



Transcript of **HD2027 Rulemaking**  
Day 1 of 3

Tuesday, April 12, 2022

*EPA Hearing*

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4 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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7 OFFICE OF AIR AND RADIATION DOCKET

8 VIRTUAL PUBLIC HEARING

9 DAY 1 OF 3

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13 DOCKET NO.:

14 EPA-HQ-OAR-2019-0055

15 Control of Air Pollution from New Motor Vehicles:

16 Heavy-Duty Engine and Vehicle Standards

17

18

19

20 9:00 a.m.

21 April 12, 2022

22

1 PARTICIPANTS

2 ENVIRONMENTAL PROTECTION AGENCY:

3 WILLIAM CHARMLEY, Director, Assessment and  
4 Standards Division

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

7 ALEJANDRA NUNEZ, Deputy Assistant Administrator  
8 for Mobile Sources

9

10 ABT ASSOCIATES:

11 KAYLA THOMPSON, Virtual Event Production  
12 Specialist

13 LAUREN PHILLIPS-THORYN, Virtual Event Production  
14 Manager

15

16 PANEL 1 TESTIFIERS (in order of appearance):

17 KELLY CRAWFORD, District of Columbia Department of  
18 Energy & Environment

19 PATRICE TOMCIK, Moms Clean Air Force

20 PAUL BILLINGS, American Lung Association

21 ERIK WHITE, National Association of Clean Air  
22 Agencies

1 PARTICIPANTS

2 PANEL 1 TESTIFIERS (in order of appearance)

3 [continued]:

4 JIMMY O'DEA, CALSTART

5 KATHERINE GARCIA, Sierra Club

6 RASTO BREZNY, Manufacturers of Emission Controls  
7 Association

8 KEVIN BROWN: Manufacturers of Emission Controls  
9 Association

10 CAROLINA PENA-ALARCON, EDF

11 LAURA BENDER, American Lung Association

12 BRITT CARMON, NRDC

13 CELERAH HEWES, Moms Clean Air Force

14 DON ROSS, National Waste and Recycling Association

15 TIFFANY WERNER, Environmental Law and Policy  
16 Center

17 BRYAN BURTON, American Lung Association

18 ALMETA COOPER, Moms Clean Air Force

19 ELIZABETH BECHARD, Moms Clean Air Force

20 JILL AQUINO, Alliance of Nurses for Healthy  
21 Environments (ANHE)

22

1 PARTICIPANTS

2 PANEL 2 TESTIFIERS (in order of appearance)

3 [continued]:

4 JED MANDEL, Truck and Engine Manufacturers  
5 Association

6 BROOKE PETRY, Moms Clean Air Force

7 TIMOTHY CRONIN, Health Care Without Harm

8 HAZEL CHANDLER, Moms Clean Air Force

9 SHAINA OLIVER, Moms Clean Air Force-Colorado

10 TIMOTHY CRONIN, Health Care Without Harm

11 HAZEL CHANDLER, Moms Clean Air Force

12 MOLLY RAUCH, Moms Clean Air Force

13 ELIZABETH HAUPTMAN, Moms Clean Air Force Michigan

14 ANA RIOS, Moms Clean Air Force

15 SARAH MCBRIDGE, Moms Clean Air Force

16 DANIEL GAGE, NGVAmerica

17 ELIZABETH BRANDT, Moms Clean Air Force

18 VALENCIA BEDNAR, Moms Clean Air Force

19 NATALIA BEDNAR, Moms Clean Air Force

20 SUSIE ROBERTSON, Moms Clean Air Fore

21 REVEREND RICHARD KILLMER, Retired Presbyterian

22 Minister

1 PARTICIPANTS

2 PANEL 2 TESTIFIERS (in order of appearance)

3 [continued]:

4 JONATHAN WALKER, Retired Physician

5 RICH KASSEL, ClearFlame Engine Technologies

6 MARGUERITE PENNOYER, Physician

7 PEGGY ANN BERRY, Alliance of Nurses for Healthy

8 Environments

9 MARY GREENE, Consumer Reports

10 QUINTA WARREN, Consumer Reports

11 WAYNE NASTRI, South Coast Air Quality Management

12 District

13

14 PANEL 3 TESTIFIERS (in order of appearance):

15 DIANA VAN VLEET, American Lung Association

16 JOSH NASSAR, International Union, United

17 Automobile Aerospace and Agricultural Implement Workers

18 of America

19 MITCHELL HESCOX, The Evangelical Environmental

20 Network

21 LEWIE PUGH: Owner Operator Independent Drivers

22 Association

1 PARTICIPANTS

2 PANEL 3 TESTIFIERS (in order of appearance)

3 [continued]:

4 BRIAN URBASZEWSKI, Respiratory Health Association

5 WILLIAM BECKETT, Harvard Medical School

6 KIM GADDY, South Ward Environmental Alliance

7 STEVEN SONDEHEIM, Sierra Club

8 LAURA HAIDER, Fresnoans Against Fracking

9 REBECCA O'BRIEN, Resident of Virginia

10 KARL ALDINGER, Sierra Club San Diego

11

12 PANEL 4 TESTIFIERS (in order of appearance):

13 LIANE RANDOLPH, Chair, California Air Resources

14 Board

15 JENNA RIEMENSCHNEIDER, Asthma and Allergy

16 Foundation of America

17 SASAN SAADAT, Earthjustice

18 PEDRO HERNANDEZ, Central Valley Air Quality

19 Coalition

20 AVERY LAMB, Creation Justice Ministries

21 NICOLE MARCOT, Moms Clean Air Force

22

1 PARTICIPANTS

2 PANEL 4 TESTIFIERS (in order of appearance)

3 [continued]:

4 MANIJEH BERENJI, Occupational and Environmental  
5 Medicine Physician

6 SUSAN PATE, Resident of St. Louis, Missouri

7 JASON O'DELL, Resident of Long Beach, California

8 LOUISE MEHLER, Retired Epidemiologist, Sacramento,  
9 California

10 RENE ST. JULIEN, Private Citizen

11 KIM ANDERSON, Evangelical Environmental Network

12 SEAN WATERS, Daimler Trucks North America

13 RAY PINGLE, Sierra Club

14 JESSIE PARKS, Sierra Club

15 SANDRA PUROHIT, Environmental Entrepreneurs (E2)

16

17 PANEL 5 TESTIFIERS (in order of appearance):

18 SANDRA PUROHIT, Environmental Entrepreneurs (E2)

19 (resumed from previous panel)

20 ADA STEPLETON, Moms Clean Air Force

21 STEPHEN WYMAN, Evolving Electric Motor Company

22 KAREN HEUER, Ophthalmologist



PARTICIPANTS

PANEL 5 TESTIFIERS (in order of appearance)

[continued]:

EMILY KENT, Clean Air Task Force

MICHAEL WALSH, Environmental Protection Network

KAREN CAMPBELL, Sierra Club

JANET MCGARRY, Resident of San Francisco,

California

JOEL SCHROEDER, Evangelical Environment Network

SCOTT FENWICK, Clean Fuels Alliance America

ANDREA VIDAURRE, Senior Policy Analyst, People's

Collective for Environmental Justice

NADINE YOUNG, Elders Climate Action

PATRICIA DUNCAN, Citizens Climate Lobby

ANJULI RAMOS, Sierra Club - New Jersey Chapter

PERRY SPRING, City of Tacoma, Washington

RACHEL CYWINSKI, United Women in Faith

PANEL 6 TESTIFIERS (in order of appearance):

ALEX SCHAY, Northwest Alliance for Clean

Transportation

CAROLYN KEISER, Private Citizen

## PARTICIPANTS

## PANEL 6 TESTIFIERS (in order of appearance)

[continued]:

ALLEN SCHAEFFER, Diesel Technology Forum

LEVI KAMOLNICK, Ceres

ALLISON JASLOW, National Parks and Conservation

Association - Veteran's Council

LIONEL MARES, Private Citizen

BEATRIZ SOTO, Conservation Colorado

KIDEST GEBRE, Virginia Interfaith Power & Light

(VAIPL)

PETER BAKKEN, Wisconsin Interfaith Power & Light

GARY EWART, American Thoracic Society

MARGARITA PARRA, Clean Energy Works

LAURIE ANDERSON, Moms Clean Air Force - Colorado

Chapter

OSCAR HAUPTMAN, Resident of Brighton, Michigan

PHILLIP STREIF, Vandalia Bus Lines

1 PANEL 7 TESTIFIERS (in order of appearance):

2 NICK TORRES, American Lung Association

3 BOB YUHNKE, Policy Committee, Elders Climate

4 Action

5 LEIGH KAUFFMAN, Resident of Pendleton, Indiana

6 MARK ROSE, National Parks Conservation Association

7 DAVE ARNDT, Resident of Baltimore, Maryland, and

8 Climate, Environmental, and Social Justice Advocate

9 MAGGIE SEGAL, Student, Atlanta, Georgia

10 KATHRYN DORN, Doctoral Student - Seismology;

11 Resident of Phoenix, Arizona

12 RAY MINJARES, International Council on Clean

13 Transportation

14 LESLIE WHARTON, Elders Climate Action

15 GLORIA GUARDADO, Chispa Nevada (via Interpreter)

16 KENNETH HAMMOND, Resident of Plainsboro, New

17 Jersey

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## 1 P R O C E E D I N G S

2 MS. THOMPSON: Good morning, and welcome to the  
3 United States Environmental Protection Agency's virtual  
4 public hearing for the Control of Air Pollution from  
5 New Motor Vehicles: Heavy-Duty Engine and Vehicle  
6 Standards. My name is Kayla Thompson from Abt  
7 Associates, contractor to the U.S. EPA.

8 In order to accommodate testimony in both Spanish  
9 and English throughout this hearing, all attendees must  
10 select their preferred language via the interpretation  
11 icon at the bottom of your screen. If you're providing  
12 testimony today, please make sure that you are speaking  
13 the language of the channel you are listening to. For  
14 example, listening to English while speaking in Spanish  
15 could prevent other participants from hearing your  
16 statement in the language of choice.

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

19 MS. NUNEZ: Good morning. On behalf of the U.S.  
20 Environmental Protection Agency and the Office of Air  
21 and Radiation, I would like to welcome you to today's  
22 virtual public hearing. I'm grateful for everyone

1     who's taking the time out of their day to testify and  
2     participate here today.

3             I am Alejandra Nunez, the deputy assistant  
4     administrator for mobile sources with EPA's Office of  
5     Air and Radiation. With me today is Bill Charmley,  
6     director of the Assessment and Standards Division  
7     within EPA's Office of Transportation and Air Quality.

8             Bill will be the presiding officer for today's  
9     hearing. In addition, with me today and listening to  
10    the testimony on this proposed rule are several of my  
11    EPA colleagues who work on the Heavy-Duty Engines and  
12    Vehicles Program. EPA is also being assisted by our  
13    contractor, Abt Associates, in the running of today's  
14    virtual public hearing.

15            Last month, EPA proposed a multi-pollutant rule to  
16    further reduce air pollution, including ozone,  
17    particulate matter, and greenhouse gases, from heavy-  
18    duty engines and vehicles across the United States.  
19    The goal of this proposal is to deliver significant and  
20    needed public health benefits by designing a program  
21    that sets ambitious standards and that's feasible for  
22    the trucking industry after giving appropriate

1 consideration to cost and other factors. This action,  
2 in concert with other upcoming rulemakings in the  
3 heavy-duty sector, reflects our belief that the  
4 industry can and should be working towards reducing NOx  
5 emissions in their internal combustion vehicles while  
6 also investing in a zero-emissions future.

7 As identified in President Biden's Executive Order  
8 14037, Strengthening American Leadership in Clean Cars  
9 and Trucks, EPA intends to issue a series of  
10 regulations over the next three years to reduce  
11 pollution from trucks and buses and to advance the  
12 transition to a zero-emissions transportation future.  
13 EPA's Clean Trucks Plan would result in significant  
14 emissions reductions from new medium- and heavy-duty  
15 vehicles and would be major steps towards improving air  
16 quality and addressing the climate crisis.

17 The three regulatory actions that make up the  
18 Clean Trucks Plan are the following. First, the  
19 proposal we're discussing today for new criteria  
20 pollutant standards for heavy-duty engines and  
21 strengthening of the Model Year 2027 greenhouse gas  
22 vehicle standards; a separate rulemaking to further

1 strengthen criteria and greenhouse gas emission  
2 standards for medium-duty commercial vehicles for Model  
3 Year 2027 and later, in combination with light-duty  
4 vehicles; and a third rulemaking to establish new and  
5 more stringent greenhouse gas standards for heavy-duty  
6 vehicles beginning as soon as Model Year 2030. In  
7 developing these actions, EPA is applying its Clean Air  
8 Act authority, which allows the Agency to maximize NOx  
9 and greenhouse gas emissions reductions over the short  
10 and long terms, and which would promote the transition  
11 to a zero-emissions transportation future.

12 Today's proposal would change the Heavy-Duty  
13 Emission Control Program -- including the standards,  
14 test procedures, useful life, warranty, and other  
15 requirements -- to further reduce the air quality  
16 impacts of heavy-duty engines across a range of  
17 operating conditions and over a longer period of the  
18 operational life of heavy-duty engines. As described  
19 in the proposal, the new standards would lower NOx  
20 emissions, which would result in improved health  
21 outcomes attributable to lower ozone and particulate  
22 matter concentrations in communities across the United

1 States. Communities near high-traffic roadways  
2 experience higher rates of numerous adverse health  
3 effects, so this proposal is especially important for  
4 the 72 million people who are estimated to live near  
5 truck freight routes in America. Residents of these  
6 communities are more likely to be people of color and  
7 have lower incomes.

8 EPA has identified several options in the proposal  
9 that address the stringency of the standards, the  
10 timing for phasing in the standards, options to  
11 incentivize early clean technology adoption, and  
12 improvements to emissions warranties. EPA is seeking  
13 input on these options through the public comment  
14 process. In addition, this proposal would make  
15 targeted updates to the existing Heavy-Duty Greenhouse  
16 Gas Emissions Phase 2 Program, proposing that further  
17 greenhouse gas reductions in the Model Year 2027 time  
18 frame are appropriate considering lead time, costs, and  
19 other factors, including market shifts to zero-emission  
20 technologies in certain segments of the heavy-duty  
21 vehicle sector.

22 The proposed revisions to certain existing



1 greenhouse gas standards for Model Year 2027 and beyond  
2 would set more stringent greenhouse gas emissions  
3 standards for subsectors where electrification is  
4 advancing at a more rapid pace. These sectors include  
5 school buses, transit buses, commercial delivery  
6 trucks, and short-haul tractors. As I noted, in a  
7 separate action, EPA intends to set new greenhouse gas  
8 emissions standards for heavy-duty vehicles as soon as  
9 Model Year 2030. This future action would more  
10 comprehensively address the long-term trend towards  
11 zero emissions across the heavy-duty sector. For  
12 today, the current proposal includes limited amendments  
13 to the regulations that implement our air pollutant  
14 emission standards for other sectors, for example,  
15 light-duty vehicles, marine diesel engines,  
16 locomotives, various types of nonroad engines,  
17 vehicles, and equipment. We intend to finalize this  
18 proposal before the end of 2022.

19 Our current proposal reflects input from  
20 stakeholders, including community groups,  
21 manufacturers, state, local, and tribal governments.  
22 Today, we look forward to hearing additional input

1 through your comments on our current proposal. EPA  
2 will consider all the comments we hear today from the  
3 many stakeholders participating in this hearing as we  
4 develop the final rule. We also look forward to  
5 considering additional written comments that we receive  
6 during the public comment period, which is open until  
7 May 13th.

8 Thank you all for attending this important public  
9 hearing, and thank you to everyone who will provide  
10 testimony today and the following two days. I now will  
11 turn it over to Bill Charmley, the presiding officer  
12 for today's hearing. EPA looks forward to hearing from  
13 all stakeholders during this public hearing and through  
14 the submission of written public comments. Thank you.

15 MR. CHARMLEY: Thank you, Ale. As Ale said, the  
16 purpose of this hearing today is to receive comments  
17 from interested parties on the proposed rulemaking  
18 titled, Control of Air Pollution from New Motor  
19 Vehicles: Heavy-Duty Engine and Vehicle Standards,  
20 which was published in the Federal Register on March 28  
21 of 2022.

22 This hearing provides interested parties the

1 opportunity for the oral presentation of views and  
2 arguments. Witnesses will be allowed to make oral  
3 statements, which they may later expand in writing for  
4 the record. When you are finished with your comments,  
5 members of this panel may ask clarifying questions.  
6 This hearing is not intended to be a discussion of the  
7 proposed rulemaking. While we might ask questions or  
8 request additional data or supporting materials, we  
9 will not respond to comments in this forum. Instead,  
10 we'll provide a written response to comments as part of  
11 the process of finalizing this proposed rulemaking.

12 Finally, I would like to remind everyone that in  
13 addition today's -- to today's hearing, there's also  
14 opportunity to send EPA written comments. The written  
15 comment period closes on May 13th of 2022 at 11:59 p.m.  
16 Eastern Time. The details on where to submit written  
17 comments can be found in the Federal Register notice  
18 announcing the proposal as well as on our website.

19 Now, I'd like to go over how we'll be conducting  
20 today's hearing.

21 We are conducting this hearing under Section  
22 307(d) of the Clean Air Act to provide interested

1 parties an opportunity for oral presentation, in  
2 addition to written submissions, on the proposed  
3 rulemaking. A written transcript of this hearing will  
4 be available electronically on EPA's website and at the  
5 web -- at the Regulations.gov website under the docket  
6 for this rulemaking, which is Docket Number EPA-HQ-OAR-  
7 2019-0055. The official record of this hearing will be  
8 kept open for 30 days after the date of the hearing to  
9 provide opportunity to submit rebuttal and supplemental  
10 testimony. You may submit this additional testimony to  
11 the same docket for this action by using one of the  
12 methods described in the Federal Register notice  
13 announcing the proposal.

14 Today's hearing will be conducted informally, and  
15 formal rules of evidence will not apply. I will be  
16 serving as the presiding officer for today's hearing,  
17 and, as such, I'm authorized to apply reasonable limits  
18 on the duration of the statement of any witness. We  
19 ask that each person limit their verbal testimony to  
20 three minutes, given the number of testifiers for  
21 today, we'll need to hold speakers to that time limit.

22 Our contractor, Abt Associates, will be facilitating

1 the lineup of speakers and helping to keep testimony to  
2 three minutes. We'd appreciate all of your cooperation  
3 in allowing us to give everyone an opportunity to speak  
4 today.

5 Please note that EPA has distributed a list and a  
6 tentative order of those registered to speak today,  
7 tomorrow, as well as on Thursday, and we'll make slight  
8 adjustments through the hearing for accommodations. We  
9 plan to take a 15-minute morning -- sorry -- a 15-  
10 minute break this morning around 11:00 a.m., as well as  
11 a 30-minute lunch break around 1:00 p.m. today, and an  
12 afternoon break around 3:30 today. All of those are  
13 Eastern Time. Because of the very large number of  
14 testifiers, we'll continue today's session into the  
15 evening, and we plan to break briefly around 5:30 and  
16 then resume at 6:15 Eastern. We will then continue the  
17 hearing tomorrow, starting again at 9:00 a.m. Eastern.

18 Finally, while the EPA representatives speaking  
19 today will attempt to ensure the accuracy of any  
20 descriptions that we provide to the proposed  
21 rulemaking, the official version of the proposal is  
22 that which was published in the Federal Register on

1 March 28th of 2022, and it controls in any case of  
2 conflict between it and what you may hear today.  
3 Please refer to the official version in the developing  
4 -- in developing your written comments on this  
5 proposal.

6 Should there be members of the press that have  
7 further questions about today's hearing, we ask that  
8 they please contact Julia Burch at EPA, and Julia's  
9 email is Burch.Julia@epa.gov, and her last name is  
10 spelled B-U-R-C-H.

11 Thank you very much, and with that, I'm going to  
12 turn it back to Kayla Thompson from Abt Associates, and  
13 Kayla is going to go over some logistics for today's  
14 virtual public hearing. Thank you.

15 MS. THOMPSON: Thank you. Before we begin we'd  
16 like to go over some logistics for today's public  
17 hearing.

18 As a reminder all attendees are muted  
19 automatically. If you are speaking today you will  
20 receive a notification on your screen that you're being  
21 promoted to the role of panelist shortly prior to your  
22 speaking time. You must accept that invitation to be

1 able to unmute when you are called to testify. This  
2 will also allow you to turn on your camera, which we  
3 encourage you to do. Speakers connected by telephone  
4 should unmute their phones when called to testify. If  
5 you are experiencing technical difficulties, please  
6 send an email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call  
7 (919) 294-7712. If you are not registered to speak but  
8 would like to, please send an email to  
9 [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919) 294-7712.

10 Now we will begin our public testimony. The  
11 expected speaking order is currently displayed on  
12 screen. We ask that each person limit their verbal  
13 testimony to three minutes. We encourage you to  
14 provide your full written testimony and any additional  
15 comments of any length to Docket Number: EPA-HQ-OAR-  
16 2019-0055 on Regulation.gov. I'll be introducing each  
17 speaker in turn. Please speak slowly and clearly so  
18 our court reporter can record these proceedings  
19 accurately.

20 The first speaker will be Kelly Crawford. Kelly,  
21 you may now unmute, and please state your name and  
22 affiliation for the record.

1 MS. CRAWFORD: Good morning. My name is Kelly  
2 Crawford, and I am the associate director for the D.C.  
3 Department of Energy and Environment, Washington, D.C.

4 MR. CHARMLEY: Kelly, you can go ahead and give us  
5 your testimony today. Thank you.

6 MS. CRAWFORD: Thank you. Good morning. I'm  
7 happy to be here today. Thank you, Bill and Ale, for  
8 convening this hearing today. I'm really excited. My  
9 name is Kelly Crawford. I'm the associate director for  
10 the Air Quality Division at the D.C. Department of  
11 Energy and Environment. DOE is the leading authority  
12 on energy and environmental issues affecting the  
13 District of Columbia. In regards to air quality, DOE  
14 is the lead agency in ensuring health- and welfare-  
15 based air quality standards are met and maintained.  
16 I'm speaking today on the Notice of Proposed Rulemaking  
17 for the Control of Air Pollution for New Motor  
18 Vehicles: Heavy-Duty Engine and Vehicle Standards.

19 We broadly are supportive of EPA's proposal and  
20 urge you to adopt new emission standards as quickly as  
21 practicable, but we've already voiced our support for  
22 such a rule through several letters from national



1 Association of Cleaner Agency and Ozone Transport  
2 Commission, of which we are members.

3 Ideally, the alternative option would be adopted.

4 The alternative option has stricter emission standards  
5 implemented four years earlier and compared to Option  
6 1, 2031 Second Step Implementation Date, this gives  
7 DOEE a head start in reducing transportation emissions  
8 in the District. We understand the reservation that  
9 you have about implementing the alternative option,  
10 particularly regarding the timeline for putting this  
11 regulation into effect. If the alternative option is  
12 not possible, then Option 1 is the next best option.  
13 Of the two fully-evaluated options proposed, this  
14 Option 1 best represents readily-available resource  
15 control technology as mandated by the Clean Air Act.

