Transcript of **HD2027 Rulemaking**
Day 3 of 3

Thursday, April 14, 2022

*EPA Hearing*
UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

VIRTUAL PUBLIC HEARING ON CONTROL OF AIR POLLUTION FROM
NEW MOTOR VEHICLES: HEAVY-DUTY ENGINE AND VEHICLE
STANDARDS
DAY 3 OF 3

PROPOSED RULE: EPA-HQ-OAR-2019-0055

9:02 A.M.
April 14, 2022
PARTICIPANTS

ENVIRONMENTAL PROTECTION AGENCY:

WILLIAM CHARMLEY, Director, Assessment and Standards Division

ALEJANDRA NUNEZ, Deputy Assistant Administrator for Mobile Sources

BRIAN NELSON, Director, Heavy-Duty Onroad and Nonroad Center

JESSICA MROZ, Environmental Protection Specialist, Office of Transportation and Air Quality

ABT ASSOCIATES:

KAYLA THOMPSON, Abt Associates

LAUREN PHILLIPS-THORYN, Abt Associates
PARTICIPANTS

TESTIFIERS (in order of appearance):

ATHENA MOTAVVEF, Earthjustice
ANGELLE BRADFORD, N/A
AMY GOLDSMITH, Clean Water Action & Clean Water Fund
BRIAN DITZLER, concerned citizen
CAIA FARRELL, Moms Clean Air Force -- PA
DAWN FENTON, Volvo Group North America
LUCIA RODRIGUEZ, Hispanic Access Foundation
LINDA SMITHE, Sierra Club
SARAH CLARK, Colorado Sierra Club
EZRA FINKIN, Renewable Energy Group
DJ PORTUGAL, Chispa AZ
ALEJANDRO RAMIREZ-ZARATE, Chispa LCV
PATRICIA KEEFE, Franciscans of Rochester, MN
JEROME PAULSON, Pediatrician
DAWN FENTON, Volvo Group North America
JAMES EDWARDS, National Assoc. of Small Trucking Companies
MARTIN HAVERLY, Renewable Energy Group
PARTICIPANTS

TESTIFIERS (in order of appearance)

(continued):

WYATT ROBINSON, United Methodist Church, General Board of Church and Society

CORALIE COOPER, NESCAUM

ANN JAWORSKI, Environmental Law & Policy Center

HEIDI ADELSMAN, Alliance of Nurses for Healthy Environments

SYNDI SMALLWOOD, National Tribal Air Association

ALANA LANGDON, Nikola Corporation

ARIEL BETHUNE-CRAWFORD, D.C. Resident

ANASTASIA MONTGOMERY, Union of Concerned Scientists

GERALD PYLE, N/A

Evan Brockman, Georgia Clinicians for Climate Action

MARIANNE COMFORT, Sisters of Mercy of the Americas Justice Team

MARCELA PINILLA, Zevin Asset Management

MELINA KENNEDY, Cummins Inc.

LYMAN WELCH, N/A
PARTICIPANTS

TESTIFIERS (in order of appearance)

(continued):

GLEN KEDZIE, American Trucking Associations
MIHAI DOROBANTU, Eaton Vehicle Group
JENNIFER RENNICKS, World Resources Institute
MORGAN FOLGER, Environment America
FRANK COPPLE, Arizona Climate Action Coalition
JESSICA MENGISTAB, Alliance of Nurses for Health

Environments

JOAN SCHILLER, Moms Clean Air Force
STEPHEN WYMAN, Evolving Electric Motor Company
RONN KISTLER, Private citizen
MICHAEL SAUBER, N/A
GLORIA E. BARRERA, IASN
BRIAN DAUGHERTY, Motor and Equipment Manufacturers Association

REV. J.D. GEE III, Eifort Elixers
BARBARA BAUER, Health issues writer
CATHERINE HORINE, RHA Advocate
EVA HERNANDEZ-THOMAS, Volunteer for Respiratory Health Association
PARTICIPANTS

TESTIFIERS (in order of appearance)

(continued):

CLAIRE MORGAN, N/A

WILL ANDERSON, Sierra Club

NANCY DODGE, N/A

TAYLOR THOMAS, East Yard Communities for Environmental Justice

DARIEN DAVIS, Climate & Clean Energy

YASSI KAVEZADE, Sierra Club

DOUGLAS GRUENAU, Consumer Reports member

DAVID OFFEN-BROWN, Consumer Reports

STACIE SLAY, N/A

FRANCISCO SAYU, RENEW Wisconsin

BILL MCNALLY, N/A

JOSEPH GILLIS, N/A

CEMELLI DE AZTLAN, N/A

ODILE COIRIER, INTERFAITH POWER AND LIGHT

JESSIE PARKS, Sierra Club

GEORGE AGORTSAS, Self

MICHELLE JORGENSEN

ROBERT SAUSAEDO, Carreras Tours LLC
PARTICIPANTS

TESTIFIERS (in order of appearance)

(continued):

APRIL GRIFFITH

NEIL CARMAN

WILLIAM COX
PROCEEDINGS

MS. PHILLIPS-THORYN: Good morning. Welcome to the United States Environmental Protection Agency's virtual public hearing for the "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards."

My name is Lauren Phillips-Thoryn from Abt Associates, contractor to the U.S. EPA.

In order to accommodate testimony in both Spanish and English throughout this hearing, all attendees must select their preferred language via the interpretation icon at the bottom of your screen.

If you are providing testimony today, please make sure that you are speaking in the language of the channel you are listening to. For example, listening to English while speaking in Spanish could prevent other participants from hearing your statement in their language of choice.

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

MS. NUNEZ: Good morning. On behalf of the U.S. Environmental Protection Agency and the Office of Air
and Radiation, I would like to welcome you to the third day of our virtual public hearing on EPA's proposed heavy-duty engine and vehicle standards.

I am grateful for everyone who's taking the time out of their day to testify and participate here today. I'm Alejandra Nunez, the Deputy Assistant Administrator for Mobile Sources with EPA's Office of Air and Radiation.

With me today is Brian Nelson, director of the Heavy-Duty Onroad and Nonroad Center within EPA's Office of Transportation and Air Quality. Brian will be the presiding officer for today's hearing.

Also with me today and listening to the testimony on this proposed rule are several of my EPA colleagues who work on the heavy-duty engines and vehicles program.

EPA is also being assisted by our contractor, Abt Associates, in the running of today's virtual public hearing.

The purpose of this hearing today is to receive comments from interested parties on the proposed rulemaking titled "Control of Air Pollution from New

This hearing provides interested persons the opportunity for an oral presentation of views and arguments. Witnesses will be allowed to make oral statements, which they may later expand in writing for the record.

When you're finished with your comments, members of this panel may ask clarifying questions. This hearing is not intended to be a discussion of the proposed rulemaking. While we might ask questions or request additional data or supporting materials, we will not respond to comments in this forum.

Instead, we will provide a written response to comments as part of the process of finalizing this proposed rulemaking.

Finally, let me remind everyone that in addition to today's hearing there's also opportunity to send us written comments. The written comment period closes on May 13th, 2022, at 11:59 p.m. Eastern Time.

Details on where to submit written comments can be
found in the Federal Register notice announcing the proposal as well as on our website.

I now will turn it over to Brian Nelson, the presiding officer for today's hearing. EPA looks forward to hearing from all stakeholders during this public hearing and through the submission of written public comments.

MR. NELSON: Thank you, Ale.

I'll now go over how we will conduct this hearing. We are conducting this hearing under Section 307(d) of the Clean Air Act to provide interested persons an opportunity for oral presentation in addition to written submissions on the proposed rulemaking.

A transcript of this hearing will be available electronically on EPA's website and the regulations.gov website in the same docket for this rulemaking, which is EPA-HQ-OAR-2019-0055.

The official record for this hearing will be kept open for 30 days after the date of this hearing to provide opportunity to submit rebuttal and supplemental testimony.

You may submit this additional testimony to the
same docket for this action by using one of the methods described in the Federal Register notice announcing this proposal.

This hearing will be conducted informally and formal rules of evidence will not apply. I will be serving as the presiding officer of today's hearing and, as such, I am authorized to apply reasonable limits on the duration of the statement of any witness.

We ask that each person limit his or her verbal testimony to three minutes. Given the number of testifiers we have today, we will need to hold speakers to this time limit.

Our contractor, Abt Associates, will be facilitating the lineup of speakers today and helping to keep the testimony to three minutes.

We 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 will make slight adjustments through the hearing for accommodations.

We plan to take a 15-minute break this morning.
around 11:00 a.m. and a 30-minute lunch break around 1:00 p.m. We expect to close the hearing at 3:30 p.m. today.

Finally, while the EPA representatives speaking today will attempt to ensure the accuracy of their descriptions and discussion of the proposed rulemaking, the official version of the proposal was published in the Federal Register on March 28th, 2022, and it controls in any case of conflict between it and what you hear today.

Please refer to the official version in developing your written comments on the proposal. Should there be members of the press with further questions about today's hearing, please contact Julia Burch at Burch.Julia@epa.gov.

Thank you. And with that, I will turn it back to Kayla Thompson from Abt Associates to go over some of the logistics for today's public hearing.

MS. THOMPSON: Thank you.

Before we begin, we would 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 are having 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 note that we have limited availability today. Please send an email to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

Now we will begin our public testimony. The expected speaking order is currently displayed on
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-2019-0055 on regulations.gov.

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

The first speaker will be Athena Motavvef. Please state your name and affiliation for the record.

MS. MOTAVVEF: Hi, my name is Athena Motavvef. I'm a legislative representative at Earthjustice and I'm working to electrify our transportation system to solve our air pollution problems and protect our climate.

But this issue is really personal to me. I'm someone who grew up with severe asthma. Throughout my childhood, I was in and out of doctors' offices. I often missed school for treatment and, as a result, I often fell behind on my schoolwork.

My parents also took time off of work to take me
to these appointments, and during my school years I rode the school bus. I was the first and last stop, so I rode the school bus for many hours, and I lived near a busy freeway.

Through my experience, I know firsthand that we need to urgently get on a path to 100 percent zero-emission trucks and buses. The transportation sector is a leading source of greenhouse gas emissions and a major source of air pollution in the United States.

While trucks and buses are only 10 percent of all vehicles on the road, they're responsible for 45 percent of NOx emissions, which is linked to issues like childhood asthma and other respiratory illnesses.

Neighborhoods with heavy freight activity, especially Black and brown communities, are often referred to as diesel death zones. That is why it's disappointing that EPA's proposal does not include strong requirements for zero-emission trucks and buses.

To clean up our air we need to make vehicles on our roads as clean as possible. Electric trucks and buses are saving our lives today. The technology to electrify the most polluting vehicles such as transit
buses, school buses, delivery trucks, and refuse trucks are already available and in use. In fact, the nation's first electric truck standards were adopted in 2020 in California and have since been adopted in other states like New York, Oregon, and New Jersey.

We need strong federal leadership to not only match this ambition but to exceed it. Last year, the Biden administration passed the bipartisan infrastructure law, investing billions of dollars to decarbonize the nation's school bus fleet, electrify outdated drainage equipment at ports, and acquire zero-emission transit buses to help improve air quality.

EPA's proposed rule does not take into account these significant investments to address badly needed infrastructure upgrades that improve our health. Furthermore, these investments represent a small portion of what's needed to clean our air and protect our communities.

The EPA must put out standards that put our truck and bus fleet on a clear pathway to 100 percent zero-emission sales by 2035. I hope you take these comments into consideration to make our children's futures
healthier and brighter.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker is Angelle Bradford.

Unfortunately, we do not see you in the attendee list.

If you have joined the hearing under a different name, please click the raise hand button. If you have called in, please press *9 to raise your hand.

Again, that is Angelle Bradford.

(Pause.)

MS. THOMPSON: I see that Angelle has joined.

Angelle, I just called your name. So I will move to the next person and then circle back to you to make sure that you're ready.

The next person in the list is Ean Tafoya.

Unfortunately, I do not see Ean's name in the attendee list. If you are here but you have joined under another name, please click the raise hand button. If you've called in, please press *9 to raise your hand. That is Ean Tafoye.

(No response.)

MS. THOMPSON: Okay. I am circling back to
1 Angelle Bradford.

2 Angelle, I'm promoting you to panelist.

3 Angelle, you may now unmute and state your name
and your affiliation for the record.

4 MS. BRADFORD: Hey, yes. I'm sorry that I'm late
also. Angelle Bradford, and what was the other thing
for the record?

5 MS. THOMPSON: Your affiliation, and then you can
begin?

6 MS. BRADFORD: Okay. Yes. So I am a volunteer
with the Delta Chapter of the Sierra Club but I'm
representing myself.

7 And thank you for the time to speak today. I just
wanted to -- and I appreciate the chance to tell my
story, and I'm calling in from south Louisiana, which
is a place that is my home and one that is, you know,
now experiencing spring, which is something we never
really had and every couple of weeks we have threats of
tornadoes, which is something we've never really had
either.

21 And so our climate has, certainly, changed here
and we feel that on a daily basis, and so rules like
this are super important to us and to our communities
and to my family.

I come from a family of truck drivers and folks
who work in freight, and I know that they would have
been grateful for an opportunity to drive cleaner
vehicles and then go home to communities that were not
divided. But, unfortunately, we're ultimately divided
by highways and industry and freight.

And so I just ask that in this rulemaking that we
also meet as much as possible -- that you all meet as
much as possible with those families and see how we can
support this transition.

And I ask that the EPA not cave to industry or
weaken this rule through any giveaways such as credits
or multipliers to manufacturers that erode the clean
truck standards and allow more new polluting vehicles
to hit the road and pollute our communities for
decades.

I'd love to see communities like mine, both in New
Orleans and in Baton Rouge, thriving and no longer
having to live with this sort of pollution, and being
in Louisiana, quite frankly, we rely on the federal
level to set the standard and the precedents because our state's not going to do it.

So thank you so much for your time and that's all I had to say.

MS. THOMPSON: Thank you for your comment.

The next speaker is Amy Goldsmith. You may now unmute and state your name and affiliation for the record.

MS. GOLDSMITH: It's trying to move -- take my -- put my video on but it was working before but it seems to have been deactivated. There you go. Thank you.

My name is Amy Goldsmith. I'm the New Jersey state director for Clean Water Action. I represent 150,000 New Jersey members and nearly a million members nationwide.

I'm also on the steering committee of the Coalition for Healthy Ports, which has worked on goods movement and diesel since 2005. But I'm here to speak on behalf of Clean Water Action today.

Clean Water Action appreciates the EPA's focus on diesel pollution and goods movement. But the EPA must be bolder and more aggressive, leapfrogging from the
proposed rule that would require the sale and operation of, quote, "cleaner" diesel -- dirty diesel vehicles to mandating zero-emissions on an accelerated timeline.

While new motor model engines have better pollution controls than older models, there's little difference over time when you're living and breathing it as a driver in the cab of a truck or a local resident standing at the curb and sucking in the fumes at the street level. Communities adjacent to ports, trucking corridors, depots, warehouses, must receive the highest level of protection from diesel emissions.

The best way to do that is to transition directly to zero-emission vehicles. The opportunity to accelerate zero-emission freight transport is already here. In fact, technological advancements are outpacing policy.

For this reason and more, the EPA must require a nationwide transition to 100 percent zero-emission sales by 2035 and scrapping of combustion heavy-duty trucks by 2045, if not sooner.

I say scrapping because we don't want dirty diesel to be taken off the road in one place and then put in
another neighborhood, primarily, communities that are already overburdened.

Getting heavy-duty diesel trucks, which are approximately 10 percent of the U.S. vehicles, off the road would significantly reduce the largest source of NOx, an ozone precursor, and particulate matter and these diesel emissions are also a leading global warming agent with black carbon and soot.

Together they cause local residents and workers to incur tremendous health and financial costs, even premature loss of life and, as the previous speaker, loss of educational opportunity because she was not able to go to school and her parents had to stay home to take care of her. So there was lost income to the family.

Electrification of fleets would be a huge improvement in community and individual well-being. In another aspect of the logistics industry, the Garden State, New Jersey's state slogan, is quickly becoming the warehouse state with Amazon now the largest employer.

Warehouses lack environmental and health
safeguards. The EPA must set the bar high on the entire logistics industry by advancing indirect source rule and review process for warehouses, ports, and rail yards. The states are not likely to do it on their own. In fact, we were told in New Jersey they're not going to do it.

And, finally, there must be a comprehensive approach to ensure, as we move to zero-emissions, electrification of vehicles and equipment, we are not doing it at the expense of continuing to operate, expand, or build more fossil fuel plants, incinerators, or other noxious infrastructure in already over polluted neighborhoods. A zero-emission future means that we are powering zero-emission trucks and equipment with 100 percent renewables, not fossil fuels.

Thank you for this opportunity to join others in pressing the EPA to do and be better than this proposed rule. Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Brian Ditzler. You may now unmute and state your name and affiliation for the record.
MR. DITZLER: Hello, my name is Brian Ditzler.

I'm a resident of Silver Spring, Maryland, a suburb of D.C., and while a member of a number of environmental organizations, I'm testifying today as a citizen who is greatly concerned about the polluted air we are all forced to breathe, with those of us living near highways, warehouses, ports, or industrial facilities suffering much more than others.

My wife and I are fortunate enough to live on a relatively quiet residential street about a mile from a major highway. Even with those favorable conditions, it's shocking to see all the black grime that appears on our outdoor dining table every day.

It's hard to imagine how much worse the air is for families in all of the diesel death zones and many environmental justice communities.

The particulate matter, together with nitrogen oxides and other pollutants in our air that come, largely, from diesel truck tailpipe emissions, are quite hazardous to human health and are linked to cancers, heart disease, asthma, and other respiratory diseases that can lead to premature death.
Trucks also contribute 30 percent of the carbon emissions from the transportation sector. I don't need to tell this audience about the climate catastrophe caused by carbon emissions that already is underway and continues to get worse as time passes because the necessary measures to control our emissions aren't being taken fast enough.

It's great the EPA is now looking to limit the emissions from trucks. But, unfortunately, both heavy-duty vehicle emission rule proposals fall far short of what's needed and must be significantly strengthened.

I encourage EPA to set the strongest standards possible because so many lives depend on it. Everyone has a right to clean air and it's EPA's job to help society achieve it.

Let me take this opportunity to express my concern that the proposed emissions rule would only apply to new medium- and heavy-duty trucks. There are 22.8 million trucks on the road now that are a major source of pollution now and would be untouched by the new rule.

So my request is that you also look at having the
rule impose penalties or fines annually on the most
polluting vehicles now on the road to encourage
existing trucks to be replaced or retrofitted.
Providing tax credits to encourage current truck owners
to replace their high-polluting vehicles with zero-
emission vehicles also would help.

In closing, let me emphasize everyone has a right
to clean air. The trucks regulated by this new rule
will be on the road for decades.

So the sooner new heavy-duty vehicles can be
cleaned up the better, and the sooner existing vehicles
also can be cleaned up or replaced the sooner we can be
relieved from the burden of climate and health-damaging
diesel fumes and air pollution that's endangering our
lives and taking us closer to punishing climate
consequences.

I urge you to set the strongest emission standards
possible because it's the right thing to do for our
environment, our health, and because so many lives
depend on it happening.

Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.
The next speaker is Teena Halbig.

Unfortunately, I do not see you in the attendee list. If you're here but you've joined under a different name, please click the raised hand button. If you have called in please press *9 to raise your hand. Again, that is Teena Halbig.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Dawn Fenton.

Unfortunately, I do not see you in the attendee list. If you are here but you have joined under a different name, please press the raised hand button. If you have called in, press *9 to raise your hand again. That is Dawn Fenton.

(No response.)

MS. PHILLIPS-THORYN: 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 are having 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 note that we have limited availability today. Please send an email with your name and phone number to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

The next speaker is Caia Farrell.

Unfortunately, I do not see you in the attendee list. If you have joined and -- okay, I see you there. I'm promoting you now to panelist. You may now unmute and state your name and affiliation for the public record.

MS. FARRELL: My name is Caia Farrell and I am speaking on behalf of Moms Clean Air Force.
I am almost 13 years old, I am in seventh grade, and I live in South Philadelphia with my mom, dad, and little sister. Thank you for the opportunity to speak today about the need for stronger protections from pollutions from heavy-duty trucks and other large vehicles.

Since I started volunteering with Moms Clean Air Force when I was eight years old, I have met with my elected officials in city, state and federal government, attended other EPA hearings and spoken at rallies in our state capital about the need for better policies to protect the air for kids like me, my many friends who suffer from asthma, and everyone who breathes.

In Philadelphia, we have consistently poor air quality and suffer the health problems that go along with it, including respiratory problems, asthma, and other dangerous health issues.

In fact (technical issue) the national average and data shows that my Black and brown friends with asthma suffer more severe complications than my white friends with asthma.
In Philadelphia, we frequently get alerts that our air is dangerous to breathe. On those days, I know it's not safe for some of my friends to come out to the park or take a walk with me because the bad air can trigger an asthma attack, which could lead to doctor or hospital visits, lots of medications and missing school. Here in my neighborhood, I regularly see, smell, and hear the impacts of heavy-duty truck and bus traffic.

Outside my house right now there are trucks moving back and forth to various construction sites, spewing pollution, idling on corners, and polluting our air. And don't get me started on how this pollution is accelerating climate change and jeopardizing the future and the future of kids everywhere else.

Every Saturday, I go running with my school's running team as I train to run a 10-mile race next month, and sometimes we pass giant idling trucks. We cross the street to try and get away from the exhaust fumes but crossing the street does not get us far enough away from this toxic pollution to keep us safe.
We need regulators, scientists, and policy experts like you at EPA to make sure you can finalize the strongest rule possible to limit pollution from heavy-duty vehicles so we can look forward to a healthy future, clean air, and a livable planet.

Thank you for your time today and for all the work everyone at EPA does to try to protect our health and the environment. Please do everything you can to clean up our air from big trucks, buses, and other polluting vehicles.

That is all. Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment. The next speaker is the Sabellys Silvestrini.

Unfortunately (technical issue) the attendee list. If you are here but you have joined under a different name, please press the raised hand button. If you have called in, please press *9 to raise your hand.

Again, that is Sabellys Silvestrini.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Kenya Quiala.

Unfortunately, I do not see you in the attendee
list. If you are here but you have joined under a
different name, please press the raised hand button.
If you have called in, please press *9 to raise your
hand. That is Kenya Quiala.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Natacha
Ferreira.

Unfortunately, I do not see you in the attendee
list. If you are here but under a different name,
please press the raised hand button. If you have
called in, please press *9 to raise your hand. That is
the Natacha Ferreira.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Lucia
Rodriguez. You may now unmute and state your name and
affiliation for the record.

MS. RODRIGUEZ: Hello, my name is Lucia Rodriguez
and I'm the government affairs manager at Hispanic
Access Foundation, a national nonprofit that is Latino
led and Latino serving, looking to elevate Latino
voices to ensure equity and representation in all areas
of life.
It is important for us and the communities that we serve that the EPA create the strongest possible limits on heavy-duty vehicle pollution to protect public health and reduce the climate impacts that we and our future generations will face.

The reality is that trucks regulated by this standard will be on the road for decades so these vehicles must be cleaned up as soon as possible.

Smog and soot air pollution caused by trucks and buses are among the greatest threats to public health for more than 45 million people in the U.S. living within 300 feet of major roadway and transportation facilities.

It's even worse for more than 56 million Latinos who live in the 15 worst urban areas for ground-level ozone pollution. Air pollution from vehicle emissions increases asthma risk and severity.

Over 3.6 million Latinos suffer from asthma and Latinos are twice as likely to go to the emergency room for asthma and Latino children are twice as likely to die from asthma than white children.

Additionally, the virus that causes COVID-19...
spreads more quickly in areas with more air pollution, which are disproportionately inhabited by Latino and other community of colors.

Studies have established a direct link between exposure to air pollution and COVID-19 mortality. Even during the brief shutdowns in 2020 when air pollution decreased in most urban areas, the pollutant nitrogen dioxide remained disproportionately higher in marginalized areas, likely due to continued industrial pollution and heavy-duty trucking.

Families in diesel death zones, particularly communities of colors and low wealth communities, have suffered long enough and cannot wait extra model years for clean air and drivers cannot wait extra model years for more efficient pollution-free trucks. It is imperative that the EPA create the strongest possible limits.

MS. PHILLIPS-THORYN: Lucia, you've accidentally muted yourself. If you don't mind unmuting. There you go.

