the United Nations Climate Report was released and our future does not look good. I'm not so worried about my own future but I have children and grandchildren and I'm scared to death for them.

The main take-away from the Climate Report is that governments all over the world need to act now. The problem with this is that there are a lot of things that we cannot do now. We can't stop China from building coal-fired power plants. We haven't perfected a way to manufacture concrete and steel without producing CO2, as well, and this accounts for over eight percent of the CO2 currently produced worldwide, and with the passage of the infrastructure bill, we're...
going to be making a whole lot more steel and concrete.

We don't have electric 18-wheelers. We don't have electric tractors for farming and God only knows how we're going to reform the livestock industry.

One thing we can do right now, though, is raise these mileage standards and emission standards for cars and light trucks. This is probably not going to be very popular in Texas where it seems everybody drives a truck, but it is the right thing to do.

For years, SUVs have been allowed to dodge the mileage standards because they are classified as light trucks which is really ridiculous. They are designed to carry passengers. They really are passenger vehicles and now many trucks have four doors and they are used more as passenger vehicles than trucks.

If we're not going to redesignate these vehicles as passenger vehicles, we need to at least raise the standards.

I'm not going to try to list all the benefits of raising the standards. You've heard plenty about that. It affects our public health and national parks, etcetera, etcetera.
What I want to impress upon you is that we need to act now. I read yesterday that the scientists believe that the Atlantic current is on the verge of collapse. This will have catastrophic effects on the climate of England and Europe, not to mention our own fishing industry.

It's beginning to rain on the Greenland ice sheets. This is something that was once impossible. We must act now.

Once again, raising mileage standards and cleaning up vehicle emissions is one of the few things that we can do now. I urge you to raise these standards as high as feasibly possible to make our transportation system the most efficient in the world. Let's lead by example. We need to do this for our children and our grandchildren.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be from an earlier block.

Jackie Garcia Mann. Jackie, you will need to accept the invitation to be promoted to panelist in order for us to hear you today. You should at this time have the
ability to unmute or it looks like you're rejoining us a panelist. Fantastic.

When you are ready, feel free to unmute and please state your name and affiliation for the record.

MS. GARCIA: Hi. This is Jackie Garcia. Can you hear me?

MS. THOMPSON: We can.

MS. GARCIA: Yeah. Hi. I am calling on behalf of 350 Bay Area, and like everyone else who has spoken with such great eloquence about what must be done in the climate crisis, I want to say that, you know, there's nothing else I can personally do in my life to cut out carbon. I'm doing everything I can with electric cars and solar panels and induction stoves, but the people at the EPA making these decisions, they have that power, and I urge you to be a climate super-hero.

You are representing people who are so afraid for their future and their children's future and all the displacement and harm that will be done to humanity and to the ecosystems and the crisis in biodiversity.

So please show your bravery. We need things even
strict than these proposed regulations. We need to
move fast and people are ready to cooperate. People
are ready to help. Don't listen to the industry
people. You know, these are corporations who will
never change and corporations have no conscience. They
are just in it for the profit. So please step up and
be a climate super-hero.

I want to say that personally my mother is a
Holocaust survivor. She came here after the War when
she was 11. Her little sister starved to death in a
displaced person's camp in Siberia. My mother would
not have survived if people didn't take action and join
the War.

So I'm asking you today to join the war and to
look out for future generations.

Thank you very much.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Karen Melton. As a
reminder, you will need to accept the invitation to
become a panelist in order for us to hear you today.

Karen, I just gave you the ability to unmute. If you
would like to make your testimony, just a note that you
will not be able to be on camera.

When you are ready, feel free to unmute and state your name and affiliation for the record.

MR. WILLIAMS: Thank you.

I am Emerson Williams. I'm testifying before you today on behalf of my son, his future children, and for nature herself.

I'm a father, former Marine, environmental policy entrepreneur, and ally and proud member of the LGBTQ+ community. I acknowledge the lands I occupy belong to the sovereign nations of Sioux, Ute, Cheyenne, and Arapahoe Indigenous People.

First, I appreciate EPA's diligence in trying to get us back on track with these standards. However, the plain truth is this. The proposed rule before us today is not only not new, it is wholly inadequate.

This refreshed rule originates from Executive Order 14037 which states in part America must lead the world on clean and efficient cars and trucks by setting a goal that 50 percent of all new passenger cars and light trucks sold in 2030 be zero emission vehicles.

This proposed rule, even if the second alternative
were implemented, falls terribly short of this order. In fact, with the second alternative implemented, the allowed combined cars and trucks grams CO2 per mile by 2026 is 161. This means we are yet again passing the buck to the next EPA, next Administration, etcetera, and it is a huge burden to pass on.

To reach the goals expressed in the Executive Order, this future they will need to implement standards to remove 161 grams CO2 per mile in only four years, nearly triple the reductions in this proposal.

Further, these standards are still decades behind the rest of the developed world. In 2009, the EU implemented standards to reduce their emissions to 153 grams CO2 per mile by 2020. They have since updated these goals and far surpassed our efforts.

China likewise enacted the Euro 4 standards in 2010 which includes very strict standards for CO2 as well as other pollutants. Both regions also have strict enforcement mechanisms which this proposed rule is decidedly lacking.

I understand my statement today may come across as accusatory and unsympathetic to the work done to bring
us here. I assure you that is not my intent. Rather, I am very upset by the extraordinary lack of leadership and urgency I continue to see around environmental issues.

We simply do not have the luxury of slowly ramping up standards or relying on the supposed promises of the capitalist market that caused this impending global disaster.

In conclusion, I recommend EPA go back and write a new rule, a rule that sets zero emissions standards to be met no later than 2030, a rule with strong enforcement mechanisms.

While you consider this, please do not consider political feasibility or if it’s too hard. Rather, consider how hard you want future generations to struggle for a breath of clean air, a drink of clean water and clean soil to grow food.

We are able to choose now how the future will judge us. Please, choose carefully.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Karen Melton. Karen, if
you are able, I invite you to join as a panelist.
Otherwise, you should be able to unmute and whenever you are ready, you may unmute and please state your name and affiliation for the record.