16 I want to, however, highlight the concerns in the  
17 proposal that are specific to the District of Columbia,  
18 including rules and offered options about the idle  
19 emission standard and the inducement schedules. This  
20 proposal made the emission standard and idle optional  
21 for manufacturers when, ideally, it should be a  
22 requirement, similar to the other emission standards.

1 The decision for the emission standard for idling to be  
2 optional will adversely impact the health and well-  
3 being of our residents who walk, ride bikes, and stand  
4 near idling diesel trucks, especially given the  
5 preponderance for idling in urban settings. EPA  
6 demonstrated that the technology to meet the idle  
7 standards is feasible. Therefore, manufacturers should  
8 not be given the option to not meet this standard.

9 Another concern is that the inducement schedules  
10 in the proposal are too weak. After engine control  
11 devices, like selective catalytic reduction  
12 technologies, contribute most to NOx reductions for  
13 modern diesel engines, and when those devices are not  
14 functioning, emissions increase by orders of magnitude.  
15 The proposed inducement schedule for vehicles subject  
16 to low-speed inducements are not restrictive enough.  
17 There will be a significant number of vehicles  
18 operating within the District where the final  
19 inducement speed of 35 miles per hour will not be  
20 enough. Many any roads within the District, like other  
21 urban areas, have speed limits of 25 miles per hour or  
22 lower. These vehicles travel through our residential

1 and commercial neighborhoods where they should be  
2 required to be running as cleanly as possible.

3 For vehicles which the engine derating is  
4 incentive enough for them to perform required  
5 maintenance, the new schedule allows for up to 60 hours  
6 of dirty engine operation before the final inducement  
7 goes into effect. This amounts to 60 hours of driving  
8 on local streets near our schools, our small  
9 businesses, our residences, where the SCR is completely  
10 non-functional due to a depleted diesel emission fluid  
11 tank. I strongly urge EPA to consider the low-speed  
12 vehicle inducement schedule and make the derated  
13 vehicle speed significantly lower so that vehicles  
14 operating on roads within the District always comply  
15 with their rating emission standards.

16 Although as a whole, the District boasts an  
17 impressive health profile, life expectancies, and  
18 quality of life indicators, many historically  
19 overburdened communities in the District do not reflect  
20 that trends found in other parts of the city. While  
21 traffic and air pollution are problems throughout the  
22 city, evidence points to motor vehicle air pollution

1 being concentrated along the interstates and highways  
2 that serve as major commuter and goods movement routes,  
3 with the heaviest traffic channeled through  
4 Southeastern D.C. The communities in Ward 7, Ward 6,  
5 and Ward 8 have higher than average rates of asthma, a  
6 disease which is correlated with higher NOx emissions,  
7 such as are emitted from diesel vehicles. If EPA does  
8 not act to -- on the specific issues highlighted in my  
9 testimony, DOEE fears communities will not see clearer  
10 air and, thus, will continue to suffer adverse health  
11 effects.

12 It is vital that EPA promulgates new emission  
13 standards for trucks in a timely fashion, but the rules  
14 must also be strict enough for tangible and significant  
15 emission reductions for those who are vulnerable. The  
16 proposed Option 1 provides real emission reductions on  
17 an acceptable timeline, and, if necessary, this is the  
18 option EPA should implement. You have already  
19 demonstrated that the technologies exist, and to become  
20 a reality, DOEE urges to take immediate action to adopt  
21 Option 1 for the health and safety of District  
22 residents.

1 Thank you for allowing me to testify.

2 MS. THOMPSON: Thank you for your comment. The  
3 next speaker will be Patrice Tomcik. You may now  
4 unmute, and please state your name and affiliation for  
5 the record.

6 MS. TOMCIK: Hello. I can't unmute my camera.

7 SPEAKER: Sorry about that. You should be able to  
8 now. There you go.

9 MS. TOMCIK: Thank you. My name is Patrice Tomcik  
10 -- P-A-T-R-I-C-E -- last name Tomcik -- T-O-M-C-I-K. I  
11 want to thank you for this opportunity to testify  
12 today. My name is Patrice Tomcik, and I'm a senior  
13 national field manager for Moms Clean Air Force, and  
14 organization of over one million moms and dads united  
15 to protect our children's health from air pollution and  
16 climate change. I live in the town of Gibsonia,  
17 located in Southwestern Pennsylvania, with my husband  
18 and two children where vehicle pollution degrades our  
19 air quality and contributes to climate change. I  
20 support the EPA Heavy-Duty NOx and Greenhouse Gas  
21 Emissions Proposal, but it must be strengthened to  
22 better protect children from the health harms of air

1 pollution.

2 Air pollution from trucks is a major public health  
3 problem. Studies have shown that the highest daytime  
4 exposures of traffic pollution are within 500 feet of a  
5 busy road. My children's school is located only 175  
6 feet from state Route 228, which has congested heavy  
7 traffic. On an average day, at least 10,000 vehicles  
8 and 500 trucks and buses travel this heavily-congested  
9 roadway. Closing school windows and doors can help to  
10 lessen the traffic pollutant exposures, but the reality  
11 is, is that NOx fine particles and vapors are able to  
12 readily penetrate the indoors where they can be  
13 breathed in by young lungs. In the evening my kids  
14 attend outdoor sports practices and games at the school  
15 sports complex located near this roadway. This is the  
16 environment my children have been exposed to year after  
17 year since kindergarten and now through their high  
18 school years.

19 Unfortunately my story is not unique since many  
20 schools across the Nation are built near busy roadways  
21 because the land is cheap. I know that children are  
22 especially impacted by pollution since their lungs and

1    brains are still developing until early adulthood.  
2    Toxic air pollution exposures have harmful effects that  
3    can last a lifetime. I'm very worried about what my  
4    children are breathing into their lungs every day. My  
5    youngest son is a cancer survivor, and he is immune  
6    compromised. As a mother, I try to make his home  
7    environment as healthy as possible, but I know I can't  
8    control the air my son breathes and depend on  
9    Administrator Regan and the EPA to do your jobs and  
10   protect him from harmful truck pollution.

11            The proposed standards must go farther in reducing  
12   deadly NOx pollution, and they must put our national  
13   bus and truck fleet on a clear path to 100 percent  
14   zero-emission, all electric vehicles, as quickly as  
15   possible. Please strengthen the final standards to  
16   better protect children from the health harms of air  
17   pollution. Thank you.

18            MS. THOMPSON: Thank you for your comment. The  
19   next speaker will be Paul Billings. Paul, you may now  
20   unmute, and please state your name and affiliation for  
21   the record.

22            MR. BILLINGS: Good morning. I'm Paul Billings --

1 P-A-U-L, B-I-L-L-I-N-G-S, national senior vice  
2 president of public policy at the American Lung  
3 Association. The Lung Association strongly supports  
4 the cleanup of pollution from heavy-duty engines and  
5 vehicles. We urge EPA to finalize this rule this year,  
6 2022. First, I want to thank EPA for conducting this  
7 hearing, providing time for the public to sign up prior  
8 to the hearing, and adding an additional day to hear  
9 public testimony.

10 This proposal is long overdue. EPA last  
11 strengthened the NOx and PM emission standards for  
12 trucks 22 years ago, which were fully implemented in  
13 2010. The technology is available now to meet stronger  
14 standards. Trucks remain a dominant source of NOx  
15 pollution in many communities, threatening the health  
16 of millions of people. In 2016, local and state air  
17 pollution control agencies, led by the South Coast Air  
18 Quality Management District, petitioned EPA to set more  
19 protective standards. The American Lung Association  
20 joined with eight health and medical nursing  
21 organizations in a July 2016 letter to then EPA  
22 Administrator Gina McCarthy, urging to "promptly



1    propose a new standard to cut emissions of oxides of  
2    nitrogen from heavy-duty vehicles by 90 percent,  
3    limiting the emissions to .02 grams per brake  
4    horsepower-hour." Our letter continued: "Cutting  
5    these emissions will significantly reduce ambient ozone  
6    pollution in our communities and help reduce the  
7    enormous health burden air pollution are imposes on  
8    people who live, work, or attend school near roadways.

9    Today, the American Lung Association reiterates that  
10   request.

11         Seventy-two million people live near truck routes,  
12   and this puts their health at risk. They're more  
13   likely to be people of color and those of lower income.  
14   Cleaning up trucks is an environmental justice issue.  
15   EPA's proposed Option Number 1 is stronger than Option  
16   2 for public health because it provides greater  
17   pollution reduction and will result in up to 2,100  
18   fewer premature deaths and a wide range of other health  
19   benefits, especially for children and people with  
20   chronic diseases, like asthma.

21         EPA should strengthen the standards even further  
22   by ensuring that the rules reflect the full useful life

1 of heavy-duty vehicles. The proposal's Option 1 does  
2 increase the warranty and useful life requirements  
3 above current levels, but they still fall short of  
4 reflecting the full life of these vehicles. Ensuring  
5 the warranty and useful life requirements meet 100  
6 percent of the expected life of these vehicles will  
7 ensure health benefits throughout the vehicle's life.  
8 EPA should align the stringency timelines and  
9 durability of real-world engine performance  
10 requirements with the California rules at a minimum.  
11 EPA should also ensure the final standards cover  
12 engines during all their operating environments, not  
13 just at peak highway running capacity. Two weeks ago,  
14 the American Lung Association released a new report  
15 zeroing in on healthy air. The report showed the  
16 enormous public health and climate benefits of a  
17 transition to zero-emission vehicles powered by a  
18 clean, non-combustion renewable electricity grid. We  
19 found that over the next 30 years, 110,000 premature  
20 deaths could be avoided.

21 We urge EPA to finalize stronger truck standards  
22 this year and promptly propose additional rules to

1 accelerate the transition to zero-emission vehicles.

2 Thank you very much.

3 MS. THOMPSON: Thank you for your comment. The  
4 next speaker will be Erik White. Erik, we do not see  
5 you listed among the attendees. However, if you have  
6 joined using a different name, we would ask that you  
7 raise your hand at this time, and we will promote you  
8 to the role of panelist. Great.

9 (Virtual hand raised.)

10 MS. THOMPSON: Great. We're promoting you to  
11 panelist now. You may now unmute, and please state  
12 your name and affiliation for the record.

13 MR. WHITE: Good morning. My name is Erik White.  
14 I'm the executive director of the Placer County Air  
15 Pollution Control District in California. I'm  
16 testifying this morning on behalf of the National  
17 Association of Clean Air Agencies, for which I serve as  
18 co-chair of the Mobile Sources and Fuels Committee.  
19 NACAA is still studying all aspects of this heavy-duty  
20 truck proposal and will provide written comments by the  
21 May 13th deadline. Today, I would like to share why  
22 the outcome of this rulemaking with respect to NOx is

1 so vitally important to state and local air regulators  
2 and the constituencies that.

3 More than one-third of the U.S. population lives  
4 in areas of the country designated non-attainment for  
5 the Health-Based National Ambient Air Quality Standard  
6 for Ozone, and many others live in areas just on the  
7 cusp of non-attainment. Most of these areas are NOx  
8 limited, meaning they need to reduce NOx to improve air  
9 quality. It's been 21 years since EPA last set NOx  
10 emission standards for heavy-duty trucks. There is a  
11 clear and profound need for more rigorous Federal  
12 standards and requirements that will result in  
13 significant NOx reductions from heavy-duty trucks  
14 nationwide, and better protect health and welfare,  
15 especially in our most vulnerable communities. In the  
16 absence of far more stringent heavy-duty truck NOx  
17 standards, areas struggling with ozone will find  
18 themselves unable to address emissions from one of  
19 their largest sources, likely delaying their statutory  
20 obligation to attain the NAAQs or driving them into  
21 non-attainment.

22 NACAA strongly supports the stringent technology-

1 forcing Federal rule that will reduce heavy-duty truck  
2 NOx emissions by at least 90 percent and implement  
3 other key requirements to ensure these reductions will  
4 continue to be realized over the full useful life for  
5 vehicles, beginning not later than Model Year 2027.  
6 Such requirements include revamped test procedures  
7 correlated to real-world operation, end use performance  
8 requirements to ensure achievement of the emission  
9 standards across all duty cycles, longer, useful life  
10 and warranty periods, and enhanced enforcement.

11 State and local agencies have made great strides  
12 in regulating stationary sources, but for the most  
13 part, they lack the authority to regulate mobile  
14 sources. This is an authority that lies squarely  
15 within the purview of the Federal Government.

16 Unfortunately, emission standards for this heavy-duty  
17 Federal source have not kept pace with standards for  
18 other source categories and fall woefully short of what  
19 is needed to meet clean air and public health  
20 protection goals.

21 As large swaths of the country slip deeper into  
22 non-attainment or teeter on the cusp of it, many state

1 and local agencies are left with few, if any, avenues  
2 to achieve the emission reductions they sorely need.  
3 Areas that miss their attainment deadlines face the  
4 threat of bump-up to a more demanding non-attainment  
5 specification if there aren't -- if they're not already  
6 yet classified as extreme, and statutorily-required  
7 economic sanctions. Even more perilous, their  
8 citizens, especially those who reside in disadvantaged  
9 communities, will continue to suffer the harmful  
10 adverse impacts of unhealthful air. Timing is key. It  
11 is imperative that EPA adopted final rule by the end of  
12 this calendar year to ensure that it will take effect  
13 in Model Year 2027.

14 In closing, EPA must take full advantage of this  
15 important opportunity to adopt a stringent, technology-  
16 forcing final rule that will achieve the full measure  
17 of potential emission reductions. The gravity of  
18 compliance with the NAAQS requires meaningful, timely  
19 Federal action on heavy-duty trucks. The protection of  
20 public health and welfare, particularly in overburdened  
21 communities across the country, demands it. Thank you  
22 very much.

1 MS. THOMPSON: Thank you for your comment. The  
2 next speaker will be Jimmy O'Dea. Jimmy, you may now  
3 unmute, and please state your name and affiliation for  
4 the record.

5 MR. O'DEA: Good morning. My name is Jimmy O'Dea,  
6 and I'm the deputy director of trucks at CALSTART. We  
7 are an industry-based organization with more than 300  
8 members dedicated to the growth of the clean  
9 transportation industry. My comments are informed by  
10 our members but do not represent consensus across our  
11 membership.

12 There are three points I'd like to make on the  
13 proposed Clean Trucks Plan. First, this policy must  
14 accelerate the transition to zero-emission trucks and  
15 buses. It currently does not. The proposal assumes  
16 zero-emission vehicles will comprise just 1.5 percent  
17 of truck and bus sales in 2027. Technology is no  
18 longer the limiting factor in our transition to zero-  
19 emission vehicles, but policy is, especially Federal  
20 policy.

21 Zero-emission trucks and buses will provide  
22 significant savings for fleets in the coming years, if

1 not today in some applications. Conference halls are  
2 lined with zero-emission vehicles with ranges well  
3 within the needs of many fleets. We need policy to get  
4 these vehicles out of showrooms and onto roads. We  
5 cannot expect to have strong policies in 2030 without  
6 actions between now and then. We need Federal policy  
7 to at least match the rollout of zero-emission vehicles  
8 in the Advanced Clean Truck Standard, a policy adopted  
9 by six states representing 20 percent of the national  
10 truck market.

11 Second, this policy should result in trucks with  
12 net NOx emissions that are 90 percent lower than  
13 today's engines. Option 1 in the proposal is a step in  
14 this direction. Today's engines are complying with  
15 standards set more than 20 years ago, and the  
16 transition to zero-emission technologies won't be  
17 instantaneous. The Clean Trucks Plan must reduce  
18 pollution from the many combustion engines that will  
19 continue to be sold. We support a policy that gives  
20 manufacturers flexibility in meeting emission targets  
21 through accelerated deployments of battery and fuel  
22 cell technologies. However, this leads to my third



1 point that crediting for zero-emission vehicles should  
2 not erode the improvements intended for combustion  
3 engines. The final rule should not allow double  
4 counting of zero-emission vehicles that are already  
5 required by other policies. Multipliers for zero-  
6 emission vehicles should be scaled back, if not  
7 entirely eliminated, and the lifetime of credits should  
8 be capped.

9 We thank EPA staff for their work on the Clean  
10 Trucks Plan. This policy will impact the next 30 years  
11 of air quality in the U.S., and it's critical that EPA  
12 get it right. The technology is here. We just need  
13 the policy to match it. Thank you.

14 MS. THOMPSON: Thank you for your comment. As a  
15 reminder, if you are speaking today, you'll receive a  
16 notification on your screen that you are being promoted  
17 to the role of panelist shortly prior to your speaking  
18 time. You must accept that invitation to be able to  
19 unmute when you are called to testify. This will also  
20 allow you to turn on your camera, which we encourage  
21 you to do. Speakers connected by telephone should  
22 unmute their phones when called to testify. If you're

1 having technical difficulties, please send an email to  
2 public\_hearing@abtassoc.com, or call (919) 294-7712.  
3 If you are not registered to speak but would like to,  
4 please send an email with your name and phone number to  
5 public\_hearing@abtassoc.com, or call (919) 294-7712.

6 The next speaker will be Katherine Garcia.

7 Katherine, you may now unmute, and please state your  
8 name and affiliation for the record.

9 MS. GARCIA: Good morning. My name is Katherine  
10 Garcia, and I'm the director of Sierra Club's Clean  
11 Transportation for All campaign. Thank you for the  
12 opportunity to testify today.

13 Our campaign is focused on advocating for strong  
14 policies that are -- so that by 2035, all new cars,  
15 trucks, and buses will be zero emission, and ensuring  
16 that we have a robust charging network powered by  
17 renewable energy to support those vehicles. At the  
18 same time, the transition to a clean energy economy  
19 must create good, family-sustaining jobs.

20 The proposed Clean Trucks Rule that we are here to  
21 discuss is an essential component to the future that we  
22 are working so hard to realize. For the NOx portion of

1 the rule, California's Heavy-Duty Omnibus Rule should  
2 be the floor for curbing smog- and soot-causing NOx  
3 pollution. For the greenhouse portion, the vehicle  
4 market is moving far faster than what is forecasted in  
5 these draft rules, meaning that the standards for  
6 trucks and buses would be less stringent over time.  
7 EPA must strengthen both portions of its rule.

8 Redacted for PII and  
9 fortunately live near convenient public transportation  
10 and my son's daycare, I don't own a car. However, that  
11 means when we're on the go, my two-year-old breeze in  
12 toxic emissions. Every day when I'm walking or bike  
13 riding with my toddler, I am frustrated by the health-  
14 threatening diesel fumes spewing from trucks and buses  
15 driving through our neighborhood. While my son is in  
16 awe of the huge yellow school buses, garbage trucks,  
17 concrete mixer trucks, and big rigs that drive past our  
18 cargo bike, I desperately want those vehicles to be  
19 zero emissions to reduce the exposure of diesel  
20 pollution on his young lungs and the lungs of his peers  
21 across the country.

22 We have a crucial opportunity right now to require

1 manufacturers to deliver cleaner heavy-duty vehicles.  
2 We have a responsibility to ensure that every school  
3 bus that picks up our children, van that passes through  
4 our neighborhood, and truck that crosses busy corridors  
5 is zero emission. We know that manufacturers are  
6 recognizing the demand for zero-emission trucks and  
7 buses from states and fleets across the U.S. based on  
8 their public commitments and investments. But they  
9 won't move away from fossil fuel vehicles at the pace  
10 required, unless there is strong Federal regulation to  
11 drive action on their part.

12 The fact is that zero-emission technology has  
13 arrived, but we urgently need -- excuse -- but we  
14 urgently need the policy to match it. We've  
15 experienced exponential growth in zero-emission  
16 vehicles during the past few years, and today, we're  
17 discussing a rule that will go into effect in 2027. We  
18 need a visionary, transformative, and lifesaving clean  
19 trucks rule to ensure that we protect our health and  
20 tackle the climate crisis. Please be bold and develop  
21 these truck rules in line with Biden's environmental  
22 justice and climate commitments. Toddlers, parents,

1 truck and bus drivers, residents of D.C. and across the  
2 country all deserve clean air. We need the strongest  
3 possible bus and truck standards to protect everything  
4 and everyone we hold dear.

5 Thank you again for the opportunity to testify.

6 MS. THOMPSON: Thank you for your comment. The  
7 next speaker will be Rasto Brezny. You may now unmute,  
8 and please state your name and affiliation for the  
9 record.

10 MR. BREZNY: Good morning. I'm Rasto Brezny, the  
11 executive director of the Manufactures on Emission  
12 Controls Association. I thank you for this opportunity  
13 to share our initial thoughts on the proposed Truck  
14 Rule. From clean combustion to electrification, MECA  
15 members are delivering the technology solutions for  
16 clean mobility. The process to develop the current  
17 proposal has been a monumental effort that included a  
18 comprehensive test program at Southwest Research  
19 Institute, and involved technical experts from  
20 industry, national laboratories, and government  
21 agencies.

22 MECA supports technology-neutral standards founded

1 on performance-based, cost-effective solutions. We  
2 support EPA's decision to include many of the  
3 provisions from the California Omnibus Rule in Option 1  
4 because suppliers agree that national vehicle standards  
5 are the most effective way to reduce emissions while  
6 controlling costs. We support the refueling control  
7 provisions for incomplete heavy-duty gasoline vehicles  
8 to capture VOCs from this truck category. However, we  
9 believe the 2027 to 2030 Option 1 requirements can be  
10 improved through closer alignment with the omnibus,  
11 while considering new test information and potentially  
12 reducing low load and idle limits to prevent emission  
13 backsliding when operating in urban settings. We  
14 suggest setting an intermediate life standard in 2027  
15 to keep marginally-designed emission control systems  
16 off the roads. This approach has precedence and better  
17 aligns with the single national program.

18 We recommend that EPA consider the structure of  
19 credit flexibilities in three primary areas to prevent  
20 the erosion of NOx reduction benefits from combustion  
21 engines. First, we believe the 2027 FEL caps should be  
22 tightened to align with California. Second, ZEVs be

1 excluded from generating NOx credits, recognize the  
2 deteriorating emission impacts of NOx credits on the  
3 non-electric fleet, and sunset these credits generated  
4 by electric trucks in 2026. Third, ZEV GHG credit  
5 multipliers are overly generous and should be phased  
6 out even faster than proposed. Number studies have --  
7 including from the ICTT and Carnegie Mellon have found  
8 that these multipliers erode CO2 reductions from diesel  
9 trucks while potentially reducing the electric vehicle  
10 sales. These minor improvements to Option 1 would lead  
11 to the cleanest diesel engines while accelerating  
12 electric truck penetration through the Phase 2  
13 revisions.