MS. RODRIGUEZ: Sorry. It is imperative that the EPA create the strongest possible limits on heavy-duty
vehicle pollution to protect public health and reduce the climate impacts that we and the future generations will face.

We need to put this country's medium- and heavy-duty fleets on a path to 100 percent zero-emission electric vehicles by 2035.

Thank you for this opportunity.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Linda Smithe. You may now unmute and state your name and affiliation for the record.

MS. SMITHE: Hello, my name is Linda Smithe and I'm a volunteer with the Sierra Club Loxahatchee Group in Jupiter, Florida. I am currently the ex-com chair representing 6,000 plus or minus members and supporters of the Sierra Club in my area.

My question is if we can save lives and bring down $1.2 trillion -- that's with a T -- in public health benefits and create a more equitable healthy environment for all, even nature's often ignored plants and animals, why wouldn't we do it?

I probably can't say anything new or be extra
1 persuasive. There's been a lot of very persuasive
testimony and you've heard it before. I appreciate you
taking the time to listen.

But even more importantly, I hope you will feel
the passion. I realize you are getting paid to listen
to us, but over 300 of us that represent thousands more
behind us have all added this day to our calendars,
taken time away from our work or family or hobbies or
whatever we're being, you know, busy with to speak with
you today.

We heard the call and we responded to an email and
set aside hours for this webinar and hours to do
research. I implore you to control air pollution from
motor vehicles. I could quote more statistics and
share charts, but I have to believe you are smart and
you have done your homework as well.

I hope you do the right thing and even more than
what is being addressed at this meeting, and I defer my
next minute to you to get to work.

Thank you for your time.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Erik Pettersen.
Unfortunately, I do not see you in the attendee list. If you have joined under a different name, please press the raised hand button. If you have called in, please press *9 to raise your hand. That is Erik Pettersen.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Regan Mozingo.

Unfortunately, I do not see you in the attendee list. If you are here but have joined under a different name, please press the raise hand button. If you have called in, please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Sarah Clark. You may now unmute and state your name and affiliation for the record.

MS. CLARK: Thank you for the opportunity to give public comment today.

My name is Sarah Clark. I'm the lead organizer with the Colorado Sierra Club representing over 100,000 members and supporters across the state, and I'm joining this meeting from north Denver on the land of
the Arapaho, Cheyenne, and Ute people.

I'm here today to urge the EPA to create the strongest possible limits on heavy-duty vehicle pollution. Here in Colorado, transportation became the largest source of greenhouse gas pollution or greenhouse gas emissions in 2020 and, according to our state's own greenhouse gas pollution reduction roadmap, medium- and heavy-duty vehicles are responsible for 22 percent of the onroad transportation greenhouse gas emissions.

Electrifying heavy-duty trucks is a major environmental justice issue and no community deserves to be a sacrifice zone for the movement of goods. Passing strong limits on heavy-duty truck pollution would not only improve our air quality and reduce our greenhouse gas emissions but are also projected to deliver critical cost savings for operators and drivers.

Without the implementation of strong rules on truck pollution, communities located in areas of commerce will continue to face the impacts of toxic pollution and our state will move further away from
meeting our greenhouse gas reduction goals. The time to act is now. We can't afford to wait. Thank you for your time and consideration. I look forward to ongoing collaboration and discussion on this issue.

MS. PHILLIPS-THORYN: Thank you for your comment. The next speaker is Ezra Finkin. You may now unmute and state your name and affiliation for the record.

MR. FINKIN: Great. Good morning, everyone. My name is Ezra Finkin. I'm the senior manager for corporate affairs and development with Renewable Energy Group.

Renewable Energy Group operates 11 bio refineries in the U.S. and Europe. Last year, REG produced 480 million gallons of cleaner fuel including biodiesel, enabling 4.1 million metric tons of carbon reduction.

I would like to state our support for EPA in its finding included in this proposed rule that the pool of biodiesel available to fleets across the country is of very high quality and that biodiesel blends about 5 percent, or B5, are expected to operate in future
catalysts and filters developed to meet this proposed standard.

Through this proposed rule, future emission control technologies are expected to generate closer to zero tailpipe emissions, to deliver cleaner air benefits to communities in need of cleaner air.

When fueled with high blends of biodiesel, we can expect significant climate benefits alongside expected clean air benefits from the heavy-duty vehicles equipped with these next-generation emission control technologies.

Today, biomass-based diesel, including biodiesel, plays a large role in decarbonizing the heavy-duty on and offroad fleets. Just over 3 billion gallons of biomass-based diesel were supplied to the U.S. market last year and, according to the Energy Information Administration, substantial growth is expected this year and next.

EPA's proposed renewable volume obligation for 2022 recognizes the availability of feedstock and production capacity to expand volumes of biomass-based diesel this year.
Three billion gallons of biomass-based diesel equates to about 21 million tons of greenhouse gas emission reductions. In a single year the benefits of the switch to biomass-based diesel represents the emissions generated from nearly 4.5 million passenger vehicles or switching them overnight to a truly zero-emission option, according to EPA's greenhouse gas equivalencies calculator.

We recognize that the climate crisis is a code red emergency, to use President Biden's own words. A crisis requires immediate action and with growing volumes of biomass-based diesel we have a ready to go option to reduce emissions today from the heavy-duty fleet.

Analysis included in this proposed rule provides evidence for the need to support the use of higher biodiesel plans by engine manufacturers. Many engine makers already approve the use of 20 percent biodiesel, or B20, and those that currently do not approve B20 should consider evidence presented in this proposal to do so.

We encourage other engine manufacturers to
consider support for higher blends above 20 percent, or
B20.

Widespread access to high-quality biodiesel across
the country, the use of higher blends of biodiesel may
contribute significantly to immediate term greenhouse
gas emission reductions while also allowing next-
generation emission control technologies to function
properly to deliver air quality benefits to those
communities most in need of cleaner air.

Thank you very much for the opportunity to present
our views and suggestions at this public hearing. REG
will also be submitting written topics.

Thank you.

MS. PHILLIPS-THORYN: 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.
You must accept this invitation in order 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 are having 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 note that we have limited availability today. Please send an email with your name and phone number to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

The next speaker is DJ Portugal. You may now unmute and state your name and affiliation for the record.

MR. PORTUGAL: Good morning. Thank you for the opportunity to testify. My name is DJ Portugal and I'm here today as a private citizen.

I am a community organizer with Chispa Arizona and a father of four beautiful children. I was born and raised in Los Angeles, California, and, unfortunately, some of my earliest memories are of me sitting in front
of a fan in the middle of the night struggling for air through difficult asthma attacks.

I will never forget the exhaustion I would feel the following day at school, headaches and a chest sore from gasping the night before. As it has already been cited here several times, I, again, want to echo and stress the connection between asthma and high pollution areas.

I vividly remember the smell of exhaust on my walk to school crossing over the freeway overpass. Even in second grade I remember feeling the air pollution was a personal attack and I remember feeling helpless, thinking there was nothing I would ever be able to do about it.

Escaping the air pollution of Los Angeles was one of the reasons we chose to raise our family in Phoenix, Arizona. But now as our country and state work to recover the losses we have all experienced during the pandemic, I worry that the economic growth and recovery will bring with it long-lasting environmental and health impacts.

I urge the EPA to create the strongest limits on
heavy-duty vehicle pollution. Here in Phoenix, Arizona, these standards will provide much needed relief from the burden of diesel fumes and air pollution.

Low income and communities of color are most impacted by air pollution. With every breath they take, children and families of color are getting sicker in polluted neighborhoods.

Transitioning to electric trucks and buses would address centuries of environmental racism, and because the government played a significant role in creating these harmful conditions through practices like redlining it has a moral obligation to remedy these injustices.

Once again, the EPA has the power to set a zero-emissions clean trucks rule that would clean up our air. By transitioning to electric trucks and buses, we could remove life-threatening pollution from our communities. For the health of our community and future generations, we call on the EPA to pass this rule.

Thank you for the opportunity to testify.
MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Alejandra Ramirez-Zarate. You may now unmute and state your name and affiliation for the record.

MS. RAMIREZ-ZARATE: Good morning. Thank you for the opportunity to testify.

My name is Alejandra Ramirez-Zarate, national director of policy and advocacy for Chispa National. Chispa's mission is to build the power of low income communities of color across the country to achieve justice.

I'm calling you today to urge you, the EPA, to play a proactive role in cleaning our air and address these pollution disparities by adopting the strictest standards possible.

I know you all have the data and all of my environmental justice colleagues have shared so much with you, and I want to share what's happening in my communities.

So I'm also calling as a woman of color, immigrant from Guatemala, and longtime resident of Southern California, home to many environmental justice
1 communities, where the pollution burden approaches a
2 100th percentile, including Boyle Heights, Wilmington,
3 and Pacoima.
4
5 California has six of the 10 most polluted U.S.
6 cities, and while our state government has made
7 tremendous gains in cleaning our communities and
8 advancing progressive policies that have provided
9 relief to communities that look like me and my family
10 -- Black and brown, low income, immigrant, undocumented
11 people -- we need the federal government to do much
12 more to complement these state policies.
13
14 My family and I grew up in Panorama City in low
15 wealth predominantly Latinx neighborhoods within the
16 city of L.A., breathing dirty air, facing health
17 disparities, that were exacerbated by our undocumented
18 status and inability to access health care.
19
20 The census tract in which I'm now raising my brown
21 Zapotecan and Guatemalan kids is 65.9 percent people of
22 color and has a 93 percent pollution burden percentile.
23 My father recently had open heart surgery. My cousin
24 and uncle struggle to breathe because of their asthma,
25 and many more family members have been impacted by
health issues exacerbated by pollution and dirty air and the COVID-19 academic.

Research shows that inequitable systems turn racial biases into disparities. As my colleagues have said, because the government played a significant role in creating and/or perpetuating racial disparities, they must play an equally substantial role in combating and remedying these injustices.

Standards that do not go far enough in regulating emissions means that communities of color will continue to breathe dirty air for longer periods of time.

Again, we're all urging you, the EPA, to adopt the strictest standards possible and transition to 100 percent electric by 2035 at the latest.

Lives, so many lives, are depending on you and your actions and we all collectively must do better.

Thank you so much for the opportunity to testify.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Patricia Keefe. You may now unmute and state your name and affiliation for the record.

MS. KEEFE: My name is Patricia Keefe. I live in
1 Rochester, Minnesota.

2 MS. PHILLIPS-THORYN: You may begin.

3 MS. KEEFE: Okay. Can you hear me?

4 MS. PHILLIPS-THORYN: Yes.

5 MS. KEEFE: Okay. My name is Patricia Keefe. I live in Rochester, Minnesota, and I'm grateful for this opportunity to participate in this important hearing concerning rules for trucks.

6 I am concerned about the proposed rules because Interstate 90 runs the entire length of southern Minnesota and Interstate 94 runs through the middle of St. Paul and Minneapolis.

7 Interstate 35 runs from Duluth all the way down to Texas, starting in Duluth, Minnesota. The number of trucks on these highways is huge. Pollution caused by these trucks affects 45 million citizens in the U.S. who live within 500 -- 300 feet of major highways. I live within the noise of Highway 52 in Rochester, Minnesota. As usual, many poor people live in areas close to highways.

8 So I would suggest that the EPA not only address nitrogen oxide in the proposed rules but also strongly
address greenhouse gases caused by gas engines in trucks.

Gas engines in trucks are addressed by the clean car rules. It should also address the same issue in trucks. Efficient heavy trucks are also available. California has rules that go way beyond what is proposed by the EPA right now, way beyond, and there are other states that are working on them.

EPA should lead the way regarding rules on greenhouse gases on the federal level. Highway traffic is a major cause of pollution in the United States.

This is a chance to begin to address a major cause. Thank you for giving me the opportunity to participate in this hearing and I look forward to the EPA strengthening the greenhouse gas aspects of trucks as they have done for cars.

Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Jerome Paulson. You may now unmute and state your name and affiliation for the record.

DR. PAULSON: Hello. My name is Dr. Jerome
Paulson. I'm a pediatrician and an emeritus professor of pediatrics at the George Washington University School of Medicine and Health Sciences, and an emeritus professor of environmental and occupational health at the George Washington University Milken Institute School of Public Health.

I am testifying today in my own right to encourage the U.S. EPA to implement the most health protective limits on heavy-duty vehicle pollution.

Children are not little adults. They have different adverse health impacts from pollution than do adults. Also, according to a review article by Hajat and others in current environmental health reports, in both children and adults the impact of air pollution from heavy-duty trucks fall most heavily on low wealth and communities of color.

Diesel trucks are the leading source of dangerous tailpipe pollution that causes tens of thousands of premature deaths nationwide each year, especially in Black and Latino communities and other marginalized communities near ports, rail hubs, and freight corridors.
According to a series of studies by Gauderman, Avol, and colleagues, children who grew up in areas of greater air pollution will have decreased lung capacity as adults.

The nitrogen oxides from heavy-duty trucks, in combination with volatile organic compounds from the trucks and in combination with sunlight, create ground level ozone.

This can induce the new onset of asthma in children and exacerbate asthma in children who already have the disease. Pereira and colleagues write in the Journal of Environmental Research document that particulate matter air pollution is particularly insidious, negatively impacting healthy brain development both before and after birth.

We need the EPA to protect the American public from the dangers of nitrogen oxides and other air pollutants from heavy-duty trucks. We need a standard that will put the nation on a path to 100 percent electrification of pollution-spewing trucks and buses no later than 2035.

The electrification of heavy-duty trucks and buses
is no dream. It's a reality. Electric truck technology is here, and in a study done by the Roche Institute for the Environmental Defense Fund shows that clean-energy trucks will be cost competitive with harmful diesel technology by 2027.

In the long run, electrification of trucks will save operators money and protect those who live and work near areas of heavy pollution-spewing trucks and buses.

The new EPA rules should be at least as protective as the rules already adopted by California, Washington, Oregon, Massachusetts, New York, and New Jersey, which currently no option proposed by the EPA meets.

It is particularly important that the final rule does not contain credit giveaways that significantly erode the standard and allow more polluting vehicles on the road and to continue to pollute for decades.

Finally, EPA must promulgate a rule that recognizes the climate emergency confronting the world. The EPA must promulgate a rule that results in reduced greenhouse gases from heavy-duty trucks and buses.

Thank you.
MS. PHILLIPS-THORYN: 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 are having 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 note that we have limited availability today. Please send an email with your name and phone number to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your mic until it is your turn to speak.
At this time, I am going to circle to the top of the list and recall folks that we missed earlier. When I call your name, please raise your hand if you have joined the meeting or press *9 if you have joined the meeting by phone.

The first person is Ean Tafoya.

(No response.)

MS. PHILLIPS-THORYN: Teena Halbig?

If you are here but have joined under a different name, please press raise hand button or *9 if you have joined by phone.

(No response.)

MS. PHILLIPS-THORYN: Dawn Fenton?

I'm promoting you now and allowing you to speak.

Please unmute and state your name and affiliation for the record.

MS. FENTON: Hello. Can you hear me?

MS. PHILLIPS-THORYN: We can.

MS. FENTON: Okay, great. Thank you.

My name is Dawn Fenton, vice president of government relations and public affairs for Volvo Group North America. We employ over 13,000 people in the
United States including 7,500 members of the UAW.

The Volvo Group is committed to its global product portfolio being 100 percent fossil-free by 2040, with an interim goal of achieving 35 percent global ZEV product sales by 2030.

These commitments are in line with the Paris Climate Agreement and the science-based targets initiative, which Volvo Group supports. We believe that the solution to solving both our climate change and air quality challenges lies in the acceleration of zero-emission vehicle penetration in the marketplace.

Nevertheless, we know that diesel trucks will continue to be needed for the next 15-plus years and so the Volvo Group supports the adoption of a new robust one-step federal NOx regulation for U.S. heavy-duty vehicles beginning in 2027.

If we are to truly maximize emission reductions, it is critical that this new federal NOx standard be stringent enough to improve air quality, particularly in environmental justice communities, without creating unintended consequences that could postpone market adoption of cleaner technology and, thereby, undermine
the goals the regulation is seeking to achieve.

Both the options that EPA has included in the NPRM are very aggressive. Despite claims to the contrary, option one has not been proven technically or commercially achievable in concert with the stringent conditions that must be met under the existing greenhouse gas two regulation and which EPA is also proposing to reopen and make even more stringent.

Although less onerous than option one, even option two remains problematic as currently proposed. We urge EPA to take a holistic view of the regulation's implications.

If the goal is to improve air quality while simultaneously addressing climate change and moving towards a ZEV future, the final regulation must not lead fleets to massively pre-buy trucks and avoid technology they don't trust and, thereby, repeat the 50 percent production workforce reduction the Volvo Group experienced as a result of the last technology-forcing regulation.

It must not encourage fleets to hold on to older trucks and impede the integration of new-generation
trucks in the marketplace, similar to what we see today, with approximately 50 percent of previous generation trucks still operating more than 12 years after the beginning of the last NOx regulation.

And it must not force truck manufacturers like the Volvo Group to divert limited investment dollars away from the accelerated development of battery electric and hydrogen fuel cell vehicles.

We need EPA to support strong federal regulations that can help counties attain air quality standards without exacting excessive burdens on other key stakeholders around the country.

We want to answer the call of environmental justice advocates by delivering zero-emission vehicles into their neighborhoods as soon as possible, and Volvo Group's goals are aligned with EPA's and we look forward to providing more detailed written comments on the NPRM.

Thank you very much.

MS. PHILLIPS-THORYN: Thank you for your comment.

As a reminder, I am calling folks who were not here when we called their name earlier. If you are
here but under a different name, please press the raise hand button, or if you have called in please press *9.

The next speaker is Sabellys Silvestrini.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Kenya Quiala.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Natacha Ferreira.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Erik Pettersen.

(No response.)

MS. PHILLIPS-THORYN: Again, if you are here but under a different name, please press the raise hand button or press *9 if you have called in.

The last speaker is Regan Mozingo.

(No response.)

MS. PHILLIPS-THORYN: At this time, we will begin a brief recess.

EPA, when would you like to reconvene?

MR. NELSON: We can reconvene at 10:30 a.m.
Eastern Time.

(Recess.)

MS. PHILLIPS-THORYN: Hello, everyone. This is Lauren Phillips-Thoryn from Abt Associates, EPA's contractor. It is 10:30 a.m. Eastern Time and we are now rejoining EPA's public hearing, "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards" proposal.

In order to accommodate testimony in both Spanish and English throughout this hearing, all attendees must select their preferred language via the interpretation icon at the bottom of your screen.

If you are providing testimony today, please make sure that you are speaking the language of the channel you are listening to. For example, listening to English while speaking in Spanish could prevent other attendees from hearing your statement in their language of choice.

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 are having technical difficulties, send an email to public_hearing@abtassoc.com or call (919) 294-7712. If you are not registered to speak but would like to, please note that we have limited availability today. Please send an email to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

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

The first speaker will be James Edwards. Please state your name and affiliation for the record.

MR. EDWARDS: This is James Edwards. Can you hear me?
MS. PHILLIPS-THORYN: We can.

MR. EDWARDS: And I turned on my camera but I don't see myself. I don't know if you see me.

I'm James Edwards, Washington representative for the National Association of Small Trucking Companies. Thank you for the opportunity to speak today.

NASTC has 15,000 member companies operating in the long-haul for-hire full truckload sector, and they average 12-truck fleets, so you can see they are small.

We commend the EPA for taking into account some major problems that truckers suffer from with derating and for addressing them head on.

Inducement reforms are critical. Here's a sample of comments from our NASTC member survey. On emission system failures, "the DEF pump continually failed. I replaced it 11 times in three years and it cost me $44,700."

"Everything that can fail does." On repair facilities, "nondealer repair shops can't or won't afford the computer programs it takes to diagnose a problem."

"OEM shops tend to replace the part that has
failed without taking the time to diagnose an upstream issue. This can cost thousands of dollars while never solving the problem."

On false positives, "a sensor goes haywire and shuts my truck down. I had to be towed only to find out nothing was wrong. I had several false positives the OEM couldn't explain. Almost put me out of business due to repair expense and not getting loads delivered."

And on warranties, "most of the problems with emissions seem to occur about 250,000 miles past the warranty's expire date. Even when the emissions repair is covered by some of the warranty, many parts and services are not. We never get out without paying hundreds of dollars whether they fix anything or not, whether it is under warranty or not."

So we view the proposal date to inducements in light of the 12 years' worth of real-world data and real-life circumstances. They mitigate costly, dangerous, and counterproductive problems the current rules create.

So NASTC applauds separate inducement schedules
for high- and low-speed vehicles, a derate schedule
that better fits long-haul trucking, a more reasonable,
safe 65- to 50-mile-per hour derate schedule,
overriding faulty sensor derates when the system is
still reducing NOx, easing repairs with generic scan
tools and providing more specific information like
diagnostic codes.

In closing, long-haul trucking that sit in the
shop -- long-haul trucks that sit in the shop or poke
along the interstate at five miles per hour or get
towed or repeat the same emission system problems cost
motor carriers dearly, and that costs us all, and I
haven't even discussed the tremendous effects on
highway safety.

Thank you for this opportunity.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Martin Haverly. You may now
unmute and state your name and affiliation for the
record.

MR. HAVERLY: Good morning. My name is Martin
Haverly and I'm the senior manager of research and
development and innovation with Renewable Energy Group.
As you've already heard from my colleague earlier, Renewable Energy Group is an industry leader delivering high-quality low-carbon biodiesel and renewable diesel fuel to markets in the U.S. and abroad.

I would like to reiterate our support for the EPA and its finding that the pool of biodiesel available to vehicle and equipment operators across the country is of very high quality while biodiesel blends above 5 percent, or B5, are not expected to impede the performance of next-generation after treatment, devices developed to meet this proposed new tailpipe standard.

According to findings, including the proposed rulemaking, EPA reports that the presence of metals and other quality metrics has greatly improved. These findings are derived from a robust fuel sampling survey conducted by the agency, the California Air Resources Board, and the National Renewable Energy Laboratory.

The vast majority of fuel samples show the presence of impurities far below specified and allowable levels. We support EPA in its proposal to require engine manufacturers to provide detailed evidence to document claims of off-spec biodiesel when
seeking an exemption of test results as part of an end-use compliance.

Decades ago, REG developed processes to produce and deliver to the marketplace the highest quality biodiesel. As the industry leader, we are encouraged to know that our competitors have also stepped up to develop and deliver high-quality low-carbon bio-based diesel fuel including biodiesel, and that plays a disproportionate role in reducing transportation sources of greenhouse gas emissions.

Evidence in this proposed rule demonstrates that access to high-quality biodiesel is prevalent and that higher blends of biodiesel are not expected to impede the performance of after treatment devices.

Through the renewable fuel standard, the EPA has proposed growth in bio-based diesel volumes in 2022 and we believe that even more fuel may be delivered to the market this year and beyond.

Blends of 20 percent biodiesel, or B20, should be the norm and we encourage engine manufacturers to work alongside fuel producers like Renewable Energy Group to support blends above B20.
The diesel commercial trucks of the future can deliver cleaner air through the next-generation after treatment devices while delivering even greater climate benefits when operating using higher blends of low-carbon bio-based diesel fuels.

Thank you very much for this opportunity to present our views and suggestions at this public hearing. As already noted, Renewable Energy Group will also be submitting written comments and we look forward to supporting the EPA as you continue your important mission to fight global warming and increase investment in renewable fuels while improving air quality and reducing emissions.

Thank you very much.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Odile Coirier.

Unfortunately, we do not see you in the attendee list. If you have joined but from a different name, please click the raise hand button. If you have called in please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Mary
Hampton.

Unfortunately, we do not see you in the attendee list. If you have joined the hearing under another name, please click the raise hand button. If you have called in, please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Darby Osnaya.

Unfortunately, we do not see you in the attendee list. If you have joined the hearing under another name, please click the raise hand button. If you have called in please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Wyatt Robinson. You may now unmute and state your name and affiliation for the record.

MR. ROBINSON: Good morning. My name is Wyatt Robinson and I am sharing comments on behalf of the General Board of Church and Society, which is the international public policy and social justice agency of the United Methodist Church.

I appreciate the opportunity to testify this
morning and support the EPA's proposed rule for heavy-duty vehicles.