MS. MELTON: Thank you for the opportunity to testify.

My name is Karen Melton, and I am here today as a private citizen who cares about leaving a viable climate and clean air for future generations.

I do appreciate that this Administration is acting to re-implement clean car standards but ask the EPA to create the strongest possible limits on vehicle pollution. These limits had already gone through the technical review process. They will ensure the greatest reductions in oil use and global warming emissions.

And to those manufacturers who turned their backs on efficiency commitments that were made in exchange for having their industry bailed out by taxpayers, I will not forget who you are and I will certainly never buy one of your vehicles.

Here in Philadelphia, we have air quality that is
graded F by the American Lung Association and is the worst in our many environmental justice neighborhoods. Those neighborhoods have double the national rate of childhood asthma and the highest rates of trips to the emergency room by children having acute asthma attacks.

With transportation as the largest source of carbon emissions in the U.S., it's critical that we both make our gasoline-powered trucks and cars more efficient and that we shift rapidly to electric vehicles if we are to achieve a hundred percent zero emission vehicle sales by 2035 and net zero greenhouse gas emissions economy by 2050.

The impacts of climate change we see all around the world today should tell you that we are way past the point where we can be creating loopholes and credit schemes to benefit automakers who are looking for ways to stall on efficiency improvements.

Alternative Number 2 is the better proposal in this regard.

Once again, I urge this Administration to set the strongest standards to make cars and light-duty trucks more efficient by going back to at least the Obama
standards.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Mary Mathews. You may now unmute and please state your name and affiliation for the record.

MS. MATHEWS: Good afternoon. I am Mary Mathews, speaking on behalf of the League of Women Voters of Lake County, Illinois.

I'm addressing the Proposed Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards.

The stated purpose is to make the greenhouse gas emission standards more stringent, thereby significantly reducing emissions.

The proposed rule also will provide incentives for manufacturing more hybrid and electric vehicles. These changes should result in substantial public health benefits.

The League of Women Voters supports the maximum protection of public health and the environment. To that end, the League has supported federal air
pollution controls for fuels and vehicles since 1971.

We called for full implementation of the Clean Air Act of 1970 and for strengthening amendments. The League consistently has opposed extensions of deadlines for meeting ambient air quality standards and auto emission standards.

The League believes greenhouse gas emissions cause not only air pollution but also contribute to the climate crisis. Climate change is a serious threat as proven in the Intergovernmental Panel on Climate Change Report.

The League of Women Voters realizes that pollution control is not enough. Pollution prevention is required. Accordingly, the League has called for legislation to cut greenhouse gases, increase energy efficiency, and shift to renewable energy.

The League opposed efforts by the Trump Administration to roll back the clean car standards and to withdraw from the 2015 Paris Climate Agreement.

As transportation is the largest source of carbon emissions, restricting the emission of heat-trapping gases will help mitigate climate change and combat
deadly air pollution.

Air pollution caused by emissions has been proven to increase the risk of heart disease, lung cancer, and asthma. The requirement for transition to zero emission cars within a short time frame will greatly improve public health.

So far this summer, Lake County has suffered nine orange unhealthy for sensitive groups air quality days due to ozone. The asthma rate in Waukegan, the largest city in Lake County, is much higher than average. Waukegan is an environmental justice community which experiences disproportionate harm from climate change.

The previous Administration's rollback of clean car rules curtailed progress in improving air quality and moderating climate change. To make up for lost time for Waukegan and for all of our communities, the League of Women Voters of Lake County calls for standards that are at a minimum as strong as those finalized in 2012 and without any loopholes and giveaways to automakers. Stricter fuel efficiency standards coupled with greenhouse gas reductions standards, and enforceable requirements are needed.
Reducing carbon pollution and fighting climate change must be a top priority for the EPA. The League of Women Voters of Lake County requests the clean car standards be the strongest possible and effective as soon as possible to protect public health and combat the climate crisis.

Let's move to zero emissions before it is too late.

Thank you for your time.

MS. THOMPSON: Thank you for your comment.

At this time, we will begin a brief recess. EPA, when would you like to reconvene?

MR. OLECHIWI: Thank you, Kayla.

So it is now a little past a quarter to the top of the hour. I would like to recess until 15 minutes after the hour, so about a half hour break. So on the East Coast that is a break until 3:15 p.m., and we will reconvene then for the remainder of the testifiers.

So I want to take this opportunity to thank everyone that spoke this afternoon. We very much appreciate your comments, and we look forward to hearing from the final batch of testifiers. So the
break will commence now until 3:15.

Thank you so much.

(Recess.)

MS. MROZ: All right. It looks like everybody's back. So, Kayla, you can go ahead and proceed.

MS. THOMPSON: Thank you. This is Kayla Thompson from Abt Associates, EPA's contractor. It is currently 3:15 p.m. Eastern Time, and we are now rejoining EPA's public hearing, Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards Proposal.

As a reminder, if you are speaking today, you will receive a notification on your screen that you are promoted to the role of panelist shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera, which we encourage you to do. Speakers connected by telephone should unmute their phones when called to testify.

If you have joined using a name other than what is listed on the speaker list or have dialed in, we ask that you please raise your hand when called on so we...
can promote you to the role of panelist. If you have called in, you can raise your hand by dialing Star 9. If you are having any technical difficulties, please send an email to public_hearing@abtassoc.com or call 919-294-7712. If you are not registered to speak but you would like to, please send an email to public_hearing@abtassoc.com, or call 919-294-7712.

The expected speaking order is displayed on the screen. I will be introducing each speaker in turn. The next speaker will be William Davies. EPA, are you ready to proceed?

MR. OLECHIW: Thank you, Kayla. Yes, we are ready to proceed. And while this is the -- intended to be the sort of last block of speakers, we encourage anyone that would still like to speak to please use the information shown on this slide to contact Abt and sign up. And, of course, we will stay here for as long as people are willing to testify. And so, with that, we should proceed. Thank you so much.