14 MECA thanks EPA for conducting their independent  
15 cost analysis to provide yet another methodology that  
16 supports previous analyses conducted by CARB, ICCT, and  
17 MECA. One area of concern that represents uncertainty  
18 on its cost impact for suppliers remains the durability  
19 and warranty provisions, especially for on-engine  
20 components whose deterioration cannot be accelerated.  
21 We'll elaborate on this in our written comments, but we  
22 agree with EPA staff. This is an area for additional

1 demonstration and data gathering. Now, my colleague  
2 Kevin Brown will elaborate on the technologies  
3 important for reducing emissions from trucks. Thank  
4 you.

5 MS. THOMPSON: Thank you for your comment. The  
6 next speaker will be Kevin Brown. Kevin, you may now  
7 unmute, and please state your name and affiliation for  
8 the record.

9 MR. BROWN: Good morning. I'm Kevin Brown with  
10 MECA, and I'd like to highlight the work that has been  
11 done to demonstrate additional complementary  
12 technologies since CARB adopted its Heavy-Duty Omnibus.

13 These commercial technologies, already deployed in  
14 some passenger cars, will further benefit trucks by  
15 building greater compliance margin that the truck  
16 manufacturers need to manage real-world variability.  
17 Technologies, such as cylinder deactivation, active  
18 heating, driven turbos, and hybrid powertrains can  
19 simultaneously reduce NOx and CO2. Combining these  
20 engine technologies with cross-coupled catalyst designs  
21 that leverage decades of experience with SCR system  
22 designs will help heavy-duty engines and vehicles meet



1 tighter NOx and Phase 2 greenhouse gas standards.

2       Since the Southwest Research Program as a program  
3 began over seven years ago, suppliers have provided  
4 three generations of technology, with each better than  
5 the last, including additional catalyst improvements  
6 and exhaust system optimization in the two-and-a-half  
7 since CARB finalized their Heavy-Duty Omnibus Rule.  
8 EPA's contribution to the test program has provided  
9 vital data on end-of-life durability, performance over  
10 real-world cycles, and new system compliance with new  
11 moving average window requirements, emission sensor  
12 measurement capability, among others. In particular,  
13 testing over multiple real-world driving cycles has  
14 shown that the same technologies that delivered the 20-  
15 milligram per brake horsepower-level of NOx emissions  
16 over today's certification cycles delivered even  
17 greater reductions under low load conditions where it  
18 counts the most: for urban areas, freight corridors,  
19 and disadvantaged communities.

20       Most importantly, finalizing these regulations  
21 will be the spark that starts the real collaborative  
22 process between suppliers and their customers to

1 integrate the cleanest and most cost-effective  
2 combinations of technology solutions on new trucks over  
3 the next four to seven years and beyond. In addition,  
4 California's initial implementation in 2024 of a 50  
5 milligram NOx per brake horsepower is one that will  
6 provide the industry with an opportunity to use  
7 existing after-treatment architectures while gaining  
8 experience with the new provisions of the rule,  
9 including a low load cycle and compliance programs.

10 Similar to other areas of technology innovation,  
11 the forecasts of electrification for the commercial  
12 vehicle sector have undergone rapid evolution over the  
13 past several years, and Europe has set new aggressive  
14 targets for CO2 reductions from heavy-duty trucks out  
15 to 2030. We urge EPA to review this new information  
16 before finalizing Phase 2 2 vehicle CO2 reduction  
17 targets, which appear to be conservative.

18 In closing, we thank EPA staff for their  
19 comprehensive research and collaboration with all  
20 stakeholders. MECA strongly urges EPA to finalize this  
21 truck rule by the end of the year so it can be  
22 implemented in 2027. Our industry remains committed to

1 delivering cost-effective and durable-advanced emission  
2 control and electronic technologies, and simultaneously  
3 achieve lower greenhouse gas and NOx emissions from all  
4 trucks. Thank you for your time, and our written  
5 comments will provide further details supporting these  
6 oral comments. Thank you.

7 MS. THOMPSON: Thank you for your comment. The  
8 next speaker will be Carolina Pena-Alarcon. You may  
9 now unmute, and please state your name and affiliation  
10 for the record.

11 MS. PENA-ALARCON: Good morning. My name is  
12 Carolina Pena, and I am the manager of EcoMadres  
13 Program with Moms Clean Air Force, living in  
14 Alexandria, Virginia.

15 We must achieve net zero global warming pollution  
16 emissions by 2050, and that 2050 timeline is aligned  
17 with the latest science and the goals of the historic  
18 Paris Agreement agreed to in 2015. But here's the  
19 catch: the science is very clear that we will only be  
20 able to achieve that goal if we cut our current  
21 emissions in half by 2030. Greenhouse gas emissions  
22 from the transport sector has more than doubled since

1 1970 and has increased at a faster rate than any other  
2 energy use sector to reach. Around 80 percent of this  
3 increase has come from road vehicles. The actions  
4 taken right now this year and over the next eight years  
5 will determine whether we are able to keep the 2050  
6 goal we reach.

7 Air pollutions put human health at risk in  
8 numerous ways. More than 13 million people, including  
9 3.5 million children, live near ports and railyards.  
10 An additional 45 million people live within 300 feet of  
11 a highway or distribution center. As a Latina and in  
12 the context of COVID-19, this is more personal because  
13 as of April 2021, Latinos are more times -- more likely  
14 to contract COVID-19, three times more likely to be  
15 hospitalized from COVID-19, and 2.3 times more likely  
16 to die from COVID-19 than our non-Hispanic white  
17 counterparts. The pandemic has made crystal clear that  
18 community of color bear the burdens of the 21st  
19 century. Climate change exacerbated by hat air  
20 pollution is slowly killing our black and brown  
21 communities.

22 The new proposed rule reduces the nitrogen oxides,

1 or NOx, emissions from trucks by as much as 60 percent  
2 in 2045, with benefits exceeding its cost by billions  
3 of dollars, including up 2,100 fewer premature deaths  
4 and 3.1 million fewer cases of asthma symptoms. This  
5 EPA proposal does not go far enough. These standards  
6 must go farther in reducing this deadly NOx pollution,  
7 and they must put our national bus and truck fleet on a  
8 clear path to 100-percent, zero-emission, all electric  
9 vehicles as quickly as possible. This is a public  
10 health necessity. That is why my colleague previously,  
11 and the ones that you're going to hear later on this  
12 afternoon, are strongly advocating for rapid  
13 transition to every vehicle on every road to run on  
14 clean zero pollution electricity.

15 Please strengthen the final standards to better  
16 protect the children, people with asthma, older adults,  
17 and underserved communities that all are burdened with  
18 air pollution. We must do this in a way that  
19 prioritize environmental justice so that no community  
20 is left behind. Thank you for the opportunity to  
21 testify.

22 MS. THOMPSON: Thank you for your comment. The

1 next speaker will be Laura Bender. Laura, you may now  
2 unmute, and please state your name and affiliation for  
3 the record.

4 MS. BENDER: So my name is Laura Kate Bender -- L-  
5 A-U-R-A, K-A-T-E, B-E-N-D-E-R, and I'm the national  
6 assistant vice president for healthy air at the  
7 American Lung Association. Our mission is to save  
8 lives by improving lung health and preventing lung  
9 disease. My colleagues and I are each highlighting  
10 different points throughout this hearing on the health  
11 need to reduce emissions from heavy-duty vehicles and  
12 the ways the rule can go further to protect public  
13 health.

14 We urge EPA to maximize the health benefits of  
15 this proposal, finalize the strongest possible  
16 standards into law, and to do it this year. Between  
17 Options 1 and 2 in the proposal, Option 1 is more  
18 protective of health and should be strengthened even  
19 further, and we know that the alternative proposal  
20 would offer even more health benefits. I'll use my  
21 time today to highlight the health imperative of  
22 cleaning up dirty trucks and buses.

1           Nitrogen oxides pose a serious health threat, both  
2   immediately and as they react to the atmosphere. As  
3   soon as it comes out of the tailpipe, NOx can cause  
4   health harm, including airway inflammation, coughing  
5   and wheezing, and a greater likelihood of asthma  
6   attacks, emergency department visits, and hospital  
7   admissions for people with lung disease. NOx is also  
8   highly reactive, and it can form into particulate  
9   matter and ground-level ozone pollution. Ozone and PM  
10   are two of the most widespread dangerous air  
11   pollutants. Ozone can cause breathing problems, heart  
12   problems, and premature death. Long-term exposure can  
13   lead to permanently reduced lung function in children  
14   and may cause central nervous system, reproductive, and  
15   developmental harm.

16           Particulate matter also causes asthma attacks,  
17   COPD exacerbation, and premature death, including  
18   increased mortality in infants. And just like with  
19   ozone, long-term exposure, even at lower levels, is  
20   linked with increased risk of heart attacks, strokes,  
21   cognitive decline, preterm birth, and low birth weight,  
22   and particle pollution causes cancer. And, of course,

1 this rule isn't just about NOx. It's also a starting  
2 point for further reducing greenhouse gas emissions  
3 from trucks and buses.

4 Climate change is a health emergency. The warming  
5 climate is already damaging lung health nationwide,  
6 from more frequent and intense wildfires smoke, to more  
7 unhealthy ozone days, to indoor air hazards and homes  
8 that have been flooded. We urge EPA to not only reach  
9 a 90-percent reduction in NOx pollution with this rule  
10 but also to make the greenhouse gas provision stronger.  
11 Ultimately, what the nation needs and what our health  
12 requires is a full transition to zero-emission trucks  
13 and buses. This rule is an important step on the way  
14 to what EPA must do next: set the next round of  
15 standards to drive a nationwide transition to zero-  
16 emission heavy-duty vehicles. That transition offers a  
17 real opportunity for improvements for public health and  
18 environmental justice, and people will celebrate it.

19 In my time working for the Lung Association, truck  
20 pollution has come up again and again in conversation:  
21 a community leader in Southwest Virginia, who led a  
22 charge to keep a new truck stop going in right next to



1 an elementary school; another in New York City who  
2 highlighted the expansion of grocery delivery  
3 warehouses in the community and the increased truck  
4 traffic that it was bringing people. People get it.  
5 They get that trucks and buses powered by diesel are  
6 making their families sick. Ensuring that no  
7 neighborhood has to bear a pollution burden of a nearby  
8 highway, port, or distribution center will save lives,  
9 reduce illness, and help address the urgent health  
10 crisis of climate change.

11 We call on EPA to maximize the benefits to public  
12 health of this rule, finalize it this year, and then  
13 move swiftly to drive a nationwide transition the zero-  
14 emission vehicles. Thank you.

15 MS. THOMPSON: Thank you for your comment. As a  
16 reminder, if you are speaking today, you will receive a  
17 notification on your screen that you are being promoted  
18 to the role of panelist shortly prior to your speaking  
19 time. You must accept that invitation to be able to  
20 unmute when you are called to testify. This will also  
21 allow you to turn on your camera, which we encourage  
22 you to do. Speakers connected by telephone should

1     unmute their phones when called to testify. We ask  
2     that all speakers speak slowly and clearly so our court  
3     reporter and interpreters can capture these proceedings  
4     accurately. If you are having technical difficulties,  
5     please send an email to public\_hearing@abtassoc.com, or  
6     call (919) 294-7712. If you are not registered to  
7     speak but you would like to, please send an email to  
8     your -- with your name and phone number to  
9     public\_hearing@abtassoc.com, or call (919) 294-7712.

10           The next speaker will be Bryan Burton. Bryan, you  
11     will need to accept the invitation to become a panelist  
12     in order to provide your testimony, and when you are  
13     ready, you may unmute, and state your name and  
14     affiliation for the record.

15           (No response.)

16           MS. THOMPSON: Bryan, you may now provide your  
17     testimony.

18           (No response.)

19           MS. THOMPSON: It appears that we're encountering  
20     some technical difficulties, Bryan, so we will move to  
21     the next speaker while we troubleshoot.

22           The next speaker will be Britt Carmon. Britt, you

1 may now unmute, and please state your name and  
2 affiliation for the record.

3 MS. CARMON: Thank you. Good morning. My name is  
4 Britt Carmon, and I'm a senior advocate at the Natural  
5 Resources Defense Council, or NRDC. I'm here today on  
6 behalf of in NRDC's more than three million members and  
7 activists who support our efforts to safeguard the  
8 rights of all people to clean air, clean water, and a  
9 healthy planet.

10 Eliminating heavy-duty vehicle and engine  
11 pollution is essential to protecting human health,  
12 communities, and our planet. Unfortunately, EPA's  
13 proposal fails to meet the moment by failing to  
14 adequately account for emissions reductions already  
15 required by state rules, and by failing to heed the  
16 call for strong standards from environmental justice  
17 communities. EPA has a duty under the Clean Air Act to  
18 set the strongest possible NOx engine and GHG tailpipe  
19 standards. For this reason, NRDC urges the EPA to  
20 finalize a rule on NOx that is stronger than Option 1  
21 by at least doing the following: immediately  
22 harmonizing with state action in Model Year 2027,

1 adopting a mandate that rapidly advances zero-emission  
2 solutions, and by eliminating early-action credits that  
3 don't spur additional action but instead serve as a  
4 giveaway that erodes the standard.

5 EPA acknowledges that Option 1 is the strongest of  
6 the two proposals it is considering and reaffirms that  
7 setting the level of standard outline in Option 1 would  
8 be consistent with the Agency's statutory authority.

9 EPA also mentions that by its own analysis, Option 1  
10 may be a more appropriate level of stringency as it  
11 will result in a greater level of achievable emission  
12 reduction. Not only does Option 2 fail to achieve that  
13 level of reduction, but it also fails to realize  
14 several of the health, climate, and other annual  
15 benefits that would be achieved by Option 1, and it  
16 never harmonizes with the Heavy-Duty Omnibus and state-  
17 level action on slashing NOx emissions. Another area  
18 of concern is that EPA claims it designed this proposal  
19 to be reflective of input from stakeholders, including  
20 community groups, but also indicates that it won't  
21 consider the main ask of these groups, which is the  
22 inclusion of a zero-emission vehicle, or ZEV, sales

1 mandate. This is unacceptable, especially since ZEVs  
2 are feasible, already being deployed, and are becoming  
3 increasingly cost-competitive in every vehicle class.

4 We stand in solidarity with the Moving Forward  
5 Network and join frontline communities' request for EPA  
6 to strengthen the school and advance zero-emission  
7 vehicles now. For the GHG portion of the rule, NRDC  
8 urges EPA to finalize a rule that includes stringency  
9 levels that more accurately reflect the heavy duties  
10 ZEV penetration rates in Model Year 2027, and will be  
11 -- that accurately reflect that they will be  
12 significantly higher than the 1.5 percent of the market  
13 that EPA projects, especially since six states have  
14 already adopted ZEV sales requirements, and others are  
15 expected to follow.

16 The recent IPCC report also underscores the urgent  
17 need to zero out tailpipe pollution and accelerate the  
18 transition to zero-pollution vehicles in order to stave  
19 off the worst impacts of climate change.

20 In conclusion, anything less than the strongest  
21 NOx engine standard and a GHG tailpipe standard that  
22 accurately reflects Model Year 2027 ZEV penetration

1 fails to adequately address both the health crisis in  
2 communities burdened by freight traffic and the climate  
3 crisis that is being propelled by transportation  
4 emissions. Thank you.

5 MS. THOMPSON: Thank you for your comment. The  
6 next speaker will be Celerah Hewes. Celerah, you may  
7 now unmute, and please state your name and affiliation  
8 for the record.

9 MS. HUGHES: Thank you, and thank you so much for  
10 this opportunity to testify on this important issue.  
11 My name is Celerah Hewes -- C-E-L-E-R-A-H, H-E-W-E-S --  
12 and I am a project manager for Moms Clean Air Force and  
13 a mother living in Albuquerque, New Mexico. I'm here  
14 today to support the EPA's proposal to strengthen  
15 pollution standards for heavy-duty vehicles. However,  
16 the proposed standards do not go far enough to protect  
17 our families from pollution caused by these vehicles.

18 Parents from across the country want to see a  
19 rapid transition to zero-emission trucks that reduce  
20 pollution and provide clean air for our children to  
21 breathe. Albuquerque has consistently received an "F"  
22 rating for ozone pollution or smog from the American

1 Lung Association's "State of the Air" report. Heavy-  
2 duty vehicles are major contributors to the creation of  
3 this pollution, and when NOx combines with heat and  
4 sunlight in the atmosphere, both of which are plentiful  
5 in the Southwest, they form smog, which is a lung  
6 irritant and an asthma trigger.

7 In our neighborhood, we are no stranger to heavy-  
8 duty vehicles. We are only a few blocks from one of  
9 the main bus routes in Albuquerque, as well as being  
10 within a couple miles of the interstate, the  
11 Albuquerque Airport, and Kirtland Air Force Base. All  
12 of this means increased traffic from heavy-duty  
13 vehicles, such as city buses, semi-trucks, and delivery  
14 vehicles. We also see numerous school buses driving  
15 down our street during the week as we are only a few  
16 blocks from a public school. My nine-year-old daughter  
17 often comments on the pollution we see from these  
18 vehicles as we walk around our neighborhood and is  
19 concerned about the impact it has on her and other  
20 children, as well as her grandparents, who are more  
21 likely to have health impacts from pollution.

22 In addition to smog, we are also concerned about

1 the greater climate impacts these vehicles have.  
2 Heavy-duty vehicles are a major contributor to the  
3 carbon pollution that is causing climate change, and in  
4 the Southwest, we are seeing that firsthand with  
5 increased drought, wildfires, and intense heat. Last  
6 summer, we had many days where the heat was so high or  
7 the pollution so intense that my daughter's summer camp  
8 could not play outdoors.

9 There's no time to waste. The trucks covered by  
10 this rule will be on the road for decades, so these  
11 vehicles must be cleaned up as soon as possible.  
12 Again, I ask that the proposed heavy-duty NOx and  
13 greenhouse gas standards be strengthened and finalized  
14 this year to protect the health of our communities.  
15 The EPA must enact standards that put the American  
16 truck and bus fleet on the road to 100 percent zero-  
17 emission sales by 2035. Thank you again for your time.

18 MS. THOMPSON: Thank you for your comment. The  
19 next speaker will be Don Ross. Don, you may now  
20 unmute, and please state your name and affiliation for  
21 the record.

22 MR. ROSS: Don Ross, National Waste and Recycling



1 Association. Good morning, ladies and gentlemen.

2 Thank you for this opportunity to testify on the  
3 important issue of rulemaking for the Control of Air  
4 Pollution for Heavy-Duty Engine and Vehicle Standards.

5 Like I said, my name is Don Ross, and I'm the vice  
6 president of New Way Trucks, the largest privately-held  
7 manufacturer of refuse- and recycling-related equipment  
8 in the United States. I speak to you today as the  
9 incoming chairman of the National Waste And Recycling  
10 Association. NWRA is the trade association  
11 representing the waste and recycling industry, an  
12 industry that maintains the quality of American life by  
13 protecting public health and the environment through  
14 proper waste management.

15 Waste and recycling services impact every  
16 residential, commercial, and industrial property  
17 throughout the United States daily. Our members  
18 collect, process, and manage waste, recyclables, and  
19 organics. They operate and service large heavy truck  
20 fleets, including the second and fifth largest  
21 commercial fleets in the United States. And they  
22 design, manufacture, sell, and service refuse and

1 recycling equipment. NWRA members, such as Waste  
2 Management for Public Services, GFL, and Waste  
3 Connections, along with over 700 other members, are the  
4 foundation of nationwide recycling services and waste  
5 diversion programs. So it's part of their DNA to  
6 support EPA's goals to make the environment a better  
7 place, including the cleanliness and efficiency of the  
8 vehicles these member companies produce and operate.

9 Clean air is critical to our members. However, we  
10 ask for careful consideration to any new regulation  
11 that may limit the advancement our members are already  
12 making to incorporate zero and near zero-emission  
13 vehicles into their fleets. An overly-burdensome,  
14 prescriptive standard could limit or slow the momentum  
15 transitioning to these new technologies, including  
16 battery electric vehicles. NWRA equipment  
17 manufacturers are already seeing an increase for orders  
18 for zero-emission vehicles. We simply ask that EPA  
19 instituted a technologically-feasible rule, and that  
20 EPA work with short-haul companies and manufacturers,  
21 like our members, to find viable alternatives.

22 NWRA member companies have a unique perspective

1     that allow our manufacturers and haulers to work  
2     together to best understand impacts of new air  
3     pollution regulations, specifically on the short-haul  
4     truck industry, and we commend EPA for recognizing the  
5     difference between long- and short-haul trucking as it  
6     relates to pollution controls. For example, due to  
7     frequent stops and starts in short-haul trucking,  
8     certain pollution control devices have limited  
9     effectiveness due to lower operating temperatures.  
10    Waste and recycling drivers start and stop hundreds of  
11    times each day, averaging less than 10 miles per hour,  
12    equating to a run time of about 2,500 hours per year  
13    instead of the proposed regulation's 4,500-hour run  
14    time per year average. We ask that EPA calculate the  
15    proposed warranty hours based on the maximum number of  
16    driver hours allowed by the Federal Motor Carrier  
17    Safety Administration's hour of service regulations.

18           Although our industry is rapidly moving the  
19    adoption of zero-emission vehicles forward, our members  
20    are faced with challenges. Battery electric technology  
21    is heavier and compromises compliance with truck weight  
22    restrictions. We ask that EPA work with the U.S.

1 Department of Transportation to amend weight limits on  
2 zero-emission vehicles, and by working together, EPA  
3 and the USDOT can minimize pollution without  
4 sacrificing cargo-carrying capacity. The higher cost  
5 of battery electric technology compared to current  
6 equipment is also challenging, and we ask EPA to assist  
7 with funding sources where applicable.

8 Again, thank you for this opportunity to speak on  
9 the important issue of pollution reduction from heavy  
10 vehicles that make this country run while protecting  
11 Americans. Thank you.

12 MS. THOMPSON: Thank you for your comment. The  
13 next speaker will be Tiffany Werner. Tiffany, you may  
14 now unmute, and please state your name and affiliation  
15 for the record.

16 MS. WERNER: Hi. Thank you. My name is Tiffany  
17 Werner, and I am a community science organizer for the  
18 Environmental Law and Policy Center, or ELPC, which is  
19 a Midwestern-based environmental nonprofit that  
20 advocates to protect public health and natural  
21 resources.

22 Chicago is a major crossroads resulting in a

1 constant barrage of heavy diesel truck traffic.  
2 Chicago as well as cities with heavy concentrations of  
3 warehousing and manufacturing, did not experience  
4 improved air quality early on in the pandemic due to  
5 increased truck traffic from online orders and  
6 deliveries. Persistent diesel truck traffic is  
7 polluting the air and putting communities within 300  
8 feet of roadways, and facilities, and workers the most  
9 at risk. Because of this, some communities have had  
10 the ability to step in to assess their own exposure to  
11 pollution by using hand-held monitors to trap  
12 particulate matter pollution, and by conducting truck  
13 counts. This is being done in an effort to help  
14 residents better understand how trucking can improve  
15 air quality and health -- or sorry -- how trucking can  
16 impact air quality and health.