The official positions of the United Methodist Church as adopted by our General Conference are contained in our Book of Resolutions. In the resolution "Climate Change and the Church's Response," the United Methodist Church understands climate justice, quote, "not simply as an environmental or economic concern but, rather, as a deep ethical and spiritual concern that the church must address so that abundant life is ensured for our children and future generations," end quote.

Grounded in this belief and in response to the ongoing harm and future threats posed by greenhouse gas emissions, the General Board of Church and Society supports this proposed rule.

The United Methodist Church affirms in its energy policy statement, Resolution 1001, the need to, quote, "conserve energy and increase energy efficiency, understanding that a just transition to energy efficiency and renewable energy sources will combat global warming, protect human health, create new jobs,
and ensure a secure affordable energy future," end quote.

Trucks and buses, which account for only 4 percent of vehicles on U.S. roadways, produce 25 percent of the nation's total transportation-related greenhouse gas emissions. These proposed regulations would capitalize on existing technology for cleaner and more affordable zero-emissions heavy-duty vehicles.

The United Methodist Church's Book of Resolutions further states that, quote, "clean air is a basic right and necessity for all life," end quote.

Communities of color have been systematically denied this basic right as they face unequal and unjust burdens of air pollution and climate impacts from the production of fossil fuels.

Most significantly, these new regulations would safeguard communities of color from continued disproportionate impacts of vehicular pollution and the negative health effects of greenhouse gas emissions.

The General Board of Church and Society supports standards set at a pace that would achieve 100 percent zero-emission truck sales by 2035. We believe it is
our moral responsibility to address the adverse effects
of greenhouse gases from the transportation industry on
our planet and do what is in our power to protect those
people and communities that are most vulnerable to
climate change's worst effects.

We believe these regulations are a critical step
on the path to protect the basic right of clean air
that God has given to us all and more fully live in to
Jesus' command to love our neighbor as we love
ourselves.

Thank you for your time this morning.

MS. PHILLIPS-THORYN: Thank you for your comment.
The next speaker is John O. Oluwaleye.

Unfortunately, I do not see you in the attendee
list. If you are here under a different name, please
press the raise hand button, or if you've called in
please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Coralie
Cooper. You may now unmute and state your name and
affiliation for the record.

MS. COOPER: Good morning. My name is Coralie
Cooper and I'm deputy director at the Northeast States for Coordinated Air Use Management, or NESCAUM. NESCAUM is the regional association of state air quality agencies in New England, New York, and New Jersey.

Our member state agencies have the primary responsibility in their states for implementing clean air programs that achieve the public health and environmental protection goals of the federal Clean Air Act.

Stringent emissions standards for heavy-duty engines and vehicles are essential to the fulfillment of that mission. Most of our member states are also signatories to the medium and heavy-duty zero-emission vehicle Memorandum of Understanding, a collaboration of 18 jurisdictions committed to fostering a self-sustaining market for zero-emission trucks and buses.

A large portion of the NESCAUM region is designated as being in nonattainment with the 2015 eight-hour averages on NOx of 70 parts per billion, or ppb. NOx emissions are a primary precursor to the formation of ozone and onroad heavy-duty diesel
1 vehicles are among the largest collective source of NOx emissions in the Northeast.

2 A significant portion of the region struggles to comply with the 2008 eight-hour ozone NOx of 75 ppb, and just yesterday, EPA reclassified the New York City, Long Island, northern New Jersey, southwest Connecticut area to severe nonattainment.

3 Given the urgent need to reduce NOx emissions from heavy-duty vehicles, we strongly encourage EPA to finalize NOx limits equivalent to those in the California Air Resources Board, or CARB's, heavy-duty omnibus regulation.

4 Specifically, NESCAUM supports the adoption of a 0.020 gram NOx engine standard in 2027 at intermediate useful life and a 0.035 gram NOx standard at full useful life, as specified in the omnibus regulation.

5 Ample data exists supporting the feasibility of introducing these standards for model year 2027. The Northeast will be subject to new attainment deadlines in 2027 and likely 2033. The Clean Air Act requires ozone NOx attainment as expeditiously as possible, and EPA's proposed options one and two do not meet this
Establishing a .02 gram for brake horsepower or a NOx standard at intermediate useful life for model year 2027 is the most expeditious as possible path called for by the Clean Air Act, and anything less than this will not be acceptable.

Should EPA choose option one, we urge the agency to make the NOx idle standard mandatory, increase the stringency of the low load certification standard, harmonize with CARB on NOx family emission limit caps in timing, and properly count the heavy-duty ZEV sales in the baseline.

We strongly oppose option two in EPA's proposal. Technical analyses demonstrate substantially more stringent NOx controls are feasible and cost effective for model year 2027 and later than would be required under this option.

We will be providing more detail on these issues in NESCAUM's written comments on the proposal. Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Ann Jaworski. You may now
unmute and state your name and affiliation for the record.

MS. JAWORSKI: Good morning. My name is Ann Jaworski and I'm a staff attorney at the Environmental Law and Policy Center, or ELPC, a group that litigates and advocates to protect public health and natural resources in the Midwest.

ELPC strongly supports EPA acting now to strengthen NOx and GHG emission standards for heavy-duty trucks. EPA's proposal contains many improvements over the current regulations. But in many respects, this proposal does not go far enough to protect people from emissions of NOx, which harm human health directly as well as by contributing to formation of particulate matter and ozone.

The proposal also does not go far enough to promote the adoption of electric and other zero-emission vehicles. ELPC urges EPA to set -- ELPC urges EPA to set NOx emission standards stricter than its proposed option one and supports standards that would quickly align with California's heavy-duty omnibus standards in a single step.
The proposal would allow manufacturers to earn NOx emissions credits for zero-emission vehicles even though the agency didn't take these vehicles into account when setting the level of the NOx standard.

Additionally, the proposal underestimates the pace at which zero-emission trucks will be adopted due to market forces. A high number of zero-emission vehicles, including electric school buses, are likely to be on the road in the near future, meaning that those credits would just allow diesel engines to pollute more. ELPC, therefore, supports eliminating the credits.

ELPC supports the proposal to implement a low-load test cycle and to modify and use real-world testing to better regulate emissions that occur when trucks are traveling at low speeds.

Emissions controls on diesel trucks work the least efficiently at low speeds. This means that when trucks are traveling on urban streets, pulling into and out of warehouses or idling, times when they are closest to pedestrians, homes, schools and workplaces, they may be emitting many times higher the amount of dangerous NOx.
pollution than they would at highway speeds. A mandatory idle standard and low-load test cycle can help protect people from these emissions.

European trucks that perform similarly to American trucks at highway speeds achieve lower NOx emissions at low speeds so we know that this is feasible.

ELPC also supports the proposal to increase the length of useful life and warranty periods, the periods for which manufacturers must show emissions controls will last and are required to pay for repairing or replacing failed controls.

Heavy-duty vehicles including school buses are often on the road for decades. So it's important to increase these periods to ensure that emissions controls function properly across a vehicle's full lifespan.

Finally, ELPC would also like to reiterate that the best way to protect the health of environmental justice communities that are overburdened by near-road pollution is to ensure that zero-emission heavy-duty vehicles are adopted as swiftly as possible.

Thank you for your time this morning.
MS. PHILLIPS-THORYN: 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're having 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 speak, please send an email with your name and phone number to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Again, please provide only three minutes of testimony.
The next speaker is Jeffrey Gustafson.

Unfortunately, I do not see you in the attendee list. If you are here but joined under a different name, please press the raise hand button. If you have called in, please press *9.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is John Kean.

Unfortunately, I do not see you in the attendee list. If you are here but you have joined under a different name please press the raise hand button. If you have called in, please press *9.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Heidi Adelsman. You may now unmute and state your name and affiliation for the record.

MS. ADELSMAN: Hi. Good morning. Thank you for this opportunity to testify.

My name is Heidi Adelsman and I am here today as a nurse and a member of ANHE.

Diesel emissions are a threat to public health, as you know, and I've seen this impact upon my community
as a nurse who's grown up less than a mile away from Highway 35-W in south Minneapolis, Minnesota.

While the city is nationally recognized for its extensive urban park system, disproportionately, whites benefit from this green space as, historically, whites access housing with racial covenants adjacent to these parks not in redlined areas.

While one could argue this is irrelevant history as covenants were banned in the 1940s, the legacy lives on. How does this translate to today? It must first be noted that many of my peers in their 50s and 60s who have grown up nearest to Highway 35-W were infants as the highway was constructed and opened in the 1950s and 1960s.

Over half a century of living near a highway exposed to diesel emissions and more has resulted in premature everything: heart disease, cancers, hypertension, stroke, neurological disorders, and more. My friends and community are not well.

In January 2020, a University of British Columbia at Vancouver study confirmed that there are associations between road proximity and impaired
cognitive function and neurological disorders, drawing a definitive connection between Alzheimer's, dementia, multiple sclerosis, and Parkinson's to living near major roadways and freeways.

Add these to the existing list of health effects from traffic-related air pollution, or TRAP, that includes cancer, cardiovascular, and respiratory diseases.

As noted, all these conditions are prevalent in my community, especially amongst those living within 500 feet of 35–W, the highway. Health in America should not be tied or related to housing access and wealth, but it is. It is then tied to transportation because, as Anthony Foxx, Secretary of Transportation in the Obama administration, acknowledged, we now know overwhelmingly that our urban freeways were almost always routed through low income and minority neighborhoods, creating disconnections from opportunity that exist to this day, Foxx said.

Sadly, access to clean air and the opportunity to live a disease-free life are always made worse when standards for diesel emissions continue as low as they
are today.

Please consider the health of my Minneapolis community and raise standards to reduce and discontinue diesel emissions to foster public health equity.

By setting a goal of 100 percent zero-emission trucks and bus sales by 2035, this will improve air quality for generations to come.

Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Karin Stein.

Unfortunately, I do not see you in the attendee list. If you are here but you have joined under a different name please click the raise hand button. If you have called in, please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Anastasia Montgomery.

Unfortunately, I do not see you in the attendee list. If you are here but you have joined under a different name, please press the raise hand button, or if you've called in please press *9 to raise your hand.

(No response.)
MS. PHILLIPS-THORYN: The next speaker is Jack Holmgren.

Unfortunately, I do not see you in the attendee list. If you are here but joined under a different name, please press the raise hand button. If you have called in, please press *9 to raise your hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Syndi Smallwood. You may unmute and state your name and affiliation for the record.

MS. SMALLWOOD: Syndi Smallwood, National Tribal Air Association.

Good morning, and thank you for the opportunity to provide testimony on behalf of the National Tribal Air Association for the EPA's proposed clean trucks plan to control air pollution from new heavy-duty truck vehicles.

My name is Syndi Smallwood and I am the environmental director for the Jamul Indian village of California, the Region 9 representative and the chair for NTAA.

NTAA is a member-based organization that is an
information conduit for 155 member tribes. NTAA seeks
to build consensus but does not represent the opinions
of all tribes. NTAA was founded by a resolution vote
of the annual meeting of the National Congress of
American Indians in 2002.

NTAA is funded by a grant from the U.S. EPA's
Office of Air and Radiation. NTAA's mission is to
advance air quality management policies and programs
consistent with the needs, interests, and the unique
legal status of American Indian tribes and Alaska
Natives.

The proposed rule and the administration's more
inclusive clean trucks plan is exceedingly important to
the nation's sovereign tribes where indigenous people
are affected by breathing unhealthy air.

For example, there are 81 tribes within
nonattainment designated air sheds where some tribes
are in areas of nonattainment for multiple criteria
pollutants.

These criteria pollutants cause exposure to ozone
and fine particles and are found in the emissions from
heavy-duty trucks. As the U.S. EPA has documented,
trucks, buses, and large engines generally remain major contributors to these unacceptable conditions.

Climate disruption caused by the burning of fossil fuels, including diesel and petroleum, affects the quality of tribal health and life. NTAA has consistently encouraged the U.S. EPA, Congress, and states to do more to protect the health of the NTAA member tribes and in quality of life by advancing air quality and reducing air pollution from both mobile and point sources.

The federal government has a trust responsibility to tribes, and as part of that responsibility EPA allocates $12.5 million for tribes through the Clean Air Act to implement air quality programs.

However, this is not enough to address all tribal air quality concerns, including pollution from mobile sources and climate change issues caused by greenhouse gas emissions.

NTAA recently conducted a baseline needs assessment of 170 tribes and found that 80 percent of the tribes agreed or strongly agreed that insufficient air quality funding impacts their tribes' capacity to
prevent adverse health effects such as asthma, allergies, lung, and heart disease. Increased federal funding for tribal air quality programs helps tribes co-regulate air quality with their federal, state, and local partners.

Despite stagnant funds, tribes are doing their part to reduce emissions of the pollutants that are the focus of this rule. For example, 119 tribes and Alaska Native villages have reduced diesel vehicle emissions from the VW settlement fund in the past four years, and recently, more tribes have accessed funding from the U.S. EPA's Tribal Diesel Emissions Reduction Act, also known as the DERA grant program.

We, the National Tribal Air Association, are encouraged by the U.S. EPA's commitment expressed on March 7th, 2022, that, quote, "This proposed rule would ensure that heavy-duty vehicles and engines that drive American commerce and connect people across the country are as clean as possible," end quote.

Yet, quote, "as clean as possible," end quote, for new vehicles in 2027, the focus of this rule means recognizing continuously improving technology --
MS. PHILLIPS-THORYN: Thank you for your comment, and I apologize for interrupting.

MS. SMALLWOOD: Sorry.

MS. PHILLIPS-THORYN: The EPA needs to keep the statements to three minutes so everyone has the chance to testify.

MS. SMALLWOOD: Thank you.

MS. PHILLIPS-THORYN: You may complete your testimony in the next 30 seconds.

MS. SMALLWOOD: The NTAA asks that you fulfill your commitment of March 7th, 2022, with improvements to this rule and clean trucks plan.

Thank you for this opportunity.

MS. PHILLIPS-THORYN: Thank you for your comment.

The next speaker is Alana Langdon.

Unfortunately, I do not see you in the attendee list. If you are here but you have joined under a different name, please press the raise hand button.

Okay. Please press *9 and I will now allow you to speak. Please unmute and state your name and affiliation for the record.

MS. LANGDON: Good morning, everyone. My name is
Alana Langdon and I am the head of government affairs and global policy at Nikola Corporation.

On behalf of Nikola, we appreciate the opportunity to express our support for reducing pollution and the carbon emissions footprint from heavy-duty trucks through this EPA rulemaking process.

Founded in 2015, Nikola has now grown over to 1,000 employees headquartered in Phoenix, Arizona, with manufacturing operations in Coolidge, Arizona.

Nikola is a leading manufacturer of heavy-duty zero-emission commercial battery-electric and fuel cell electric vehicles and energy solutions.

Nikola's mission is to transform the transportation industry while improving our employees' lives and leaving the world a better place. This includes doing our part to increase the health and well-being of communities impacted by heavy trucking.

Our products and services are built to deliver on those core commitments by manufacturing BEV and fuel cell electric vehicle trucks plus working with strategic business partners and suppliers to build a complete infrastructure ecosystem that will support the
transition to zero-emissions trucking.

Operating as both a zero-emissions OEM and an energy company, Nikola is a game changer in the marketplace, transforming the future of the heavy-duty transportation sector, focused on addressing the entire value chain to deliver an economic total cost of ownership to fleets, which includes access to trucks, fuel, service, and maintenance for our customers.

Nikola's truck portfolio of BEV and fuel cell offerings aims to address the short-, medium-, and long-haul applications of heavy trucking. Our current manufacturing capacity in Coolidge is up to 2,400 trucks per year and we are in the process of expanding our manufacturing facilities to be capable of manufacturing up to 20,000 trucks per year in late 2023.

We delivered the first of several pre-series battery electric Tre BEV class eight trucks to our launch customer, Total Transportation Services, in December 2021 at the Port of Los Angeles, and started production of the Tre BEVs at our manufacturing facility on March 21st, 2022.
Nikola has begun delivering the Tre BEV to customers in our dealer network across the country, anticipating between 300 to 500 Tre BEVs to be completed this year.

The battery electric vehicle has a 753-kilowatt battery onboard with a 350-mile range. The battery pack is modular and can be reduced for shorter distances and to maximize payloads customized for our customers' operational needs and use cases.

The next vehicle to market, the Nikola Tre fuel cell vehicle, has 70 kilograms of hydrogen on board with a 500-mile range. The Nikola fuel cell vehicle will enter production in 2023, and earlier this year, we delivered two of these alpha fuel cell vehicles to our launch customer, Anheuser-Busch, just in time for delivery of their first zero-carb beer for the Super Bowl.

These vehicles were fueled at our headquarters facility in Phoenix and made the over 350-mile trek to Ontario, California, with hydrogen fuel to spare, showing that hydrogen fuel cell heavy-duty trucks are just around the corner.
And finally, the Nikola Two sleeper cab fuel cell will arrive in 2025, addressing the long-haul commercial needs supported by a national hydrogen network of production and fueling facilities being developed by Nikola and our partners.

In closing, we look forward to providing more details in our written comments in response to the proposed rule. However, we did want to take the opportunity to convey our support during these public hearings.

As an American company, Nikola is excited about the role our innovative vehicle truck technology is and will play to advance cleaner transportation and energy technologies that will yield a healthier tomorrow while also creating jobs that will contribute to our nation's economic prosperity for generations to come.

Thank you very much.

MS. PHILLIPS-THORYN: 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 are having 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 speak, please send an email with your name and phone number to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

The next speaker is Ariel Bethune-Crawford. You may now unmute and state your name and affiliation for the record.

I am promoting you again. Please accept the invitation to be promoted to panelist and you may now state your name and your affiliation for the record.

MS. BETHUNE-CRAWFORD: Good morning. My name is
Ariel Bethune-Crawford and I'm 11 years old and a student at D.C. International School here in Washington, D.C. I am here today to share some thoughts on this proposed rule for heavy-duty vehicles.

I'm an athlete, a five-time National All-Star Cheerleading champion. I have two younger brothers who love to play outside. Our lungs are precious to us as outdoor play brings us joy.

Over the last two days, I have watched this hearing with my mom and I was inspired by all the other young people who have raised their voices calling for action. I still don't understand what an inducement schedule is but I have learned that this rule is finalized this year. I will be 17 years old when this takes effect.

Like most children in D.C., I walk and take the bus or a train to school. My generation is going to bear the brunt of this climate crisis. By the time I'm 19, the world will be 2.7 degrees Celsius warmer than it is today.

As a young Black girl, I'm painfully aware of the air quality concerns within the city I call home and
the color of my skin makes me and my peers more likely
to suffer from health issues like asthma. I'm here
today on this 80-degree April day on my spring vacation
begging you to act quickly to protect my health and the
health of my younger brothers.

Thank you for listening to me today and for all
your hard work.

MS. PHILLIPS-THORYN: Thank you for your comment.
The next speaker is George Agortsas.

Unfortunately, I do not see you in the attendee
list. If you are here but you've joined under a
different name, please press the raise hand button, or
if you have called in please press *9 to raise your
hand.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Gerald
Pyle. You may unmute and state your name and
affiliation for the record.

(No response.)

MS. PHILLIPS-THORYN: Gerald, I see you are
unmuted. Are you able to speak?

MR. PYLE: I am able to speak but my screen has
expanded and I cannot get to the text that I am trying to read. So I think I will simply have to decline.

MS. PHILLIPS-THORYN: I can circle back to you, Gerald. I'm going to start calling other folks that we have missed earlier and I will call your name again.

MR. PYLE: Thank you.

MS. PHILLIPS-THORYN: At this time, we will begin calling names of folks that were not here when we called them earlier in this block. Again, if you are here and you have joined from a different name, please press the raise hand button, or if you have called in please press *9 to raise your hand.

The first speaker is Odile Coirier.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Mary Hampton.

Again, if you are here but you have joined under a different name, please press the raise hand button.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Darby Osnaya.

(No response.)
MS. PHILLIPS-THORYN: The next speaker is John Oluwaleye.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Jeffrey Gustafson.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is John Kean.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Karin Stein.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is Anastasia Montgomery. You may now unmute and state your name and your affiliation for the record.

MS. MONTGOMERY: Hello, everyone. My name is Anastasia Montgomery. I'm a Ph.D. candidate at Northwestern University in the Department of Earth and Planetary Sciences.

But I also do some work with the Union of Concerned Scientists, and I'm here today testifying in my individual capacity to talk about this proposed NOx
As I'm getting my Ph.D., studying the effects of air pollution on human health and the environment, I'm a little bit more aware than the average U.S. resident to the ways that air pollution infiltrates our lives and, as such, I'm constantly reflecting upon my own and my community's exposure to air pollution.

For example, my air conditioning unit faces the intersection of two busy streets and it's positioned 12 storeys above a bus stop. To prepare for summer, I went to go clean the filter and I scraped out the wintertime accumulation of dark black sticky soot on the filter and on the inside of the machine, whose purpose is to bring outside air into my apartment.

This buildup of particulates is directly related to the constant vehicle traffic happening on the city streets below me, which I know is being co-emitted with invisible toxic gases such as NOx, and I know that when the EPA restricts NOx emissions we will see cleaner combustion from vehicles and increased electric vehicle adoption.

This allows for people like me in the cheap
apartments along major throughways to not constantly be
bombarded by toxic particles in the safety of our own
homes, and I'm speaking from a place of immense
privilege, as the kids and retirees in my building have
an increased susceptibility to respiratory illnesses
and diminished lung function from the exact same
vehicle pollution that's happening right outside our
homes.

We have the technology to ameliorate this issue of
traffic pollution and the current EPA standards do not
reflect this changing paradigm. The proposed heavy-
duty vehicle rule is less stringent than six states'
local policies even though the issues of air pollution
and climate change are of national concern.

I urge the EPA to eliminate credit giveaways -- to
eliminate credit giveaways and to further consider
tightening the restrictions on greenhouse gas and NOx
emissions in this proposed policy so that heavy-duty
vehicles have a clear pathway to zero-emission vehicles
by 2035.

Only with more stringent requirements on vehicle
emissions can this policy reflect the scale of the
public health crisis and climate emergency that is
associated with these emissions.

And that's all I have to say. Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.
The next speaker is Jack Holmgreen. If you are
here but you have joined under a different name, please
press the raise hand button or if you have called in
please press *9.

(No response.)

MS. PHILLIPS-THORYN: The next speaker is George
Agortsas. If you are here under a different name
please press the raise hand button, or if you have
called in please press *9.

(No response.)

MS. PHILLIPS-THORYN: The last speaker is Gerald
Pyle.

Gerald, you may unmute and state your name and
affiliation for the record.

MR. PYLE: Thank you. Good morning. My name is
Gerald Pyle and I speak as a private citizen.

Some years ago, I lived in a town in southeastern
Virginia in a house on a corner around which, turning
left, went the westbound lanes of a major highway, U.S. 

Route 58.

Six days a week, incessant heavy trucks of various sorts braked and down shifted for the turn in front of the house and accelerated and up shifted down the side of the house, belching black smoke.

Our clothesline was on the side of the building away from the highway, but whenever I hung laundry to dry on it, I had first to wipe the line to remove black soot.

And opening windows? Not unless we wished to be joined by the effluvium of the trucking industry. Many big rigs, though far from all, spew less soot now, but scientific evidence establishes they still emit as well invisible gases unhealthy for humans.

The trucking industry, the petroleum industry, the chemical industry, are all here to protest via their well-funded public relations flacks the proposed strictures on what large trucks can pump into the atmosphere.

I am here to protest on behalf of my daughter's lungs, in particular, many other such organs in general
and, indeed, even my own antique ones in favor of emissions requirements based on human health rather than commercial profit and convenience.

Thank you for the chance to address this problem and urge more genuinely effective remedies.

MS. PHILLIPS-THORYN: Thank you for your comment. At this time, we will begin a brief recess.

EPA, when would you like to reconvene?

MR. NELSON: We can reconvene at 11:45 Eastern time.

(Recess.)

MS. THOMPSON: Hello, everyone. This is Kayla Thompson from Abt Associates, EPA's contractor. It is currently 11:45 a.m. Eastern time and we are now rejoining EPA's public hearing on the "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards" proposal.

In order to accommodate testimony in both Spanish and English throughout this hearing, all attendees must select their preferred language via the interpretation icon at the bottom of your screen.

If you are providing testimony today, please make
sure that you are speaking the language of the channel you are listening to. For example, listening to English while speaking in Spanish could prevent other participants from hearing your statement in their language of choice.

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 are having technical difficulties, please send an email to public_hearing@abtassoc.com or call (919) 294-7712.