MS. THOMPSON: Thank you. It appears that William is not yet listed as an attendee on our attendee list. However, William, if you have joined using a different
name today, we ask at this time that you raise your right hand, and that if you have dialed in, you can do so by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: We'll go ahead and move on to the next speaker. The next speaker on our list is Suzanne Llewellyn. Similarly, we do not have you listed as an attendee. However, we invite you to raise your hand at this time if you are listed under a different name.

(No response.)

MS. THOMPSON: Moving a little further down the list, there are a couple of other speakers who are listed to speak but are not currently listed as attendees. They are Connie King and Robin "Gil-oh" or "Gill-oh." If you are here but you're listed under a different name, we invite you to raise your hand at this time. As a reminder, if you've dialed in, you can do so by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. The next speaker on our list is James Noyes. You may now unmute, and please state your name and affiliation for the record.
MR. NOYES: Hi. This is James Noyes. I typically go by the name Graham Noyes, and I represent Pearson Fuels and also am the executive director of the Low Carbon Fuels Coalition. And the comment that I'd like to provide here, Pearson's been very active throughout the process, the various iterations of the rule here in commenting, and is the largest E85 supplier in California. And I want to just provide the input to the agency that there are tremendous opportunities with flex fuel vehicles, with high-blend ethanol E85, with mid-level ethanol blends, and with other biofuels to provide greenhouse gas reductions that aren't currently integrated into the greenhouse gas proposed rule and are, frankly, carbon reductions left on the table.

Within California, we've seen over 75 million metric tons of greenhouse gas reduction from the use of various low-carbon fuels and electricity over the last 10 years of the Low-Carbon Fuel Standard Program, and 85 percent of those reductions have been bio-based fuels, so we would very much encourage the agency to consider the value of these fuels. They can be utilized in existing internal combustion engines.
There's obviously a very strong drive to move toward electrification, but as everyone is aware, there are very significant technology and cost barriers there, and there's also the very long life of internal combustion engines that are on the road.

We've seen in California very aggressive programs to electrify the state that are having effect, but, frankly, they're having effect slowly with still the large dominance of the internal combustion engine. And, therefore, we think California provides an indication that the agency should take very seriously of how important decarbonizing the internal combustion side of the picture is, and also realizing that, to the extent that there's not the encouragement of flex-fuel vehicles, or mid-level ethanol blends, or other biofuels and technologies, then the default is to fossil fuel with the increased criteria pollutant emissions and the increased greenhouse gases from those fuels. Thank you for the time to participate in this proceeding.

MS. THOMPSON: Thank you for your comment. The next speaker is Diana Gersten. Diana, we do not
currently see you listed among the attendees. However, if you have joined using a different name, we ask that you raise your hand at this time. And as a reminder, you can raise your hand if you have dialed in by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: We will move on to the next speaker. The next speaker is Langston Verdin. You may now unmute, and please state your name and affiliation for the record.

MR. VERDIN: Hello, everyone. My name is Langston Verdin, and even though it says I'm representing Children's Health Alliance of Wisconsin where I work, I'm actually here as a private citizen today and as a member of the Wisconsin Asthma Coalition. I live in Milwaukee, Wisconsin as well.

First off, I'd like to thank you all for this opportunity to speak with you today about this important topic. I'd also like to thank President Biden and his Administration for acknowledging the importance of tackling climate change and pollution from transportation. In Wisconsin, over half a million
children and adults have asthma. It's the most common chronic condition among children and the leading cause of school absenteeism. In fact, each year, 1 in 2 kids with asthma will miss at least one day of school because of their asthma, and 1 in 4 adults will miss at least one day at work. Worst yet, the Wisconsin Department of Health Services finds that one person dies every day because of their asthma. Because of this, over the last two years, I've worked on a project called Project Breathe SMAART, or Safely Monitoring Air Around Town. This project started because when I was analyzing asthma data from the Department of Health Services, I found that asthma-related health care utilization wasn't equally distributed across Milwaukee. Instead, it's heavily concentrated among high-traffic corridors in the city's black and Latinx communities.

The transportation sector is the largest source of greenhouse gas emissions in the state -- in the United States. Gasoline and diesel-powered cars, SUV, and pickup trucks pollute the air we breathe and drive climate change. This proposal and the broader action
on clean cars from the Administration are a meaningful step in the right direction, but we need the strongest possible clean car standards to truly make good on President Biden's commitments to address climate action and environmental justice. As a parent of a 12-year-old with asthma, I urge the EPA and the Administration to finalize this proposal quickly and move forward with bold greenhouse gas and fuel efficiency standards for cars, light trucks, and SUVs that accelerate the critical transition to zero emission vehicles.

Thank you all for your time and allowing me to share with you today.

MS. THOMPSON: Thank you for your comment. The next speaker is Victoria Gillet. We do not currently have you listed among the list of attendees. However, if you have joined under a different name, we invite you to raise your hand at this time. And then as a reminder, you can raise your hand if you have dialed in by dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. We will move on to our next speaker. The next speaker is Claire Richards. Claire,
when you are ready, please unmute and state your name and affiliation for the record.

MS. RICHARDS: Thank you for the invitation to speak today on the EPA ruling on light-duty vehicle emissions. My name is Claire Richards, and I'm a nursing professor and member of the Alliance of Nurses for Healthy Environments. Part of my work focuses on how we respond to emerging public health crises, such as the power outages that occur during extreme heat and wildfire smoke events, all of which are on the rise due to the climate crisis. I'm here to urge you to set the strictest possible clean car standards.

As others have noted, the IPCC report states clearly that we have already baked in enough carbon emissions to warm our planet one-and-a-half degrees Celsius. These emissions are permanent, irreversible, and dangerous, and additional greenhouse gas emissions will only worsen the situation. My family and I have all been personally impacted by climate change. My sister-in-law's community of Mexico Beach, Florida was leveled by the rapidly-intensifying Hurricane Michael in 2018. The pile of broken homes turned into a
massive landfill. This summer, my husband, son, and I escaped the extreme heat and wildfire smoke of Eastern Washington to sleep on a relative's floor on Whidbey Island for clean air, only to face the painful reality of dead shellfish littering the beach. Hundreds of people and billions of sea creatures died in the heat dome, and the production from a number of crops were cut by half. Thousands of homes are now destroyed by wildfires alone nearly every year. This impacts our economy, our housing stock, and our physical and our mental health. I'm very alarmed about whether our five-year-old son will be able to thrive when he's my age. This depends on the decisions that we make now.