17 Some intersections within environmental justice  
18 neighborhoods see as many as 11 trucks per minute and  
19 have noted that particulate matter rises to moderate  
20 and unhealthy levels when there is a higher volume of  
21 trucks. This is especially harmful because along with  
22 PM, these trucks are spewing NOx for which there are no

1     affordable, easy-to-use monitors that can allow  
2     residents to collect data and understand their levels  
3     of exposure.

4             As we know, trucks are a major source of lung-  
5     damaging air pollution. PM, NOx, and other criteria  
6     pollutants contribute to negative health outcomes and  
7     exacerbate pulmonary and respiratory illnesses,  
8     resulting in higher ER visits, increased number of  
9     missed work or school days, and premature deaths.  
10    There are also large emitters of greenhouse gases which  
11    is driving the climate crisis and further amplifying  
12    the negative public health impacts. Stronger NOx  
13    standards will protect cities like Chicago and  
14    disproportionately-impacted environmental justice  
15    communities nationwide.

16            This is why ELPC strongly supports the EPA acting  
17    to strengthen the NOx and GHG greenhouse gas emission  
18    standards for heavy-duty trucks. However, we strongly  
19    urge you to take an additional step to protect  
20    communities and the climate from NOx emissions by  
21    promoting the adoption of electric zero-emission  
22    vehicles for our Nation's trucks and bus fleet. Thank

1 you for the opportunity to testify.

2 MS. THOMPSON: Thank you for your comment. The  
3 next speaker will be Bryan Burton. Bryan, you may now  
4 unmute, and please state your name and affiliation for  
5 the record.

6 MR. BURTON: Hello. I apologize. My name is  
7 Bryan Burton. I'm the advocacy for clean air for the  
8 American lung -- advocacy manager for healthy air for  
9 the American Lung Association.

10 Our economy has become more and more accustomed to  
11 on-demand availability and delivery of consumer goods  
12 and commodities via a nationwide transportation  
13 network, largely dependent on heavy-duty diesel  
14 engines. This has been ever more true during the COVID  
15 pandemic. Unfortunately, the environmental and health  
16 burden of this system has not been and continues not to  
17 be equally distributed. Heavy-duty on-road engines are  
18 among the largest emitters of oxides of nitrogen, which  
19 result in increased levels of ozone and fine  
20 particulate matter. Particulate matter was named a  
21 known definite carcinogen by the International Agency  
22 for Research on Cancer, among a slew of other health

1 problems.

2 Lower-income groups have been determined to  
3 receive one-third more particulate matter exposure than  
4 their higher-income counterparts. Residents near urban  
5 areas and commercial centers are subject to low-speed  
6 traffic conditions, which are currently unregulated by  
7 EPA, while people living in lower-density communities  
8 benefit from the current rules governing a high-speed  
9 operation. In some neighborhoods, an estimated 20  
10 percent of children have asthma, putting them at  
11 greater risk of health harm from air pollution. The  
12 South Bronx itself has been nicknamed "Asthma Alley"  
13 where hospitalizations operate at 5 times the national  
14 average and 21 times the rate of other New York City  
15 neighbors. These same trends are repeated in cities  
16 and industrial clusters throughout the Nation.

17 There is, however, a legacy of advancement in this  
18 area by EPA and a continued story of success, and the  
19 regulation of NOx and greenhouse gases are waiting to  
20 be written by the implementation of these proposed  
21 rules. Much like advances in agriculture and medicine,  
22 advances in science and technology once again promise



1 to relieve millions of Americans of the negative  
2 symptoms of poverty through stronger controls on these  
3 heavy-duty engines.

4 Since the turn of the 21st century, NOx emissions  
5 have been reduced in heavy trucks from 10.7 grams per  
6 brake horsepower-hour to .2 grams. Full adherence to  
7 the most ambitious goals of the NOx and greenhouse gas  
8 standards promises dramatically fewer emissions in the  
9 future for the diesel industry. These two rules taken  
10 together promise to multiply our previous admissions --  
11 emissions reductions by a further 90 percent, the .02  
12 grams per brake horsepower-hour. When you consider  
13 that new trucks built with the proposed Federal  
14 standards will, in many cases, replace older trucks  
15 built prior to 2010, the same trucks producing the  
16 majority of the harmful emissions, these potential  
17 health benefits and environmental benefits grow  
18 exponentially greater. This rule is a crucial step on  
19 the road to a zero-emissions future for heavy-duty  
20 vehicles, and we strongly emerge the proposed Option  
21 Number 1. Thank you very much.

22 MS. THOMPSON: Thank you for your comment. As a

1 reminder, if you are speaking today, you will receive a  
2 notification on your screen that you are being promoted  
3 to the role of panelist shortly prior to your speaking  
4 time. You must accept that invitation to be able to  
5 unmute when you are called to testify. This will also  
6 allow you to turn on your camera, which we encourage  
7 you to do. Speakers connected by telephone should  
8 unmute their phones when called to testify. We ask  
9 that speakers speak slowly and clearly so our court  
10 reporter and interpreters can capture these proceedings  
11 accurately. If you are having technical difficulties,  
12 please send an email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or  
13 call (919) 294-7712. If you are not registered to  
14 speak, but you would like to, please send an email with  
15 your name and phone number to  
16 [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919) 294-7712.

17 The next speaker will be Almeta Cooper. Almeta,  
18 you may now unmute, and please state your name and  
19 affiliation for the record.

20 MS. COOPER: I am not -- at least I don't appear  
21 to be visible on the camera. Is there something I  
22 should?

1 MR. CHARMLEY: Almeta, we can see you, and we can  
2 hear you.

3 MS. COOPER: Oh, okay. Thank you. Good morning.  
4 My name is Almeta Cooper -- A-L-M-E-T-A -- Cooper -- C-  
5 O-O-P-E-R. I am a field manager with Moms Clean Air  
6 Force, which consists of about a million--and-a-half  
7 parents, caregivers, and supporters nationally who  
8 fight for clean air and to protect children's health.

9 I live in downtown Atlanta, Georgia in Fulton  
10 County where I've lived for seven years. Fulton County  
11 was again flagged with a failing grade by the American  
12 Lung Association in its 2021 "State of the Air" report,  
13 and in a city known for its monstrous traffic jams, I  
14 understand the importance of clean air. You will be  
15 hearing a common message from Moms Clean Air Force. We  
16 view EPA's proposal to set new standards to reduce  
17 pollution from heavy-duty vehicles and engines starting  
18 in Model Year 2027 as a welcome step forward. However,  
19 it doesn't go far enough.

20 EPA's proposal must be strengthened to better  
21 protect children. We need cleaner air for our children  
22 and our communities. Parents and caregivers across the

1 country want to see a rapid transition to zero-emitting  
2 trucks because the U. S. transportation sector is the  
3 largest source of air pollution and is responsible for  
4 29 percent of all climate pollution. Even worse,  
5 heavy-duty vehicles are the second largest contributor  
6 in the transportation sector, second only to the  
7 largest contributor, passenger vehicles.

8 The specific reason that I am here today is that  
9 pollution from the transportation sector adversely  
10 affects health. As a mom and a member of my community,  
11 I care deeply about environmental justice, especially  
12 the connection between climate change and health equity  
13 for our most vulnerable populations. Climate change is  
14 a major contributor to the health crisis in African-  
15 American communities now, not in some distant future,  
16 when severe heat waves regularly threaten public  
17 health, preying especially on older adults, pregnant  
18 women, and low-income communities in Georgia and  
19 elsewhere. African Americans contribute 23 percent  
20 less to the adverse impact of climate change but bear  
21 21 percent more of the harms when compared to other  
22 racial groups.

1           We need strong standards in place now to reduce  
2   dangerous climate pollutants. Across the country,  
3   African-American communities face more dangerously hot  
4   days, temperatures above 105 degrees Fahrenheit, than  
5   other communities. A study estimated that, on average,  
6   counties with higher numbers of African-Americans  
7   living in them had two to three more days of dangerous  
8   heat per year. That number could increase by 10 times  
9   by the Year 2050. African-Americans are twice as  
10   likely to die from dangerous heat compared to other  
11   groups.

12           In closing, I recommend that EPA go farther in  
13   reducing deadly NOx pollution and by rapidly phasing in  
14   zero-emission fleets. I urge EPA to strengthen the  
15   final standards to better protect children, people with  
16   asthma, older adults, and other vulnerable groups from  
17   the health harms of air pollution. Everyone should be  
18   able to breathe clean air. Thank you to the EPA and  
19   its staff for inviting public comment and permitting  
20   digital and remote testimony to allow for increased  
21   participation in these public hearings.

22           MS. THOMPSON: Thank you for your comment. The

1 next speaker will be Elizabeth Bechard. You may now  
2 unmute, and please state your name and affiliation for  
3 the record.

4 MS. BECHARD: Thank you for the opportunity to  
5 testify. My name is Elizabeth Bechard. My pronouns  
6 are "she" and "her," and I am a senior policy analyst  
7 at Moms Clean Air Force and a graduate student in  
8 public health. I'm from Durham, North Carolina, and I  
9 have two young children.

10 EPA's proposal is a welcome step forward, but it  
11 doesn't go far enough. The proposal must be  
12 strengthened to better protect children, people with  
13 asthma, older adults, and other vulnerable groups from  
14 the health harms of air pollution. As you've heard  
15 many of my colleagues from Moms Clean Air Force already  
16 name, parents across the country want to see a rapid  
17 transition zero-emitting trucks, and we need cleaner  
18 air for our children and our communities.

19 I grew up in a family that really, really loved  
20 vehicles. My dad is from Michigan, and my grandfather  
21 worked for the Henry Ford Museum in Dearborn, Michigan  
22 where he curated an extensive collection of car and

1 truck radios. My mother says that when she met her  
2 future in-laws for the first time, there were parts of  
3 at least 20 different vehicles scattered across the  
4 front lawn of their house, and I don't think she was  
5 kidding. To marry into my dad's side of the family was  
6 to marry the vehicles, too, but as I've grown up, I've  
7 learned that the cars and trucks my dad and grandfather  
8 loved are contributing directly to climate change. And  
9 as a mom of two young kids, I'm deeply, deeply worried  
10 about how climate change threatens our children's  
11 future.

12 The largest source of climate pollution in the  
13 U.S. is the transportation sector, responsible for 29  
14 percent of all climate pollution, and within the  
15 transportation sector, heavy-duty vehicles are the  
16 second largest contributor. As the most recent IPCC  
17 reports tell us, we are at a critical crossroads with  
18 climate change, and we must do absolutely everything  
19 within our power to reduce climate pollution as quickly  
20 and efficiently as possible protect our children's  
21 right to a livable future. America's love affair with  
22 cars and trucks is written into the love stories of my

1 own family, but the only way for the love story to  
2 continue with a clear conscience is to make sure our  
3 vehicles aren't hurting our children. We need stronger  
4 standards to reduce deadline climate pollution from  
5 cars and trucks, and we need standards that put our  
6 national bus and truck fleet on a clear path to 100-  
7 percent, zero-emission, all-electric vehicles as  
8 quickly as possible. Please strengthen the final  
9 standards to better protect children, people with  
10 asthma, older adults, and other vulnerable groups from  
11 the health harms of air pollution. Everyone has the  
12 right to breathe clean air, and our children deserve to  
13 live on a healthy planet.

14 Thank you for the opportunity to testify.

15 MS. THOMPSON: Thank you for your comment. The  
16 next speaker will be Christopher Jennings.

17 Christopher, we do not currently have you listed among  
18 our list of attendees. However, if you have joined  
19 under a different name, we would ask that you raise  
20 your hand at this time, and if you have joined by phone  
21 today, you can raise your hand by dialing star-9.

22 (Pause.)



1 MS. THOMPSON: We will move on to the next  
2 speaker. The next speaker will be Jill Aquino. Jill,  
3 we do not currently see you listed among our list of  
4 attendees. However, if you have joined using a  
5 different name, we would ask that you raise your hand  
6 at this time, and if you have dialed in, you may raise  
7 your hand by dialing star-9 on your phone. I will  
8 promote you to the role of panelist now. When you are  
9 ready, you may unmute, and please state your name and  
10 affiliation for the record.

11 MS. AQUINO: Good morning. My name is Jill Aquino  
12 -- J-I-L-L, A-Q-U-I-N-O. I'm a representative of an  
13 ANHE, Alliance of Nurses for Healthy Environments. My  
14 20-plus years as a pediatric nurse has made it very  
15 apparent to me that our children's health continues to  
16 decline at alarming rates on a daily basis due to air  
17 pollution and poor air quality. I spoke to Congress  
18 about this very topic on September 14th, 2021, in front  
19 of our Nation's Capitol about why bold investments in  
20 electric school buses is greatly -- will greatly  
21 improve the health of our Nation's children, and  
22 especially those in marginalized communities.

1           As a former school nurse of 16--and-a-half years,  
2   I worked on the front lines of helping children facing  
3   environmental health harms. I witnessed an alarming  
4   rate in asthma, severe allergies, and obesity in my  
5   student body. All three of these are interconnected.  
6   When I resigned from my nursing school career at the  
7   end of June 2021, I noted that there were well over 100  
8   students in my care who were trained in self-  
9   administration of either their asthma inhalers or epi  
10   pens, or a combination of both. This number was quite  
11   alarming to me, and I feel it's totally unacceptable.

12           Asthma is exacerbated by poor air quality and so  
13   are severe allergies. Many do not understand, however,  
14   how overweight or obesity are linked to unhealthy air.

15   A recent study showed that high levels of air  
16   pollution lead to childhood obesity while there's also  
17   a greater risk for asthma and obesity combined. There  
18   is a 79-percent greater chance for the development of  
19   asthma in children where air quality is poor, and this  
20   is especially common in low-income and marginalized  
21   communities. We all know that air pollution is a major  
22   public health concern. I even noted that student

1 athletes that were under my care and had well-  
2 controlled asthma had a very difficult time exercising  
3 outdoors on days where poor -- where air quality was  
4 poor and the heat index was high. Setting stringent  
5 standards to reduce pollution from heavy-duty vehicles  
6 and engines are of the utmost importance, in my  
7 opinion, as a pediatric nurse and former school nurse.

8 Significant reductions in emissions of smog- and soot-  
9 forming nitrogen oxides from heavy-duty gasoline and  
10 diesel engines and setting more stringent greenhouse  
11 gas standards for commercial vehicles cannot come soon  
12 enough.

13 The health of our Nation and the health of our  
14 Nation's children is on a precipice. We need to  
15 eliminate air pollution completely. We would never  
16 eliminate only a portion of a poison that was making  
17 our child sick. We would eliminate 100 percent of that  
18 poison. Thus, eliminating toxins that diesel-fueled  
19 vehicles emit is essential to improving our children's  
20 asthma rates, obesity rates, and severe allergy rates.

21 This will improve their lungs, their airways, their  
22 hearts, their blood vessels, and greatly decrease

1 inflammation in the body. Thank you for allowing me to  
2 speak today.

3 MS. THOMPSON: Thank you for your comment. The  
4 next speaker will be Jed Mandel. Jed, you may now on  
5 you, and please state your name and affiliation for the  
6 record.

7 MR. MANDEL: Thank you, and good morning. I'm Jed  
8 Mandel speaking today on behalf of the Truck And Engine  
9 Manufacturers Association. Our members manufacture the  
10 medium and heavy-duty engines and vehicles that are the  
11 subject of today's rule. EMA and its members support  
12 the adoption of a stringent, single-step reduced NOx  
13 standard, a low load cycle, enhanced in-use test  
14 procedures, and cost-effective improvements to extended  
15 emission warranty and useful life periods. We also  
16 support a program that can be a successful bridge to a  
17 zero-emission commercial vehicle future, for which EMA  
18 members are investing billions. And we support EPA's  
19 proceeding with the Phase 3 greenhouse gas rule. We  
20 are significantly aligned with and supportive of EPA's  
21 goals.

22 That said, EPA's proposed rule in its current form

1 is not technologically feasible, cost effective, or  
2 customer acceptable. As a result, critically-important  
3 fleet turnover will be delayed, and customers will keep  
4 their higher-emitting trucks longer. That not only  
5 will delay EPA's anticipated environmental benefits, it  
6 also would cause environmental backsliding which would  
7 be especially harmful to disadvantaged communities, and  
8 which would undermine environmental justice goals that  
9 we support. Further, a poorly-designed final rule will  
10 cause market disruptions, will delay or undermine the  
11 ability of manufacturers to recoup their investment in  
12 developing compliant technologies, and, worse, could  
13 have significant adverse impacts on the economy and  
14 jobs. Finally, a poorly-designed final rule could  
15 force manufacturers to divert resources needed for  
16 zero-emission vehicle and greenhouse gas research and  
17 development.

18 We are committed to working with EPA and other  
19 stakeholders to ensure adoption of a final rule that is  
20 appropriately stringent, that will address the Nation's  
21 needs for reducing heavy-duty, on-highway diesel  
22 engines, NOx contribution to ozone formation, and that

1 will still provide our customers a full range of  
2 durable, reliable, and affordable products. We believe  
3 that Option 2 provides a starting point for achieving  
4 those goals, although modifications clearly are needed,  
5 but I can tell you right now that Option 1 simply is  
6 not the answer. Option 1's stringency goes beyond the  
7 detection capability of available technology and will  
8 result in false failures and recalls for otherwise  
9 compliant products. Manufacturers, in turn, will be  
10 forced to invest to try to mitigate those risks,  
11 thereby further diverting resources from ZEV and GHG  
12 development.

13 Finally, we are surprised and disappointed that  
14 EPA is considering reopening the Greenhouse Gas Phase 2  
15 Final Rule. As you know, EMA and its members defended  
16 that rule and opposed its being reopened under the  
17 previous administration to make it less stringent. We  
18 similarly are opposed to it being reopened now to make  
19 it more stringent. Our members count on the stability  
20 and certainty of EPA's final rules. That is the basis  
21 for their investing capital and making business plans  
22 for compliance. Reopening Phase 2 not only undermines

1    those investments and plans but also would set of  
2    horrible precedent that future administrations can  
3    change rules they don't like, thereby eviscerating  
4    regulatory certainty and stability.

5            Thank you. I appreciate the opportunity to  
6    comment.

7            MS. THOMPSON: Thank you for your comment. As a  
8    reminder, if you are speaking today, you will receive a  
9    notification on your screen that you are being promoted  
10   to the role of panelist shortly prior to your speaking  
11   time. You must accept that invitation to be able to  
12   unmute when you are called to testify. This will also  
13   allow you to turn on your camera, which we encourage  
14   you to do. Speakers connected by telephone should  
15   unmute their phones when called to testify. We ask  
16   that speakers speak slowly and clearly so our court  
17   reporter and interpreters can capture these proceedings  
18   accurately. If you are having technical difficulties,  
19   please send an email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or  
20   call (919) 294-7712. If you are not registered to  
21   speak but would -- but would like to, please send an  
22   email with your name and phone number to

1 public\_hearing@abtassoc.com, or call (919) 294-7712.

2 The next speaker will be Brooke Petry. Brooke,  
3 you may now unmute, and please state your name and  
4 affiliation for the record.

5 MS. PETRY: Hi. My name is Brooke Petry. I'm a  
6 field organizer for Moms Clean Air Force, and I live  
7 with my family in South Philadelphia. I'm speaking  
8 today on behalf of myself, my family, and our nearly  
9 100,000 members across Pennsylvania in support of the  
10 EPA's proposal to strengthen pollution standards for  
11 heavy-duty vehicles.

12 While the EPA's proposal is a welcome step  
13 forward, it doesn't go far enough. The proposal must  
14 be strengthened to better protect children, people who  
15 live with asthma, **Redacted for PII**, older  
16 adults, and other vulnerable groups from the health  
17 harms of air pollution. In order to mitigate the  
18 dangerous health impacts of the climate crisis and of  
19 air pollution, we need a rapid transition to zero-  
20 emitting trucks.

21 The children in our communities need clean air to  
22 breathe. The largest source of climate pollution in



1 the U.S. is the transportation sector, responsible for  
2 29 percent of all climate pollution. Within the  
3 transportation sector, heavy-duty vehicles are the  
4 second-largest contributor at 23 percent. Pollution  
5 from the transportation sector accelerates climate  
6 change and also affects our health. For those who have  
7 asthma, [REDACTED], tailpipe pollution  
8 can trigger asthma attacks. That's a daily challenge  
9 we live with since we walk everywhere.

10 Here in Philadelphia, the childhood asthma rate is  
11 more than double the national average, and we have the  
12 very unfortunate distinction of being one of the top 10  
13 asthma capitals in the United States. Children, even  
14 at rest, have an increased breathing rate. This makes  
15 them even more vulnerable to the harms of air pollution  
16 because they take in more pollutants per pound of body  
17 weight than the average adult. Over a quarter of  
18 children ages five to 13 in Philadelphia have asthma.  
19 We know that increased exposure to these pollutants can  
20 cause and exacerbate childhood asthma, stunt long  
21 growth, and cause cardiovascular problems. Breathing  
22 difficulties in our children mean more doctor visits

1 and more missed days of school, and can also have  
2 lifelong health implications.

3 Zero-emission electric trucks are the best  
4 available technology to both reduce harmful NOx and  
5 climate pollution. The EPA can and should use these  
6 proposed truck standards to accelerate the transition  
7 to electric trucks to put the country's medium- and  
8 heavy-duty fleets on a pathway to 100-percent, zero-  
9 emission electric vehicles as quickly as possible.  
10 These standards present an important opportunity to  
11 address the climate crisis, to improve public health,  
12 and to protect our children and the planet they will  
13 inherit. Therefore, they must go farther in reducing  
14 fleet pollution, and they must put our national bus and  
15 truck fleet on a clear path to 100-percent, zero-  
16 emission, all-electric vehicles as quickly as possible.

17 Thank you for the opportunity to testify today.

18 MS. THOMPSON: Thank you for your comment. The  
19 next speaker will be Shaina Oliver. Shaina, we do not  
20 currently see you listed among the list of attendees.  
21 However, if you have joined using a different name, we  
22 would invite you to raise your hand at this time, and

1 if you have dialed in today, you may raise your hand by  
2 dialing star-9 on your phone.

3 (Pause.)

4 MS. THOMPSON: We will move on to the next  
5 speaker. The next speaker will be Timothy Cronin. You  
6 may now unmute, and please state your name and  
7 affiliation for the record.

8 MR. CRONIN: Good morning. My name is Tim Cronin.  
9 I am the Massachusetts director of climate policy for  
10 Health Care Without Harm U.S. Thank you for the  
11 opportunity to testify. Health Care Without Harm is an  
12 international nonprofit founded in 1996 that works to  
13 help healthcare systems address the environmental  
14 footprint of the sector, become anchors for community  
15 resilience, and advocate for environmental health and  
16 justice.