If you are not registered to speak but would like to, please send an email to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for the other individuals providing testimony today, please refrain from turning on your
camera or unmute your microphone until it is your
turn to speak. I will be introducing each speaker in
turn. Please speak slowly and clearly so our court
reporter and interpreters can capture these proceedings
accurately.

The first speaker will be Evan Brockman.

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

DR. BROCKMAN: Thank you. Hello, everyone. My
name is Dr. Evan Brockman and I'm a pediatrician in
Atlanta, Georgia. I also serve as chair for the
nonprofit Georgia Clinicians for Climate Action and
I've lived and worked in Georgia for over 20 years.

I'm here to give a brief perspective on what I'm
seeing in my community and in my state, and why I'm
asking the EPA to ensure that the strongest possible
emission standards for medium and heavy-duty trucks are
put in place.

Transportation is the single largest contributor
of greenhouse gas emissions in the U.S., accounting for
29 percent of emissions in 2019, and medium and heavy-
duty trucks cause 24 percent of that total.
Improving the standard for emissions from these vehicles so they emit less pollution will improve air quality, which will then improve health.

In my state of Georgia, there are 90,000 miles of public roads and that number is increasing. Currently, there is a 40-mile truck-only lane project planned for I-75 between Macon and McDonough, which is part of that heavily traveled freight corridor between Savannah and Atlanta.

Road-building projects like this are touted as safer for everyone and a big win for Georgia, but as a physician it's my duty to point out that there are costs to human health as a direct result of the increase in air pollution from increased commercial truck traffic.

Research is showing that not only the volume of the traffic but the type of traffic is most harmful and commercial trucks are our worst offenders. In fact, almost one-third of nitrogen dioxide air pollution comes from heavy-duty vehicles.

We all know air pollution causes lung inflammation and damage, which can lead to COPD and emphysema,
triggering asthma, and research published in The Lancet shows that long-term exposure to air pollution also inflames our blood vessels, increasing likelihood for heart attacks and strokes.

We also have evidence growing that exposure to air pollution is linked to dementia and that reducing that air pollution reduces your risk of dementia. When I talk with adults, very few outside of medical fields know the damage that air pollution does to a person's body and that damage is even worse for very young.

Children, in particular, have the added burden of living with polluted air for many years as they grow. What's more, the distribution is not equitable and the pollution burden on low to moderate income households in Georgia is increasing. Those who can afford to live in areas away from heavy traffic do so.

Recently, a grandparent, who's also the primary caregiver for two school children, asked me my opinion on should she purchase a home near the freeway. She's trying to move to a safer neighborhood.

The realtor had told her she should get this home because it was so much more affordable. But both those
children have asthma and this family is just one of many who are in a bind with limited choices.

So I'm one physician and I can impact a few lives in many years of clinical work. But what I'm asking is that in your positions at the EPA that you have the opportunity to make a real difference for many, many families and I ask you to make the standards as strong as possible.

Thank you so much for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Marianne Comfort.

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

MS. COMFORT: Hello. My name is Marianne Comfort and I work with the Sisters of Mercy of the Americas as a justice coordinator, and I really felt compelled to speak today because of my commitment to responding to Pope Francis' challenge to us to hear both the cry of the Earth and the cry of the poor.

The EPA can address both of these mandates by instituting the strongest possible limits on pollution from heavy-duty vehicles. This will reduce greenhouse
gas emissions that are contributing to the climate
crisis and, at the same time, reduce toxic emissions
that disproportionately harm Black, brown, and low
income communities.

I grew up in the suburbs of Syracuse, New York,
and I'm very aware of the history of Interstate 81, a
highway cut through a historically Black neighborhood
displaced many families and businesses, and left those
that remained in the shadow of a highway that regularly
exposes them to diesel fumes and other pollution.

Anyone who regularly drives any section of
Interstate 81 has experienced being crowded out on the
highway by a steady parade of commercial trucks. So
just imagine having that pollution, literally, over
your home or just a few blocks away.

I now live in Silver Spring, Maryland, and some of
the Latinos in my parish have shared with me their
concerns about pollution from heavy traffic, including
trucks, in their community, which is bordered by the
Beltway and two other busy local roads.

Their concerns make me wonder about my own risk.

My husband and I choose not to own a car for our
commitment to the Earth and we often wait at bus stops in similarly high-traffic areas, breathing in fumes from heavy-duty vehicles carrying goods to local stores.

We also have construction of a new light rail system a block from our home with many trucks coming and going most of the day. This reminds me that stronger limits on pollution from heavy-duty vehicles will benefit everyone as we're all exposed to toxic fumes no matter where we live and work.

Advocates for environmental and climate justice in Maryland were pleased that the state legislature recently passed a bill that includes transitioning state vehicles and school buses to electric power.

We wanted to end children's exposure to toxic fumes on their way to school. We should want that for all Americans of all ages no matter where we live and from exposure to pollution from all kinds of vehicles.

Putting a strong limit on pollution from all heavy-duty vehicles is an important step toward that goal. Thank you.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Marcela Pinilla.

Marcela, you will need to accept the invitation to become a panelist in order to provide testimony. When you are ready, you may unmute and please state your name and affiliation for the record.

MS. PINILLA: Good morning. I'm just checking on the sound.

MS. THOMPSON: We can hear you.

MS. PINILLA: Can you -- thank you.

Good morning and thank you for your time. I'm Marcela Pinilla, director of sustainable investing at Zevin Asset Management. We are a Boston-based investment firm that integrates environmental, social, and governance factors into our investment approach.

As investors, we are constantly scanning the horizon to understand the long-term implications of delayed or proactive public policy action on climate issues.

We believe the trend is overwhelmingly toward cleaner, more efficient modes of transport. Therefore, we believe the EPA needs to set a strong foundation by strengthening its proposed heavy-duty engine and
vehicle standards.

We need the strong precedent to address both climate and public health concerns. Stronger standards will also enhance the competitiveness of the U.S. truck industry. Businesses of all sizes can benefit from the transition to electric vehicles.

Many leading businesses and their investors are especially focused on this fast developing area, recognizing a huge opportunity to make progress on sustainability goals while saving money on gas and maintenance.

However, the availability of electric commercial trucks has been slow to develop. Transportation remains the leading and growing source of greenhouse gas emissions and harmful air pollutant emissions in the U.S.

We are seeing increased demand for zero-emissions trucks as more and more companies seek to reduce their operating costs and meet climate goals. For example, a recent survey of corporate Electric Vehicle Alliance members demonstrates that the demand for zero-emissions vehicle is there.
In our view and many investors' views, the proposed standards are not quite stringent enough to accelerate that transition at the necessary rate and scale.

Strong standards are necessary to address both economic risks associated with climate change and the health of the communities affected. Air pollution from heavy-duty trucks has a disproportionate impact on disadvantaged communities located near truck routes, distribution centers, and ports.

You really cannot look away any longer on this impact. As racial justice and climate justice converge, this needs to be a critical element of the EPA's remit as well.

The last rulemaking for these pollutants was 20 years ago for nitrogen oxides. It's high time to set strong standards that are going to mitigate air pollution in a substantial way.

In conclusion, strengthening the proposed standards will mitigate the climate, public health, and economic concerns associated with heavy-duty vehicles. A zero-emission vehicle mandate, which has also been
adopted by California and at least five other states, will be necessary to accelerate the transition to electric trucks at the rate and scale needed to meet climate goals.

The United States is poised to emerge as a leader if we put strong and leading policies in place. This is the EPA's remit. We look for the EPA to set us on the right path to a successful climate transition.

Thank you.

MS. THOMPSON: Thank you for your comment.

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

MS. KENNEDY: Hello. My name is Melina Kennedy and I want to thank you for the opportunity to provide comments on the proposed rule.

I am vice president of product compliance and regulatory affairs at Cummins, and Cummins is a U.S. headquartered company over 100 years old and a global power leader.

We, as a company, are committed to helping our customers reach net-zero greenhouse gas emissions and
to further reduce NOx to improve air quality, and our vision for a zero-emissions future includes electric vehicles, both battery powered and fuel cell electric, as well as internal combustion engines running on net-zero carbon fuels.

We really appreciate EPA's work to develop a proposal to the next phase of on-highway emission standards and we support this. We see the rulemaking as a once in a lifetime opportunity to move ahead along the path to a zero-emissions future that we support.

A big part of the rule is a new NOx standard and getting that right will be essential to ensure the very best outcome for the environment. A standard that is aggressive will have major impacts on the environment and we support that.

However, a standard that is not achievable with reliable technology could actually result in a negative impact due to the delayed turnover of older vehicles.

Cummins believes option one in the proposed rule would not be achievable with reliable technologies that our customers can readily adopt. Therefore, we don't think option one in the proposed rule is the right
solution.

We think it would have negative impacts on the environment, U.S. innovation, and the trucking industry that depends on us. Cummins does believe that EPA's proposed option two NOx standard of 50 milligrams on its own is aggressive, yet can be achievable with very advanced technologies in 2027, and even that assessment relies on optimistic assumptions for our manufacturers' ability to comply as it's very aggressive.

But such a standard will drive additional technology to achieve NOx improvements over a wide range of operation. We do have concerns about portions of option two, including that we believe that the increase in useful life at the same time as introducing new technology that I mentioned will increase prices and further likely impact customer adoption of those technologies.

We would like to work with EPA and other stakeholders to agree on alternative solutions to ensure low in-use emissions, yet avoid high initial purchase prices.

In short and in closing, Cummins supports tough,
clear, and enforceable standards that deliver real-world environmental benefits and are feasible with reliable technologies that our customers can readily adopt.

We are committed to working together even after this short comment period to provide the technical input EPA needs to successfully address our concerns and to finalize this rule by the end of 2022.

We're very optimistic that all stakeholders can come together and support a durable rule that is a win for U.S. innovation, competitiveness, and the environment.

We look forward to doing our part. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Lyman Welch. You may now unmute. Please state your name and affiliation for the record.

MR. WELCH: Hello. My name is Lyman Welch. I'm a resident of Sanibel, Florida, and I appreciate the opportunity to comment today on the proposed rule.

I'm here today to ask you to strengthen the proposed rule so that we can put heavy-duty vehicles on
the road to transition to a zero-emission status by 2035.

This rule can go a long way into helping reduce air pollution that affects everyone's health. Here in Florida, my seven-year-old daughter rides a diesel-fueled bus frequently to school, and I'm concerned for her health, having to breathe the fumes from the diesel bus when she rides to school.

I'm also concerned when I drive on the highways as I see the smoke and pollution coming out from diesel trucks on the roadways, and I know that heavy-duty trucks and buses provide more pollution to the air than the amount of vehicles on the road.

So it's important to address this category and aggressively set standards that will transform the technology for heavy-duty trucks to reduce emissions that causes air pollution.

So, in conclusion, I'd like you to set tough standards, strengthen the proposal from where it is now, so that we can all enjoy cleaner air and a healthier future for our families and loved ones.

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're 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 email to public_hearing@abtassoc.com or call (919) 294-7712. If you are not registered to speak but would like to, please send an email to public_hearing@abtassoc.com or call (919) 294-7712.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please speak slowly and clearly so our court reporter and interpreters can capture these proceedings accurately and please keep your testimony to three minutes.
The next speaker will be Mary Linn.

Mary, we do not currently see you on the list of attendees. However, if you have joined using a different name, we would invite you to use the raise hand feature at the bottom of your screen to raise your hand.

(No response.)

MS. THOMPSON: The next speaker will be Glen Kedzie.

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

MR. KEDZIE: I'm Glen Kedzie and I serve as the American Trucking Association's energy and environmental counsel. Directly and through our affiliated organizations, ATA represents more than 34,000 companies, encompassing every type and class of motor carrier in the U.S. and Canada.

I wish to share the fleet perspective on EPA's proposed rule. I'd like to start by making two very important points.

First, we all desire cleaner modes of transportation to protect our environment and
disparately impacted communities as we all rely on
tucks in our daily lives to deliver everything from
groceries to mail to packages. As everyone knows, if
you've got it, a truck most likely brought it.

Second, fleets don't make trucks. They are
consumers that buy trucks. This rule is directed at
manufacturers, not at fleets. However, it's the
truckling companies buying new technologies that
determine the success or failure of the EPA trucking
emission regulations.

Zero-emission pathways are not free. No testimony
presented a solution as to how to pay for an
accelerated green transportation transition. With the
cost of new heavy-duty electric trucks costing well
over $400,000 per vehicle and fuel cell vehicles
estimated costs even more, trucking fleets simply
cannot afford the upfront cost to buy new trucks that
are three to four times more expensive than their clean
diesel counterparts.

Ninety-seven percent of trucking fleets are small
businesses that operate on slim profit margins and are
disproportionately impacted by the slightest financial
The equipment and warranty cost increases, the push towards the purchase of zero-emission vehicles in addition to unprecedented increase in insurance premiums, fuel prices, driver and technician pay, and labor technician shortages stand to threaten the very supply chain that every American relies upon every day and takes for granted.

From a truck consumer standpoint, fleets are always extremely concerned over the availability, feasibility, cost, and performance of new equipment. Trucking companies, like any good business, need to make purchasing decisions for the near and outer years.

Technology that is not properly tested and more expensive or creates uncertainty for fleets is a recipe for pre-buys, low-buys or no-buys, a scenario that is not good for fleets, manufacturers, the supply chain, the economy, and the environment.

Let me turn to the issue of purchasing mandatory extended warranties. I'd like to emphasize that requiring the purchase of costly mandatory extended warranties does not prevent tampering or the purchase
of illicit emission to peak devices. Enforcement of
emission standards under the Clean Air Act do.

Fleets also need predictability. That's why
fleets support the development of one national
harmonized NOx standard, not a random patchwork of CARB
standards plus opt-in states.

Finally, with respect to the phase two rule,
reopening any rule is not good public policy. After
having worked with the EPA in good faith, changing a
final rule midstream sets a bad precedent and upends
the lead time, planning, and resources necessary for
manufacturers to design technologies for the future.

There will be abundant opportunities for stakeholder
input on further tightening truck greenhouse gas
standards as the agency develops its phase three rule
required to be finalized by the summer of 2024.

In closing, fleets are limited as to how much
costs, uncertainty, and financial impacts they can
absorb to remain productive and competitive, especially
for small trucking companies.

Thanks to the EPA staff and leadership for this
hearing and for listening to the fleet perspective.
Our more formalized comments will be submitted into the docket.

MS. THOMPSON: Thank you for your comment.

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

MR. DOROBANTU: Good afternoon. My name is Mihai Dorobantu and I am director of technology, strategy and government affairs with Eaton Vehicle Group. Eaton is a diversified industrial manufacturer serving both the energy and transportation sectors, fully committed to support the energy transition towards a sustainable carbon neutral economy.

Over the past two decades, it has invested in advancing the state of art in emissions reductions. Central to the object of this NPRM, over the past eight years Eaton has developed and matured an array of affordable and robust NOx reduction technologies that simultaneously reduce CO2.

Eaton fully supports the EPA in this rulemaking process. As the agency works to finalize the new rule, we see the following five principles as important to
First, implementing one national standard is critical for the industry. The EPA has an opportunity to create a single regulatory approach in emissions. Option one is close enough to the CARB omnibus and we believe that the convergence is both feasible and desirable.

Second, long-term regulatory certainty allows the industry to continue to invest in product development and deploy needed capital. Emissions levels must be set such that the societal needs for air quality, including greenhouse gas and future nonattainment are in fact achieved without the need of additional local restrictions or short-term changes.

Third, the regulations need to be based on the recent data, accounting for major improvements that have been achieved since the data used in the NPRM was created.

Last year, six years ahead of the new limits, we have seen that the CARB limits can be achieved through multiple pathways with confined margins in excess of 40 percent with less fuel consumed, and based on
conventional robust and very cost effective components. Fourth, the regulations should drive simultaneous NOx and CO2 reductions. There are multiple pathways for internal combustion-based power trains to stringent NOx levels together with 5 to 10 percent CO2 reduction. However, continued multipliers for electric trucks may in fact dilute the progress in conventional technology while also dampening high penetration rates of electric trucks.

And, finally, the regulations should be technology neutral with flexibilities built in but the EPA should also recognize the local nature of NOx and particulate emissions versus the global impact of greenhouse gases. Electrical vehicles have unclear upstream emissions, but zero tailpipe Nox, including those in the averaging engine NOx emissions, may significantly dilute the local NOx benefits in nonattainment zones while increasing emissions elsewhere. Thank you for your attention.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Jennifer Rennicks.

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

MS. RENNICKS: Thank you. My name is Jennifer Rennicks. I am with the World Resources Institute, and I thank you for the opportunity to speak today. I know it's been three very long days for you.

Among our many programs, World Resources Institute's electric school bus initiative is working to advance equitable transition of our nation's school bus fleet to entirely electric over the next decade and, therefore, we applaud the administration for acting swiftly to clean up buses and trucks and urge EPA to strengthen and finalize the strongest rule possible for medium and heavy-duty vehicles while considering two critical issues: the urgency of addressing transportation inequities for communities long overburdened by air and climate pollution, and the opportunities that electrification offers to transform fleets, particularly for school and transit buses where electrification is advancing at a rapid pace.

In fact, states are leading the way. New York's recent mandate requires all new school buses to be electric by 2027. A strong rule reduces air pollution
and that helps to mitigate the disproportionate impacts of air toxins, particulate matter, and climate changing greenhouse gas pollution generated by trucks and buses, and these effects are most acutely felt on low income communities and communities of color, often located near highways, ports, and depots.

Electric school and transit buses in operation today could already meet the strongest possible standards. WRI analysis indicates more than 12,000 electric school buses have been awarded, funded, ordered, or committed and nearly 600 have been delivered and are already in operation today.

As funding from the bipartisan infrastructure bill is awarded to school districts through EPA's very own Clean School Bus program, we expect that number of electric school buses to increase further, and as transit operators are taking advantage of zero-emission technology and available funding sources, electric transit buses continue to increase around the country as well. In the U.S. more than 3,500 transit buses are already in operation and that's a 24 percent growth since the last count in 2020.
Given the viability of commercially available electric school and transit buses, EPA could consider these types of vehicles as a separate subcategory and establish a more rapid emissions reduction timeline for them.

Finally, a strong rule for medium and heavy-duty vehicles will encourage investments in manufacturing and charging infrastructure, creating jobs and building a more resilient economy.

Recent investments and announcements in Illinois, West Virginia, Ohio, Colorado, and the Carolinas is ramping up production capacity of electric school buses in particular, and those states join California, Michigan, New York, and many others where there's already home to a wide variety of medium and heavy-duty manufacturing facilities for electric vehicles.

You have the opportunity and the responsibility to deploy the strongest possible standards to clean up deadly diesel pollution and to accelerate our transition to zero-emission vehicles.

Thank you very much for your time.

MS. THOMPSON: Thank you for your comment.
1 The next speaker will be Gene Wordekemper.

2 Gene, unfortunately, we do not see you in the attendee list. If you have joined the hearing under a different name, we would invite you to raise your hand using the raised hand feature at this time.

3 (No response.)

4 MS. THOMPSON: The next speaker will be Morgan Folger.

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

6 MS. FOLGER: Thank you. My name is Morgan Folger. I work with Environment America, and I direct our Destination Zero Carbon campaign. Environment America's mission is for clean air, clean water, and open spaces as well as a livable climate.

7 I'm speaking today on behalf of Environment America's members and supporters across the country who want clean air and healthy climate. Thanks for working to update these standards for cleaner trucks, but I urge EPA to create the strongest possible limits on heavy-duty vehicle pollution.

8 The transportation sector is the number-one source
of global warming pollution in America. and to avoid
the worst impacts of climate change, we need to zero
out emissions from transportation by 2050 or sooner and
that means replacing trucks, buses, freight vehicles,
delivery vans, and any other vehicle that relies on
fossil fuels with a clean zero-emission option.

And in addition to their contributions to global
warming, our trucks also emit air pollution that harms
our health. Primarily run on diesel, the pollution
from their tailpipes contributes to health impacts like
respiratory illness, cancer, and even premature death,
and transportation in particular represented 59 percent
of human-caused nitrogen oxide emissions in 2017, which
contributes to ground level ozone and smog. So
stronger limits on NOx emission from trucks will save
lives.

Environment America's "Trouble in the Air" report
found that 57 million Americans experienced more than a
month of elevated ozone pollution in 2020 and 13
million Americans experienced over a hundred days of
elevated ozone pollution. More needs to be done to
curb the health-threatening air pollution across the
country, especially from our trucks.

EPA should strengthen this rule in order to meet two key goals: first, reduce deadly NOx pollution 90 percent by 2027, and second, put our heavy-duty vehicle fleet on a clear path to 100 percent zero-emission all-electric vehicles by 2035.

The proposed option for NOx pollution in the rule must be strengthened to be more protective of public health. Reducing the soot and smog-causing NOx pollution from trucks will help improve air quality and save lives. The greenhouse gas emission standard as it's written is a handout to industry.

There are six states that have adopted an advanced clean trucks rule requiring an increasing percentage of trucks sold to be zero-emission, and national standard from EPA will only push the industry forward if it's requiring further emission reductions beyond what the states already have baked in and on the books.

And as written, the rule will only yield about 1.5 percent zero-emission new truck sales by 2027, which is far less than what the states already are committed to do. States in their current existing policies would
yield about three times the zero-emission vehicles that
this proposed rule from EPA currently calls for at the
national level. So tightening this rule is necessary
to push the market to reduce emissions further.

The vehicle manufacturers have technology to meet
strong standards with low NOx and zero-emission trucks,
and many recent analyses have shown that fully zero-
emission trucks will be cheaper to purchase and operate
than diesel trucks well into the future within the
timeframe of these standards being implemented.

Cleaner trucks can deliver cleaner air and EPA
should go back to the drawing board to create a rule
that will accelerate the market for electric trucks and
reduce the significant reductions in pollution that are
harming our health and our climate.

Thank you.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Frank Copple.

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

MR. COPPLE: Good morning. My name is Frank
Copple and I'm a member of Moms Clean Air Force, and I
want to thank you for allowing me this opportunity to

speak.

Yesterday as I was driving to a voter registration

event here in the west suburbs of Phoenix, I was
cutting traffic due to the road construction and just
happened to be following three semi-trailer trucks. So
there were many starts and stops. As we would start to
move, I would at times be completely in the dark with
their black exhaust smoke.

I immediately remembered when I was younger in our
home we lived close to railroad tracks and we had coal
exhaust and diesel exhaust, and as I've traveled
throughout the United States, it seems that we've
always -- have always had that problem of the heavy-
duty truck exhaust.

And here in Arizona, we're -- at Maricopa,
Arizona, where I live the county is graded F by the
American Lung Association. Our county has high
incidences of asthma and other lung diseases, primarily
to the most vulnerable -- children and seniors.

In addition to the air pollution caused by dust,
valley has been adversely affected by climate change.
Every year, we are setting records for high heat days and the forecast is for this to continue into the future. The continuation of high air pollution will only help to exacerbate this deadly heat problem.

Strengthening tailpipe emission standards for trucks will provide enormous benefits for public health in the form of reduced asthma attacks, reduced hospital readmissions, reduced deaths, and more.

Health protective standards will help move the transportation sector away from highly polluting diesel engines toward a fully electrified zero tailpipe emissions fleet that cleans up the air and helps solve the climate crisis.

EPA should strengthen the proposal to better protect public health and the climate from harm of harmful truck pollution and particularly in our valley.

We look to the EPA to be our protector of the environment and, as a senior, it is past time to take action. We must do it now to save our most vulnerable citizens.

Thank you again.
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 are having technical difficulties, please send an email to public_hearing@abtassoc.com or call (919) 294-7712. If you're not registered 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.

Please note that we have limited availability today. Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

Please speak slowly and clearly so our court
reporter and interpreters can capture these proceedings accurately and please keep your testimony to three minutes.

The next speaker will be Jessica Mengistab.

Jessica, you will need to accept the invitation to become a panelist in order to provide your testimony. When you are ready, please unmute and state your name and affiliation for the record.

MS. MENGISTAB: Can you hear me okay?

MS. THOMPSON: We can.

MS. MENGISTAB: Okay, thank you. Good afternoon. My name is Jessica Mengistab. I'd like to thank you for giving myself and all of the members of the public you've heard from this week the opportunity to express our concerns and offer support for more stringent standards for heavy-duty vehicles.

I'm the program manager focusing on climate and clean energy advocacy with the Alliance of Nurses for Healthy Environments. I'm also a travel nurse specializing in maternal-child health.