Exposure to wildfire smoke has significant health impacts on lungs, hearts, and brains, especially for pregnant women, infants and children, and those with chronic illnesses. Extreme heat not only makes wildfires more likely. It also amplifies the effect of air pollution on human health. Given structural inequity and the history of redlining in the United States, this disproportionately affects low-income communities and black, indigenous, and people of color.
This means that to achieve the environmental justice agenda of the Biden Administration, a rapid transition to clean transportation is necessary.

We need to slow the progression of climate change without delay within our infrastructure and systems. This means that the EPA must finalize an ambitious rule this year in 2021 without any loopholes. It is critical that we have a long-term plan. The EPA must also set stronger standards through at least 2030 to drive the transition to zero emission vehicles the Nation needs and that President Biden has called for in his executive order. We must cut emissions as quickly as possible from gasoline cars and increase the adoption of electric vehicles so that we can get to a 100-percent electric new car market by 2035. Thank you.

MS. THOMPSON: Thank you for your comment. The next speaker will be Jack Darin. Jack, you may now unmute, and please state your name and affiliation for the record.

MR. DARIN: Thank you. My name Jack Darin. I'm the director of the Sierra Club Illinois chapter, and
1 I'm representing over 120,000 of our members and
2 supporters here in Illinois. And I want to thank you
3 for the opportunity today to testify and for holding
4 this hearing.

5 So, vehicle emissions are the major air quality
6 challenge in Illinois when it comes to both the global
7 existential threat of climate change and also the local
8 urgent public health threat of certain smog pollution
9 on days like we're experiencing this week. Just
10 yesterday, according to EPA's Air Now website, the Air
11 Quality Index for Chicago and its west and north
12 suburbs, so most of our region, exceeded 150 in the
13 unhealthy category. And just briefly, here's what EPA
14 advised us to do yesterday based on that level of
15 pollution. It said that "Sensitive groups should avoid
16 prolonged or heavy outdoor exertion and schedule
17 outdoor activities in the morning when ozone is lower.
18 Consider moving activities indoors." This, of course,
19 is during a pandemic. "People with asthma, keep quick
20 relief medicine handy, and everyone else, reduce
21 prolonged or heavy outdoor exertion. Take more breaks
22 or do less intense activities. Schedule outdoor
Now, of course, those sensitive groups are more likely to be people of color and other environmental justice communities that have already been disproportionately impacted by this pandemic and by pollution generally. And the largest source of the pollution causing this public health threat is transportation. Emissions from electric vehicles, such as PM 2.5, are a major public health hazard, and Asian-American, black, and Latino residents of Illinois are exposed to higher-than-average levels of particulate matter from cars, trucks, and buses. Chicago and the rest of Cook County has the state's highest PM 2.5 pollution exposure, again, due in large part to the transportation sources.

The transportation sector is also the largest source of Illinois' climate-disrupting emissions after we've made some reductions in our electric sector, and so the main source within transportation is coming from the passenger vehicles we're talking about today. And Illinois has definitely experienced climate change. Our precipitation has increased substantially. We have
more torrential downpours and devastating floods, including in our Illinois and Mississippi Rivers. Our average daily temperatures have risen one to two degrees Fahrenheit in most areas of the state, making our summers hotter, and our winters warmer, and our droughts longer and more severe. Our Lake Michigan shoreline of late is crumbling under record lake levels and extreme weather, and agriculture is very important in Illinois. We're the sixth largest agricultural state in the country, and our ability to feed ourselves, and the rest of the country, and indeed the world, will be diminished if the climate crisis is not mitigated.

Now, as a state, Illinois is beginning to move boldly to address these threats, but we need to be building on a baseline of the strongest possible national vehicle standards for emissions. Here in Illinois, the Sierra Club is part of the Illinois Clean Jobs Coalition, which has put forth a plan to get one million electric vehicles on the road here by 2030, while prioritizing equity and attainability for all. And this goal has recently been championed by our
governor, J.B. Pritzker, who is making state investments in electric vehicles infrastructure and in fleets and seeing the real potential for our state as a center for EV manufacturing. So, we are moving ahead here, but we'll make the most progress if we're doing so on top of the strongest possible national emission standards.

The original clean car standards passed in 2012 under President Obama were an effective tool to reduce emissions from vehicles, and in 2020, our state defended public health and the environment by suing the previous Administration for its reversal of those standards. And today we're at a point where we have the opportunity to set the record straight on where our priorities lie on key issues like climate change and public health. We can either go back and set a rule that is weaker than the one we originally had under the Obama Administration, or we can recognize that the impacts of climate change have gotten worse and that we must set the boldest standards possible that exceed even the one finalized in 2012. Not doing that and setting a bold standard means that Illinois will
continue to face intensifying climate disasters and not
doing everything we can to protect the most vulnerable.

It's clear that not only do we need to clamp down
on vehicle pollution, but we need to create policies
that reflect the gravity of our climate crisis and
center environmental justice. And that's why I'm here
today to urge EPA to set the strongest rule possible
that will get us on track to 100 percent EV sales by
2035. To do so would offer hope for a healthier future
to those who are worried about breathing the air that
we have today, and not doing so would mean that we'll
face the catastrophic consequences of climate change
that the recent IPCC report laid out as a code red for
humanity. So, I hope we can heed that call for change
and adopt the strongest possible standards. Thanks for
listening today.

MS. THOMPSON: Thank you for your comment. The
next speaker is Frank Granda. We do not currently see
you listed among the list of attendees. However, if
you have joined under a different name, we would invite
you to -- we would invite you raise your hand at this
time. And if you have called in, you can do so by
dialing Star 9 on your phone.

(No response.)

MS. THOMPSON: Okay. We will move on to the next speaker. The next speaker on our list is Kelly Fleming. Kelly, you may now unmute, and please state your name and affiliation for the record.