17 I'd like to thank the EPA for acting swiftly on  
18 proposing the Clean Truck Rule and urge you to create  
19 the strongest possible limits on heavy-duty vehicle  
20 pollution. Here in Massachusetts, these standards will  
21 provide much-needed relief for exposure to diesel air  
22 pollution, especially for those communities who live

1 nearest to large roads, highways, and other similar  
2 infrastructure where the pollution burden from these  
3 vehicles is especially high. Additionally, to  
4 successfully reduce healthcare transportation  
5 greenhouse emissions and protect patient health, it's  
6 essential that the EPA implement strong, heavy-duty  
7 vehicle NOx and greenhouse gas standards.

8 According to an actual study from NRDC and USCS in  
9 2021, within Massachusetts in the Southern region,  
10 commercial trucks and buses account for only six  
11 percent of vehicles on the road but have an outsized  
12 impact on public health, and are responsible for forty-  
13 eight percent of emissions of smog-forming nitrous  
14 oxides, and 41 percent of fine particulate matter from  
15 those vehicles. The largest of these air quality  
16 impacts of these emissions occur in underserved and  
17 overburdened communities near highways and  
18 transportation depots, and among black people and other  
19 people of color, resulting in persistent elevated  
20 pollution and exposure to harms of health.

21 The Agency's minor adjustments to the existing  
22 Phase 2 greenhouse gas standards are too weak and

1 reflect neither the urgency of the climate crisis nor  
2 the rapid advancement in zero truck vehicle technology.  
3 Vehicle manufacturers have the technology to meet  
4 stronger standards, and many recent analyses have shown  
5 that they can do this cheaper in a way that operates  
6 within the time frames of these standards. These  
7 proposed changes will not accelerate the deployment of  
8 zero-emission trucks. In fact, the market is moving  
9 faster. As written, the rules would yield about 1.5  
10 percent zero-emission truck sales by 2027, yet existing  
11 state policies already deliver three times that within  
12 the time frame. The trucks regulated by this rule will  
13 be on the road for decades, so these vehicles must be  
14 cleaned up as soon as possible. EPA must enact  
15 standards that put the American truck and bus feet on  
16 the clear roadway to 100-percent, zero-emission sales  
17 by 2035, and the rule must be finalized this year.

18 Again, thank you for your time and for providing  
19 these comments. Thank you.

20 MS. THOMPSON: Thank you for your comment. The  
21 next speaker will be Hazel Chandler. Hazel, you may  
22 now unmute, and please state your name and affiliation

1 for the record.

2 MS. CHANDLER: Hi. Thank you for the opportunity  
3 to testify. I'm Hazel Chandler, field organizer for  
4 Moms Clean Air Force living in Phoenix. I'm having  
5 difficulty getting my camera on.

6 MS. THOMPSON: We can see you now.

7 MS. CHANDLER: Oh, okay. Thank you. My camera is  
8 on now. I'm Hazel Chandler. I'm a field organizer for  
9 Moms Clean Air Force, and I support the EPA's proposal  
10 as a welcome step, but I don't think it goes far  
11 enough. The proposal must be strengthened to better  
12 protect our children, people that are living with  
13 asthma, **Redacted for PII**, and other vulnerable groups from  
14 air pollution. For the sake of the children, we want  
15 to see rapid transition to zero-emitting trucks. We  
16 need cleaner air for our children and our communities.  
17 I'm a 76-year-old grandmother, mother, and great  
18 grandmother, and I've personally been impacted by  
19 Phoenix air pollution for most of my adult life,  
20 resulting in progressive lung damage, cancer,  
21 difficulty breathing, and asthma attacks. My own  
22 personal experience with air pollution led me to direct

1 the Maricopa County Asthma Coalition in the early  
2 2000s. In this role, I witnessed the toll that air  
3 pollution takes on our children. Working with schools  
4 in the Phoenix low-income neighborhoods, I witnessed  
5 the struggles so many children experience just trying  
6 to breathe.

7 According to the American Lung Association, we  
8 have consistently scored an "F" on our air quality, and  
9 we are the seventh most polluted city right now in the  
10 -- in the Nation. In many of the schools located in  
11 the most polluted parts of the city and along the  
12 transportation corridors, we have found asthma rates  
13 among four-year-old children between 20 and 25 percent,  
14 and along the I-17 corridor, there were schools that  
15 had rates that were in the 30 to the 35 percent of the  
16 children. This is totally unacceptable.

17 After extensive study of the issues and working on  
18 with the legislature community, partners, and health  
19 officials, I realized that heavy-duty vehicles are the  
20 major contributor to air pollution and cannot be  
21 ignored. Diesel engines emit deadly particle  
22 pollution, and NOx combines with heat and sunlight to

1 cook ozone that is a major lung irritant and asthma  
2 trigger. I watch watched children struggle to breathe  
3 near diesel trucks and buses.

4 I, too, felt that elephant on my chest as well.

5 The air that I breathe has damaged my health, and it's  
6 a contributing factor to inflammation and immune damage  
7 that led to the fact that I have been living with  
8 advanced stage cancer for the last 10 years. I shudder  
9 to think the long-term damage that we are doing for our  
10 babies and our children. What will their lives be like  
11 with the cumulative impacts of growing up in toxic air?

12 For the sake of the children and myself, I ask you, be  
13 bold. Enact standards that go farther in reducing NOx  
14 pollution and put our national bus and truck fleet on a  
15 clear path to 100-percent, zero-emissions -- all  
16 electric vehicles -- as quickly as possible. Everyone  
17 has the right to breathe.

18 I want to thank the EPA staff for the opportunity  
19 to testify. Think about those of us that are  
20 struggling to breathe and act boldly. Thank you.

21 MS. THOMPSON: Thank you for your comment. The  
22 next speaker will be Shaina Oliver. Shaina, you may



1 now unmute, and please state your name and affiliation  
2 for the record.

3 MS. OLIVER: Thank you. My name is Shaina Oliver.  
4 Thank you hearing my comments today. My name is  
5 Shaina Oliver. I'm a field organizer for Moms Clean  
6 Air Force and EcoMadres, Colorado of 40,000 members and  
7 one million strong nationally: parents, guardians,  
8 caregivers united in fighting for our children's right  
9 to breathe clean air and have a safe environment.

10 Importantly, I'm an indigenous mother of four  
11 kids, family of six. My children and I are descendants  
12 and survivors of the genocide known as the Indian  
13 Removal Act, known to the Dene as the Long Walk of the  
14 Navajo. As indigenous people we know environmental  
15 harms are embedded and inflicted by our laws, policies,  
16 and governance, and as Dene, my people have seen our  
17 wealth plans and health become degraded due to these  
18 environmental harms.

19 Living in Denver, Colorado, we are one of the top  
20 10 states that have failed in our air quality for ozone  
21 smog non-attainment standards, according to the  
22 American Lung Association, and population growth and

1 increased traffic has contributed to poor air quality,  
2 putting over 434,000 asthmatic recipients and myself at  
3 risk of asthma attacks, stroke, and premature death.  
4 Indigenous black and brown communities are at higher  
5 risk to asthma, diabetes, cancer, heart disease,  
6 leukemia, respiratory disease, adverse birth outcomes,  
7 and premature death than white counterparts, not to  
8 mention that when we leave the reservations, we are  
9 redline, segregated, and/or gentrified.

10 Because we are people of color, we are  
11 systematically pushed to live near highways and in  
12 industrial zoning areas that receive a hefty amount of  
13 truck traffic and particulate matter pollution,  
14 inflicting environmental harms on our communities,  
15 especially our children. We need to support zero-  
16 emission standards and strengthen rules to reduce  
17 deadly NOx pollution, and they must put our national  
18 bus and truck fleet on a clear path to 100-percent,  
19 zero-emission, all-electric vehicles as quickly as  
20 possible. The bottom line: we need to strengthen the  
21 final standards to better protect vulnerable  
22 communities and members' maternal health, babies and

1 children's health, ensuring in every breath and every  
2 community.

3 Thank you.

4 MS. THOMPSON: Thank you for your comment. The  
5 next speaker will be Molly Rauch. Molly, you may now  
6 on mute, and please state your name and affiliation for  
7 the record.

8 MS. RAUCH: Hi. Can you hear me?

9 MS. THOMPSON: We can.

10 MS. RAUCH: Great. This is Molly Rauch -- M-O-L-  
11 L-Y, R-A-U-C-H -- and I am the public health policy  
12 director with Moms Clean Air Force. Thank you for the  
13 opportunity to testify today. I live with my family in  
14 Washington, D.C.

15 EPA's proposal is a welcome step forward, but as  
16 you've heard from many of our members and organizers,  
17 it doesn't go far enough. Moms and dads across the  
18 country want a rapid transition to zero-emitting trucks  
19 because we need clean air for our children and our  
20 communities. You are hearing from dozens of Moms Clean  
21 Air Force volunteers, organizers, and staff from all  
22 across the country today. We support stronger tailpipe

1 emission standards, and we know that air pollution from  
2 heavy-duty vehicles can make diseases worse.

3 For any child with asthma any adult with COPD or  
4 lung cancer, anyone with cardiovascular disease with a  
5 weakened immune system, air pollution from heavy-duty  
6 vehicles makes your disease worse. If you're pregnant,  
7 if you're an infant or a child, if you're an older  
8 adult, you are especially vulnerable to air pollution.

9 And despite overall progress in cleaning up our  
10 Nation's air over the past several decades, 40 percent  
11 of Americans live in places where the air is unhealthy  
12 to breathe, according to the American Lung Association.

13 Transportation is a major contributor to that  
14 unhealthy air, and especially the pollution from heavy-  
15 duty vehicles.

16 Here in D.C. where I live, we have a problem with  
17 high ozone days. D.C. has a failing grade for ozone.  
18 My teenage boys, whose lungs are still developing --  
19 into their 20s their lungs are still developing, so  
20 even as teenagers, their lungs are still developing.  
21 They are athletes. They often spend their afternoons  
22 and weekends outside breathing in high levels of a

1 pollutant that makes their lungs vulnerable to  
2 infection and interferes with normal lung development.  
3 And as a parent, I don't accept the current levels of  
4 air pollution, and I think we need to be doing a lot  
5 more for all parents and all family members of  
6 vulnerable people to reduce transportation pollution.

7 On the NOx portion of the proposal, Proposed  
8 Option 1 is insufficient. It should be strengthened.  
9 Option 1 would result in higher emissions of smog- and  
10 soot-causing NOx pollution than California's Heavy-Duty  
11 Omnibus Rule. The California rule should be the bare  
12 minimum baseline for smog and particle pollution  
13 reduction goals, and EPA should go farther than that.  
14 On the greenhouse gas portion of the rule, EPA's  
15 proposal does not reflect the urgency of the climate  
16 crisis, and it does not, importantly, reflect the rapid  
17 advancement in zero-emission truck technology. The  
18 proposed standards will not accelerate the deployment  
19 of zero-emission electric trucks. The market is moving  
20 faster than what these rules are predicting.

21 So we urge you to strengthen the standards both in  
22 the NOx portion and the greenhouse gas portion, and,

1 specifically, we want a clear path to 100-percent zero  
2 emission, all-electric vehicles as quickly as possible.

3 This will better protect children, people with asthma,  
4 older adults, and other vulnerable groups from the  
5 health harms of air pollution, because, as you've heard  
6 several times today, everyone has the right to breathe  
7 clean air.

8 I want to thank you for the opportunity to testify  
9 and especially the opportunity to do that in a virtual  
10 way, which makes this more accessible to more people  
11 from all parts of the country. Thank you.

12 MS. THOMPSON: Thank you for your comment. As a  
13 reminder, if you're speaking today, you will receive a  
14 notification on your screen that you are being promoted  
15 to the role of panelist shortly prior to your speaking  
16 time. You must accept that invitation to be able to  
17 unmute when you are called to testify. This will also  
18 allow you to turn on your camera, which we encourage  
19 you to do. Speakers connected by telephone should  
20 unmute their phones when called to testify. We ask  
21 that speakers speak slowly and clearly so our court  
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1 accurately. If you are having technical difficulties,  
2 please send an email to public\_hearing@abtassoc.com, or  
3 call (919) 294-7712. If you are not registered to  
4 speak but would like to, please send an email with your  
5 name and phone number to public\_hearing@abtassoc.com,  
6 or call (919) 294-7712.

7 The next speaker will be Elizabeth Hauptman.  
8 Elizabeth, you may now unmute, and please state your  
9 name and affiliation for the record.

10 MS. HAUPTMAN: Hello. Thank you. My name is  
11 Elizabeth Hauptman, and I'm with Moms Clean Air Force.  
12 My name is Elizabeth Hauptman. On behalf of Moms Clean  
13 Air Force and our nearly 31,000 members throughout  
14 Michigan, I'm asking the EPA to adopt, strengthen, and  
15 finalize the proposed heavy NOx and greenhouse gas  
16 standards. These rules must be strengthened this year  
17 to protect the health of our communities. The EPA must  
18 enact standards that put the American truck and bus  
19 fleet on a clear roadway to 100-percent, zero-emission  
20 sales by 2035.

21 Pollution harms all of us, but it  
22 disproportionately impacts children. **Redacted for PII**

1     asthma, and his disease is made worse by air pollution.  
2     Because of him and over 166,000 children in Michigan  
3     who suffer from asthma, we need tougher air quality  
4     standards to protect our children from the Nation's  
5     largest source of carbon pollution: tailpipe  
6     pollution. Michigan has some of the worst asthma rates  
7     in the country, according to the American Lung  
8     Association. Children are more impacted by air  
9     pollution for many reasons. They breathe more rapidly  
10    than adults, spend more time outdoors, and are more  
11    physically active than adults, thus exposing their  
12    still-developing lungs to more air pollution. Kids are  
13    also smaller, living closer to the ground than the rest  
14    of us, standing just about tailpipe high where  
15    concentrations of pollution from these trucks and buses  
16    is coming directly at them.

17           Pollution can lead to increased asthma rates in  
18    kids, and poor air quality can exacerbate asthma,  
19    causing more asthma attacks, resulting in millions of  
20    missed school days for kids across the country, and  
21    often missed workdays for adults. In the summertime,  
22    we need to look at our weather app to see if it's safe



1 for our son to play outdoors. [REDACTED] Redacted for PII

■ [REDACTED]

■ [REDACTED]

■ [REDACTED] ■

■ [REDACTED]

■ [REDACTED]

7 Furthermore, childhood asthma rates are  
8 significantly higher for children of color. Latino  
9 children are twice as likely to die from asthma, and  
10 black children are 10 times more likely to die from  
11 asthma than white non-Hispanic kids. These statistics  
12 make it abundantly clear that strong clean car  
13 standards and a shift to zero-emission vehicles is an  
14 environmental as well as a social justice issue. Our  
15 children deserve justice in every breath.

16 Strengthening truck and bus emission standards are  
17 the best tool we have in our toolbox to fight climate  
18 change. This urgent crisis is not something that will  
19 see impacts someday in the distant future. We are  
20 seeing these climate impacts right now with extreme  
21 weather events, like floods, storms, and heat waves.  
22 Addressing the pollution from heavy trucks and bus

1 transportation sector to fight climate change cannot  
2 wait. Eliminating emissions from heavy-duty vehicles,  
3 especially through rapid transition to zero-emission  
4 vehicles, is essential for strides towards desperately-  
5 needed cleaner air in these communities and a safe  
6 climate.

7 Zero-emission trucks are the best available  
8 technology to both reduce harmful NOx and climate  
9 pollution. EPA can and should use these truck  
10 standards to accelerate the transition to electric  
11 trucks, to put the country's medium and heavy duty  
12 fleets on the pathway to 100-percent, zero-emission  
13 electric vehicles as quickly as possible. Michiganders  
14 need strong standards to reduce air pollution and  
15 protect our health, especially where the communities of  
16 color will bear the brunt of the health impacts from  
17 truck and bus pollution.

18 Thank you, and I apologize for my dachshunds.

19 MS. THOMPSON: Thank you for your comment. The  
20 next speaker will be Ana Rios. Ana, you may now  
21 unmute, and please state your name and affiliation for  
22 the record.

1 MS. RIOS: Good day. My name is Ana Rios, and I  
2 am the field organizer with Moms Clean Air Force in  
3 Albuquerque, New Mexico. I have three children, and  
4 like any mother, they are my priority. And I want the  
5 best for them, and I want them to grow up in a healthy  
6 community free of pollution. EPA's proposal to limit  
7 truck pollution is a welcome step forward, but it  
8 doesn't go far enough. Moms and dads across the  
9 country want to see a rapid transition to zero-emitting  
10 trucks. We need cleaner air for our children and our  
11 communities.

12 My family and I live in the San Jose neighborhood  
13 in Albuquerque, which is well known in the city as a  
14 low-income area where people of color and Latino  
15 community live, and, most notably, because it is  
16 surrounded by pollution. My house is located a mile  
17 away from a highway interstate, nearby, the railroad,  
18 and, even worse, a few steps away from what used to be  
19 an oil transfer station and is now a heavy-duty truck  
20 company. This is why I am here today, because my  
21 family and I are part of a community highly impacted by  
22 climate pollution caused by transportation, and I am

1 very concerned about how these circumstances may affect  
2 my children's development and their future with  
3 transportation being responsible for 29 percent of all  
4 climate pollution.

5 As a family concerned about the climate conditions  
6 we are living in, we installed a photovoltaic energy  
7 system in our house, and we use an electric vehicle to  
8 reduce the environmental impact they produce. But we  
9 are only one family, and there is no time to waste.  
10 EPA must enact the standards that put the American  
11 truck and bus fleet on a clear roadway to 100 percent,  
12 zero-emissions sales by 2035. Eliminating emissions  
13 from heavy-duty vehicles, especially through a rapid  
14 transition, to zero-emission vehicles is essential for  
15 making strides toward desperately-needed cleaner air in  
16 these communities and safer climate. Please strengthen  
17 the final standards to better protect children, people  
18 with asthma, older, and other vulnerable groups from  
19 health harms of air pollution.

20 Everyone has the right to breathe clean air. I am  
21 doing my part to take care of the environmental crisis.  
22 What are you doing about it? Thank you so much for the

1 opportunity to give my testimony today.

2 MS. THOMPSON: Thank you for your comment. The  
3 next speaker will be Sarah McBride. You may now  
4 unmute, and please state your name and affiliation for  
5 the record.

6 MS. MCBRIDE: Thank you for this opportunity to  
7 testify. My name is Sarah McBride, spelled S-A-R-A-H,  
8 M-C-B-R-I-D-E, and I'm a staff member of Moms Clean Air  
9 Force. I'm from Falmouth, Massachusetts, which is a  
10 small town on Cape Cod. I'm testifying today because  
11 EPA's proposal to strengthen pollution standards for  
12 heavy-duty vehicles is a welcome step forward, but it  
13 doesn't go far enough. Stronger standards than those  
14 proposed would better protect children, people with  
15 asthma, older adults, and other vulnerable groups from  
16 the health harms of air pollution, and would protect  
17 our future by cutting climate pollution, which is  
18 fueling the climate crisis.

19 Climate change is a significant threat to my home  
20 in Falmouth. Scientists say that Cape Cod and the  
21 surrounding islands could be submerged in 50 years due  
22 to sea-level rise. Our allergy seasons have already

1   gotten longer, and two years ago, my family had to  
2   finally buy air conditioners to cope with the  
3   increasingly hot summers. But another less visible  
4   impact of climate change is what concerns me most in  
5   this -- in the present: an increase in tick-borne  
6   disease.

7         Lyme disease, which is carried by ticks, is  
8   considered a public health crisis on Cape Cod because  
9   there are so many ticks here. I've seen firsthand how  
10  devastating this disease can be. One of my friends in  
11  high school developed meningitis as a complication of  
12  Lyme disease and had to miss the first half of our  
13  sophomore year to recover. Another person I know here  
14  who had Lyme disease went from biking 40 to 50 miles a  
15  day to walking with a crutch because the inflammation  
16  caused by the disease led to such severe joint pain.  
17  It's terrifying that climate change is making this  
18  disease is even more common in my community.

19         The largest source of climate pollution in the  
20  U.S. is the transportation sector, which is responsible  
21  for 29 percent of all climate pollution. Within the  
22  transportation sector, heavy-duty vehicles are the

1 second largest contributor at 23 percent. I urge EPA  
2 to finalize standards that significantly cut climate  
3 pollution from this highly-polluting sector. This will  
4 help us avoid the worst consequences of the climate  
5 crisis, protecting my home here on Cape Cod, and  
6 protecting the health of the people that live here.

7 Thank you for this opportunity to testify.

8 MS. THOMPSON: Thank you for your comment. The  
9 next speaker will be Daniel Gage. Daniel, we do not  
10 currently see you listed among our list of attendees.  
11 However, if you have joined using a different name, we  
12 would ask that you raise your hand at this time. And I  
13 believe I saw you raise your hand, so I will promote  
14 you to the role of panelist now. When you're ready,  
15 you may unmute, and please state your name and  
16 affiliation for the record.

17 (Pause.)

18 MR. GAGE: How's that?

19 MS. THOMPSON: We can hear you.

20 MR. GAGE: Okay. Good. Sorry about that. I am  
21 Daniel Gage, president of NGVAmerica, a national trade  
22 association dedicated to the decarbonization of the

1 transportation sector through the increased use of  
2 gaseous fuels, including renewable and conventional  
3 natural gas, and eventually hydrogen. Our 200-plus  
4 sustainability solutionist members support the goal of  
5 the U.S. EPA's clean trucks plan to decarbonize the  
6 medium- and heavy-duty transportation sectors as  
7 quickly as possible, while greatly reducing harmful  
8 criteria emissions that contribute to poor air quality  
9 and Federal ambient air standards non-attainment.

10       Speakers preceding me today expressed the urgency  
11 of acting now. A hundred and thirty-five million  
12 Americans awoke this morning in neighborhoods with  
13 dangerously dirty air, more than four of every 10  
14 Americans. My 200-plus members have a solution that is  
15 making a clean air difference as we speak, one that  
16 already meets the certified stricter standards proposed  
17 in this rulemaking. Ultra-low NOx, medium- and heavy-  
18 duty natural, gas-powered trucks and buses are on our  
19 roads today and perform at levels that are 95 percent  
20 below the current Federal NOx standard and 98 percent  
21 below the Federal particulate matter standard. And  
22 when fueled by renewable natural gas recovered from



1 landfills, wastewater treatment facilities, and food  
2 and agricultural waste digesters, these trucks and  
3 buses produce greenhouse gas emissions that are up to  
4 500 percent lower than diesel-powered vehicles, and  
5 deliver carbon neutral or carbon-negative emissions in  
6 even the most specialized real-world applications.

7       The latest data from California's Low Carbon Fuel  
8 Standard Program demonstrates how clean and low carbon  
9 these heavy-duty, high-fuel use vehicles truly are.  
10 According to the latest California Air Resources Board  
11 data, the average carbon intensity of bioCNG sold in  
12 California in the third quarter of 2021 was negative  
13 62.7 grams of carbon dioxide equivalent per mega-joule,  
14 making renewable natural gas the lowest of any in-use  
15 motor fuel, including fully-renewable electric from  
16 wind or solar. Large national fleets, like Amazon,  
17 UPS, PepsiCo, Frito-Lay, and waste management, are  
18 quickly transitioning their heavy-duty fleets to RNG  
19 fuel cabs in box and delivery trucks in addition to  
20 their last mile EV investments.