Like many nurses and health care workers on the front lines, I, unfortunately, contracted COVID-19 at
the end of 2020. The course of my illness presented with severe lingering respiratory symptoms and resulted in my requiring an inhaler for months as I healed, even though I had no prior history of asthma.

This gave me a small glimpse of what individuals with asthma deal with day to day every day, and caused me even greater concern regarding our country's current state of air quality.

Being in high-traffic areas still irritates my breathing these days, and high pollen seasons are also more challenging than they have ever been for me. It is no coincidence that communities nearer to high-traffic zones like highways and ports have significantly higher rates of chronic conditions like asthma, cardiovascular disease, COPD, and more negative outcomes from COVID-19.

It also comes as no surprise that these same communities commonly located closest to high-traffic truck routes are often overwhelmingly lower income and/or minority communities.

Increasing standards for NOx and other greenhouse gases will have a direct positive impact on these
frontline communities that have been overburdened for far too long. We are overdue in our efforts in transitioning to vehicle technology that is readily available and will drastically reduce harmful toxic pollution.

Phasing out diesel fuel vehicles will ensure cleaner air, protect public health, promote health equity, and also promote energy independence, all of which will greatly benefit our country in the long run.

We need EPA to pass the cleanest possible standards, free from industry-friendly giveaways and accommodations that will impede our nation's progress to greatly reducing greenhouse gas emissions. Stronger standards are urgently needed now.

Thank you very much.

MS. THOMPSON: Thank you for your comments.

The next speaker will be Joan Schiller.

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

DR. SCHILLER: Hi, everybody. Good morning. I'm Dr. Joan Schiller. I'm a mother representing Moms Clean Air Force and I'm also a retired medical
oncologist who served as the deputy director of the
Inova Schar Cancer Institute in Fairfax, Virginia and
before that as the deputy director of the University of
Texas Southwestern Comprehensive Cancer Center in
Dallas.

As a lung cancer physician, I am also representing
the Lung Cancer Research Foundation and Oncologists
United for Climate and Health, and I'm deeply concerned
about the effects burning fossil fuels has on air
pollution and the climate and our health.

You know, for the past two days, you've heard
testimony about the impacts of burning gas and diesel
on climate and health and I will not take up your time
to reiterate those points here.

Instead, I'd like to address one health problem
you may not have considered -- lung cancer. Lung
cancer is responsible for nearly a quarter of all
cancer deaths in the U.S. each year and it kills more
Americans each year than does breast, colon, and
prostate cancer combined.

It is also one of the most lethal cancers.

Untreated, the median survival for patients with
1 metastatic nonsmall-cell lung cancer is only four to five months and less than 10 percent of patients are likely to be alive at one year. Even with the many newer, more effective treatments that have recently become available, the five-year survival of patients diagnosed with metastatic disease is only 6 percent.

So why do I mention these dismal statistics? Because air pollution is a class one carcinogen as labeled by the International Agency for Research on Cancer.

They have also labeled particulate matter PM 2.5 as a class one carcinogen. Air pollution is responsible for about 14 percent of all lung cancer deaths worldwide and causes lung cancer even in people who have never smoked.

I saw these patients every day in my practice. I recall a 35-year-old young woman, a never smoker who presented with non-small cell lung cancer that had spread to her bones, brain, and other lung.

She was a physician, a gastroenterologist, a mother of two, and a long distance runner, and she died of metastatic lung cancer about two years after her
diagnosis.

Now, we'll never know if PM 2.5 or greenhouse gases were responsible for her particular lung cancer. But we do know that the incidence of lung cancer in people who have never smoked is rising, particularly in young women.

We must prevent these tragic deaths from lung cancer from happening. While we applaud the EPA's attempt to strengthen emission standards for new heavy-duty vehicles, the proposed standards do not achieve the President's goal of a zero-emission economy by 2050.

It does not go far enough to protect our citizens from these cancer-causing emissions. And with that, I thank you very much for your attention.

MS. THOMPSON: Thank you for your comment.

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

MR. WYMAN: My name is Stephen Wyman. I represent the Evolving Electric Motor Company. The optimal reduction in greenhouse gas and NOx emissions from all
vehicles (inaudible) the largest was electric vehicles charging at electric power charging stations using electricity generating (inaudible). That optimal event will require trillions of dollars in infrastructure, generating, and distribution of renewable electricity.

Why convert all the gas into use for electricity? That's a tremendous amount of additional electricity, electric power needed for -- used only for transportation.

There's an immediate process to reduce fuel consumption and, therefore, greenhouse gas and NOx emissions by a least 60 percent that exists now and can be applied to each manufacturer of all current vehicles at a small fraction of development costs.

This technology has been demonstrated by RST-V, also known as Shadow from General Dynamics Land Systems. (Inaudible) Research Institute and the Nissan Note e-Power subcompact only available in Japan that gets 80 miles per gallon.

Large reductions in greenhouse and noxious gas emissions has demonstrated by the vehicles listed earlier has been possible for more than two decades.
It will take more than a bit of pressure by the EPA or nothing more will continue to happen.

Thanks for the opportunity to present this perspective.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Jessie Parks.

Jessie, we do not currently see you listed among the attendees. However, if you have joined using a different name, we would invite you to raise your hand at this time by clicking the raise hand button at the bottom of your screen.

(No response.)

MS. THOMPSON: The next speaker will be Ronn Kistler.

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

MR. KISTLER: Thank you for this opportunity. I'm Ronn Kistler, a private citizen from Bowling Green, Kentucky.

This December my wife and I went to Boston. On the 12th, we were awakened by my cell phone. Hello? Roger, are you okay? Sure. We're okay? Why? What's
going on? Why are you asking? Well, I was just watching the news of the widespread devastation from that tornado that hit Bowling Green. Bowling Green? Our house, our son, Chris, who stayed behind. Oh, my God. The power was out across the city. No power, no wifi. No cell phone service. Getting media reporting on exactly what was going on was impossible.

We finally got a text from our neighbor who said our block had been spared. She had seen Chris in the yard an hour before. She sent us a picture of our house unscathed. It seemed like our scare had been averted.

Nonetheless, we flew home immediately. Driving up by 65 things seemed fine. Pulling off the highway into Bowling Green we saw a few signs of problems. Then we turned off of Russellville Road into our neighborhood.

Emergency vehicle lights flashed along the street in front of us. Electric wires were down all across the road. Huge trees were uprooted. Telephone poles were leaning over. There was only a narrow path down the center of the street.

Both sides were blocked by police cars,
ambulances, and fire trucks, piles of debris and first responders talking to huddled families wrapped in blankets. Further on, pieces of houses were missing. Whole roofs were gone. It's one thing to see a video of devastation. But it's a whole different bag to be staring live at a spot where you know structures once stood. But now there's a clear view of the horizon because the houses that used to be standing there are gone.

My friend, Francisco, lost his home. His house collapsed on his mother and father. It's a miracle they got out alive. The first and only time I saw Francisco after the tornadoes was when I went to give his family a paltry contribution to help. The entire family was sleeping on a friend's living room floor.

I don't know where he is now. I can't get a hold of him. I hear he was relocated. When I drive through his old neighborhood a quarter of a mile from my old house it's gone.

We know the climate is changing and severe weather events like this are becoming more severe and more frequent. Kentucky is becoming part of a new Tornado
Alley. Of the states suffering from tornado damage it was never even in the top 20.

In conclusion, for those who are claiming that to meet strict emission standards is impossibly difficult, the answer is to find a way -- research, investment, problem solving and creativity -- and that starts with setting the standard that we must achieve. No level of polluting emission is acceptable anymore.

I, once again, urge the EPA to adopt the strictest possible standards for trucks and for everything that impacts the climate in our communities.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Robert Sausedo.

Robert, we do not currently see you listed among the attendees. However, if you have joined using a different name, we would invite you to raise your hand at this time by clicking the raise hand button at the bottom of your screen.

(No response.)

MS. THOMPSON: I will now call the names of speakers from the speaker block who were unable to
provide testimony when initially called on. If you have arrived, please raise your hand by clicking the raise hand button at the bottom of your screen and we will promote you to the panelist role so you can provide your testimony.

Mary Linn?

(No response.)

MS. THOMPSON: Gene Wordekkeremper?

(No response.)

MS. THOMPSON: And Jessie Parks?

(No response.)

MS. THOMPSON: I do not see any raised hands at this time. At this time, we will begin a scheduled recess.

EPA, when would you like to reconvene?

MR. NELSON: We can reconvene at 1:30 p.m. Eastern time.

(Recess.)

MS. THOMPSON: Hello, everyone. This is Kayla Thompson from Abt Associates, EPA's contractor. It is 1:30 p.m. Eastern time and we are now rejoining EPA's public hearing on the "Control of Air Pollution from
New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards" proposal.

In order to accommodate testimony in both Spanish and English throughout this hearing, all attendees must select their preferred language via the interpretation icon at the bottom of your screen.

If you are providing testimony today, please make sure that you are speaking the language of the channel you're listening to. For example, listening to English while speaking in Spanish could prevent other participants from hearing your statement in their language of choice.

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

2 If you are having technical difficulties, please
3 send an email to public_hearing@abtassoc.com or call
4 (919) 294-7712.

5 If you are not registered to speak but would like
6 to, please send an email to public_hearing@abtassoc.com
7 or call (919) 294-7712. Out of respect for the other
8 individuals providing testimony today, please refrain
9 from turning on your camera or unmuting your microphone
10 until it is your turn to speak.

11 Now we will continue our public testimony. The
12 expected speaking order is currently displayed on
13 screen. We ask that each person limit their verbal
14 testimony to three minutes.

15 We encourage you to provide your full written
16 testimony and any additional comments of any length to
18
19 I will be introducing each speaker in turn.
20
21 Please speak slowly and clearly so our court reporter
22 and interpreters can capture these proceedings
23 accurately.

24 The first speaker will be Michael Sauber. You may
now unmute and please state your name and affiliation
for the record.

MR. SAUBER: Okay. Can you hear me now?

MS. THOMPSON: We can.

MR. SAUBER: Okay. Thank you for the opportunity
to testify.

My name is Michael Sauber and I'm testifying as a
private citizen. Thank you very much for your patience
in this very long process. I'm sure you must be
feeling tired at this point.

With an engineering and automotive background, I
could talk about technical issues but there are more
important issues. As a person who is living in this
very real world we have made for ourselves, seeing so
much destruction, mayhem, death, inconceivable carnage
from a rapidly changing climate, there are costs, real
economic costs.

I have to ask each of you now can we afford to not
address carbon emissions now. I believe all of you
would have to honestly answer no, we cannot afford to
wait. Too many lives lost, livelihoods destroyed,
infrastructure damaged.
We don't need wars to create this kind of havoc and loss and I believe war is a just comparison. We should treat it like we're responding to a war right here because we are. It is a war against time and a war against our own stupidity.

New Mexico is a hot and dry climate. EPA's own data predicts hotter and drier yet in the future and we are at the forefront of changes to come with the climate.

I've done as much possible that I can to reduce fire danger around my house but fear with the hotter and drier conditions as well as increased wind speeds, it makes it almost impossible to be fire safe anymore. We're terrified. My home insurance policy has doubled in cost in the last 10 years and the company said I can't get a lowered rate for my proactive fire prevention work.

At this moment, there are four fires in New Mexico. The closest one is the McBride fire, which has burned 5,000 acres, 200 structures and is zero percent contained. I just learned two elderly people died trying to get away from the blaze. Air support can't
fly when it's 60-mile-plus winds. That's freeway speeds. That's terrifying.

Thousands of American taxpaying citizens who pay your salaries have had mandatory evacuation orders. Feeding, clothing and shelter is needed for them and this news story is hardly unique. This is the very real cost of doing nothing. The most radical thing we can do is nothing.

We cannot afford to wait any longer. Please pass the strongest rules to drastically reduce carbon emissions from the transport sector. We are Americans. We can do it. Thank you so much.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Leslie Ingalls.

Leslie, I do not 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 by using the raise hand feature at the bottom of your screen, or if you have dialed in, you may raise your hand by dialing *9 on your phone.

(No response.)

MS. THOMPSON: The next speaker will be Anna
Plaktina.

Anna, we also do not see you on the attendee list. However, if you have joined using a different name, we would invite you to raise your hand at this time, and if you've called in you can raise your hand by dialing *9 on your phone.

(No response.)

MS. THOMPSON: The next speaker will be Gloria E. Barrera.

Gloria, when you are ready, please unmute and state your name and affiliation for the record.

MS. BARRERA: Good afternoon. My name is Gloria E. Barrera, president of the Illinois Association of School Nurses and climate nurse champion with Annie.

Thank you for the opportunity to testify. I thank this administration for acting swiftly on clean buses, but really do urge the EPA to create the strongest possible limits on heavy-duty vehicle pollution.

Here in Illinois, these standards will provide much-needed relief from the burden of diesel fumes and air pollution.

Let's talk about what I'm seeing here on the
frontlines as a school nurse. In a classroom of 31 students, at least four have chronic asthma. Symptoms are exacerbated by hazardous air pollutants caused by the vehicles that get them to and from school -- school buses. Cleaner air will help mitigate harmful health impacts like asthma attacks and COPD exacerbations. We need the strongest possible heavy-duty vehicle standards to protect health right now and for future generations.

Vehicle manufacturers have the technology to meet these strong standards and many recent analyses have shown that fully zero-emission buses will be cheaper to purchase and operate than diesel buses within the time frame of these standards.

I urge this administration to set the strongest standards possible because many lives depend on it and I'm here to represent their voices, our nation's children. Let's put our national school bus fleet on a clear path to 100 percent zero-emission all-electric vehicles by 2035. It just makes sense.

Thank you.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Catherine Boland, and I can see that you raised your hand so I will promote you to panelist now. When you are ready, please unmute and say your name and affiliation for the record.

MR. DAUGHERTY: Yes. Hi, my name is Brian Daugherty. I'm the chief technology officer at the Motor and Equipment Manufacturers Association.

MEMA represents more than 900 motor vehicle parts supplier companies and we are the largest sector of manufacturing jobs in the United States. MEMA supports a NOx rule that relies on certification cycles and in-use tests that better represent real-world use and will encourage best in class technology adoption, while also effectively providing lower NOx emissions requirements.

MEMA opposes the alternate option as it could harm suppliers, places unnecessary strain on the industry, and lacks research and technical support. MEMA will provide greater detail in our written comments.

MEMA urges EPA to reduce the proposed warranty requirements and the full useful life timelines for all vehicles. The warranty increases of a factor of four or more are based on specific and limited laboratory
testing that does not reflect complex real-world use.

Additionally, more data and analysis of second and third vehicle owner usage should be conducted before proposing longer warranties. Furthermore, EPA should consider increasing the compliance margins for in-use standards.

Most of the agency's laboratory work concentrated on aftermarket aging rather than full engine aging. As a result, data regarding the impact of engine aging on components such as exhaust gas recirculation, camshafts, fuel injectors, turbochargers, piston rings, sensors, and electronics is lacking.

Longer warranties on criteria emission systems put unknown and potentially massive risks on the motor vehicle parts manufacturing industry, which could result in significant price increases on vehicles. EPA's envisioned increases in warranties and full useful life requirements on vocational vehicles are less validated than on other commercial vehicles with little to no testing and verification conducted on these uses.

The real-world uses for heavy-duty vocational
vehicles are different and extremely complex because of
the vast range of duty cycles, load configurations, and
application demands. Additionally, MEMA recommends EPA
not require warranty coverage on parts that have a
shorter life and are routinely replaced due to wear
such as sensors, injectors, rings, filters, and valves.
Instead, such parts and components should be defined
as standard maintenance or replacement items.
We urge EPA to work with industry stakeholders,
including suppliers, to develop a list of wear parts
and components with these criteria in mind. MEMA
encourages EPA to not issue NOx credits for battery
electric vehicles or fuel-cell electric vehicles to
avoid unintended backsliding and lowering of technology
deployment on internal combustion engine heavy-duty
vehicles.

Thank you for your time today and consideration of
these comments.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Daniel Farris.
Daniel, we do not currently see you listed among
the 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 called in, you can raise your hand by dialing *9 on your phone.

(No response.)

MS. THOMPSON: The next speaker will be Daniel Tu.

We also do not see you listed on 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 called in you can raise your hand by dialing *9 on your phone.

(No response.)

MS. THOMPSON: The next speaker will be J.D. Gee. When you are ready, please unmute and state your name and affiliation for the record.

REV. GEE: Can you hear me?

MS. THOMPSON: We can.

REV. GEE: Thank you for the opportunity to testify. My name is Reverend Jason Daniel Gee III. I am here today as Alexander Eifort of Eifort Elixirs, Reverend J.D. Gee III, Magus Monk of Eifort Elixirs Universalist Life Church Ministries, Seattle, Washington, USA, also Mont Fort of Mont Fort,
Switzerland, the World Economic Forum and Think 2022, Indonesia, Effort of Deutschland and the Global Solutions Summit 2022 that was held in March this year, also known as (speaks foreign language).

I officially support this administration’s swift action on clean trucks and urge the EPA to adopt the strongest emission standards possible. I thank you for this opportunity to talk about emission standards, my predecessors having helped in the process of engineering the first diesel engine in 1893 and I, personally working on and around such engines since their inception, make these statements known for the record.

Heavy-duty vehicle, those are the six-cylinder turbo engines that currently are powered by ultra-low sulfur diesel, are only 5 percent of the trucks on the road in the United States but they generate almost 25 percent of all greenhouse gas emissions from the transportation sector.

These vehicles cause the majority of lung-damaging air pollutants including nitrogen oxide and particulate pollution, both posing public health risks to all and
damage to the climate of planet Earth.

Diesel emissions increase the risk of cancer and can lead to premature death, hospitalizations, and emergency department visits for exacerbated chronic heart and lung disease, including asthma, increased respiratory symptoms, and decreased lung function. These harmful impacts from heavy-duty vehicles fall disproportionately on communities of color that are often located near heavy-duty traffic and trucking corridors.

One is currently planned on 96th Street and Keystone in Indianapolis, Indiana, approximately 500 foot from Carmel, Indiana, and less than a quarter of a mile from a currently slated high-density urban living project in Fishers, Indiana, next to a tributary of the White River, which is a known health hazard as it is.

Therefore, as a consumer, I care about the issue because heavy-duty trucks like these deliver the everyday goods I rely on for the end of mile journeys that I transport in a vehicle that exceeds those CAFE standards by my own tuning.

Thus, consumer goods should be delivered on trucks
that do not have negative impacts on communities living near trucking routes. Smog and air pollution caused by trucks and buses are among the greatest threats to public health for the more than 45 million people in the U.S. living within 300 feet of a major roadway or transportation facility.

We have the technology and ability to cut pollution and save money today. Cleaner trucks are not only available and ready now, they are also projected to be cheaper to own and operate than their combustion engine counterparts within five years. There are dozens of zero-emission medium and heavy-duty truck models already available or coming to the market within a couple of years.

Zero-emission trucks and buses are projected to be cheaper to own and operate than their combustion engine counterparts within five years. In fact, a recent study from the Department of Energy predicts that by 2030 zero-emission trucks could grow to 42 percent of sales just based on the fact that they will be cheaper to buy and own.

But we need strong policies to achieve this
reality. In addressing nitrogen oxide, at a minimum EPA should choose option one as option two simply does not go far enough to protect vulnerable communities from the impacts of heavy-duty vehicle emissions.

Option one, while a good start, could go further to reduce nitrogen oxide pollution.

The EPA should at a minimum choose this path in addressing greenhouse gas emissions. The greenhouse gas emission standard in this rule will not accelerate the deployment of zero-emission trucks and do not accurately reflect the pace of the market.

As written, the rule would result in only 1.5 percent zero-emission new truck sales by 2027. That simply isn't good enough. Because existing state policies already deliver three times the zero-emission vehicles that the proposed rule currently calls for nationally.

The EPA can and should do more to lead at the federal level. The international community is doing far better to preserve this matrix that we call Earth for a globally sustainable future. Are you with us in our endeavor?
I, once again, thank you for the generous invitation. Love is the law, love under will, as above so below, as within so without. Blessed be. Thelema 93. Manifest excellence in Jesus' name and the church said amen. Namaste.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Barbara Bauer. Barbara, I have given you the ability to unmute but you may need to dial *6 on your phone to provide testimony. When you are ready --

MS. BAUER: Thank you.

MS. THOMPSON: -- you may begin.

MS. BAUER: Thank you. This is Barbara Bauer from Nashville, Tennessee, and I appreciate this opportunity to testify as a private citizen, as a driver who loves to travel clean highways, as a fundraiser for healthcare and medical education, and as a representative of vulnerable populations everywhere -- the elderly, children, pregnant women, diabetics, cancer patients, and those with respiratory and cardiac illnesses.

A stronger EPA rule is urgently needed. For 49 of
my 83 years, I have struggled with asthma severely aggravated by secondhand smoke from tobacco, wood burning and vehicle exhaust, all three of which contain a similar toxic stew of dangerous carcinogens, mutagens and biological irritants.

From 2013 to 2018, I drove an electric Leaf locally, enjoying the absence of fuel fumes at the pump or when I backed my Leaf out of the garage. There is no safe level of exposure to EPA's criteria air pollutants.

Yale University Scientists and Environment and Human Health, Inc., emphasize that hard truth 12 times in their 2018 report on the harmful effects of wood smoke and the growth of recreational wood burning, drawing on decades of research and 273 citations.

The authors' state, quote, "Health loss can occur at air pollution levels well below regulatory standards," end quote. Their report cites a study of over 300,000 people in nine European countries that found some lung cancer risk at every level of particulate matter and confirmed that the higher the PM levels the greater the risk.
Every increase of microns per cubic meter of PM 2.5 drove the risk of lung cancer up by 18 percent. No wonder lung cancer is a leading cause of death for tobacco smokers, firefighters, and truckers. The long delay from research proof to regulatory action trumpets our inadequacy in educating the public and protecting the vulnerable.

Fifty years flew by from Dr. Alton Ochsner's 1936 epiphany that smoking causes lung cancer until 1986 when reports from the Surgeon General and the National Academy of Sciences concluded secondhand smoke causes lung cancer in healthy nonsmokers.

America's love of the open road has gone in a haze of pollution that chokes drivers and neighboring residents. Nashville is swarmed with dump trucks scurrying through our neighborhoods to rush a manic construction boom forward. Too many trail fat coils of black smoke with every press of the pedal. My landscaper reports sometimes he cannot even see the road behind him. I hope this hearing will lead to swift and effective restoration of cleaner air along our highways. Thank you so 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 are having technical difficulties, please send an email to public_hearing@abtassoc.com or call (919) 294-7712.

If you are not registered 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.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak.

Please keep your testimony to three minutes.
The next speaker will be Catherine Horine. You may now unmute and please state your name and affiliation for the record.

MS. HORINE: Hello. My name is Catherine Horine and I am a volunteer advocate with Respiratory Health Association, a lung health nonprofit in the state of Illinois.

I want to thank the EPA for allowing me to testify on the proposed rule for control of air pollution from new motor vehicles, heavy-duty engine and vehicle standards.

You should also know I am the recipient of a lung transplant seven years ago. While I appreciate the attempt to limit heavy-duty truck pollution, the EPA needs to do more.

EPA needs to set a zero-emission standard in this rule and set a date by which it is the default requirement. That is important to me because air pollution impacts my daily life. I have only one lung and pollution makes it much harder for me to breathe.

I get the air quality alerts and when they are in the unhealthy or worse categories I stay inside with
the air conditioning on. Like many in the Chicago area, I live and travel on routes where there are a lot of trucks. It is important to reduce those emissions because that diesel spewing from trucks just worsens the overall air pollution, and as a lung transplant recipient, those exhaust fumes from trucks come right into my car through the air vents and I am forced to breathe them, which could cause my transplant to be damaged and reject.

I spend a lot of time inside in the summer months as I get quite a lot of air alerts in the unhealthy range. My transplant team specifically told me to be aware of when the air quality alert is orange or worse and there are a lot of orange days.

I can't go take my walks to stay healthy because I'm scared of what will happen if I do. Everything you breathe touches your lungs. Everything. For a person like me that could literally mean life or death.

As I said, the EPA needs to do more. The proposed tighter tailpipe emission requirements don't kick in until 2027. California and several other states are already requiring trucks sold within their borders to
meet tighter pollution standards by 2024.