MS. FLEMING: Thank you. My name is Kelly Fleming. I'm the policy director for the Zero Emission Transportation Association. Thank you for providing the opportunity to speak today on behalf of the Zero Mission Transportation Association, or ZETA. We are an industry-backed coalition advocating for 100 percent electric vehicle sales by 2030. Our member companies are on the cutting edge of innovation in the EV space, from two-wheeled vehicles to medium and heavy-duty trucks, and we represent a majority of the market for electric light-duty vehicles.

ZETA thanks the Administration for prioritizing the reduction of emissions from transportation through the proposed standards, and we look forward to working with you to ensure a zero-emission transportation future with the United States being dominant in the
auto industry once again. We recognize that without electrification of the transportation sector, there is no way the United States will meet its climate targets. To that end, a proposal that will achieve just over eight percent EV deployment in Model Year 2026 misses the mark.

While the proposed stringency of Alternative 2 standards may be a step in the right direction, ZETA recommends that the agency implement a rule that is much more stringent than any of the proposals analyzed. ZETA members, including Rivian, Tesla, and Lucid, among others, have created over 250,000 American jobs and are scheduled to produce and accelerate the delivery of a variety of electric vehicles during the implementation of the new rule. Some of these automakers and models are debuting in the next two years, so the EPA's 2017 baseline using the impact analysis of the proposed standards neither accounts for these new entrants nor the large deployment of EVs post-2017, like the Tesla Model 3. Because of this, electric vehicles and trucks will make up a larger portion of the new vehicle market in 2023 to 2026 than
projected.

With this in mind, ZETA discourages the inclusion of potential loopholes to meet the proposed standards through overly generous crediting, particularly for technologies that are no longer contributing to the reduction in emissions from the transportation sector. Analysis shows that these extensions could result in an additional 130 million metric tons of greenhouse gas emissions compared to Alternative 2. Rather than artificially expanding the lifetime of older technologies, the standard should be pushing the entire auto industry towards electrification. Extending the lifetime of credits, including multipliers that double the credits earned for every EV sold, weakens the standards and indirectly incentivizes traditional automakers to continue manufacturing their least efficient vehicles, especially as EVs reach price parity.

Extension of credits like those for the hybrid trucks are outdated. While it made sense to provide these incentives when electric drivetrains were still being innovated, we currently have fully-electric
pickup trucks slated to be on the road by 2023, including from Rivian, Tesla, and Ford. The same is true for advanced clean vehicle technologies included for off-cycle credits. ZETA fully supports ambitious standards to cut greenhouse gas emissions and expanding the stringency of Alternative 2 with the elimination of extended credits.

ZETA's members are already demonstrating that EV innovation and job creation go hand in hand. We urge the Biden Administration to accelerate this transition and expedite the economic and environmental benefits of light-duty vehicle electrification. Thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment. Our next speaker will be Dana Gersten. If you have called in, we ask that you raise your hand by dialing Star 9 on your phone, and we will unmute you. I can see that you've raised your hand. You should now have the ability to unmute, and then when you are ready, you may state your name and affiliation for the record.

DR. GERSTEN: Hi. Can you hear me?

MS. THOMPSON: We can.
DR. GERSTEN: Okay. Hi. My name is Dr. Dana Gersten, and I am testifying today as a private citizen. I work as a family medicine doctor at a primary care clinic for the uninsured, underinsured, and working poor in Berkeley, California, and also at a community safety net hospital. I take care of newborns to the very elderly, and I see our poor air quality affecting so many. I'm here to urge the EPA to adopt the strongest possible clean air standards because my patients simply can't keep breathing dirty air and live healthy lives.

I see the effects of climate change on my patients almost daily as it directly causes some health emergencies and makes others worse. Many of my patients have lung conditions, like asthma or COPD, as well as heart conditions. We live in a large city with truck and air pollution. This year, like last year, large wildfires make air quality even worse, sending many to the hospital. They breathe unrelenting smoke this time of year, and the poor air quality exacerbates their health condition, sending many to the hospital for intensive care.
I think because so many of my patients are living on the edge of making it and not making it, these health exacerbations can send them over the edge into poverty. For example, when I was doing training in Oregon, I had a patient who was a farm worker who worked with the grape harvest. Wildfires destroyed the harvest, and he was not able to make any money. His electricity bill went unpaid, and his electricity was turned off. He couldn't keep his insulin cold, and then he went into a dangerous hyperglycemia. He became acutely ill, and when he returned back, he was unable to work. So, I think the cycle of poverty and ill health just keeps on going, affecting people who take care of my patients and also the people they take care of, like their spouses and their children.

Our health care system can't afford to keep covering the costs of weak auto pollution standards. Especially with COVID, our hospital is near capacity, and there simply isn't room to treat all of the incoming patients with respiratory issues. Many of the people most at risk for lung conditions are already the most vulnerable: the working poor and people of color.
The failure to have the strongest possible clean air standards entrench the cycle of poverty that is profound and increasingly difficult to escape. What's more, the ever-increasing amount of climate disasters we face in California takes a serious toll on mental health. Depression and suicide rates are quite high already, and when you pile wildfire smoke and COVID that keep people indoors, the effects can be heartbreaking, especially on children and teens.

The EPA needs to adopt its alternative standard and enact the strongest possible rule that has aggressive targets, no loopholes, and which puts us on the path to zero emission future. I'm doing this on behalf of my patients who simply can't afford to wait any more. Thank you so very much.

MS. THOMPSON: Thank you for your comment. At this time, we have no one else scheduled to speak. If there is anyone who did not register to speak but would like to, please send an email with your name and phone number to public_hearing@abtassoc.com or call 919-294-7712. I would also like to provide an opportunity for anyone who was scheduled to speak but may have joined a
little bit late to raise their hand, and we can promote you to panelist to give your testimony. I can see that Stephen Wyman has his hand raised, so, Stephen, I will be promoting you to panelist, and you'll need to accept that invitation in order to speak. When you are ready, you may state your name and affiliation for the record.

MR. WYMAN: My name is Stephen Wyman. I am the founder and CEO of Evolving Electric Company, and I would like to suggest the EPA regulations must push existing technologies to the fore, highlighting reducing greenhouse gas emissions, reducing methodologies that have existed for decades that are somewhere between scarce and unknown in vehicles available today.