21       This administration's decarbonization and clean  
22 goals will only be achieved by focusing on a multi-

1 technology approach that includes cost-effective,  
2 carbon-negative solutions, like RNG trucks, that can  
3 begin accruing and compounding significant clean air  
4 and carbon reductions right away. We support the  
5 setting of more stringent standards but point out that  
6 tighter standards do not necessarily translate to  
7 significant reductions in emissions or cleaner air.  
8 Other factors, such as vehicle miles traveled, life of  
9 vehicles in service, fleet turnover, and where and how  
10 vehicles are deployed, are also very important.

11 We at NGV America believe that climate change is  
12 cumulative: the longer we wait, the harder it gets to  
13 solve, and no single solution exists that will  
14 magically fix everything. A successful green  
15 transportation strategy is one that all of America can  
16 buy into and from which every American, urban to rural,  
17 can benefit and participate. Flexibility, commercial  
18 availability, scalability, and affordability are key.  
19 Early reductions now will result in compounded  
20 emissions benefits later. Start now. RNG-fueled  
21 vehicles are how. And we ask that you include  
22 provisions in this rule that will support, encourage,

1 and incentivize the adoption of RNG-fueled fuel trucks  
2 and buses. We look forward to submitting detailed  
3 written comments next month, and I appreciate your  
4 time. Thank you.

5 MS. THOMPSON: Thank you for your comment. The  
6 next speaker will be Elizabeth Brandt. You may now  
7 unmute, and please state your name and affiliation for  
8 the record.

9 MS. BRANDT: Hello. My name is Elizabeth Brandt.  
10 I'm with Moms Clean Air Force. Hi. Thank you for  
11 listening to my testimony today. I am a social worker  
12 and a national field manager for Moms Clean Air Force.  
13 Moms Clean Air Force is an organization of more than  
14 one million parents across America who are taking  
15 action against air pollution and climate change.

16 Thank you for following through on President  
17 Biden's promise to confront pollution from heavy-duty  
18 vehicles by proposing this rule. However, the rule's  
19 two options, respectively, a bare-minimum floor for  
20 regulations and a weak industry-friendly option that's  
21 full of giveaways to the worst-polluting truck  
22 companies. The EPA must advance the more health

1 protective option in accordance with its mission to  
2 protect human health and the environment, and eliminate  
3 loopholes for companies. However, this can only be a  
4 first step forward to greater production from truck  
5 pollution.

6         These days I live in Maryland, but I've lived most  
7 of my life in Tacoma and Seattle, Washington. Both  
8 cities are major ports with tremendous numbers of  
9 trucks traveling through the center of the cities. Our  
10 West Seattle home was just over the hill from the Port  
11 of Seattle, and I worked at the Office of Indian Child  
12 Welfare, less than half a mile from one of the main  
13 gates for the Port of Seattle. It is not a coincidence  
14 that a state child welfare office, primarily dedicated  
15 to serving indigenous families, is so close to a major  
16 source of truck pollution. Many social service offices  
17 are located around truck routes in Seattle and in other  
18 cities. Allowing economics and race to push people  
19 into pollution hotspots shows how little we regard the  
20 health and overall value of some of our fellow  
21 Americans.

22         When I worked at the office of Indian Child

1 Welfare, I would often take walks with my co-workers in  
2 effort to stay fit. Several of us, including me were  
3 pregnant during these years. The air outside the  
4 office was manifestly unhealthy. A steel recycling  
5 plant is on the next block, and beyond it is the backup  
6 of trucks waiting to enter the port. The air smells  
7 industrial of diesel and metal, and sometimes I would  
8 get a headache after being outside. I lived over the  
9 hill where the pollution was much less pervasive. Not  
10 everyone gets to leave these sources of pollution at  
11 the end of the day, though. Many lower-income  
12 communities in Seattle and Tacoma are directly on the  
13 truck routes on I-5, a major trucking corridor.  
14 Schools like Maple Elementary are right next to the  
15 interstate.

16 The Puyallup tribal lands are deeply impacted by  
17 pollution around the Port of Tacoma, and the Port of  
18 Seattle is on unrecognized Duwamish land. In these  
19 neighborhoods, historically unjust pollution seems to  
20 be its own rationale for allowing pollution to  
21 continue. The EPA can show solidarity with the strong  
22 indigenous nations who continue to fight to restore

1     these port areas by enacting the most health-protective  
2     truck standards. You can show my colleagues, who  
3     continue to work at the Office of Indian Child Welfare,  
4     that you value their health and the health of the  
5     people they serve. You can stand up for the health of  
6     patients served by the dialysis clinic in the same  
7     building.

8           EPA must enact standards that put the American  
9     truck and bus fleet on a clear roadway to 100-percent,  
10    zero-emission sales by 2035. Thank you, and my  
11    daughter, Valencia Bednar, is next.

12           MS. THOMPSON: Yes. Thank you for your comment.  
13    The next speaker will be Valencia Bednar. You may now  
14    on mute, and please state your name and affiliation for  
15    the record.

16           MS. VALENCIA BEDNAR: Hi. My name is Valencia  
17    Bednar, and I'm nine years old. I'm from Seattle,  
18    Washington, originally, but I went across the United  
19    States to still live here now. I'm joining you today  
20    because it is important to me to have a healthy climate  
21    and less pollution from trucks. Some kids have health  
22    problems, and truck pollution makes that worse. I just

1 want the EPA to protect us from truck pollution so we  
2 can have clean air and a healthy climate.

3 My family lives close to busy roads, and truck  
4 pollution isn't good for us. Here's a triangular park  
5 we walk in and ride our bikes and skate around, but the  
6 trucks and some buses make it harder. Trucks create a  
7 lot of pollution and are a big part of the climate  
8 change problem. We need the EPA to help trucks and  
9 buses pollute less. This month, we started having an  
10 electric school bus to take us to school sometimes.  
11 It's really different on days when an electric bus  
12 picks us up. It smells great, it's quieter, and we  
13 breathe easy when we stand next to it. It smells like  
14 new shoes. When we line up to a diesel bus, it's hard  
15 to breathe, and I get -- and I need to cough sometimes.  
16 It's worse because there's so many buses together at  
17 school when we were getting ready to leave. It's  
18 definitely a pollutant.

19 Kids want (inaudible) trucks and buses so we can  
20 breathe and play better. I'm worried about skiing  
21 because I really like to ski. Because we have a lot of  
22 climate change, I may never be able to ski. Also,

1 climate change is a problem for us in Maryland in the  
2 summer, and field hockey in the summer, it gets really  
3 hot, and we can't play as well when it's too hot. We  
4 have really strong rainstorms. And so I'd just say  
5 climate change makes rainstorms worse. I hope diesel  
6 trucks and buses go away and we have electric ones  
7 instead so many -- so my family can breathe. Please  
8 create the strongest truck pollution rules you can to  
9 keep kids healthy. Please tell Russ and Brian hi for  
10 me. Thank you.

11 MS. BEDNAR: And, Natalia, did you want to say  
12 something? This is Natalia Bednar. She's next. Do  
13 you want to talk about what you made?

14 MS. NATALIA BEDNAR: I made a picture that has me  
15 (inaudible) -- I made this truck that (inaudible) of  
16 the truck, and then -- and stop truck pollution.

17 MS. BEDNAR: Thank you.

18 MS. NATALIA BRANDT: Thanks.

19 MS. THOMPSON: Thank you for your comments. As a  
20 reminder, if you are speaking today, you'll receive a  
21 notification on your screen that you are being promoted  
22 to the role of panelist shortly prior to your speaking



1 time. You must accept that invitation to be able to  
2 unmute when you are called to testify. This will also  
3 allow you to turn on your camera, which we encourage  
4 you to do. Speakers connected by telephone should  
5 unmute their phones when called to testify. We ask  
6 that speakers speak slowly and clearly so our court  
7 reporter and interpreters can capture these proceedings  
8 accurately. If you are having technical difficulties,  
9 please send an email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or  
10 call (919) 294-7712. If you are not registered to  
11 speak but would like to, please send an email with your  
12 name and phone number to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com),  
13 or call (919) 294-7712.

14 The next speaker will be Susie Robertson. Susie,  
15 you may now unmute, and please state your name and  
16 affiliation for the record.

17 MS. ROBERTSON: Hi. I would like to thank you for  
18 the opportunity to testify. My name is Susie  
19 Robertson, and I am a member of the Moms Clean Air  
20 Force. I am from Brighton, Michigan, so slightly  
21 between Lansing and Detroit, and I am a mom of three.  
22 My kids are seven, nine, and 12. I am a middle school

1 teacher. I am a middle school counselor. I work in a  
2 school, and that is enough for me to know that I have  
3 to do everything in my power for my kids, not my kids,  
4 but your kids. I call my own students -- I have 450 on  
5 my caseload, and they are my kids, so I am here  
6 speaking on behalf of them because they deserve to have  
7 me speak up for them.

8 The EPA's proposal is definitely a welcomed step  
9 forward, but it certainly does not go far enough. As a  
10 former science teacher, I have studied decades and  
11 decades of data with my students, and we are not moving  
12 fast enough to make really bold changes for our world,  
13 and our earth, and our children, and your children.

14 So this proposal has to be strengthened. It needs  
15 to better protect our children. It has to have --  
16 better protect people with asthma, older adults, anyone  
17 who's vulnerable. I think of people with COVID, and  
18 they've got this lung COVID, and there's a lot of  
19 health issues that are going along with that. And we  
20 have to do better for everybody, not just kids, but  
21 everybody. Moms and dads across the country, they  
22 would love to see zero-emitting trucks, and we have to

1 have cleaner air for our children and our communities.  
2 We deserve it, and you are the only ones who can do it.  
3 I can speak up, but you guys have the power to do that.  
4 So there isn't time to waste.

5 You know, the proposed, you know, no heavy, you  
6 know, nitrogen oxides and greenhouse gases, it has to  
7 be strengthened. It needs to be finalized this year.  
8 We don't have time. Time's done, you know. The bell  
9 rang long ago. You're now tardy, you know? I'm going  
10 to use my terminology. We're now tardy, and we've got  
11 people who have very big health issues and very --  
12 health problems in our communities. So we have to  
13 enact that put -- the American trucks and the bus  
14 fleet, you know, let's hold them accountable for the  
15 emissions that they are putting out there in our  
16 breathing air.

17 And we need to be 100 percent zero emissions by  
18 2035, and if I'm speaking as a science teacher, 2035 is  
19 not soon enough, if I'll be honest with you. We have  
20 already run out of time. We're not running out of  
21 time. We have run out of time. So if it were -- you  
22 know, if I had the magic wand, we'd be doing this now.

1 We need to change our factories. We need to change  
2 the way that we have engineered our, you know, our  
3 engines and things like that in order to make this  
4 happen sooner, not even 2035. That's too far down the  
5 road. We're going to be kicking ourselves in the  
6 budgets here pretty soon if we wait until 2035.

7 You know, I wanted to share a little bit that, you  
8 know, as a teacher, we do study climate change and the  
9 causes of pollution. And my students look at me, and  
10 they're like -- they'll say, Ms. Robertson, like, why  
11 aren't we doing anything about it. And it breaks my  
12 heart every time that I look at them as an adult and I  
13 say, I am so sorry that my generation and my parents'  
14 generation has messed this up so royally for you guys,  
15 and I'm trying to do everything I can to make this  
16 better for you, and, frankly, I don't have a better  
17 answer for them. You guys have a better answer, and  
18 you can give them a better answer. I can't pass, you  
19 know, the policies that you guys can pass to make it  
20 actually better for them. So, please, I beg you, use  
21 your power.

22 [Redacted for PII]

1 [Redacted for PII] She wants to go on walks with me and her  
2 grandchildren, and oftentimes, a walk, she can't handle  
3 a walk. And she works, and she's active, and she's  
4 very cognitively aware, but walking around the block  
5 with her grandchildren, she's out of breath. [Redacted for PII]

■ [Redacted]

■ [Redacted] [Redacted]

■ [Redacted] [Redacted]

■ [Redacted] [Redacted]

■ [Redacted] [Redacted]

■ [Redacted] [Redacted]

■ [Redacted]

■ [Redacted] And when I think about it, I want to cry

14 because it's not okay that our kids can't play  
15 basketball because of what we have done to them. My  
16 seven-year-old son, who is an active, healthy -- is he  
17 healthy? I don't know any more -- boy had to stop  
18 playing basketball with his mom and his brother because  
19 he couldn't breathe.

20 And so I am begging you. I am begging you as a  
21 member of the Moms Clean Air Force, please. These  
22 standards have to go much farther. You have to put our

1 national bus and truck fleet on a much better path. We  
2 are hurting our kids. We're hurting them right now.  
3 So please strengthen these standards. Protect them.  
4 Protect the kids with asthma. Protect older adults.  
5 Protect sick people and people who are vulnerable.  
6 Everybody has the right to breathe clean air.

7 MS. THOMPSON: Thank you for your comment, and I  
8 apologize for interrupting. EPA needs to keep the  
9 statements to three minutes so everyone has a chance to  
10 testify. You have reached the three-minute limit.  
11 Please complete your testimony within the next 30  
12 seconds. We encourage you to provide your full written  
13 testimony and any additional comments of any length to  
14 Docket Number: EPA-HQ-OAR-2019-0055, on  
15 Regulations.gov.

16 MS. ROBERTSON: Thank you. I was actually saying  
17 the last sentence, which was just thank you for the  
18 opportunity to testify today. That's all.

19 MS. THOMPSON: Thank you for your comment. The  
20 next speaker will be Richard Killmer. You may now  
21 unmute, and please state your name and affiliation for  
22 the record.

1 MR. KILLMER: Hi. My name is Reverend Richard  
2 Killmer. I'm a retired presbyterian minister. The  
3 proposed rule we are discussing during this hearing  
4 will help our Nation address two significant problems:  
5 the reality of climate change and the health and well-  
6 being of our citizens, especially people of color and  
7 those who live in low-income communities. This  
8 proposal would change the heavy-duty Emission Control  
9 Program in order to reduce the harmful air quality that  
10 impacts from those engines.

11 Heavy-duty vehicles and engines are important  
12 contributors to concentrations of ozone and particulate  
13 matter, and they're a resulting threat to public  
14 health, which includes premature death, respiratory  
15 illness, including childhood asthma, cardiovascular  
16 problems, and other adverse health impacts. Because of  
17 historical systemic racism that placed highways through  
18 communities of color, these communities also are often  
19 closest to highways and bear the greatest burden from  
20 vehicle pollution. Exhaust from heavy-duty vehicles is  
21 one of the main pollution sources in BIPOC communities.  
22 The proposed rule would also reduce greenhouse gas

1 emissions. The recent reports from the IPCC make clear  
2 that the U.S. needs to do everything it can to at least  
3 meet President Biden's goal of a 52-percent reduction  
4 of greenhouse gases by 2030, on the way to net zero by  
5 2050. Communities of color face an undue,  
6 disproportionate, and unjust burden of air pollution  
7 and climate impacts from the production of fossil  
8 fuels. Therefore, EPA must enact standards that put  
9 the American truck and bus fleet on a clear roadway to  
10 100-percent, zero-emission sales as quickly as  
11 possible, but at least by 2035. The trucks regulated  
12 by EPA's rule will be on the road for decades, so these  
13 vehicles must be cleaned up as soon as possible.

14 Cleaner trucks are available and ready now. There  
15 are dozens of zero-emission medium- and heavy-duty  
16 trucks already available and coming to the market soon.

17 The EPA has an opportunity to help address both the  
18 injustice of pollution and the catastrophic results of  
19 climate change by enacting the strongest possible  
20 heavy-duty truck standards. The standards EPA sets  
21 should achieve 100-percent, zero-emission truck sales  
22 as quickly as possible but certainly at least 2035.



1 Thanks for this opportunity.

2 MS. THOMPSON: Thank you for your comment. The  
3 next speaker will be Jonathan Walker. You may now  
4 unmute, and please state your name and affiliation for  
5 the record.

6 MR. WALKER: Hello, and thank you, Kayla, for so  
7 expertly running this meeting. My name is Jon Walker,  
8 and I'm here today as a private citizen and retired  
9 physician to ask the EPA to adopt the strongest  
10 emission standards possible. But I also want to thank  
11 you guys on the committee, on the panel, for what  
12 you're doing. You know, in our hyper-polarized  
13 country, it's really reassuring to know that there's  
14 people like you working behind the scenes who are  
15 willing to go beyond the soundbites, and echo chambers,  
16 and the slogans, and really have thoughtful discussions  
17 about how to protect us all.

18 And, you know, you've clearly heard about the  
19 health consequences of these kinds of emissions, you  
20 know, heart and lung disease, and how these public  
21 health issues are increasingly borne or borne  
22 disproportionately by people of color and people in

1 poverty. And I also support the concern about  
2 greenhouse gas emissions and how the Federal Government  
3 really should be leading the way on this issue,  
4 enacting even more stringent things that are even in  
5 this law.

6 But I'm here primarily is an ophthalmologist, and,  
7 in particular, I'm a retina specialist, okay, which  
8 means I treat diseases that cause irreversible  
9 blindness, like macular degeneration or diabetic  
10 retinopathy. These are -- these are diseases you can't  
11 fix with new glasses, or Lasik, or cataract surgery.  
12 When the retina is damaged, it's gone forever because  
13 the retina has these very tiny blood vessels that are a  
14 marker for early damage when you can't even see it  
15 elsewhere in the body. And recent research clearly  
16 shows that the type of emissions produced by these  
17 vehicles can worsen retina health in a way that risks  
18 permanent vision loss, okay? There are actual  
19 measurable effects on the retina that can be seen in  
20 people with even relatively low levels of exposure.  
21 I'm just going to offer some references in the chat for  
22 the panelists, and you can also -- anyone interested

1 can just Google "air pollution and retinal damage."

2 It's rather striking.

3 So, again, you know, you all are doing important  
4 work to protect us from threats to the planet, to our  
5 overall health, and even vision loss. And we also know  
6 that industry representatives have a duty to provide  
7 reasons to weaken this law, okay, and you're charged  
8 with balancing that. But as I finish, I just would  
9 remind you of what the tobacco industry did back in the  
10 1950s when it was clear that smoking caused cancer, yet  
11 their lobby sowed doubt and uncertainty when there was  
12 no doubt and uncertainty. And that caused untold harm,  
13 you know, as people kept smoking, resonating even now.

14 So, please, as others have begged you, you know, work  
15 to keep our air clean by making this law strong, maybe  
16 even more stringent than the way it is right now. So I  
17 thank you for the opportunity to testify and for your  
18 dedication to solving these difficult problems.

19 MS. THOMPSON: Thank you for your comment. The  
20 next speaker will be Rich Kassel. Rich, you may now  
21 unmute, and please state your name and affiliation for  
22 the record.

1           MR. KASSEL: Thank you very much. I'm just  
2     getting my video going. My name is Rich Kassel, and I  
3     am testifying today as director of policy and a member  
4     of the Advisory Board of ClearFlame Engine  
5     Technologies. Thank you for the opportunity to testify  
6     in support of EPA's Clean Trucks Plan. We strongly  
7     urge you to include Option 1 in your final rule.  
8     Further, we strongly urge you to adapt EPA's fuel-  
9     neutral, technology-neutral systems approach to reduce  
10    greenhouse gas emissions from all of the Nation's  
11    heavy-duty engines and vehicles as you implement the  
12    two rules that will together comprise the Clean Trucks  
13    Plan.

14           Founded in 2016 is a black- and women-founded and  
15    led business, ClearFlame is developing technology to  
16    cost effectively decarbonize hard-to-electrify segments  
17    of the transportation sector at scale, this decade. By  
18    using homegrown, low-carbon, renewable fuel that are  
19    naturally low in particulate matter and NOx, such as  
20    ethanol, instead of high-carbon petroleum diesel fuel,  
21    we aim to decarbonize engines used in long-haul  
22    trucking, agriculture, and other non-road diesel engine

1 sectors.

2 If you remember just one sentence from my  
3 testimony today, it's this: even in a moment of  
4 accelerating electrification in the transportation  
5 sector, the fuel-neutral, technology-neutral,  
6 performance-based approach is still critically  
7 necessary. Here's three reasons why a systems approach  
8 makes sense. First, EPA has had more than 50 years of  
9 success using this approach, which rewards innovation  
10 and the ability to scale quickly and cost-effectively.

11 Indeed, EPA's heavy-duty highway and non-road diesel  
12 rules of 2000 and 2004 showed that such a systems  
13 approach reduced emissions and related health harms at  
14 scale faster and more cost-effectively than any other  
15 approach that treated the fuel and vehicle separately,  
16 or that picked specific technology winners. If it  
17 ain't broke, don't fix it. And as we evolve towards a  
18 market that includes vehicles powered by batteries,  
19 fuel cells, biofuels, and, yes, even some petroleum,  
20 evaluating and integrating the full life cycle  
21 emissions impacts of our full vehicle systems will  
22 become even more important to ensuring that real-world

1 emissions meet our environmental goals.

2 Second, diesel engines will continue to emit a  
3 significant portion of the transportation sector's NOx  
4 and greenhouse emissions in 2050. Even in states that  
5 have adopted California's Advanced Clean Truck Rule, up  
6 to 60 percent of the truck tractor sales market can  
7 still be diesel in 2035. These engines are likely to  
8 remain on the road for decades. Third, the Biden  
9 administration's net-zero plan assumes roughly a  
10 gigaton of greenhouse emissions reductions by  
11 decarbonizing liquid fuels that will still be used in  
12 2050 as a complementary strategy to its ambitious and  
13 necessary electrification goals. EPA's clean trucks  
14 plan can help ensure that the White House's net zero  
15 plan is successful in the long run.

16 WE look forward to working with the Agency towards  
17 a successful Clean Trucks Plan that improves health in  
18 disadvantaged and other communities across the country,  
19 and that decarbonizes all heavy-duty engines and  
20 vehicles, not just those that are relatively easier to  
21 electrify. Thank you very much for the opportunity to  
22 testify today.

1 MS. THOMPSON: Thank you for your comment. The  
2 next speaker will be Marguerite Pennoyer. You may now  
3 unmute, and please state your name and affiliation for  
4 the record.

5 MR. PENNOYER: Hello. My name is Marguerite  
6 Pennoyer. I'm a physician specializing in allergy,  
7 asthma, and immunology, and I live in Scarborough,  
8 Maine. I also volunteer as board chair of the American  
9 Lung Association here in Maine and as vice board chair  
10 of the ALA in the Northeast Mid-Atlantic. I'm  
11 presenting my testimony in solid support of stronger  
12 standards to limit emissions of nitrogen oxides and  
13 greenhouse gases from heavy-duty vehicles. I urge you  
14 to finalize these standards into law this very year, in  
15 2022, and to select Option 1 from the proposal when  
16 setting the final rules to maximize the benefits for  
17 public health.