EPA should do what states are already requiring in 2027. EPA should adopt the schedule and pollution limits in the California NOx Omnibus Rule and, again, make sure all new truck sales are zero-emission by 2035.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Eva Hernandez-Thomas.

You may now unmute and please state your name and affiliation for the record.

MS. HERNANDEZ-THOMAS: Good afternoon. Can you hear me?

MS. THOMPSON: We can.

MS. HERNANDEZ-THOMAS: Okay. Good afternoon.

Thank you for this opportunity. My name is Eva Hernandez-Thomas. My background is in clinical psychology, psychiatric nursing, and research. I have been a volunteer at Respiratory Health for about 20 years.

I've worked with the University of Illinois School of Public Health for over 15 years doing the research
exploring psychosocial components of asthma. So I will be speaking out of my own experience walking the streets, going to the same store and experiencing the same environmental effects on my physical or emotional self as are participants in our program. Thanks to God I do not have any respiratory health problems.

Even so, during some of my home visits to our participants, I feel I could not breathe. I could not get enough oxygen in my lungs. Of course, everyone in the room had the same problems.

I remember asking them if we could finish our interview in the back yard if they have one, finding little or no relief at all. Can you imagine having to live under the same conditions 24/7 your entire life? And we're talking about environmental factors that we're supposed to have control over them?

What is it that we are doing? Think about children, seniors who have worked all of their lives are now supposed to enjoy their later years. Can you imagine the quality of life they have?

The present ruling about heavy-duty engines are not going far enough to help. We must do something
about protecting our most vulnerable communities that, historically, have been a dumping ground for industrialization and the like. Please, I beg you to keep my comments not just in your mind but in your heart when it comes the time for you to make wise decisions. Thanks and God bless you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be -- one moment. The next speaker will be Claire Morgan.

Claire, you may now unmute. Please state your name and affiliation for the record.

MS. MORGAN: Let's see. I unmuted. I didn't -- I can't -- oh, just a minute there. Okay, sorry.

Thank you for this opportunity to share my views. I'm a member of the Sierra Club. My name is Claire Morgan. I am a retired educator of 32 years, a mother, and a grandmother.

In the 1950s and '60s, I grew up in Bend, Oregon, which is at the foot of the Cascade Mountains at 4,000 feet elevation. And you can see here it's a beautiful place there. Clean water, clean air. One could take a deep breath of that clean, cool air with the smell of
juniper and pine and feel active and alive and energetic.

Where the mountains meet the sky there was a distinct line on the horizon. No haze. Have you had a similar experience? Why was I so privileged and some of you are not? Where the mountains -- excuse me. Shouldn't everyone be able to take a breath of clean air?

I've been living in Portland, Oregon, since 1966. Sadly, a haze has begun to develop on the horizon here, and Mount Hood does not have that definitive outline where it meets the sky.

I drive on freeways where I must close my car window because the exhaust from a truck that I'm driving behind or beside reeks. I am missing that breath of clean air and deep blue skies of my childhood.

Luckily, our transportation system in Portland, TriMet, became concerned about pollution from diesel fuels in 2017. Multnomah County, Portland's largest county, was in the top 2 percent of U.S. counties in exposure to diesel pollution and with the fleet of
nearly 700 diesel buses, TriMet has been the single largest consumer of diesel fuel in the state of Oregon. On September 26, TriMet board of directors -- oh excuse me, September 26, 2018, TriMet's board of directors unanimously adopted a resolution to begin buying electric buses and purchase no new diesel buses, becoming diesel free by 2040.

Notice, here is a picture of the -- let's see if I can get that up there so you can see the notice on the side of the bus, under the words all electric bus it says wind powered by PGE. That's Portland General Electric. Not only is it fueled electrically but that electricity is sustainable.

This forward-thinking board of directors also knew that each electric bus would save $400,000 on fuel and $125,000 in maintenance annually compared to otherwise similar diesel buses. These annual savings can be used for transit service improvements.

I urge you to move quickly to strengthen this rule for heavy-duty engine and vehicle standards. Diesel-free must begin now so your grandchildren and mine can take a deep breath of cool clean air and see deep blue
skies as they grow.

Thank you for your time.

MS. THOMPSON: Thank you for your comment.

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

MR. ANDERSON: Good afternoon, all, and thank you for this opportunity. My name is Will Anderson and I'm here today representing Sierra Club's Clean Transportation For All campaign.

I became a clean transportation policy advocate because, having grown up in Atlanta, Georgia, with its infamous traffic and the resulting poor air quality, I know firsthand how we must shape healthful public policy rather than letting harmful public policy shape us.

We've had three days of thorough and compelling testimony from people of all walks of life detailing why we urgently need to accelerate our transition to 100 percent zero-emission trucks and buses. We've heard numerous public health, labor, and environmental benefits of what we can achieve through a strong
We know that emissions from the transportation sector is the leading cause of global warming and we know that underserved communities who live next to highways, particularly their children, disproportionately suffer developmental delays and health issues.

We've heard details that trucks and buses make up only 10 percent of all vehicles on the road, yet cause 45 percent of the nitrogen oxide emissions, harming air quality and exacerbating the climate crisis.

I grew up on the south side of Atlanta between Interstates 75 and 85 as well as in the shadow of the world's busiest airport and its freight cargo facilities. My mother has asthma that is likely the result of decades of air pollution exposure.

Smog and soot air pollution caused by trucks and buses are among the greatest threats to public health for more than the 45 million people in the U.S. living within 300 feet of a major roadway or transportation facility.

Families in these environmental justice
communities like mine on Atlanta's south side as well as throughout the country have suffered for far too long and cannot wait for clean air. As noted by others, a new report from the American Lung Association finds that switching to electric cars, buses, and trucks and clean electricity could save 110,000 lives and bring $1.2 trillion in public health benefits across the United States, plus more than $1.7 trillion in climate benefits over the next 30 years.

The report also offers localized data showing the benefits for each state and for major metro areas. In Georgia, we see the potential of more than $29.3 billion in cumulative health benefits over -- and over 2,600 lives saved as well as 78,500 asthma attacks avoided between now and 2050.

The EPA should not cave to industry by weakening this rule through any giveaways be they credit or multipliers to manufacturers that erode clean truck standards, which would further allow more new polluting vehicles to hit the road and further pollute our communities for decades.

The technology is here to electrify the most
polluting vehicles right now, including transit buses, school buses, freight trucks and other heavy-duty vehicles.

EPA must enact standards that put the American truck and bus fleet on a clear roadway to 100 percent zero-emission sales by 2035. In light of the overwhelming public testimony and collective sentiment, it would be a travesty if EPA failed to hear the public outcry to meet this moment.

Please strengthen this rule. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Gary Timm.

Gary, we do not currently see you among the list of attendees. However, if you have joined using a different name, we would invite you to raise your hand by clicking the raise hand button at the bottom of your screen.

(No response.)

MS. THOMPSON: The next speaker will be Nancy Dodge.

Nancy, when you are ready, please unmute and state your name and affiliation for the record.
DR. DODGE: Can you hear me?

MS. THOMPSON: We can.

DR. DODGE: Alrighty. I tried to get the picture but it is not coming through. So, unfortunately, you don't get to see my beautiful grandson. My name is Nancy Dodge and I'm a retired neuro developmental pediatrician from Grand Rapids, Michigan.

I'm testifying today as a concerned citizen. I appreciate the opportunity to comment on the clean truck rule as I'm concerned about the emerging evidence that air pollution adversely affects brain development.

Multiple studies published in the last seven years demonstrate a convincing link between exposure to air pollutants, especially PM 2.5 and structural as well as functional changes in the brain. This has been observed with both prenatal and infant exposure, and has been shown in communities that are considered relatively less polluted, such as in the Vancouver study published by Pagalan in 2019.

Studies show clinically significant increased risk of autism, a highly disabling condition, as well as lowered IQs, which negatively impact function.
throughout the lifespan. For example, data from Project Viva published by Porta, et al., in 2016, showed significant lower verbal IQs of over seven points in children living in close proximity to major highways.

These are studies that have controlled for confounding variables such as low birth weight, socioeconomic status, and parental education, increasing the likelihood that they represent a true association. Both autism and cognitive impairment represent a significant societal burden with increased resource utilization and decreased earning potential in adulthood.

What tugs at my heart, however, are my memories of sitting with families as I shared with them a new diagnosis of autism, shattering many of the dreams they held for their child and changing their lives forever. I can't abide the thought that some of that heartache could be avoided if we just have the will to do it. A stronger clean air rule for trucks, especially incentives for earlier transition to zero-emissions vehicles, will be one step towards a better
future for children yet to come.

Thank you for your attention to my concerns.

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 are having technical difficulties, please send an email to public_hearing@abtassoc.com or call (919) 294-7712. If you are not registered 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.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please speak slowly and clearly so our
court reporter and interpreters can capture these
proceedings accurately and please keep your testimony
to three minutes.

The next speaker will be Taylor Thomas.

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

MR. THOMAS: Hello, everyone. My name is Taylor
Thomas. I use she/they pronouns. I am a resident in
occupied Tonga territory in Long Beach, California in
Region 9 and I'm with East Yard Communities for
Environmental Justice and also the Moving Forward
Network, and I'm testifying today because there's been
a lot of fanfare out of this agency over the last few
years, complete with a lot of promises on change and
progress. And yet, what we have before us today is not
progress. It is not change. This is business as
usual.

In my area, we are confronted with the negative
health impacts from a massive goods movement complex,
fossil fuel infrastructure, expanding logistics
industry, and we have been living under the cloud of
diesel and other toxic pollutants from ships, trucks,
rail yards, refineries, and chemical plants for decades, and all of this is managed under inept and corrupt decision makers.

We are students. We are parents. We are children. We are workers. We are people that deserve to exist happily in our communities without the constant assault of pollution, and while we wait for regulatory action to curb and, ideally, stop this sanctioned poisoning that we experience every single day, hours, weeks, years are shaved off of our lives.

And so if you work on developing this rule, then you have to go back to the drawing board because this is not it. We said zero emissions. We said concrete action, and how that was taken and reinterpreted to mean delayed and weak it doesn't make any sense unless the EPA doesn't actually intend to hold to the function and purpose of this agency.

The EPA has past and ongoing failures that you need to address, and all of the promises and half-stepping soft measures like these they don't cut it. We are so far beyond this, and this is our communities putting everyone on notice.
We're not accepting the okey doke anymore. We are out of time. You all are out of excuses. Sign it up, get it together, and prove this rule and don't come back until you do.

That concludes my comment. Thank you.

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 thanks for giving me the opportunity to testify today on the heavy-duty vehicle rule. My name is Darien Davis and I am a government affairs advocate for Climate & Clean Energy at the League of Conservation Voters, or LCV.

I'm here on behalf of LCV's members and network of 30-state partner organizations to speak in support of the strongest possible rulemakings on heavy-duty vehicle pollution and, as others have said, the transportation sector is the largest single source of greenhouse gas emissions in the U.S. Long-haul trucks produce about 25 percent of those emissions, despite making up just a small fraction of the total vehicles
on the road.

In addition to climate pollution, these trucks also release dangerous air toxins, including nitrogen oxides, or NOx. These diesel truck pollutants directly impact the health of communities across the country. These impacts are exacerbated in low wealth communities and communities of color who already bear the brunt of air and climate pollution and other environmental injustices.

Racist policies of the past such as redlining and other forms of segregation have forced Black, brown and indigenous communities to the fence lines of harmful transportation pollution, busy roadways, freight terminals, bus depots, among others.

Sometimes I wonder what my life would be like if I was born just 50 years earlier. My parents would have had fewer options for a place to raise my brother and I, regardless of their financial situation, simply because they are Black.

We most likely would have been forced to live in a redlined community where interstate highways were often purposefully being developed. This is exactly why,
when presented with the question would you want to time travel back in time or to the future, I will answer future without hesitation.

Living in the past would mean that institutional racism would color every facet of my life and make it nearly impossible to thrive and just difficult to survive.

Unfortunately, this discrimination of the past continues to negatively impact the health of Black families among other families of color in our present. Today, the highway system that was developed back in the '50s is ever expanding and filled with dirty diesel trucks.

The good news is the EPA has the opportunity to make sure that families of color can breathe cleaner air now and in the future by finalizing stringent truck rules.

Option one of the EPA's proposed NOx standard is the only pathway to safeguarding the health of low wealth communities and communities of color. This option, however, must be strengthened to reduce NOx emissions more quickly and align with California's
recent trucks rule. And for greenhouse gas standards
for buses and delivery trucks, especially given the
rapid acceleration in electrification in these
categories of trucks, the EPA should require faster
transition to zero-emission vehicles.

EPA's heavy-duty rule should reduce deadly NOx
pollution by 90 percent by 2027 and put us on a clear
path to 100 percent zero-emission all-electric new
trucks and buses by 2035.

Thank you for the opportunity to testify today.

MS. THOMPSON: Thank you for your comment.

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

MS. KAVEZADE: Hello. My name is Yassi Kavezade
and I'm a senior campaign representative with Sierra
Club's national campaign called My Generation. I live
in Riverside, the occupied territory of the Cahuillah
people and I work on strong policy to regulate air
emissions from warehouses, rail yards, ports in
southern California, especially at local air management
South Coast Air Quality Management District for
indirect sources.

Our partners and volunteers that care to see solutions help air pollution want to see new jobs and new technology being enforced. Unfortunately, this rule is far from getting our goals reached.

In California, we are amazed to see the huge mandates and victories we've won with the advanced clean truck rule going on in other states like New Jersey.

However, EPA has a responsibility to make sure that these ambitious states are being reflected -- these ambitious goals are being reflected across the country, which is why I'm asking EPA today to ensure that this rule becomes stronger than what was currently proposed.

I appreciate the Biden administration's plan to expand these truck rules but what is proposed currently is not going to help our communities and nations achieve clean air accountability.

I live in a region where any big box realtor has a warehouse here, millions of square feet. We're used to seeing trucks traveling near our homes and schools on a
24/7 basis and we can't afford something weak that's being nationally proposed as what's on the table right now.

According to a new report by the American Lung Association, zeroing in on healthy air, switching to electric cars, buses, and trucks and clean electricity could save 110,000 lives and bring $1.2 trillion in public health benefits across the United States, plus, more than $1.7 trillion in climate benefits over the next 30 years. Hearing our youth suffer from chronic asthma, cancer, and illness should not be a normal norm for our communities that are hurting from the effects of ozone.

We need a stronger rule to mandate zero-emissions technology now. What is being offered is sincerely a late start and it needed to happen yesterday. I also urge the agency to create community presentations and breakdowns for the rule.

Our public deserves to know clear benchmarks and clear rules for where the rule is that and right now it seems as though it's being operated for what's currently feasible when in reality this rule is going
to be implemented decades later.

So thank you for your time and I hope to see EPA do better in the rulemaking process.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Douglas Gruenau.

Douglas, you may now unmute. Please state your name and affiliation for the record.

MR. GRUENAU: Can you see me?

I am Douglas Gruenau. I'm a member of the Consumer Reports community but I'm here to testify as an individual.

I am very concerned that we aren't moving much faster to reduce and eliminate greenhouse gases. I feel -- I live in Santa Fe, and when I first moved here the air was extremely clean and it was rated as one of the cleanest areas of air in the country.

In the last 10 to 15 years, we have lived with pollution in the summer from intense fires made more intense by global warming in California, Arizona, New Mexico, Oregon, Washington, and we have had repeated days where it was advised that people with lung difficulties could not go out.
I would urge you to consider the children who will be born in this decade and the next decade. They will be alive and living with the consequences of catastrophic global warming if we don't move quickly to zero-emissions in all vehicles.

It is possible. The technology exists. The will has to be ours to make this change. I would hate to think what people in the year 2090 would be saying about the efforts we made if we didn't do everything in our power to get to zero-emissions in vehicles by 2035.

I appreciate the opportunity to testify before this committee and I want to thank you for listening to my deep concern. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Joseph Gillis.

Joseph, unfortunately, we do not see you in the list of attendees. However, if you have joined using a different name, we would invite you to raise your hand at this time by clicking the raise hand button at the bottom of your screen.

(No response.)

MS. THOMPSON: The next speaker will be David
1  Offen-Brown.

2  David, when you are ready, please unmute and state
3 your name and affiliation for the record.
4
5  (Pause.)
6
7  MS. THOMPSON: David, you will need to accept the
8 invitation to become a panelist in order to provide
9 your testimony. I've given you permission to unmute as
10 an attendee --
11
12  MR. OFFEN-BROWN: Can you hear me now?
13
14  MS. THOMPSON: Yes, we can hear you.
15
16  MR. OFFEN-BROWN: Thank you. I am David Offen-
17 Brown of Albany, California, next to Berkeley. I am a
18 Consumer Reports member and I'm speaking here as a
19 private citizen.
20
21  I applaud the EPA for proposing stricter limits on
22 the emissions from heavy-duty vehicles -- I'll just
call them trucks. But we need stricter limits than
23 proposed. We certainly need at least the option one
24 regulations. This is a health and climate change
25 issue.
26
27  As you know, truck emissions disproportionately
28 affect people of color, making it also a racial equity
issue. Our planet is in crisis because of global warming and we need tough action. I am concerned about the health of our planet and its effect on my daughter and my two grandchildren.

I have shouldered my responsibility in part by driving an electric vehicle and having solar panels on my house, generating more electricity than we use. The trucking industry could similarly invest in lowering emissions and work to reduce climate change by drastically reducing nitrous, oxygen emissions and greenhouse gas emissions.

We all must work together to make our world as livable as possible. We have the technology to do it, and converting trucks to emitters of fewer greenhouse gas or eliminating them as emitters, period, looks to save money in the long run.

These regulations will help bring this needed change by reducing harmful emission by trucks 60 percent or more. So for the health of our population, our citizens, our planet, the future of our children, and our grandchildren, I urge you to adopt a strict limits on emissions as you can.
Thank you for allowing me to speak.

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 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 are having technical difficulties, please send an email to public_hearing@abtassoc.com or call (919) 294-7712. If you are not registered 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.

Please note that we have limited availability today. Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please speak slowly and clearly so
our court reporter and interpreters can capture these proceedings accurately and please keep your testimony to three minutes.

The next speaker will be Stacie Slay.

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

MS. SLAY: Thank you for the opportunity. I'm sorry, but I'm getting a couple of messages here. So I'm turning on my video, too.

Thank you for the opportunity to testify here. My name is Stacie Slay and I live in the Four Corners of New Mexico and I'm here today as a private citizen. I support the administration's swift action on clean trucks and I urge the EPA to adopt the strongest emission standards possible.

I was going to read off a lot of facts and figures about the pollution, the dire state of the planet, the health problems. I'm on oxygen. I can certainly testify to how deadly fossil fuels are. I also wanted to give some information, mainly since we all really know the facts and figures about how this is killing millions of people, you know, and devastating the
planet. It's not necessary. I spent a little bit of money on a little kit that I saw flying from one side of the country to the airport. It is a fuel cell and solar cell combination and it comes with a booklet that explains everything you'd ever want to know about making hydrogen from a simple fuel cell.

I am sick of everybody saying a cleaner world is not possible. In my own home with brain damage and just a few simple tools, a volt and a half of electricity, I am making hydrogen in quantities that I can run a lawn mower. I can run hydrogen through my home so it runs better than propane. It's safer. It humidifies my house. We have had the ability since 1836 to use hydrogen. It can totally replace fossil fuels. We do not need to use any kind of fossil fuel, which the molecules are horribly, horribly carcinogenic.

I grew up in Texas and New Mexico all around oil fields. I may have a number of health problems that may shorten my life just due to my exposure just out and about playing as a child.

We can make this a better world. I seriously urge
the EPA to not just adopt the strictest standards that it can now, but please move forward and go in leaps and bounds. The technology is here and if a simple 57-year-old person and their home can hydrogenize everything to where I can run hydrogen out of my propane tank -- it doesn't have to run propane fossil fuels. I don't have to have carcinogenic fumes that if I get a leak in my house it will kill me. Hydrogen, when it leaks out, it just goes harmlessly into the atmosphere. It is part of our planet. It is the most abundant chemical that we have. It burns better than gasoline. It's the only fuel that can get us to the moon.

We can do this. All we need to do is unleash the people who want to and quit letting corporate America tell us this is impossible. It'll devastate our economy. It won't save any lives. It can. It can do it today.

We have the technology. We've had the technology for over 100 years. Tesla -- Nikola Tesla, for God's sake, tried to talk the robber barons in New York City into being a hydrogen economy. Don't go into fossil
fuels. It's a limited source. It is horribly polluting. It kills anything it touches. If you are exposed enough to fossil fuels it can kill you anywhere from years to near moments.

Ask anybody -- you know, facetiously, ask anybody who's died in the last several years just from carbon monoxide exposure in their own home. This stuff can be eliminated on all levels. Heavy trucks don't need this. They run better on hydrogen than they run on diesel fuel.

We can make as much hydrogen as we want, and when we burn it, guess what? We can make more because it returns to the atmosphere safely. People don't have to live around polluted corridors. People don't have to worry about am I going to die because I'm stuck in bumper to bumper traffic and I'm here for hours and I can smell the fumes.

When I lived in Dallas, I drove around on a motorcycle and a dune buggy. It was fun, but when I came home I had to shower the fossil fuels off my skin. You can see it on the sides of buildings. It is everywhere. It is totally polluting our land.
And the one thing COVID showed us was in matter of years, if we do some smart things and do it now, then we can save our planet, we can save our children, we can save ourselves, and at least have a better life.

I want to thank you for the opportunity to testify today. And EPA, please think big. Please think big. What you want to do we can do. We can do it now. It won't hurt anything. It will make it better, and the more we do, the faster we roll, the better chance our kids have for growing up in a world that is not facing 80-mile-an-hour winds out my -- outside my window right now. I'm watching my state erupt in wildfires.

MS. THOMPSON: Thank you for your comment, and I apologize for interrupting. EPA --

MS. SLAY: I apologize, too. I can go on forever.

Thank you. Thank you.

MS. THOMPSON: Thank you for your comment.

MS. SLAY: Thank you.

MS. THOMPSON: The next speaker will be Zhenya Polozova. We do not, unfortunately, see you among the list of attendees. However, if you have joined using a different name, we would ask that you raise your hand
by clicking the raise hand button at the bottom of your screen at this time.

(No response.)

MS. THOMPSON: The next speaker will be Francisco Sayu. When you are ready, please unmute, state your name and affiliation for the record.

MR. SAYU: Thank you for the opportunity to testify here today. My name is Francisco Sayu. I am the director of emerging technology for RENEW Wisconsin.

RENEW is a nonprofit organization that promotes renewable energy in Wisconsin. We work on policies and programs that expand solar power, wind power, biogas, local hydropower, geothermal energy, energy storage, and electric vehicles.

Since 1991, we have been a champion for clean energy solutions in the Badger State. We appreciate the administration's intention to act swiftly on clean trucks and we urge EPA to create the strongest possible limits on heavy-duty vehicles pollution.

The people of Wisconsin need stronger standards to provide most needed relief from the burden of diesel
fumes and air pollution. Vehicle manufacturers already have the technology to meet those standards, and more importantly, recent research from the U.S. Department of Energy shows that zero-emission trucks will be cheaper to purchase and operate than diesel trucks in the timeframe of this standard.

RENEW supports stronger limits on air pollution from heavy-duty vehicles for the following reasons. Zero-emission trucks powered with clean locally-generated renewable energy will save Wisconsin billions of dollars each year and strengthen our state's economy because the investments in charging infrastructure needed to support these vehicles will create jobs and help build a resilient and clean economy in the state. Zero-emission trucks will save lives and improve the health outcomes of low income communities located near freight and transportation hubs.

Zero-emission trucks are available today. Electric trucks from Freightliner International and other manufacturers are ideal for local distribution and have lower operating costs than their diesel-powered counterparts.
In addition to that, there are dozens of zero-emission medium and heavy-duty trucks coming to the market within the next couple of years. We need stronger policies to support the deployment of more zero-emission trucks.

Trucks and buses regulated under these standards make, roughly, one-quarter of the greenhouse gas emissions from the transportation sector and the agency's minor adjustments to the existing phase two greenhouse gas emission standards don't reflect the urgency of the climate crisis or the rapid advancement in zero-emission truck technology.

Once again, I urge this administration to set the most robust standard possible because zero-emission electric trucks are the best available technology to reduce harmful nitrous oxides and greenhouse gas emissions and support Wisconsin's energy independence.