First, full-series hybrid electric vehicles, like Nissan's Note ePOWER, or General Dynamics Land Systems RST-V, also known as Shadow. This technology can scale from the smallest to the largest vehicles in use today.

Second, the skateboard undercarriage that allows larger battery capacity unobtrusively. This technology is applied to the new Ford F-150 Lightning as well as being planned for use in a variety of battery electric
vehicle platforms. The skateboard could also be used in buses, truck, trailers, train cars, and recreational vehicles. Third, regenerative braking could be applied to all axels, and the appropriate motor generator could also help heavy vehicles climb hills, move train cars around the railyard and tractor trailers around shipping and receiving docks. Fourth, use of solar panels could be especially useful for train cars, tractor trailers, buses, and RVs.

It is clear that without specific, defined, and regulated direction from the EPA, vehicle manufacturers are more inclined to respond to pressure from powerful voices and industries that want to maximize profit margins from oil and gas products for as long as it is possible, consequences be damned. The EPA must delineate a specific direction or significant progress in reducing greenhouse gas emissions from vehicles may not soon be forthcoming. I implore the EPA to create a rigorous regulatory regiment devoid of loopholes to expedite greenhouse -- reduce greenhouse gas emissions from vehicles. Thanks for the opportunity to present my perspective.
MS. THOMPSON: Thank you for your comment. I would like to again invite anyone who has registered to speak, but perhaps we had missed, to raise their hand, and we can promote you to panelist so you can provide your comments. Apologies. There's a storm outside.

(No response.)

MS. THOMPSON: Okay. Another reminder. We at this time do not have anyone else scheduled to speak. However, if there is anyone who did not register to speak but would like to, please send an email with your name and phone number to public_hearing@abtassoc.com or call 919-294-7712. We will now pause to see if anyone else would like to make a statement.

(Pause.)

MR. OLECHIW: So, Kayla, it seems like we have a short break in the number of speakers that we have right now. I wonder if we should just take a 10-minute pause and come back at the top of the hour at 4 p.m. and see if there's anyone else that would be interested in speaking. It looks like David -- I'm sorry -- Frank has made the appropriate adjustment. So, we'll take about a 10-minute pause here, and we'll come back at 4
p.m. to the call. I think about a 10-minute pause here and we'll come back at 4 p.m. and see if there's any other -- if there any other testifiers. If people are coming off of meetings or finishing up work or something like that, maybe this will give them an opportunity to join the hearing one more time, so we'll take a 10-minute pause. Thank you.

(Break.)

MS. THOMPSON: Hello, everyone. This is Kayla Thompson from Abt Associates, EPA's contractor. It is currently 4 p.m. Eastern Time. We are now rejoining EPA's public hearing about their Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards Proposal.

At this time, we would like to invite anyone who would like to speak to raise their hand, and we can promote you to panelist. I can see that, Victoria, you have raised your hand. I will promote you to panelist now. When you are ready, please feel free to unmute, and state your name and affiliation for the record.

DR. GILLET: Hi. My name is Victoria Gillet.

I'll start by thanking the EPA for holding a hearing on
such an important topic. I don't have any official affiliation. I'm a physician, and I'm strongly in favor of the new proposed light-duty vehicle greenhouse gas emission standards. I'm a primary care physician starting a new practice in the City of Milwaukee in Wisconsin, and I got into medicine to help people who are suffering. I'm here today because there's only so much that I can do to prevent that suffering from within my exam room. I'm here today to advocate for changes that decide whether my patients keep breathing dirty air or if they can breathe easy and be healthy.

I completed my training in the City of Madison in Wisconsin, and the effects of clean air are very stark there. There are sections of the city that are green and lush, and then there are parts of the city that are close to overpasses and bus lots with idling large vehicles, and during the pandemic, I saw the difference is between these two locations. I had patients start to come in as vehicles got back on the road with asthma exacerbations. Those patients who are coming in more frequently for those exacerbations were those who lived in those areas next to the vehicles, and it probably
comes as no surprise that those patients were also more likely to be people of color and low-income. We know that these people are more likely to be located in areas and cities where they're exposed to more air pollution. We also know that they are more likely to suffer the negative consequences of rising greenhouse gas emissions as well as that particle pollution that decreases their health outcomes and will be more susceptible to increasing heat and other negative consequences.

Particle pollution, we know that there's no specific safe amount, right? Even a small amount of exposure to air pollution can cause health consequences across the life spectrum, from preterm birth to dementia and everything in between. And particularly, it's been shown to decrease COVID outcomes, in particular, for people who become infected. They're more likely to have severe outcomes and even death. So, it's important to me that my patients have access to clean air regardless of where they live, even if they happen to be near locations where there are larger vehicles going by.
Thankfully, you know, I know that these are harmful, but we also know the paths to the solution: electrify everything as quickly as possible, particularly transportation infrastructure, and make the electricity that we need for those electrified systems with local green energy. That transition will save 2,000 or more lives per year just in my home State of Wisconsin, and the benefit will disproportionately be good for those who have had really negative health outcomes in the past.

So, if we -- strong solution protections for vehicles, like the one that's being proposed by the EPA right now, is a really important tool to facilitate this transition. Therefore, I strongly support strengthening the U.S. light-duty vehicle greenhouse gas emission standards because this change will make my patients and our country happier and healthier. That's what I have.

MS. THOMPSON: Thank you for your comment. If there is anyone who did not register to speak but would like to, we would encourage you to raise your hand at this time. I can see a couple of hands raised, and so
the first will be William Davies. I'm promoting you to panelist now. When you are ready, you may unmute, and please state your name and affiliation for the record.

MR. DAVIES: Good afternoon. Can you hear me?

MS. THOMPSON: We can.

MR. DAVIES: Fantastic. Thank you so much for your time. My name is William Davies. I am a resident of Kansas City, Missouri. I am employed with the Sierra Club, Missouri Chapter, but I'm here speaking on my own behalf as a concerned Missourian and Kansas Citian. Thank you so much for taking the time to host this public meeting.