18 As physicians, we see far too often the toll that  
19 asthma and other lung conditions take on our patients  
20 and their families. Asthma attacks are very stressful  
21 and can even be fatal, but the good news is that many  
22 asthma attacks could be prevented simply by reducing

1 pollution and making our air healthier to breathe. I  
2 live in Maine, and my coastal county has an "A" grade  
3 for particle pollution and a "B" grade for ozone  
4 pollution on the ALA "State of the Air" report of the  
5 American Lung Association. So why should I worry about  
6 my patients' health with these seemingly encouraging  
7 numbers? We look like we're doing okay. However, I  
8 know that many of our economically-disadvantaged  
9 Mainers must and do live closest to the highway truck  
10 routes that pass through our state. I know that the  
11 burden of living with unhealthy air is not shared  
12 equally. People of color in my state and Maine's  
13 tribal communities may be greater than three times more  
14 likely to be living and breathing in more polluted air.

15 We know EPA has passed rules for heavy-duty trucks  
16 have already reduced nitrogen oxides by as much as 60  
17 percent, but we need more to better protect public  
18 health. EPA Option 1 is the stronger option for public  
19 health benefit. It's predicted to result in 18,000  
20 fewer cases of asthma onset in children, 3.1 million  
21 fewer cases of asthma symptoms and allergic rhinitis,  
22 and 1.1 million fewer lost school days for children.



1           The EPA has already determined the heavy-duty  
2   engine industry is capable of attaining the proposed  
3   standards. EPA needs to finalize these standards and  
4   finalize this proposal by the end of 2022. We need to  
5   avoid missing a crucial full year of new truck  
6   manufacturing. The American Lung Association's new  
7   report, Zeroing in on Healthy Air, has predicted that  
8   there would be \$1.2 trillion in health benefits for our  
9   Nation and 110,000 premature deaths prevented by a  
10   nationwide transition to zero-emission, light-, medium-  
11   and heavy-duty vehicles.

12           Watching child struggle through an asthma attack  
13   is something that no parent wants to see and that no  
14   doctor can ever forget. Strengthening the EPA  
15   standards will be of enormous benefit, not just for  
16   children who struggle with asthma but for the health of  
17   our Nation as a whole. Thank you for allowing me to  
18   present testimony.

19           MS. THOMPSON: Thank you for your comment. The  
20   next speaker will be Peggy Ann Berry. Peggy, you may  
21   now unmute, and please state your name and affiliation  
22   for the record.

1 MS. BERRY: Good morning. My name is Peggy Ann  
2 Barry, and I am a member of the Alliance of Nurses for  
3 Healthy Environments. I'm also a Sierra Club member as  
4 well as a Mom Clean Air Force member. Thank you for  
5 allowing me to testify regarding controls of air  
6 pollution, especially with new motor vehicles, heavy-  
7 duty engines and vehicles standards. First, I'm a  
8 registered nurse, and second, I'm a certified  
9 occupational health nurse specialist, as well as a  
10 fellow with the American Association Of Occupational  
11 Health Nurses. I have -- I live in the crossroads of  
12 America -- I-75 and I-70. A lot of truck traffic comes  
13 through our 'burg. I also had to drive the I-75  
14 corridor into Cincinnati almost six years daily while  
15 doing my masters and my Ph.D. The haze driving down  
16 into that Ohio River Valley was -- you could almost,  
17 like, touch. It was just on the horizon as I drove  
18 into it on a daily basis.

19 I am testifying for the fact that 190,000 Ohio  
20 children have been diagnosed with asthma. A  
21 disproportionate percentage of black and poor children  
22 are affected by asthma, with black children visiting

1 the emergency room at a rate four times greater than  
2 that of white children. I have the statistics, and I  
3 can push that forward with my testimony, but they are  
4 directly from the Ohio Department of Health, their 2019  
5 report on the "Burden of Asthma in Ohio." As the Ohio  
6 Department of Health points out, asthma is the most  
7 common chronic disease in children, imposing a  
8 consistent burden on the Ohio healthcare system, and a  
9 significant impact on overall quality of health and  
10 healthcare costs and health. Just multiply that for  
11 the Nation.

12 In addition, Ohio has a higher incident rate over  
13 the rest of the United States, and the county that I  
14 live in, Montgomery County, is a priority area given  
15 the amounts of asthma that are in the area. No doubt  
16 it's the car and truck traffic in and around these  
17 inner states where the poor and the black, indigenous,  
18 and people of color live, and it affects everyone. My  
19 ask is for stronger rules and a rapid transition to  
20 electrical vehicles beginning with school buses. I  
21 mean, why put a kid in a diesel bus and let it sit  
22 there? And then all mass transit needs to go electric

1 or zero-based diesel or gas fuel.

2 Let's lessen the burden healthcare-wise and  
3 absence-rights in our communities. Thank you.

4 MS. THOMPSON: Thank you for your comment. The  
5 next speaker will be Mary Greene. Mary, you may now  
6 unmute, and please state your name and affiliation for  
7 the record.

8 MS. GREENE: Thank you. I don't know if my video  
9 is working, but I hope you can hear me.

10 MS. THOMPSON: We can, and we can see you as well.

11 MS. GREENE: Oh, perfect. Great. Thank you. So  
12 thank you. My name is Mary Greene, and I am the senior  
13 policy counsel for sustainability at Consumer Reports.  
14 Thank you for listening to my testimony today.

15 CR is very encouraged to see EPA strengthening  
16 emission standards for new heavy-duty vehicle beginning  
17 in 2027. While this rule is a good start, the Agency  
18 should go further and use this opportunity to make  
19 transformative changes in the transportation industry,  
20 requiring more stringent standards for both NOx  
21 pollution and greenhouse gas emissions that negatively  
22 impact communities across America. Such reductions

1 will help the administration to achieve its own goal of  
2 reducing NOx emissions and reducing greenhouse gas  
3 emission economy-wide by 50 percent by 2030.

4 Heavy-duty vehicles are the main vehicles used for  
5 transporting and delivering consumer goods across the  
6 country. As e-commerce rapidly expands and as  
7 companies promise consumers faster and faster delivery,  
8 utilization of these vehicles is likely to grow.

9 However, this reliance has costs in the form of  
10 increased air pollution and global warming emissions.  
11 Although heavy-duty vehicles make up a small portion of  
12 vehicles on U.S. roads, they disproportionately  
13 contribute to greenhouse gases and NOx emissions, which  
14 cause serious and costly health and environmental  
15 risks. As my colleague, Dr. Quinta Warren, will  
16 discuss, these impacts disproportionately impact low-  
17 income communities and communities of color.

18 As demand for consumer goods grows, so will the  
19 impact of heavy-duty vehicle emissions. For this  
20 reason, EPA must enact the strongest standards possible  
21 to reduce NOx and greenhouse gas emissions. Consumer  
22 Reports has the following recommendations. First, for

1 the NOx portion of the rule, EPA should, at the very  
2 least, adopt Option 1. Option 2 simply does not go far  
3 enough to reduce NOx pollution. However, we believe  
4 Option 1 should be strengthened to more closely align  
5 with California's Heavy-Duty Omnibus Rule. To do so,  
6 standards should achieve a 90-percent reduction in NOx  
7 emissions over 2010 standards by 2027. These more  
8 stringent standards more accurately reflect the  
9 greatest degree of emission reduction achievable  
10 through the application of technology available for the  
11 model year as required by the Clean Air Act.

12 Second, the proposed greenhouse gas emission  
13 standards must be strengthened so as to accelerate the  
14 deployment of zero-emission electric trucks. Zero-  
15 emission technology will be key to achieving a 50-  
16 percent reduction in greenhouse gas emissions by 2030,  
17 and is the best route -- solution to reducing both NOx  
18 and climate pollution. Importantly, technology already  
19 exists to electrify many forms of heavy-duty vehicles.  
20 For example, delivery vehicles that follow local routes  
21 and operating ranges are ideal candidates for  
22 electrification. Currently, the rule would do little,

1 if anything, to accelerate heavy-duty EV adoption.

2 Already states are leading the charge and implementing  
3 policies that would result in three times the number of  
4 heavy-duty electric vehicles as the EPA rule. EPA  
5 should follow suit.

6 EPA should also eliminate credits and multipliers  
7 to both the NOx and greenhouse gas portions of the rule  
8 as they will severely limit the effectiveness of this  
9 proposed rule. Finally, EPA should ensure that this  
10 rule is finalized by this year so that it can go into  
11 effect as soon as possible.

12 Thank you very much for your time.

13 MS. THOMPSON: Thank you for your comment. The  
14 next speaker will be Quinta Warren. You may now  
15 unmute, and please state your name and affiliation for  
16 the record.

17 MS. WARREN: Dr. Quinta Warren, Consumer Reports.  
18 Thank you for the opportunity to testify on the  
19 Environmental Protection Agency Heavy-Duty Vehicle  
20 Standards. My name is Dr. Quinta Warren, and I am the  
21 associate director of sustainability policy at Consumer  
22 Reports. CR is encouraged to see that the EPA is

1 updating its emission standards for heavy-duty vehicles  
2 sold beginning in 2027. We believe that this proposal  
3 is a good start but that the EPA can and should do more  
4 to limit NOx and greenhouse gas emissions from these  
5 vehicles and limit their negative impacts on  
6 communities and the environment.

7 Low-income communities and communities of color  
8 are disproportionately impacted by heavy-duty vehicle  
9 emissions due to a national legacy of racist policies  
10 that have kept cities across the country segregated for  
11 generations. These policies have kept these  
12 overburdened communities proximal to roads,  
13 transportation corridors, and vehicular traffic. The  
14 Biden administration has previously stated its  
15 commitment to environmental justice, and this is an  
16 opportunity for it to demonstrate this commitment by  
17 addressing discriminatory transportation related  
18 impacts.

19 Heavy-duty vehicles make up less than 5 percent of  
20 vehicles on the road, yet they account for 25 percent  
21 of greenhouse gas emissions and 60 percent of tailpipe  
22 NOx and particulate matter emissions. These pollutants



1 dramatically contribute to poor health outcomes,  
2 including preterm births, lung cancer, cardiovascular  
3 disease, and respiratory diseases, such as asthma.

4 People living in low-income neighborhoods and  
5 communities of color are exposed to 28-percent higher  
6 nitrogen dioxide concentration on average than people  
7 in higher-income and majority-white neighborhoods.

8 This pattern is repeated in communities throughout the  
9 country.

10 African Americans and Latinos are exposed to 34  
11 percent and 23 percent higher levels, respectively, of  
12 particulate matter pollution from the transportation  
13 sector. Shifting to low- and zero-emissions vehicles  
14 would improve air quality in impacted communities and  
15 yield significant avoided costs from public health and  
16 climate damage. For these reasons, we urge the EPA to  
17 adopt Option 1 and strengthen it to accelerate the  
18 deployment of zero-emission, heavy-duty vehicles, and  
19 achieve a 90-percent reduction in NOx emissions over  
20 2010 standards by 2027. We also urge the EPA to  
21 eliminate NOx and greenhouse gas-related credits and  
22 multipliers to automakers, which would allow polluting

1 vehicles to continue to be sold and severely limit the  
2 effectiveness of this proposed rule. We need this  
3 heavy-duty rule to be as stringent as possible and to  
4 be put in place this year in order to protect  
5 communities across the country, especially the  
6 vulnerable among us.

7 Thank you for the opportunity to testify.

8 MS. THOMPSON: Thank you for your comment. The  
9 next speaker will be Wayne Nastri. You may now unmute,  
10 and please state your name and affiliation for the  
11 record.

12 MR. NASTRI: Thank you. Good morning. Good  
13 morning, Bill Bryan, Christie, Andrea. My name is  
14 Wayne Nastri. I'm the executive officer for the South  
15 Coast Air Quality Management District. We're the local  
16 air agency responsible for air quality in the Greater  
17 Los Angeles Area.

18 Over 17 million people reside in South Coast Air  
19 Basin, breathing some of the most polluted air in the  
20 Nation. We've failed to meet multiple Federal air  
21 quality standards and face hard deadlines to meet ozone  
22 standards in the short term. And we estimate that the

1 air pollution our residents face causes 1,600 premature  
2 deaths a year along with thousands of excess emergency  
3 room visits, and hundreds of excess hospital admissions  
4 annually. NOx is a primary pollutant that must be  
5 controlled in our region to reduce ozone. Heavy-duty  
6 trucks are currently our top source of NOx, and we  
7 project that need a 45-percent reduction in NOx  
8 emissions beyond existing regulations by 2023, a 55-  
9 percent reduction by 2031, and a 73-percent reduction  
10 by 2037, truly a breathtaking amount. And as a local  
11 area agency, we have limited authority to control truck  
12 emissions. That authority instead falls squarely on  
13 EPA and CARB, and while CARB has taken action to  
14 address truck NOx emissions through their omnibus  
15 regulation, that regulation does not reach trucks that  
16 come into California from out of state.

17 We believe we will not meet the clean air  
18 standards absent significant Federal action, and the  
19 truth of the matter is South Coast is not alone. EPA  
20 actions are needed to help a significant number of  
21 other areas across the Nation that are either in non-  
22 attainment or quickly going into non-attainment for

1 ozone. And the body of evidence growing of a lower  
2 standard has only grown since 2016 when we petitioned  
3 EPA for a new truck rule. Our preference, therefore,  
4 is for EPA to finalize a rule in line with the  
5 alternative approach that includes a .02 grams per  
6 brake horsepower-hour our standard that's outlined in  
7 the proposal. This approach provides earlier and  
8 greater emission reductions in the two options in the  
9 proposal in a shorter time frame. This will help  
10 deliver cleaner air sooner to communities throughout  
11 our air basin and the Nation.

12 We're concerned, however, that an alternative  
13 approach may take additional time to finalize as EPA is  
14 requesting more data to support it. A revised standard  
15 is needed as soon as possible, and our paramount  
16 concern is that EPA finalize the standard by the end of  
17 this year. And if EPA's pursuit of the alternative  
18 approach would jeopardize that timeline, we would  
19 instead support Option 1. Option 1 is not ideal as it  
20 allows for more emissions than the option standard  
21 equivalent to CARB's regulation, especially in the  
22 early years of the program. We're also concerned that

1 the flexibilities built into option could result in a  
2 strong standard on paper that, in reality, is watered  
3 down, and caution EPA to be mindful of that potential  
4 outcome. An example, allowing manufacturers to  
5 generate NOx credits from sales of zero-emission  
6 engines could disincentivize investments in clean  
7 technologies to internal combustion engines, delaying  
8 needed emission reductions.

9 And in closing, we urge EPA to finalize the rule  
10 that prioritizes achieving maximum emission reductions  
11 as soon as feasible. And finally, I'd like to thank  
12 EPA staff and leadership, and the Biden administration  
13 for getting us this far, and let's make sure that we  
14 finish the rule this year because, as we all know, we  
15 have a lot more work to do and a lot more sources to  
16 deal with. Thank you again.

17 MS. THOMPSON: Thank you for your comment. At  
18 this time, we will begin a brief recess. EPA, when  
19 would you like to reconvene?

20 MR. CHARMLEY: I apologize, Kayla. I hadn't  
21 thought about how long of a break. How about 10  
22 minutes? Will that work? Christy and Bryan, that seem

1     okay? Well, let me -- let me round it up until noon to  
2     make -- yeah. Why don't we do that? So a 12-minute  
3     break, and we can reconvene at 12:00 Eastern.

4             (Break.)

5             MS. PHILLIPS-THORYN: Hello, everyone. This is  
6     Lauren Phillips-Thoryn from Abt Associates, EPA's  
7     contractor. It is noon Eastern Time, and we are now  
8     rejoining EPA's public hearing about the Control of Air  
9     Pollution from New Motor Vehicles: Heavy-Duty Engine  
10    and Vehicle Standards proposal.

11            In order to accommodate testimony in both Spanish  
12    and English throughout this hearing, all attendees must  
13    select their preferred language via the interpretation  
14    icon at the bottom of your screen. If you are  
15    providing testimony today, please make sure that you  
16    are speaking the language of the channel you are  
17    listening to. For example, listening to English while  
18    speaking in Spanish could prevent other participants  
19    from hearing your statement in their language of  
20    choice. As a reminder, if you are speaking today, you  
21    will receive a notification on your screen that you are  
22    being promoted to the role of panelist shortly prior to

1 your speaking time. You must accept that invitation to  
2 be able to unmute when you are called to testify. This  
3 will also allow you to turn on your camera, which we  
4 encourage you to do. Speakers connected by telephone  
5 should unmute their phones when called to testify.

6 If you are having technical difficulties, send an  
7 email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919)  
8 294-7712. If you are not registered to speak, but you  
9 would like to, please send an email to  
10 [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919) 294-7712. I  
11 will be introducing each speaker in turn. Please speak  
12 slowly and clearly so that our court reporter can  
13 record these proceedings accurately.

14 The first speaker is Diana Van Vleet. Please  
15 state your name and affiliation for the record.

16 MS. VAN VLEET: Good morning. My name is Diana  
17 Van Vleet, and I am the national director of outreach  
18 and engagement for the American Lung Association's  
19 Healthier Campaign. Thank you for conducting this  
20 hearing, providing more time for the public to sign up  
21 prior to the hearing, and adding an additional day to  
22 hear public testimony.

1           The American Lung Association strongly supports  
2   the cleanup of pollution from heavy-duty engines and  
3   vehicles. We urge EPA to finalize this rule this year  
4   and to choose Option Number 1 from the proposal when  
5   promulgating the final rules to maximize the benefits  
6   for public health. This rule isn't just about reducing  
7   air pollution. It's also about advancing environmental  
8   justice.

9           Seventy-two million people are estimated to live  
10   near truck freight routes, and this puts their health  
11   at risk. They are more likely to be people of color  
12   and those with lower incomes, as you've heard from  
13   others today. These overburdened communities are  
14   directly exposed to pollution that causes respiratory  
15   and cardiovascular problems among other serious and  
16   costly health effects. We know that air pollution from  
17   shipping has gotten -- has likely gotten worse in  
18   recent years. The COVID-19 pandemic accelerated the  
19   shift from in-store shopping to ordering more items  
20   online. More, fast, personalized delivery service  
21   means more delivery trucks and vans on neighborhood  
22   streets supported by rising number of warehouses,



1 distribution centers, and long haul -- long-distance  
2 haulers on highways often located in or near already  
3 highly-polluted communities. Increased traffic in and  
4 out of these areas brings increased levels of unhealthy  
5 air pollution to communities where this traffic is  
6 concentrated. Exposure to traffic-related pollution is  
7 a serious health hazard for those living in freight-  
8 impacted communities.

9       The mixture of emissions -- this mixture of  
10 emissions have been linked to poor birth outcomes,  
11 reduced lung and cognitive development, development and  
12 worsening of chronic respiratory and cardiovascular  
13 diseases, increased risk of dementia, cancer, and early  
14 death. Thankfully, the EPA has the opportunity to do  
15 something about this right now. Please strengthen  
16 limits of NOx emissions as well as greenhouse gases  
17 from heavy-duty engines and heavy-duty vehicles. The  
18 Agency must finalize for this proposal by 2022 and  
19 maximize the health benefits it offers by selecting  
20 Option Number 1 and strengthening it, including  
21 extending the warranty requirements and useful life  
22 provisions in the rules.

1           Every American deserves to breathe clean, healthy  
2   air regardless of their zip code or their skin color.  
3   Thank you for your leadership and work to reduce  
4   dangerous air pollution from trucks, and thank you for  
5   your time.

6           MS. PHILLIPS-THORYN: Thank you for your comment.  
7   The next speaker will be Josh Nassar. You may now  
8   unmute, and please state your name and affiliation for  
9   the record.

10          MR. NASSAR: Hello. My name is Josh Nassar. I'm  
11   with United Auto Workers, legislative director, and  
12   it's an honor to be here today to speak on behalf of  
13   the one million members and retirees of UAW, our  
14   executive board president, Ray Curry, and really  
15   appreciate the EPA's transparent process here and  
16   having an opportunity to offer our views.

17          I want to start by saying a few things. First of  
18   all, you know, we think the choice that's often framed  
19   as things being good for the environment or for workers  
20   is a false choice. We know that it's possible to do  
21   both. We've been involved firsthand in the -- in Phase  
22   1 and 2 of heavy-duty and the recently-finalized light-

1 duty standards. We know it's possible if there's the  
2 will there.

3 Also, you know, the disproportionate impacts of,  
4 you know, emissions on low-income and underserved  
5 communities is a problem, and absolutely, you know, not  
6 dismissing that in any way. I think the question is  
7 how do we get there. How do we -- how do we get to a  
8 place where we have you, you know, more, you know,  
9 clean air to breathe and basically, you know, cleaner  
10 trucks on the road? A concern -- the concern we have  
11 is, you know, Proposal 1 seems, from all we've studied  
12 and understand, it seems deeply problematic because  
13 we're concerned that it would inadvertently lead to a  
14 pre-by-no-by situation. We've had this happen before  
15 where, you know, when facing a difficult standard, the  
16 purchasers, you know, the companies buying the trucks  
17 will rush for the cheaper product. And we've seen this  
18 where they buy grandfathered products -- in other  
19 words, trucks that don't meet the new standards. And  
20 then there's a precipitous drop-off in purchases of the  
21 new standard vehicles because of the cost difference.

22 So we have to look very, very carefully and be

1 realistic about the cost that we're talking about here.

2 It doesn't do anyone any good if what ends up

3 happening from a rule is that, you know, you have a

4 massive amount of buys of the grandfathered vehicle.

5 That's very disruptive to the workforce because what

6 happens is there's a -- there's a real hiring boom, and

7 that's followed by a bust, and people can be laid off

8 and have been laid off for years when regulations are

9 structured this way. This has happened before. So,

10 and, of course, you know, the environmental benefit is

11 not there if, you know, we're not having those new

12 cleaner vehicles on the road. So we really have to,

13 you know, be realistic about the market realities.

14 We're not -- we need to be aggressive. We're arguing

15 against that. Industry itself has been willing to

16 adopt pretty tough standards here, as you've heard and

17 you will hear.

18 The other thing I would just encourage EPA to keep

19 doing is to, you know, look at other sources, I mean,

20 you know when it comes to ships, when it comes to

21 airplanes, when it comes to other areas not related to

22 the transportation sector. You know, this is a sector

1 that actually has, you know, gone along with  
2 regulation. That's not -- that can't be said for a lot  
3 of other sectors. So at the end of the day, we think  
4 it's important to have a consensus-driven process that  
5 pushes for aggressive standards but is also realistic.

6 We have tens of thousands of members who build,  
7 you know, the trucks that are on the road and the  
8 trucks of the future, proud of their work, and we want  
9 to make sure they can continue to do that work. So  
10 that's very, very important to us, but we also, you  
11 know, obviously understand the need for -- you know,  
12 for more regulations here when it comes to NOx, and  
13 ultimate CAFE THG.