EPA can and should use these standards to accelerate the transition to electric trucks to put the country's medium and heavy-duty fleets on a pathway to 100 percent zero-emissions electric vehicles by 2035 and help build a resilient and clean economy.
Thank you again for the opportunity to testify here today.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Yaritza Perez.

Unfortunately, we do not see you in 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 you can do so by clicking the raise hand button at the bottom of your screen.

(No response.)

MS. THOMPSON: The next speaker will be Bill McNally.

Bill, please unmute and state your name and affiliation for the record.

DR. MCNALLY: I am Dr. Bill McNally, a citizen and a 40-year resident of Colorado Springs. For more than the past 10 years, I've had a persistent cough. I've been to two GPs, an ENT, a pulmonologist, and an allergist.

I've been through countless tests and exams, all of which has shown my body is working fine. Besides the fact that the allergist keeps trying new drugs that
have no effect on the cough, the others have all agreed that the cause of my cough is from external sources.

My home for the last 29 years is located on the west side of Colorado Springs. The Drake Power Plant is located on the west side of downtown. It was the last coal-fired power plant located in the heart of an urban district in the country.

Activists like myself band together and in August of 2021, the last coal was burned for power and the gas side of the plant will be shut down before the end of this year. One victory, but that is not good enough. Directly west of Drake is the BNSF rail line that supplies Drake, which still has coal trains running daily, feeding the plants that are south of here.

To the west of the rail line is Interstate 25, the major transportation route for vehicle traffic from northern Wyoming to southern New Mexico along the front range of the Rockies. The location of these major transportation routes along the front range are caught in a weather inversion that sucks the particulate matter and pollution to the mountains where they are blocked, causing a vortex that concentrates the
pollution along the front range instead of blowing them out across the prairie.

This anomaly concentrates the pollutants across many urban centers up and down the transportation corridor. That is why I'm here, to advocate for myself and all others that have compromised respiratory systems not only along the front range but across the country.

Here in Colorado, we have made great strides at reducing the pollutants spewed from power plants. But the transportation sector is the leading cause of pollutants. We must tackle all these sources if we are ever going to make progress in the climate crisis that we are currently in.

The IPCC report states the window for blocking the worst projections of the crisis is quickly closing. It is the Environmental Protection Agency that is tasked with driving our resolve against this crisis and I'm begging you to do everything in your power to fight for the lives across this planet. After all, the planet will survive. The question is will humanity.

Thank you for listening to all that we have to say.
and for taking every action possible. All our lives rely on your actions, and I thank you for allowing me to reschedule as I messed up on the time change -- the time zone change yesterday. Again, thank you, for you for allowing me to speak.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Joseph Gillis.

Joseph, you will need to accept the invitation to become a panelist in order to provide your testimony today. When you are ready, please unmute and state your name and affiliation for the record.

MR. GILLIS: Hello. This is Joseph Gillis and I'm representing motor coach industries around the country. I own Northwest Navigator Luxury Coaches in Portland, Oregon. We are all for emissions -- reducing emissions and everything that's going on.

The problem we have with the motor coach industry is that the rules and regulations and the diesel particulate filters that were pushed out on the industry were not tried and true. They forced it out. It came out way too soon and they're not ready for use.
We're constantly running into situations where the diesel particulate filters are giving the computer codes that say the emissions aren't working. What's not working is a sensor, and so for a $30 or $50 sensor, that vehicle is being shut down and we don't have a load of chicken back there that's frozen and can sit there. We have passengers. We have your friends, your family, your children, maybe even you, on those vehicles, and we can't shut down vehicles that are already the greenest vehicle on the planet, greener than a Prius out there. We have -- they're huge vehicles, but they have the least amount of imprint on the emissions out there because we're running 50 passengers at a time.

So when you take a look, we were greener than anything before this started, and we're not against the use of this stuff but we can't have those vehicles being shut down when it's not really an issue that's causing -- that there's emission or black smoke coming out. Our vehicles haven't put black smoke out forever. But we need to change what's going on and not stop passenger carriers from being shut down because of
emissions, and take a look at vehicles that are already
greener than anything that's on the planet shouldn't be
captured in this.

I know where this is going and -- but we need to
look at it. If we're already meeting the emissions
that you're trying to get to, we shouldn't be put into
this group where we're getting shut down because of a
diesel particulate filter saying it's clogged when it's
not clogged. And even if it was clogged, do you want
your kids sitting in the middle of Death Valley because
of a sensor even that it's putting some omissions out?

So I think that's something that really needs to
be taken a look at, that passenger carriers are being
thrown into the pool. And, again, we're all for
changing things and getting engines and things better
but what's going on right now is hurting people,
elderly people, again, school kids getting stuck on the
side of the road because of a sensor and the sensor is
something that just is not tried and true.

So I really encourage everybody to take a look at
pulling us out of that and giving us some relief from
these systems that are not -- still not ready and
working properly.

If I had a load of chickens that are frozen and my freezer can keep running, I'm okay being on the side of the road till we can fix that. I'm not okay when it's your kids, your friends, your family, or even you on my vehicle.

So thank you for your time and thank you for allowing me to speak.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Cemelli de Aztlan. You may now unmute and please state your name and affiliation for the record.

MS. DE AZTLAN: Hi. My name is Cemelli de Aztlan and I'm a community organizer with Familias Unidas del Chamizal, the organizing project of La Mujer Obrera on the border of El Paso, Texas.

Our organizing efforts seek to ensure that the most vulnerable populations work collectively to cultivate a culturally empowered community with negotiating power to create change despite the political barriers of citizenship, economic status, and language.
I am here to speak on behalf of my community. El Paso is currently classified as nonattainment, exceeding smog ozone standards. El Paso is ranked number 13 for highest ozone pollution in the United States, worse than major cities like New York City, Chicago, and Dallas.

The Chamizal neighborhood where me and my daughter live is one of the most disenfranchised and polluted neighborhoods in El Paso. There is no one in the state of Texas, much less our city, looking out for our community when it comes to environmental hazards.

The Chamizal neighborhood in El Paso is home to over 7,000 residents, fending off heavy truck traffic from the international port of entry, a 124-fleet bus hub, and two major industrial recycling facilities handling heavy metals, batteries, and electronics and highly flammable industrial waste.

That Chamizal has the highest concentration of pollutants and industry in a residential neighborhood where the trucks line up for miles, crossing goods back and forth across the border, smothering barrio Chamizal in a blanket of haze.
Despite the environmental hazards apparent in the Chamizal neighborhood, when parents and residents advocated for environmental protections, community claims are strategically dismissed and disregarded.

For years we have been asking for an environmental health impact study in the Chamizal. Yet, to date no one has been -- not one has been conducted. For years we've been asking to get the international maquila transporting semi-trucks off of our streets and away from our schools. Yet, today thousands of trucks surround our elementary schools and a massive bus hub was placed right in the middle of our high school campus.

For years we've been advocating against the numerous loopholes like the Clean Air Act's 179(b) loophole written specifically for El Paso as one of the busiest ports of entries, which, because of our proximity to the border, allows for regulations to be waived despite the fact that 63 percent of U.S.-based companies are in Mexico skirting environmental laws.

The EPA EJScreen report indicates that our neighborhood area has more elevated levels of ozone.
than 77 percent of Texas, more ozone than 81 percent of the rest of the city in El Paso. The Chamizal area also has higher amount of particulate matter than 63 percent of Texas and more than 71 percent of El Paso. The levels of these two pollutants have already had harmful consequences for the Chamizal community. Particulate matter and ozone are two of the most prominent contaminants present in our neighborhood. The residents of our community are exposed to 79 percent more diesel particulate matter than other places in Texas. Our environmental health concerns certainly were exasperated since the COVID-19 pandemic, heightening health risks in the vulnerable community.

We are all too familiar with policies passed to benefit the rich, the elite, and the polluters, as they use our communities as dumping grounds, ozone hotspots, and diesel death zones.

We need stronger heavy-duty truck and bus regulations and a just transition that prioritizes zero-emissions, especially for frontline communities, especially in our public schools, especially in our public housing, for our children and for our families.
and for the future.

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

If you are having technical difficulties, please send an email to public_hearing@abtassoc.com or call (919) 294-7712. If you are not registered 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.

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please speak slowly and clearly so our
court reporter and interpreters can capture these proceedings accurately and please keep your testimony to three minutes.

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

MS. COIRIER: Hello. My name is Odile Coirier and I am a Franciscan sister living in El Paso, Texas and I am very happy to join my voice to the previous speaker, and I am a member of Interfaith Power and Light, New Mexico–El Paso region.

My organization's mission is to inspire and mobilize people of faith to take bold and just action on climate change. It's our moral imperative to cut carbon emissions and other pollutants that harm our health and our communities. We are grateful for the EPA to consider establishing new greenhouse gas emission standards for heavy-duty vehicles.

El Paso is the sixth largest city in Texas and the access for east-west and north-south vehicular movement. The region is known as the pass of the north because of the multiple gaps in the mountains that
allow for continental movements in all four directions. The major transportation road for vehicles is through the city, through the river valley, and the urban core.

In 2019, before the pandemic, more than 700,000 trucks cross into the U.S. at El Paso ports of entry, according to the Bureau of Transportation Statistics.

We are deeply concerned for our communities and especially the most vulnerable and the children being disproportionately burdened with air pollution from vehicles. The freeway crosses the city. The traffic is congested, especially with heavy trucks.

The current conditions and quality of life for all neighborhoods adjacent to the highway are worsening. There is no comprehensive plan to divert traffic, especially trucks, around the city. Trucks take up a large portion of roadway space and the places that rely on freight the most are typically those where there is a high concentration of people and activities.

In fact, El Paso continues to sprawl. Highways are hotspots of islands of heat, which is an increasing concern in El Paso, which has a high concentration of highway surfaces and is one of the places in North
America warming most rapidly due to climate change.

A recent study by UT, the University of Texas, indicate that the high-temp corridor is a linear heat island. Concentration of traffic in the heart of the city impacts quality of flat roads at the urban core.

We urge the EPA to set the strongest standard possible to bring cleaner air to our disadvantaged communities living near freeways, trucking corridors, and freight hubs.

Zero-emission electric trucks are the best available technology to both reduce harmful climate pollution emissions and can help address inequities in exposure to air pollution. Clean school buses are also critically important. Again, we have an obligation to do better to care for the health and well-being of current and future generation.

Thank you for this opportunity to speak with you today. God bless you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be George Agortsas.

George, you will need to accept the invitation to become a panelist in order to provide your testimony.
(No response.)

MS. THOMPSON: I've also given you the ability to unmute as an attendee. If you're able to unmute, please feel free to do so to provide your testimony.

(No response.)

MS. THOMPSON: It appears there may be some technical difficulties. So, in the meantime, we will move on to the next speaker.

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

MR. PARKS: Hello. My name is Jessie Parks. I'm a Sierra Club My Generation advocate intern. We work with policy.

EPA must enact standards that put American truck and bus fleets on a clear roadway to 100 percent zero-emission cells by 2035. The EPA should not cave to industry and weaken this rule through any giveaways, credits, or multipliers to manufacturers that erode the clean truck standards and allow more new polluting vehicles to hit the road and pollute our communities for decades.
A strong federal clean trucks rule is essential for the Biden administration to deliver on its environmental justice and climate commitments. Frontline communities have been demanding action on this issue for decades.

The significance on a federal rule to address pollution from heavy-duty trucks is paramount and long overdue. Environmental, public health, and EJ advocates all see this rule as a top priority for the EPA this year. Families in diesel deaths zones and environmental justice communities have suffered long enough and cannot wait for clean air.

Smog and soot air pollution caused by trucks and buses are among the greatest threats to public health for more than 45 million people in the U.S. living within 300 feet of a major railroad and transportation facility.

I live in a community where warehousing is just monumental and it's over polluting our communities, and these trucks are just coming in and out with just -- with no regulation. So this rule is just -- would be monumental just to help decrease these trucks and our
railroads and just it would be monumental.

So thank you, guys, very much.

MS. THOMPSON: Thank you for your comment.

The next speaker will be George Agortsas.

George, when you are ready, please unmute and state your name and affiliation for the record.

MR. AGORTSAS: Hi. Thank you. Good afternoon.

Thank you for the opportunity to testify. My name is – do you see my video? You may not see my video. Let me make sure you can see my video because I had enabled it. All right.

MS. THOMPSON: We can see you.

MR. AGORTSAS: Okay, great. Thank you.

So as I was saying, I'm here as a private citizen.

My occupation is engineer and I'm in Southern California.

I support the swift action on clean trucks and urge the EPA to adopt the most stringent standards that would deliver greater environmental benefits and savings to consumers.

I'm here today to share concerns about the future of our children and grandchildren. I want to leave
them a better world so they can thrive. In my opinion, it's difficult to thrive when dealing with health issues, as a lot of people have mentioned already and due to air pollution.

It's also difficult to thrive in extreme climates. In my personal experience, I'm seeing extreme changes in temperature, extreme changes in the amount of -- or the lack of rainfall, amount of rainfall. So it's here. We've had 30 years to address climate change and we've done very little -- made very little progress. So we need to accelerate our actions.

It's also difficult to thrive when weather creates dangerous environments. We are constantly seeing on the news in different parts of the world, different parts of the country, extreme conditions that cause people to lose their lives, their homes, their livelihoods, and we need to do what we can to improve this new environment and situation.

We also have economic burdens and it's difficult to thrive when those burdens include dealing with the aftermaths of disasters, dealing with higher or no insurance availability for people's homes, and it's
very difficult to thrive in this environment.

And in my humble opinion, it's all driven by our thirst for fossil fuels and our fossil fuel economy.

So what do we need to do? Well, as leaders, we have been leaders of the industrialized world for the last 100 years.

We've developed technologies to improve our lives but it has come at a cost. But we can show leadership once again. We already have the technologies to move away from fossil fuels in every aspect of our life. It just requires willpower and our agencies to drive that change in the industry.

The industry will not adopt by itself. They've proven that they have self-interest, which is normal and expected. But I expect the EPA to look beyond those self-interests and do what's best for everyone.

In summary, I urge the EPA to adopt the most stringent standards to achieve lower emissions and I would wholeheartedly support no-emission vehicles, but that may be difficult to achieve in a short period of time.

So let's get started getting lower emissions as
quickly as possible. Let's make a difference. Let's show the world that we can be leaders and our children and we can be leaders and what we're capable of. Thank you for your time.

MS. THOMPSON: Thank you for your comment. The next speaker will be Michelle Jorgensen.

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

MS. JORGENSEN: My name is Michelle Jorgensen and I am a citizen living in Chicago. Sorry. Trying to figure out how to do the video. Okay, here I am.

I wanted to speak today because I live in a very crowded part of Chicago, a relatively affluent area. My home is across from a Salvation Army type place of which there are hundreds throughout the city where people drop off their donations for other people to use.

All day long these trucks are in my alley and all day long these trucks idle. I talked to one of the drivers one time and I said, why don't you just turn off your motor and then, you know, deliver your trucks that way. But they can't because they need the -- in
order to do the unloading they need the conveyor system that allows the goods to go up and down and without the motor on there's no way that they can do that.

So this poor guy does this for a living. For eight to 10 hours a day, he's directly above a -- the gas fumes over the exhaust pipe. There is no way he is not being severely compromised health wise. It can't be healthy for him or for the hundreds of other drivers who go around the city trying to do a good deed, which is to drop off charitable donations for other people to use and, yet, basically, destroying his own health, destroying the environment and completely not being successful in what he needs to do.

So not only is it the idling that's crazy. It's also the noise and the pollution. I moved to my home for peace and quiet and that's, certainly, not something I get.

But my bigger issue is how we're damaging the planet with all this unnecessary truck idling and waste of natural resources, and how many of these drivers, again, get sick from breathing fumes all day?

I can't believe in today's day and age that we
cannot manufacture trucks that are clean energy and have a better delivery system for goods. Yet, we have people going into space but we still can somehow not resolve these types of issues, just like the one gentleman mentioned his $5 -- I forgot what it was called but his little accoutrement that helps him not use bad gas. I mean, it's just one individual. There's plenty of opportunity for innovation and ideas, and the EPA should be looking at areas to help with these ideas.

It's imperative that the EPA annex these standards that have been mentioned today that put the American truck and bus fleet on a clear roadway to 100 percent zero-emissions by 2035. We can't cave to industry and we can't weaken this rule.

As we know, today, electric trucks and buses are already here so it's time that we really implement them. We can't afford to wait. I walk down the street and people are just sitting in their cars with their engines idling because they're seeing all the Amazon trucks with their engines idling and it just becomes this contagion of people who start forgetting that they...
can make their own individual decisions and
to contribution because everybody's doing it. It's a
horrible habit.

Let's get clean energy trucks out there and busses
and start making a difference. Thank you for your
time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Robert Sausedo.

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

MR. SAUSEDO: Hello, everyone. Thank you for the
opportunity to testify. My name is Robert Sausedo with
Carreras Tours out of Ontario, California, and -- well,
we have a fleet of motor coaches and we have -- most of
our vehicles are new.

Most of the vehicles that are sold nowadays are
equipped with a BPF system that -- basically, it's a
filter that filters out all the harmful smoke, and I
can tell you that, you know, we're all for emissions
and in California, we're required to do smoke testing.

So I'm certified to do opacity testing on all our
vehicles and, to be honest, with all the current -- the
vehicles that we test, I mean, with the system that they're equipped with they're very clean and they come out with near zero percent of harmful smoke. So they're very, very clean and very efficient in that matter.

Our industry -- we, basically, transport 50 passengers in the vehicle. This removes 50 cars off the road. So I think it helps a lot with the removal of pollution by using our motor coaches. And, basically, what we're asking is, you know, our issue right now is our vehicles have a sensor that when it fails on the emissions side it causes the vehicle to derate, which it can leave you stranded in the side of the road. You know, this causes great concern for safety of the passengers to be sitting on the side of the road and get rear ended because the bus couldn't make it to the next exit.

Most issues often happen on the highway and when least expected and it gives you, basically, no warning. You know, we ask that this administration extend the derate time to longer periods or distances to get off the road.
Just to tell you a short story, we had one of these buses derate in central California. It gave us really no warning. The light came on. The sensor -- a sensor went bad on it. Pulled to the side of the road and we had 45 passengers on.

Luckily, we were only one mile away from the exit, which we pulled off the side of the road but -- we pulled off the highway. However, if it happens in the middle of nowhere and it's a very busy intersection or a very busy highway, I mean, it could be catastrophic. Somebody can rear end the people and rear end the bus and cause a worse situation.

But, you know, we ask that they consider extending the derate rules on the programming, I guess, on the vehicle to make it safer for vehicles or for buses to get off the road and get repaired and looked at.

I appreciate the time and thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be April Griffith.

April, you will need to accept the invitation to become a panelist. It looks like you have. When you are ready, please unmute and state your name and
affiliation for the record.

MS. GRIFFITH: Hi. My name is April Griffith. I come to comment today as a mother, a children's librarian, an activist, and asthmatic and the daughter of a retired truck driver who is struggling to live with COPD.

I mentioned that I'm a librarian because I'm privileged in my work to host weekly children's story time programs and develop collections of books for our youngest readers.

I'm always struck with the hope and promises conveyed to children in stories about the wonderful world full of amazing places, people, animals, ideas, et cetera, that are out there in the world for them to discover in their lifetimes.

But it strikes me as disingenuous to share those stories of hope with children if we are not also committed to doing our very best to preserve and take care of this planet that is their only home, their only future.

I am a mother to just one son. This is my son, Toby. But all of these kids in this community I think
of them as my kids. I'm responsible for them. And as a child, I cared about the Earth because I read about all these things in books and I felt confident that the adults who were in charge would take care of it and the problems it faced.

But here I am as an adult who carries my inhaler with me everywhere I go just in case. I live in a rural area of the country and in the past few years the local weather forecast in this place of seemingly abundant fresh air has started to include days where the air quality index was deemed unhealthy for sensitive groups.

Those days, going outside I was astounded to discover that it hurt to breathe, that it wasn't safe for me to spend too much time outdoors in Arkansas, which is also known as the natural state.

I realize now that I have to be the adult I was hoping for as a child. We have known as a nation about the problems that vehicle emissions posed for decades. But that problem has been kicked like a can down the road for future generations to deal with and that road is ending.
We can no longer afford to continue putting off what needs to be done. We must be the responsible adults and take care of things for these kids. I don't want any children staying indoors because it hurts to breathe the fresh air outside.

The EPA needs to enforce the strongest standards that put American trucks and bus fleets on the path to 100 percent zero-emission sales by 2035 and the EPA must not compromise to industry lobbyists who would seek to allow more of these vehicles to be produced that would continue to pollute our communities.

Thank you so much.

MS. THOMPSON: The next speaker will be Neil Carman. Neil, when you're ready, please unmute. State your name and affiliation for the record.

MR. CARMAN: My name is Neil Carman. I'm the Clean Air Program director for the Sierra Club's Lone Star chapter in Texas. I'm also a former state air pollution control official in Texas.

I've been involved with air pollution issues for over 40 years and I'm here to speak for EPA to adopt this rule and to make it much better for these heavy-
duty truck engines and vehicle standards.

Part of the concern I have is that Texas has over 20 million people living in high ozone and soot areas. The Houston area, Dallas-Fort Worth, El Paso, San Antonio, are now basically nonattainment for ozone and there's very high soot levels from the trucks and other -- there's a lot of industrial sources as well, but the heavy-duty trucks and buses are major contributors to the nitrogen oxide pollution, the soot particles, unburned volatile organic compounds, and carbon monoxide.

Nitrogen oxide gas is very toxic and it also aggregates in the air to form NOx fine particles, and so these are very, very harmful because they adversely impact the lungs and they trigger multiple health effects to the heart and cardiovascular systems.

I'm very concerned about the urban air pollution concentrations of ozone, NOx, and soot particles because I think they could be a lot worse, according to my experience has a state regulator, that there's a lack of air monitors near freeways and high-traffic intersections along major highways and that's because
the air monitors are just not placed along the freeways in high-traffic areas and major highways because these are diesel death zones.

And so we're not really looking at the highest concentrations of especially the nitrogen oxides, the fine particles, and also carbon monoxide, and carbon monoxide is a particular issue because it has a preferential binding capacity with red blood cells and over oxygen.

So even low levels of carbon monoxide, as firefighters have known for decades, is a grave concern to compromising the blood's ability to carry oxygen.

We have more areas in Texas that are near nonattainment. The Austin area has over a million people in the metro area and it's been having ozone exceedances in the last month and it could become a nonattainment area and I've been observing over 10 years huge smog clouds over the Austin area, Dallas-Fort Worth, Houston, San Antonio. All these communities have huge problems with emissions from vehicles and a lot of these are the heavy-duty trucks and buses.
So EPA needs to really do a lot more to protect public health and try to get these pollution levels down, and I think that the rule option one is a better option but I think it should be strengthened and that EPA needs to, you know, take into consideration the serious air pollution problems that are occurring not just in Texas but across the nation because we've got way too much air pollution, and these vehicles and the fuels -- the fossil fuels are causing, you know, very significant problems.

EPA doesn't even regulate, at this point, the ultra-fine particles, although in this rulemaking there is consideration being given but it's not sufficient. Ultra-fine particles are extremely toxic because they're submicron size and their ability to penetrate very deeply into the lungs into the alveolar sacs, and we have millions of alveolar sacs in the lungs and they are where the soot particles get deposited and then they can be -- inject their toxic soot compounds, PAHs, polycycle hydrocarbons --

MS. THOMPSON: Thank you for your comment, and I apologize for interrupting. EPA does need to keep the
statements to three minutes so everyone has a chance to testify.

MR. CARMAN: Okay. Okay.

MS. THOMPSON: You have reached the three-minute limit. Please complete your testimony within the next 30 seconds.

MR. CARMAN: So I urge the EPA to adopt a stronger rule than proposed. I know that's problematic for a lot of businesses and all that, but we've suffered from air pollution for way too long from the dirty trucks and buses. Thank you very much.

MS. THOMPSON: Thank you for your comment.

The next speaker will be William Cox.

William, we do not currently see you in 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 called in you can raise your hand by dialing *9 on your phone.

I can see that you have raised your hand and I have given you the ability to unmute your line. To unmute on your phone to provide testimony, you will need to dial *6.
MR. COX: Hello?

MS. THOMPSON: We can hear you.

MR. COX: Hi. Hi. My name is William Cox. I'm the owner of Ground Travel Specialists. We're a charter motor coach company in the state of Michigan. I just wanted to add testimony.