And I'm here to speak as a husband, future father, and resident in support of this important update on vehicle emission standards and greenhouse gas emissions as it will be vital to continuing to ensure that the U.S. remains competitive in moving forward into a clean energy future. And more importantly, I'm protecting the health and well-being of all Americans, like my friends and neighbors here in Kansas City.

I will try to be brief. I will not repeat some of the great testimony that you all have heard as to why
this -- the science behind this important standard and why it will benefit public health and the environment.

I'll speak as a resident of a city that is trying to do all it can to center equity and the well-being of its residents in taking climate action, particularly in the realm of building codes and building performance standards and improving transportation both for transit and public transportation purposes, as well as city fleet vehicles, for doing the necessary work that needs to be done.

Improving standards like this and setting at a national standard, a national benchmark for improving emission standards for vehicles to help cities, like Kansas City, and states and the private sector that are looking to improve their vehicle performance because by -- in order -- by working to meet standards set by the Federal Government and by our leaders at the EPA, and the Administration, and in Congress, it helps to -- helps these entities at the state level or at the local level set targets to meet these ambitious goals, and thereby improving efficiency, improving the business models, and improving their technology so that they are
meeting standards that protect the health and well-being of residents, and just to continue to advance technology to make it better for the planet and better for the environment. And this also helps create important funding mechanisms to support continued growth and expansion of better vehicle technology at the city and the state level.

So that is all to say that by setting this -- these ambitious targets and setting the standard for the nation to follow, the EPA, by moving this rule forward, will help cities and states continue to advance and improving our vehicle technology, and protecting the health of all Americans, and continue to make sure that our industry is competitive, creating jobs in that new clean energy future. So, thank you so much again for taking the time to host this public meeting and for allowing me to speak, and to reiterate my support for advancing this updated standard. Thank you so much for your time.

MS. THOMPSON: Thank you for your comment. The next speaker will be Heather Price. When you are ready, please unmute and state your name and
affiliation for the record.

DR. PRICE: Yes, hi. My name is Heather Price, and my affiliation, I am a person in Washington State. I'm also a climate scientist and atmospheric chemist, and so I want to speak a little bit about my personal experience with climate change and with the clean fuel standards.

I'm going to turn on my video.

So, I've had experience with owning a car that's run on biodiesel, on biofuels, and I'm an atmospheric chemist, so I've been working on global chemical transport models and doing measurements. And over the 20 years that I've been an atmospheric chemist and a climate scientist, my views have changed a lot. I used to think that hydrogen was going to be one of the main solutions, even gray and blue hydrogen, which I encourage you to look up if you don't understand what those are. The only solution if we're going to use hydrogen is if it is green hydrogen coming from clean electricity. In terms of biofuels, I used to run my car on biodiesel, and through the work that I've been doing over the past 20 years, I've come to realize that...
biofuels are also a delay tactic. They are not a solution, that they produce the same air quality issues and air pollution, particularly NOx pollution, and, in some cases, more pollution.

So, in terms of health and air quality, electrifying our vehicle fleet is really the only solution that we have. And as we clean up our electrical grid, then everything, right, this really does get at the root of the climate crisis and how we're going to address it. It means electrifying everything using zero carbon sources of electricity, such as wind and solar. It means electrifying our vehicle fleet and coming up with ways of recycling the batteries because, yes, there are issues with batteries and with the pollution there. But one of the issues also with batteries, people talk about, oh, recycling. Well, the elements that are in those batteries are there. They're transitioned, but --

Oh sorry. I'm sorry. I got disconnected for a second there.

So, the elements within those batteries are always there. They're transitioning between redox states, but
they're not going into the atmosphere the way that, say, when you burn toxic fossil fuels and those go into the atmosphere either as methane or as carbon dioxide, depending on fuel source.

The other thing I want to mention quickly is RNG, which is called renewable natural gas, is also not a viable solution either in our pipelines or people's homes. This is a little bit different than the clean fuel standards for autos, but I think it's an important piece of the puzzle because a lot of companies are trying to say that RNG belongs in vehicles, too, and natural gas is not clean. It is a climate wrecking ball as it leaks. The latest IPCC report shows that it's 84 times more potent than carbon dioxide, and when that leaks over time, it turns into carbon dioxide which persists for centuries, acidifying our oceans, continuing to heat our planet. So, we really need true solutions. We really need a strong -- you know, when you're moving forward with these fuel standards, go as far as you can because we don't have much time. Make them really strong because we really need to get to zero, and that means electrify, electrify, electrify.
And then also a little bit about my own personal experience with climate. I live in Seattle, and we are feeling the climate crisis firsthand. I have children in my home with asthma who cannot go outside when it's smoky. I have students who are homeless, who are stuck outside in the smoke, and it is climate exacerbated. I grew up here in Washington. I did -- I never saw smoke in the Seattle area. Yes, on the east side it's -- you know, forest fires over there are natural, but talking with the mayor of Twisp, I was in a talk with her at the Pacific Science Center. And she talked about how it used to be about two or three weeks of wildfires, and now she keeps fire equipment in her car because she's seeing more than a month of fire season in her community. So, we are really being impacted by climate change today, and we don't have any time left to wait. So please, please, please, make the strongest standards that you can. Thank you so much.

MS. THOMPSON: Thank you for your comment. The next speaker will be Varsha Singh. You may now unmute, and please state your name and affiliation for the record.
DR. SINGH: Hello. Good afternoon. This is afternoon in New Jersey. My name is Varsha Singh, V-A-R-S-H-A, last name, S-I-N-G-H. I'm affiliated with this group, Nurses for Climate Change. I signed up to be champion because I'm really passionate about doing something as an individual for the climate, make it better for future generation. That's all -- is my goal, so I really am appreciative of this opportunity to express my views about what's happening around us. Thank you for this opportunity to speak with all of you today because this is a critical topic.

I'd also like to thank President Biden and his Administration for acknowledging the importance of tackling climate pollution from transportation. This proposal and the broader actions on clean cars from the Administration are a meaningful step in the right direction, but we really need the strongest possible clean air standards to truly make good on President Biden's commitment to address climate action and environmental justice.

I really want to talk about clean our climate personally. I do -- I migrated from India in 1988, and
I did experience in my country what I would call pollution where you have to wear a scarf around your face when you are driving. So, emissions from vehicle, this is something that is controllable, and that's why I feel really passionate about the whole issue, and I appreciate the time that I have here today to express my views in front of this group. So, I -- I'm just asking that what we can do as community leaders or as an agency who is in charge of setting the standard so that the vehicles which are driving on the roads are not adding to the carbon print that is already so strong that we are experiencing the impact.

In past 20 years that I have been in this country, I love being in cleaner environment. I love the way I feel about the greenery around me, and slowly I started noticing how we have more rains, more floods. The heat is -- hotter days are increasing every year and slowly. And not only just me, but my son who is really a strong advocate for making things possible to help everyone, actively participating individual contributing to improve the climate for future. So, what I'm saying here in this public hearing is that we
need stronger standards. There is a need for stronger standards.

EPA's proposal is a necessary step towards addressing the previous Administration's rollback of cleaner car standards, but it's not only a start. You must finalize this rule by this year, 2021, because we really do not have time because the covered model year is 2023 to 2026, and set up more health protection standards beyond that. Please ensure that the standards result in the real-world reductions in greenhouse gas emissions, and please don't include any shortcuts for auto makers to cut corners. We know that car is necessary for every one of us, and we all are going to use cars, but what we require is an eco-friendly car.

So, as an individual, as a responsible individual of this society and someone who really cares about the future generation, as a nurse practitioner, we in this country together want to see all citizens and residents breathing a good quality of air and enjoying the quality of life that everyone deserves. As a healthcare provider, this has been my message to all my
patients to everything. Prevention is better than cure, and this case it applies to our standards, EPA standards, as well. We can prevent so much disaster in the future if we can just make the right standards.

Thank you so much for listening to me.

MS. THOMPSON: Thank you for your comment. At this time, we have no one else scheduled to speak during the current time slot. However, if there's anyone who did not register to speak but would like to, we would invite you to raise your hand at this time. And if you have called in, you may raise your hand by dialing Star 9 on your phone. Additionally, if you were registered to speak but not have -- but have not yet provided your testimony, we also invite you to raise your hand at this time, and we will promote you to panelist.

(No response.)

MS. THOMPSON: Another brief reminder that if you're having any technical difficulties, please send an email to public_hearing@abtassoc.com or call 919-294-7712. We will be putting up a list of remaining registered speakers on the screen now. We invite,
again, anyone who registered to speak but has not yet provided their testimony to use their hand at this time, and we will promote you to panelist.

(No response.)

MR. OLECHIW: Just a short announcement. EPA recognizes that there are some registered speakers that have not yet had the opportunity to speak, and so, of course, we'd very much like to hear from them if they're available. And, of course, there may be some late participants that identify themselves as speakers. So, our intention is to stay to keep the hearing live until 4:45 or until registers -- all registered speakers that would like to speak have had the opportunity to do so, whichever comes first. So, we'll be standing by until at least 4:45. Thank you.

(No response.)

MS. THOMPSON: As a reminder, the remaining registered speakers are now listed on the screen. We invite anyone who is registered to speak but has not yet provided their testimony to raise their hand at this time. Additionally, if there is anyone who did not register to speak but would like to, we encourage
you also to raise your hand. And if you are having any
technical difficulties, please send an email to
public_hearing@abtassoc.com or call 919-294-7712.

(No response.)

MS. THOMPSON: I do not see any raised hands at
this time, but as Mike mentioned, we will be here until
4:45 or until all registered speakers have had a chance
to speak.

(No response.)

MS. THOMPSON: Hello, everyone. As a reminder,
the remaining registered speakers are now listed on the
screen. We invite anyone who is registered to speak
but has not yet provided their comment to raise their
hand at this time. Additionally, if there is anyone
who did not register to speak but would like to, we
encourage you to raise your hand, and we can promote
you to panelist to provide your comment. We will now
pause to see if anyone else would like to testify.

(No response.)

MS. THOMPSON: Hello, everyone. As a reminder,
the remaining registered speakers are now listed on the
screen. We invite anyone who is registered to speak
but has not yet provided their testimony to raise their
hand at this time. Additionally, if there's anyone who
did not register to speak but would like to, we
encourage you to raise your hand, and we will promote
you to provide testimony.

(No response.)

MS. THOMPSON: I do not currently see any new
raised hands, and so we will take another pause to see
if anyone else would like to testify.

(No response.)

MS. THOMPSON: Hello, everyone. As a reminder,
the remaining registered speakers are now listed on the
screen. We invite anyone who is registered to speak
but has not yet provided their testimony to raise their
hand at this time. Additionally, if there's anyone who
did not register to speak but would like to, we also
encourage that you raise your hand, and we can promote
you to panelist so you can provide your testimony.

(No response.)

MS. THOMPSON: I do not see any new raised hands
at this time, so we will take another brief pause to
see if anyone else would like to testify.
MR. OLECHIW: So, it is now 4:45, and I would like to take one more effort to see if there's anyone that would still like to speak by raising their hand.

(No response.)

MR. OLECHIW: Okay. It seems that we have covered everyone. So, some closing remarks here. First of all, I want to express, on behalf of our office and our senior EPA leadership, our gratitude for the effort of so many to participate in this hearing. I also want to acknowledge my colleagues for serving on this panel and Abt Associates for their effective and professional moderation of this hearing. Again, please remember that we will be accepting written comments through Monday, September 27th.

With that, I conclude this public hearing. Have a good evening, everyone, and thank you again.

(Whereupon, at 4:46 p.m., the public hearing was adjourned.)
Reporters Certificate

I, Christine Allen have taken these proceedings and thereafter reduced it to this typewritten transcript under my supervision; that said transcript is a true record of the testimony; that I am neither counsel for, related to, nor employed by any of the parties to the proceeding; and further, that I am not a relative or an employee of any attorney or counsel employed by the parties thereto, or financially or otherwise interested in the outcome of the proceeding, or any action involved therewith.

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Christine Allen
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