First off, thank you for letting me speak and sorry for joining so late. I apologize if any of this has already been covered but I wanted to mention I understand a lot of the concerns with the environment.

One of the big things I wanted to bring up, though, is the safety concern. Not just with the environment -- I understand that -- but from my understanding none of the regulations are looking to completely say motor coaches do not have to abide by any EPA laws and that the regen DEF DPF system would just be removed.

I more so am calling to advocate for an extension on the length of time before the vehicle does derate. It is a serious concern that myself and other owners do have when we do have vehicles out on the road.

These systems are very flawed. I have heard
through the FMCSA and local DOT and government it's not a maintenance issue. There's a flaw in the design, whether it's a sensor, whether it's premature failure of the DPF, and when you've got 55 passengers, whether they're school kids or seniors or -- doesn't really matter, any group, but you have people on a bus and you're driving through the night, it's 2:00 o'clock in the morning and your bus can't move and you're on the Pennsylvania Turnpike or you're going down 75 and it's the middle of the night or middle of the day and there's just not mechanic shops well equipped to handle this, be able to force a regen.

Again, I'm not advocating for getting rid of any EPA regulations on the motor coaches or removing the system. I was calling to advocate for the extension, delay before -- so that these could be reprogrammed to not have a downed motor coach.

If my drivers are receiving a warning light or anything else that gives us time to take appropriate action like getting our passengers to safety or a spot so that we can then fix it appropriately and handle it and then from there be able to take care of it.
That's all I wanted to add.

MS. THOMPSON: Thank you for your comment.

I will now call the names of speakers from the speaker block who were unable to provide testimony when initially called on.

If you have arrived, please raise your hand by clicking the raise hand button at the bottom of your screen and we will promote you to the panelist role so you can provide your testimony.

Leslie Ingalls?

(No response.)

MS. THOMPSON: Anna Plaktina?

(No response.)

MS. THOMPSON: Daniel Farris?

(No response.)

MS. THOMPSON: Daniel Tu?

(No response.)

MS. THOMPSON: Gary Timm?

(No response.)

MS. THOMPSON: Zhenya Polozova?

(No response.)

MS. THOMPSON: Yaritza Perez?
(No response.)

MS. THOMPSON: I do not currently see any hands raised. At this time, we have no one else scheduled to speak. If there is anyone who wants to speak, please raise your hand or call (919) 294-7712.

We will now pause to see if anyone else would like to make a statement.

(Pause.)

MR. NELSON: Okay, Kayla, I think we're -- I think we can conclude, and I just want to express on behalf of our office and our senior EPA leadership our gratitude for the effort that so many have put into participating in this hearing. Again, please remember that we will be accepting written comments through Friday, May 13th.

And with that, I would like to conclude this public hearing. Have a good afternoon, everybody.

(Whereupon, at 3:24 p.m., the hearing was adjourned.)
continued 4:3 5:3 6:3
7:3 35:9 71:17 125:6
continues 26:5 185:9
214:19
continuing 24:10
continuously 87:22
contracted 36:22
contractor 8:8 9:17
12:13 61.5 102:13
147:20
contrary 58:3
contribute 26:1 43:5
92:15
contributes 130:10, 14
contributing 76:14 108:1
contribution 145:14
224:2
contributions 130:7
contributor 104:19
contributors 86:2 230:8
CONTROL 1:7 8:4
9:22 26:6 37:13 41:4,
10 43:7 61:6 84:16
102:15 147:22 167:9
170:16 229:19
controlled 179:6
controls 13:9 22:5
75:15 77:17 78:9, 11, 15
covenience 102:3
conventional 125:1, 7
converge 112:13
cconvergence 124:6
convert 142:6
converting 192:14
convey 92:9
conveyed 227:12
conveyor 222:1
convincing 178:13
cool 171:22 173:22
Cooledge 89:9 90:12
COOPER 4:6 72:20, 22
73:1
cooperation 12:16
Coordinated 73:2
coordinator 107:16
COPD 105:22 137:15
154:6 227:6
COPPLE 5:8 132:18, 21,
22
CORALIE 4:6 72:19, 22
core 89:19 214:3 215:5
c-o-regulate 87:4
corner 91:22 100:22
corners 31:12 194:11
corporate 40:12 111:20
196:15
Corporation 4:11 89:2
corridor 105:8 204:5
215:3
corridors 22:10 52:22
160:10 197:14 215:8
corrupt 182:3
cost 39:17 54:4 63:16
64:2 65:11 75:15 90:6
120:14, 17 121:2, 11
125:1 151:15 152:7
220:8
costing 120:14
costly 64:19 121:21
costs 23:10 65:12
105:13 111:19 120:16
122:18 142:14 150:16,
17 200:21
cough 202:17 203:1, 2
counsel 119:14
count 75:11 127:22
counterparts 120:19
161:11, 17 200:22
counterproductive 64:20
counties 59:10 172:21
countless 202:20
countries 164:19
country 40:20 43:4
45:17 47:10 59:12 66:7
87:18 91:2 127:19
129:17 131:1 138:9
176:2 184:5 187:13
189:16 195:3 203:7
204:8 205:13 219:15
228:8
country's 36:4 137:7
201:20
county 133:17, 18
172:20, 21
couple 19:18 161:14
194:8 201:3
course 137:1 170:9
court 15:7 62:16 104:3
118:20 135:22 149:19
181:1 194:1 213:9
cousin 48:20
coyens 81:6, 9
coverage 157:4
covered 64:13 234:9
COVID 198:1
COVID-19 34:22 35:5
49:2 136:22 137:16
211:12
COX 7:6 233:13 234:1,
3
crazy 222:14
create 34:2 35:16, 22
36:19 39:2 45:22 53:7
64:21 70:22 124:4
129:20 132:12 151:1
153:17 188:17 199:19
200:13 208:20
created 124:18
creates 121:15 219:12
creating 46:11 49:6
57:20 82:18 92:15
128:8
creativity 146:6
credit 54:15 99:15, 16
176:17
credits 20:14 27:4 77:2,
10, 12 157:12 216:19
crisis 42:9, 11 94:18
100:1 108:2 134:14
175:11 192:1 201:11
204:13, 16, 18
criteria 85:18, 20
156:13 157:11 164:9
critical 39:17 57:18
63:13 72:6 112:13
124:3 126:14
critically 215:14
cross 31:19 214:5
crosses 214:10
crossing 31:20 45:10
209:20
crowded 108:12 221:13
cry 107:18, 19

cubic 165:1
cultivate 208:19
culturally 208:19
Cummins 4:21 113:18
114:19 115:4, 22
cumulative 176:13
curb 228:8 130:22 182:8
current 27:4 52:13
64:20 76:11 90:11
99:10 131:22 137:7
142:13 214:12 215:16
224:22
currently 14:22 36:14
42:19 54:13 58:10
102:14 105:5 119:2
132:2 143:7 146:15
149:12 152:15 157:21
159:15 160:11, 14
162:16 177:13 187:14,
17 188:22 204:14 209:2
233:14 237:2
customer 90:19 91:15
115:16
customers 90:8 91:2, 9
113:22 114:21 116:3

customized 91:8
cut 108:7 161:7 182:20
213:14
cutting 133:5
cycle 77:14 78:2
cycles 155:11 157:2
< D >
D.C. 4:12 25:3 94:2, 3,
16
dad 30:2
HEAVY-DUTY 1:8 2:7
8:5 9:3, 10, 15 10:1
22:19 23:3 26:18 27:10
30:5 31:8 34:3 35:10,
22 39:3, 8, 11, 14 41:9,
18 42:13 46:1 52:9, 15
53:5, 18, 22 54:21 57:15,
61:7 71:8 73:11, 14, 22
74:9, 11, 75:11 76:21,
78:12, 20, 84:16 85:22,
87:17 89:5, 10 90:4,
91:21 94:4 99:18
102:16 104:17 105:20,
107:22 109:3, 8, 20,
110:22 112:8, 21 116:22
117:11, 16 120:14,
126:13 128:6, 15 129:21,
131:4, 136:16 148:1,
153:18 154:7 156:22,
157:15 159:14 160:7, 9,
18 161:12 162:4 167:10,
14, 170:21 173:20 177:2,
183:11, 17 186:6 191:16,
199:20 200:8 201:2, 20,
211:18 213:18 217:7,
230:8 231:21
HEIDI 4:8 80:14, 19
heightening 211:13
Heights 48:2
held 159:3 179:17
Hello 25:1 33:17 36:12,
51:22 56:17 61:3 97:16,
102:12 104:9 107:14,
113:4 116:18 143:21,
147:19 167:4 181:7,
183:10 186:5 205:12,
213:7 216:12 224:11,
234:1
help 17:12 26:14 27:6,
59:10 78:3 131:10,
134:5, 10 145:14 154:5,
170:22 187:3, 18 192:17,
200:14 201:22 215:12,
217:22 223:9
helped 159:9
helping 12:14 113:21,
117:3
helpless 45:12
helps 87:3 127:1,
134:13 223:6 225:8
HERNANDEZ-THOMAS 5:21
169:9, 12, 15, 17
hesitation 185:3
Hey 19:5
Hi 15:12 80:17 138:20,
155:5 208:13 218:7,
227:2 234:3
high 24:1 40:21 41:7,
45:7 65:1 66:8 77:7,
112:6 115:20 125:8,
133:18 134:2, 137:10,
12 210:12 214:18, 21,
230:3, 6
high-density 160:14
higher 35:8 42:16 43:1,
3 67:13 68:4 77:22,
137:14 164:21 211:3,
219:21
highest 22:11 67:4,
209:4, 18 231:4
highly 134:11 178:21,
209:17
high-polluting 27:5
high-quality 43:3 66:3,
67:7, 12
high-temp 215:3
high-traffic 109:2 137:9,
18 230:21 231:2
highway 25:11 50:18,
51:10 65:14 78:1, 5,
81:2, 12, 13, 15 82:11,
101:1, 8 108:7, 9, 13,
144:14 151:1 186:13,
22 225:18 226:8, 10,
highways 20:8 25:7,
50:15, 17 20 117:9,
127:6 137:13 163:16,
165:22 175:7, 159:5,
184:21 214:19 230:22,
231:2
Hispanic 3:10 33:18
historically 81:5 108:7,
171:2
history 81:8 108:6,
137:4
hit 20:17 144:3 176:20,
216:21
hobbies 37:8
hold 12:11 58:21,
145:16 182:16
holistic 58:11
Holmgren 84:2 100:5
home 19:16 20:6 23:13,
47:22 94:22 106:19, 21,
108:15 109:6 128:15,
133:11 144:13 145:10,
151:4 170:7 195:8, 12,
196:4 197:7, 20 203:3,
209:12 221:14 222:15,
227:19
homes 77:21 99:3, 8,
187:22 219:16, 22
homework 37:16
honest 224:22
honestly 150:20
Hood 172:11
hope 17:21 37:4, 17,
165:20 189:2 227:11, 17,
HD2027 Rulemaking 4/14/2022
Page 16

www.trustpoint.one 800.FOR.DEPO
www.aldersonreporting.com 800.367.3376
< O >
Obama 82:15
object 123:16
obligation 41:19 46:13
215:14
Obrera 208:15
observed 178:16
observing 231:17
occupation 218:15
occupational 52:4
occupied 181:9 186:18
occur 64:11 77:15
164:16
occurring 232:6
Ochsner's 165:8
o'clock 235:7
ODILE 6:18 68:16
96:13 213:4, 7
OEM 63:22 64:7 90:2
Owen 191:11
OFFEN-BROWN 6:12
191:1, 9, 11
offenders 105:18
offer 136:15
offered 188:15
offerings 90:10
offers 126:17 176:10
Office 2:10 8:22 9:7, 11
85:7 237:11
officer 9:12 11:12 12:6
155:6
offices 15:19
official 11:18 13:7, 11
70:3 229:19
officially 159:5
officials 30:9
offroad 41:14
off-spec 66:22
Oh 144:4 171:13 173:3
Ohio 128:11
oil 195:18
Okay 18:22 19:10
29:17 50:3, 5 56:19
88:19 136:9, 11 143:22
150:3, 5 169:15 171:13
208:3, 4 218:13 221:11
233:3 237:9
okay 183:1
old 30:1, 8 94:1, 14
113:19 145:18
older 22:5 58:21 114:8
Oluwaleye 72:13 97:2
omissions 207:11
omnibus 74:12, 16
76:21 124:5 169:4
onboard 91:6
Once 46:15 114:9
145:6 146:9 163:1
201:13 220:9
oncologist 139:1
Oncologists 139:7
one-quarter 201:7
onerous 58:9
ones 102:1 117:21
onew 57:15
observer 55:12 137:19
on-highway 114:7
Onroad 2:7 9:10 39:9
73:22
onset 53:9
Ontario 91:20 224:13
opacity 224:21
open 11:19 48:20
129:15 165:13
opened 81:13
opening 101:11
operate 24:10 40:22
120:21 132:8 154:13
161:10, 16 200:5
operated 188:21
operates 40:14
operating 59:3 63:7
68:4 90:2 111:19
200:21
operation 22:1 115:12
127:7, 12, 21
operational 91:9
operations 89:9
operators 39:17 54:7
66:17 127:17
opinion 106:18 219:1
220:2
opinions 85:2
opportunities 122:13
126:17
opportunity 10:5, 19
11:12, 20 20:5 22:13
23:12 24:16 26:16 30:3
36:7 38:17 43:10 44:17
69:22 80:18 82:18, 20
84:13 88:13 89:3 92:9
107:6 111:9 113:15
114:9 116:20 124:3
126:4 128:17 133:1
136:14 143:3, 17 150:5
153:15 158:17 159:8
163:14 169:16 171:14
174:8 178:9 183:11
185:14 186:10 190:11
194:7, 10 198:5 199:7
202:1 215:17 218:8
223:8 224:12
oppose 75:13
opposes 155:15
optimal 141:21 142:3
optimistic 115:8 116:9
opt-in 122:6
option 42:7, 13 54:13
58:4, 9 75:7, 13, 17
76:20 114:19, 22 115:5, 13 124:5
130:6 131:7
155:15 162:2, 5 185:18,
21 191:18 232:3, 4
options 58:2 74:22
184:17
oral 10:5, 6 11:12
orange 168:13, 14
order 3:2 4:2 5:2 6:2
7:2 8:9 12:19 14:22
43:18 61:9 102:18
110:3 131:2 136:6
148:3 149:12 191:6
205:9 215:22 222:1
ordered 127:11
orders 152:4
Oregon 17:5 54:12
171:18 172:9 173:2
189:20 205:15
organic 53:6 230:10
organization 84:22
199:11
organizations 25:4
119:15 183:16
organization's 213:12
organizer 38:19 44:19
208:14
organizing 208:15, 17
organs 101:22
Orleans 20:20
Osnaya 69:8 96:21
outcome 114:13
outcomes 137:16 200:16
outcry 177:9
outdated 17:11
outdoor 25:13 94:8
outdoors 228:15
outer 121:13
outline 172:11
outpacing 22:16
Outside 31:10 94:7
98:14 99:7 106:8
198:11 228:13 229:5
overall 168:5
overburdened 23:2
78:19 126:16 138:1
overdue 138:2 217:8
overnight 42:6
overpass 45:10
overriding 65:4
overwhelming 177:7
overwhelmingly 82:16
110:19 137:19
owner 156:3 234:4
owners 27:4 234:20
ownership 90:7
HD2027 Rulemaking

presentation 10:5 11:12
presentations 188:17
presented 42:20 120:12
137:1 140:18 185:1
pre-series 90:17
preserve 162:20 227:18
President 42:10 56:20
113:17 153:13
President's 141:11
presiding 9:12 11:4
12:6
press 13:13 18:8, 19
28:5, 12, 13 32:16, 17
33:2, 3, 10, 11 38:3, 4, 11,
12 56:4, 10 60:1, 2, 15,
16 68:20 69:5, 12 72:16,
17 80:4, 5, 11, 12 83:14,
20, 21 84:5, 6 88:18, 19
95:12, 13 96:11, 12, 18
100:7, 8, 12, 13 165:18
pressing 24:17
pressure 143:1
prevalent 67:12 82:9
prevent 8:16 61:16
87:1 103:3 121:22
141:7 148:10
prevention 151:17
previous 23:11 59:2
213:9
price 156:16
prices 115:15, 21 121:5
primarily 23:1 130:9
133:19
primary 73:6, 21 106:17
principles 123:22
prior 14:3 28:19 55:4
61:21 79:4 92:21 103:8
118:4 135:4 137:4
148:17 166:4 180:6
193:5 212:6
prioritizes 211:19
priority 217:9
Prius 206:11
Private 5:13 44:18
100:20 143:18 150:8
163:15 191:14 194:12
218:14
privilege 99:4
privileged 172:5 227:8
proactive 47:13 110:17
151:16
probably 36:22
problem 63:21 64:3
102:4 133:14 134:5
139:15 146:6 205:17
228:20
problematic 58:10 233:8
problems 15:15 30:16,
17 63:11 64:10, 20
65:11 144:15 170:6, 10

Trustpoint.One

4/14/2022
Page 24
194:18 195:19 228:5, 19
231:20 232:6, 10
proceedings 15:8 62:17
104:4 118:21 136:1
149:20 181:2 194:2
213:2
process 10:16 24:3
89:6 90:13 123:21
142:10 150:9 159:9
189:3
processes 67:3
produce 67:3 71:4
183:21
produced 40:15 229:10
producers 67:21
product 57:2, 5 113:17
124:9
production 41:21 58:18
71:15 90:21 91:13 92:4
128:12
productive 122:19
products 89:18
professor 52:1, 4
profit 102:3 120:21
program 9:16 87:13
127:15 136:17 170:5
229:17
programming 226:14
programs 63:20 73:8
85:8 86:14 87:3 126:6
199:13 227:9
progress 111:9 125:7
138:12 181:15, 16
204:13 219:10
progressive 48:7
project 105:6 160:15
179:2 208:15
projected 39:16 161:9,
15
projections 204:16
projects 105:10
prominent 211:8
promises 181:14 182:19
227:11
promote 76:17 138:7, 8
147:4 155:2 236:8
promoted 14:2 28:18
43:17 55:4 61:21 79:4
92:21 93:20 103:8
118:4 135:4 148:17
166:4 180:6 193:5
212:6
promotes 199:11
promoting 19:2 29:18
56:14 93:19
promulgate 54:18, 20
pronouns 181:8
proof 165:5
propane 195:12 196:6
properly 43:8 75:11
78:15 121:14 208:1

Alderson.

proposal 11:2 12:3
13:7, 12 16:17 42:20
61:8 64:17 66:20 75:13,
19 76:10, 12, 16 77:1, 5,
13 78:7 102:17 114:7
117:19 134:15 148:2
proposals 26:10
PROPOSED 1:14 9:2,
14, 21 10:12, 17 11:13
26:17 40:19 41:1, 3, 19
42:15 50:9, 22 51:7
54:13 58:10 66:11, 12
67:11, 16 70:1, 16 71:6
74:22 76:20 84:15
85:12 87:16 92:8 94:4
97:22 99:11, 18 101:18
110:22 112:2, 19 113:16
114:19, 22 115:5 116:20,
22 119:19 131:7 132:2
141:10 155:19 162:16
167:9 168:19 185:18
187:15, 17 188:2 191:18
233:8
proposing 58:8 156:4
191:15
prosperity 92:16
prostate 139:20
protect 15:15 17:17
30:12 32:7 34:3 36:1
53:16 54:7 70:22 72:3,
7 76:6, 12 78:3, 18 86:7
95:4 119:22 134:16
138:7 141:13 154:8
162:3 232:1
protecting 165:6 171:1
PROTECTION 1:4 2:2,
9 8:3, 22 22:11 73:9
204:17
protections 30:4 210:3
protective 52:8 54:10
131:8 134:10
protector 134:18
protest 101:17, 21
prove 183:3
proven 58:4 220:14
provide 10:15 11:11, 20
15:3 46:2 66:21 79:21
84:14 110:3 113:15
116:6 117:12 134:7
136:6 147:1, 5 149:15
153:19 155:18 163:9
191:6 199:22 205:9
215:22 216:4 233:21
236:4, 9
provided 48:7
provides 10:4 42:15
providing 8:13 14:17
27:4 29:11 44:9 55:19
75:18 79:18 92:6 93:12

www.trustpoint.one
www.aldersonreporting.com

102:22 103:21 118:16
135:19 148:7 149:8
155:14 166:18 180:19
193:20 212:19
proximity 81:22 179:4
210:18
psychiatric 169:18
psychology 169:18
psychosocial 170:1
PUBLIC 1:7 8:4 9:2,
18 11:6, 7 13:18, 21
14:21 29:19 34:3, 10
36:1, 18 38:18 43:11
68:7 69:20 73:8 76:6
80:21 83:4 92:9 100:1
101:18 102:15 105:5
110:17 111:3 112:20
122:8 131:8 134:7, 16
136:13 138:7 147:22
149:11 159:22 161:4
165:6 169:22 174:14, 15,
21 175:18 176:7 177:7,
8 188:8, 19 211:21, 22
217:8, 14 232:2 237:17
public_hearing@abtassoc.
com 14:11, 16 29:5, 9
44:3, 7 55:12, 17 62:6,
10 79:13, 16 93:7, 10
103:16, 19 118:12, 15
135:12, 15 149:3, 6
166:13, 16 180:14, 17
193:13, 16 212:14, 17
published 10:2 13:7
106:1 178:12, 19 179:2
Pulled 226:4, 7, 8
pulling 77:19 144:14
207:21
pulmonologist 202:18
pump 63:15 101:19
164:7
punishing 27:15
purchase 106:19 115:21
121:3, 21, 22 132:8
154:13 173:6 200:5
purchasing 121:13, 19
purpose 9:20 98:14
182:17
purposefully 184:22
push 121:3 131:16
132:4
pushed 205:19
put 17:19 21:10 22:22
36:4 53:19 64:7 104:18
113:6 116:22 131:4
154:18 156:13 177:4
186:7 201:19 206:20
207:6 216:15 223:12
229:7 237:12
Putting 109:19 182:22
207:11 229:1

800.FOR.DEPO
(800.367.3376)


reducing 65:5 67:9
68:13 86:9 89:4 106:6
131:9 138:13 192:10, 18
204:10 205:15
reduction 39:7 40:1, 17
58:8 87:12 123:18
125:5 128:4 141:22
reductions 42:3 43:6
57:17 123:15 125:3
131:17 132:14 142:20
reels 172:15
refer 13:11
referred 16:16
refineries 40:14 182:1
reflect 99:11, 22 156:1
162:11 201:10
reflected 187:11, 12
reflecting 98:6
reforms 63:13
refrain 14:18 29:12
44:10 55:20 62:12
79:19 93:13 103:22
118:17 135:19 149:8
166:19 180:20 193:20
212:20
refuse 17:1
REG 40:15 43:11 67:3
Regan 38:7 60:17
regarding 51:9 137:7
156:9
regardless 184:18
regen 234:16 235:12
region 73:18 74:3
84:20 181:10 187:20
213:11, 21
regional 73:3
Register 10:2 11:1 12:2
13:8
registered 12:19 14:13
79:14 93:8 103:18
118:13 135:13 149:5
166:14 180:15 193:14
212:15
registration 133:3
regularly 31:7 108:9, 11
regulate 77:15 186:19
232:11
regulated 27:8 34:6
201:6
regulating 49:9
regulation 57:15 58:1, 7, 15, 20 59:4 74:12, 16
217:21
regulations 59:9 71:6, 16 72:6 76:11 120:10
124:15 125:2, 10 191:19
192:17 205:18 210:18
211:19 234:14 235:14
regulation’s 58:11
<table>
<thead>
<tr>
<th>Name</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>zeroing</td>
<td>188:5</td>
</tr>
<tr>
<td>ZEV</td>
<td>57:4  58:15  75:11</td>
</tr>
<tr>
<td>Zevin</td>
<td>4:20  110:12</td>
</tr>
<tr>
<td>Zhenya</td>
<td>198:19  236:20</td>
</tr>
<tr>
<td>zone</td>
<td>39:13  205:4</td>
</tr>
<tr>
<td>zones</td>
<td>16:16  25:15</td>
</tr>
<tr>
<td></td>
<td>35:11  125:17  137:13</td>
</tr>
<tr>
<td></td>
<td>211:17  217:10  231:3</td>
</tr>
</tbody>
</table>