14 So thanks for your time. Really appreciate the  
15 opportunity to testify. We stand willing -- willing  
16 and able to work with everyone. We think that a -- you  
17 know, we really can have a win-win, but, you know, it's  
18 going to take a lot of hard work, and we're all going  
19 to have to roll up our sleeves. So thanks again.  
20 Really appreciate the opportunity, and look forward to  
21 working with everyone as this process continues. Thank  
22 you.

1 MS. PHILLIPS-THORYN: Thank you for your comment.  
2 The next speaker will be Mitchell Hescox. You may now  
3 unmute, and please state your name and affiliation for  
4 the record.

5 MR. HESCOX: Good afternoon. I'm the Reverend  
6 Mitchell C. Hescox, president of the Evangelical  
7 Environmental Network, and I live in New Freedom,  
8 Pennsylvania. As evangelical pro-life Christians, we  
9 believe in the sacredness of life from conception until  
10 natural death, and as such, our faith demands care for  
11 the whole person at every life stage, and to do  
12 otherwise contradicts the totality of our scripture,  
13 the Bible. Because we care about life, our ministry  
14 remains dedicated to defending life, both born and  
15 unborn, from pollution's threat to human health.

16 Over the past decade or so, we have generated the  
17 support of over two million pro-life Christians in  
18 support of regulations designed to improve the quality  
19 of life and to reduce premature death for all children.

20 We strongly support new standards for control of air  
21 pollution from heavy duty trucks. The transportation  
22 sector-emitted pollution is a major source of air

1 pollution-related death and disease and recently became  
2 the number one source of global warming pollution in  
3 the United States. Heavy-duty trucks are a leading  
4 source of lung-damaging air pollutants, including smog-  
5 forming NOx, particle pollution, and it's estimated  
6 that in 2020, that, nationwide, trucks consumed 55.3  
7 gallons of fuel and emitted 561 metric tons of  
8 greenhouse gases, 1.5 million metric tons of nitrogen,  
9 and 38,000 metric tons of PM2.5. The largest single  
10 source of these solutions are heavy duty trucks  
11 representing 57 percent. Almost 60 percent of the NOx  
12 and PM exhaust emissions from trucks and buses were in  
13 urban areas, and 45 million people in the United States  
14 live, work, or attend school within 300 feet of a major  
15 road, airport, or railroad, and 45 percent of U.S.  
16 residents live in counties with unhealthy levels of  
17 smog or soot.

18 Medical experts have labeled these areas diesel  
19 death zones and link exposure to diesel exhaust to more  
20 than four dozen toxic air pollutants that cause birth  
21 defects, lung damage, dementia, and cancer. PM2.5  
22 alone results in least 200 premature deaths annually in

1 the U.S., nine and actually 10 separate causes,  
2 including cardiovascular disease, cerebral --  
3 cerebrovascular disease, chronic kidney disease,  
4 chronic obstructive pulmonary disease, dementia, type 2  
5 diabetes, hypertension, lung cancer, and pneumonia.  
6 And the 10th cause, over 15,000 preterm births are  
7 linked to PM2.5, with one-third of these early births  
8 resulting in deaths.

9       With so many lives and so much of our future  
10 dependent on heavy-duty truck pollution reduction, we  
11 strongly urge EPA to require minimum maximum NOx and PM  
12 standards in a single phase rulemaking to be in effect  
13 Model Year 2027. Secondly, we urge 100-percent zero-  
14 emission medium- and heavy-duty trucks by 2035. These  
15 standards are achievable and readily available today,  
16 and will deliver cost savings for operators and  
17 drivers. Dozens of trucks are already coming in the  
18 market, zero-emission trucks, within a couple of years.  
19       Today, electric buses are already capable of  
20 supporting most freight delivery and transit needs, and  
21 across nearly every vehicle class, the zero-emission  
22 trucks and buses are projected to be cheaper to own and



1 operate than combustion engine counterparts within five  
2 years. In fact, a recent DOE study predicts that by  
3 2030, zero-emission trucks could grow to 42 percent of  
4 sales just based on the fact that they will be cheaper  
5 to own and buy.

6 But we need strong policies to incentivize this  
7 reality. Our children's lives, and health, and future  
8 will be decided by reducing all forms of air pollution,  
9 including climate-change-causing carbon. Addressing  
10 heavy-duty trucks now will go a long way in deciding  
11 our children's future. We ask EPA to promulgate the  
12 strongest possible standards to save our kids, display  
13 our technical abilities to the world, and create a  
14 sustainable future with family-supporting jobs for all.

15 Thank you very much for allowing me to testify today.

16 MS. PHILLIPS-THORYN: Thank you for your comment.  
17 The next speaker will be Dave Cooke. You may now  
18 unmute, and please state your name and affiliation for  
19 the record.

20 (No response.)

21 MR. CHARMLEY: Dave, we can see you, but we cannot  
22 hear you. And, Dave, it doesn't look like you're on

1     mute, so there might be some -- oh, now you are on  
2     mute.

3             (Pause.)

4             MR. COOKE:   Can you hear me now?

5             MR. CHARMLEY:   Yes, we can.

6             MR. COOKE:   Okay.   I'm Dr. Dave Cooke, senior  
7     vehicles analyst with the Union Of Concerned  
8     Scientists.   On behalf of the Union Of Concerned  
9     Scientists' more than half a million supporters, I  
10    appreciate the opportunity to speak with you today.

11            The heavy-duty truck rules proposed by EPA are the  
12    first step the Agency has taken and over 20 years to  
13    limit the harmful particulate and smog-forming  
14    emissions from heavy-duty trucks.   USCIS is concerned  
15    that even after so much time, EPA's proposal matches  
16    neither the need nor the technical capacity to reduce  
17    these harmful emissions.   Today, we have the  
18    opportunity to eliminate the harmful truck emissions  
19    that plague local communities.   Unfortunately, EPA's  
20    rule chooses to treat these zero-emission vehicles as a  
21    curiosity, and yet even as the Agency ignores the  
22    market readiness and technical potential of such zero-

1 emission vehicles, its proposal also fails to propose a  
2 standard for diesel trucks that reflects the best  
3 available conventional technologies.

4 UCS is an advocate for science-based policy. As  
5 such, we simply ask EPA to look at the data. Together  
6 with the California Air Resources Board, EPA has funded  
7 millions of dollars of research at the Southwest  
8 Research Institute, yet it has inexplicably deviated  
9 from what that data supports, which is the omnibus  
10 regulations. EPA must align its standards, beginning in  
11 2027, with the omnibus. The Agency has already chosen  
12 to adopt the structure of the omnibus, which UCS  
13 supports, including the addition of a low load cycle, a  
14 more robust in-use testing program, and extended full  
15 useful lifetimes and warranties.

16 The omnibus was adopted by California and now  
17 other states after a successful multi-year process, and  
18 the Agency's own data supports the diesel emission  
19 reductions required under the omnibus, so it's unclear  
20 why EPA has chosen to adopt these structural elements  
21 while not also proposing stringencies in line with that  
22 program.

1           With regards to electric vehicles, EPA's proposal  
2   has unfortunately adopted the worst of all options. It  
3   has chosen to credit these vehicles under the NOx  
4   Program while ignoring them as a NOx solution in  
5   setting the standard. This means that every electric  
6   truck sold, including those already required under  
7   state policies, will lead to a dirtier diesel truck  
8   being sold. This is untenable for communities dealing  
9   with truck pollution. EPA must make a choice: either  
10   fully recognized zero-emission vehicles and set a NOx  
11   standard predicated on the sale of such vehicles, or it  
12   should exclude credits for electric trucks entirely to  
13   guarantee emissions reductions from the dirty diesel  
14   trucks driving through freight-impacted communities.

15           UCS can provide technical and economic data to  
16   support our various asks regarding EPA's policy, and we  
17   will continue to engage with EPA to strengthen the  
18   rule. If EPA is to uphold its technology-forcing  
19   mandate under the Clean Air Act, we expect a final rule  
20   that will reduce emissions from diesel trucks in line  
21   with the omnibus regulation and for EPA to ensure 50  
22   percent of new trucks sold in 2030 are zero-emission

1 vehicles. Thank you for your time.

2 MS. PHILLIPS-THORYN: Thank you for your comment.  
3 The next speaker will be Lewie Pugh. Unfortunately, we  
4 do not see you in the attendee list. If you have  
5 joined the hearing under another name, please click the  
6 raise hand button. If you have called in, please press  
7 star-9 to raise your hand.

8 (Virtual hand raised.)

9 MS. PHILLIPS-THORYN: All right. I see you. You  
10 have now been promoted to panelist, and you can unmute  
11 and state your name and affiliation for the record.

12 MR. PUGH: Yes, ma'am. Can you hear me now?

13 MS. PHILLIPS-THORYN: Yes, we can.

14 MR. PUGH: I'm Lewie Pugh, and thanks for having  
15 me. I'm with the Owner-Operator Independent Drivers  
16 Association, and I've been in the trucking industry my  
17 entire career. Most of that I've spent as a driver and  
18 an owner/operator. Here at OIDA, we represent over  
19 150,000 small business truckers and drivers all across  
20 the United States that deliver the food and goods that  
21 everyone here in the United States and those listening  
22 uses and orders every day.

1           In 2028, I met with EPA leadership when the  
2   Cleaner Trucks Initiative was in the initial stages of  
3   development. I will say today what I said then: clean  
4   air is a priority for everyone, but the technology used  
5   in heavy-duty trucks to accomplish this has to be  
6   affordable and reliable. The currently-proposed  
7   timelines to achieve NOx emission reductions leave us  
8   wondering if the same mistakes from the previous  
9   rulemaking will be repeated. Again, all truckers are  
10   supporters of clean air. Our industry wants to leave  
11   the environment better and healthier for those to come,  
12   but we have to use common sense and not use the end  
13   consumer as s a guinea pig.

14           The new regulations that the EPA has put forward  
15   are very concerning to myself and many others in our  
16   industry. My 2012 truck had all the latest EPA  
17   compliant technology, but it's spent more of time in  
18   the shop for repairs than the other four trucks I owned  
19   prior combined. In a period of 250,000 miles, or  
20   approximately two-and--and-a-half years, I had to have  
21   the entire DPF system completely replaced at a cost of  
22   \$6,000 each time, not to mention this truck was \$25,000

1 more expensive than any other truck I had prior to that  
2 with this technology. As you can see, this technology  
3 was not economical in any sense of the imagination. To  
4 add insult to injury, there was no way I could properly  
5 diagnose these problems or repair them myself. I would  
6 note that all these problems were not from a lack of  
7 preventive maintenance either. I had my system  
8 serviced and cleaned just as directed by the  
9 manufacturer.

10 Another troubling issue was the truck would go  
11 into a limp mode of 25 miles per hour. Semi-trucks  
12 just can't pull over anywhere, and wreckers to tow them  
13 are very expensive, not to mention there's lots of  
14 safety concern for the motoring public with trucks  
15 disabled along the side of the highway or on an exit  
16 ramp. Many truckers have told EPA similar issues  
17 they've experienced and how the Agency could work to  
18 address these problems. I do want to commend the  
19 Agency for listening to those comments and including  
20 provisions in the proposal regarding serviceability,  
21 inducement, and self-diagnosing tools that will help  
22 drivers better assess these emissions and equipment.

1 We also welcome improvement to vehicle warranties and  
2 believe all these provisions must be included in the  
3 final rulemaking.

4 While these policies will be helpful, we feel that  
5 the currently proposed implementation periods will  
6 likely force drivers to use them more often because of  
7 insufficient time and to ensure vehicle reliability.

8 We encourage the Agency to further look at sufficient  
9 phased-in implementation timelines that will allow  
10 manufacturers to comprehensively test engines and other  
11 equipment to guarantee performance and reliability.  
12 This would help eliminate higher purchase and  
13 maintenance costs for the drivers and owner-operators  
14 and help keep their trucks on the road instead of in a  
15 repair shop.

16 OIDA believes that small-business truckers and  
17 owner-operators will be an invaluable resource for EPA  
18 as the Agency continues to finalize the NOx commission  
19 rulemaking. I hope that the industry and the end users  
20 of this technology are listened to this time and not  
21 once again just victims of rushed technology. Thank  
22 you.



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

2 As a reminder, if you are speaking today, you will  
3 receive a notification on your screen that you are  
4 being promoted to the role of panelist shortly prior to  
5 your speaking time. You must accept that invitation to  
6 be able to unmute when you are called to testify. This  
7 will also allow you to turn on your camera, which we  
8 encourage you to do so. Speakers connected by  
9 telephone should unmute their phones when called to  
10 testify. We ask that speakers slowly and clearly so  
11 that our court reporter and interpreters can capture  
12 these proceedings accurately. Again, please keep your  
13 comments to three minutes. If you are having technical  
14 difficulties, please send an email to  
15 public\_hearing@abtassoc.com, or call (919) 294-7712.  
16 If you are not registered to speak, but you would like  
17 to speak tomorrow, please send an email with your name  
18 and phone number to public\_hearing@abtassoc.com, or  
19 call (919) 294-7712.

20 The next speaker will be Steven Poss.

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

22 If you have joined the hearing under another name,

1 please click the raise hand button. If you have called  
2 in, please press star-9 to raise your hand.

3 (Pause.)

4 MS. PHILLIPS-THORYN: The next speaker will be  
5 Brian Urbaszewski. Please unmute and state your name  
6 and affiliation for the record.

7 MR. URBASZEWSKI: My name is Brian Urbaszewski. I  
8 am director of environmental health programs for  
9 Respiratory Health Association, a nonprofit founded in  
10 1906 with the mission to prevent lung disease, promote  
11 clean air, and help people live better through  
12 research, education, and policy change.

13 I want to thank the Ay for addressing a number of  
14 issues that have evolved since the last time emissions  
15 standards for larger vehicles were updated, but this  
16 proposal does not -- doesn't do nearly enough to --  
17 given the enormity of the challenge in front of us. In  
18 places like Metropolitan Chicago, too many people are  
19 still breathing unhealthy air quality, even based on  
20 outdated health standards that are currently being  
21 reevaluated based on more recent science so that they  
22 comply with the Clean Air Act requirements to safeguard

1 human health. Air in the Chicago Region still fails to  
2 meet those old health standards, and Illinois has  
3 missed several Clean Air Act deadlines for our region.

4 Communities of color are much more exposed to  
5 major sources of diesel engine pollution. The  
6 combination of asthma, poverty, higher exposure to air  
7 pollution, and historic discrimination has led to the  
8 fact that a black child in Chicago is over four times  
9 more likely to wind up in the emergency room for an  
10 asthma attack than a white child. We also know climate  
11 change exacerbates direct air pollution health impacts  
12 while also being a human health threat independent of  
13 any NAAQS impacts. We are seeing worst floods, bigger  
14 wildfires, hotter and longer heatwaves. Those impacts  
15 disproportionately fall on people with the fewest  
16 resources to deal with the threats, and as the most  
17 recent IPCC report shows, we are on the brink of  
18 running out of time. EPA needs to do more to reduce  
19 emissions -- excuse me. Pardon me. EPA needs to do  
20 more to reduce emissions from fuel consumption fast.  
21 It must seize the opportunity now and address the  
22 multiple threats to health, long-term climate change

1     instability, and environmental justice.

2             We believe the proposed rule needs to be  
3     strengthened in three basic ways. First, the Federal  
4     standard must at least be as stringent as the Heavy-  
5     Duty Omnibus Rule. EPA's rule needs to align with and  
6     be no less strict than California's emission limits  
7     when a Federal rule goes into effect. If California  
8     approved through its seven-year process to develop the  
9     HDO Rule, the technology required to meet the new  
10    requirements is feasible and cost-effective. So far,  
11    California, Oregon, Massachusetts, with over 50 million  
12    have already adopted the HDO Rule, which applies in the  
13    2024 Model Year. The Federal rule must at least match,  
14    if not exceed, the 90-percent NOx reduction the omnibus  
15    rule would bring.

16            Second, EPA's proposed rule allows manufacturers  
17    to make dirty or diesel trucks if they offset their  
18    impacts by making electric zero-emission trucks. Yet  
19    EPA assumes electric trucks are only being sold in  
20    California due to state requirements there and limits  
21    that amount from allowing an equivalent amount of  
22    dirtier diesel trucks to be sold. That's good, but six

1 states already require zero-emission sales targets, and  
2 EPA needs to ensure sales of electric trucks and other  
3 states do not create a loophole for manufacturers to  
4 make even more dirtier diesel trucks. EPA must account  
5 for electric truck sales that are being driven by such  
6 requirements in multiple states, and credit should only  
7 be given if manufacturers go above and beyond what they  
8 must already do.

9       Lastly, EPA needs to set a zero-emission standard  
10 in this medium- and heavy-duty rule, and set a date by  
11 which zero mission is the default requirement. In  
12 short, EPA should require increasing sales of electric  
13 trucks and make sure that all new truck sales are zero  
14 emission by 2035. As of today, six states with over a  
15 quarter of the U.S. population have already adopted  
16 California's Advanced Clean Truck Standard that sets  
17 zero emissions sales targets for medium- and heavy-duty  
18 vehicles. Manufacturers, including those in Illinois,  
19 are producing medium and heavy-duty electric vehicles  
20 in larger numbers this year. Those vehicles can have a  
21 lower lifetime cost to operate, much lower fueling  
22 costs, and lower maintenance cost. With rapidly-

1 growing generation of renewable -- clean renewable  
2 electricity, such vehicles will reduce more emissions  
3 every year going forward. This is the path we must  
4 follow.

5 I want to thank you for opportunity to speak  
6 today, and I look forward to a final robust rule that  
7 addresses these critical needs. Thank you.

8 MS. PHILLIPS-THORYN: Thank you for your comment.  
9 The next speaker will be William Becket. You may now  
10 unmute, and please state your name and affiliation for  
11 the record.

12 MR. BECKETT: My name is Dr. William Beckett. I'm  
13 a member of the Science Network of the Union of  
14 Concerned Scientists, and for identification purposes,  
15 I'm also a member of the faculty of Harvard Medical  
16 School. I speak as a certified lung doctor who has  
17 spent many years both treating patients with lung  
18 diseases, including many with asthma, and also doing  
19 research on the health effects of air pollution,  
20 including effects of NOx.

21 By further strengthening air pollution standards  
22 for heavy-duty vehicles now, we can improve the health

1 of impacted children and adults, and here's how we know  
2 this is true. As you may know, the Los Angeles Air  
3 Basin has had serious air pollution problems, and  
4 California has worked very hard to clean this up over  
5 the last 70 years. During decades of cleanup through  
6 California's stricter air pollution standards,  
7 researchers at the UCLA School of Medicine followed  
8 children in the community, both asthmatic and healthy  
9 children, as the air got cleaner, and they found that  
10 the size of the children's lungs and the level of  
11 bronchitis symptoms in those children got better as the  
12 pollution went down. One of the pollutants that was  
13 reduced by 53 percent was NOx, which was strongly  
14 associated with the health benefits.

15 So we now know that reducing air pollution does  
16 make a huge difference in health, and that's why Option  
17 1 is the preferable option in the proposed standards.  
18 But Option 1 does not go far enough as it will not  
19 prevent all the health harms of heavy-duty vehicle  
20 pollution. A further step that is warranted by the  
21 health data is to move faster away from fuel-burning  
22 trucks to zero-emissions heavy-duty vehicles, which are

1 already available on the market.

2 Thank you for your attention.

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

4 The next speaker will be Dorothea Van Leeuwen.

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

6 If you have joined the hearing under another name,  
7 please raise your hand. If you have called in, please  
8 press star-9 to raise your hand.

9 (No response.)

10 MS. PHILLIPS-THORYN: The next speaker will be Kim  
11 Gaddy. Please unmute and state your name and  
12 affiliation for the record.

13 MS. GADDY: Good afternoon. My name is Kim Gaddy.  
14 I am the executive director of the South Ward  
15 Environmental Alliance located in the South Ward of the  
16 City of Newark in New Jersey. The South Ward  
17 Environmental Alliance mission is to cultivate healthy  
18 and vibrant neighborhoods by ensuring residents' voices  
19 are heard and they are active participants in decision-  
20 making policies that impact their neighborhood. I want  
21 to thank you for the opportunity to voice our concerns  
22 in response to the EPA's heavy-duty truck rule.



1           The EPA NOx rule is not enough. Frontline  
2 communities cannot continue to hold our breath. We  
3 deserve the right to breathe clean air. [Redacted for PII]  
4 [Redacted] I know how important clean  
5 air is to all children in the City of Newark and in the  
6 United States. The backyard of the South Ward  
7 Community is the second-largest port; that is, Port  
8 Newark. Twenty-five thousand daily truck trips come in  
9 and out of that port on a daily basis. Forty-five  
10 hundred of those trucks stay on our local road, spewing  
11 toxic pollutants into our air. The Port of Newark is  
12 the economic engine for the region, but it is the  
13 diesel death zone for South Ward residents and North  
14 residents.

15           The South Ward Environmental Alliance is a member  
16 of the Moving Forward, and I am the regional  
17 representative for New York and New Jersey. MFN will  
18 be submitting comments that we totally support.

19           SWEA is seeking solutions that guarantee  
20 protection of our health. We are calling for EPA to  
21 pass the stringent and -- the most stringent and  
22 protective emission standards that require mandatory

1 emission reductions in the environmental justice  
2 communities as well as a sales mandate. SWEA is called  
3 an EPA to have 100 percent zero emissions across the  
4 freight sector by 2035 at the latest. The heavy-duty  
5 truck rule must not include false solutions, like  
6 natural gas, which only further environmental and  
7 public health harms in the environmental justice  
8 communities. Newark residents' lives are on the line.  
9 EPA must move a zero-emission agenda now. EPA last set  
10 emission standards more than 20 years ago, and even  
11 those standards have not yielded the improvements  
12 promised. It is time today for EPA to prioritize the  
13 health of frontline communities and reduce the  
14 emissions from heavy-duty vehicles fleet through the  
15 most protective emission standards.

16 Lastly, in the creation of zero-emission  
17 infrastructure and zero-emission solutions, we must  
18 prioritize environmental justice communities. The  
19 implementation of these regulations must take into  
20 account the life cycle of pollution from source to  
21 manufacturing, to tailpipe to waste, and all of the  
22 potential impacts throughout that system. We need

1 innovative and comprehensive policy from the EPA that  
2 ensures that reduction and harms and in our EJ and  
3 frontline communities. Thank you, and have a great  
4 day.

5 MS. PHILLIPS-THORYN: Thank you for your comment.  
6 The next speaker will be Steven Sondheim. You may now  
7 unmute, and please state your name and affiliation for  
8 the record.

9 (No response.)

10 MS. PHILLIPS-THORYN: As a reminder, you will  
11 receive a message asking you to be -- to accept the  
12 promotion to panelist. We do see you. You have a  
13 raised hand. Do you see the request to accept the role  
14 of panelist?

15 MR. SONDEHEIM: All right. Can you hear me?

16 MS. PHILLIPS-THORYN: Yes, we can.

17 MR. SONDEHEIM: Okay. Good. My name is Steven  
18 Sondheim. I'm a member of the Sierra Club. I've been  
19 to three of the U.N. climate conferences, the last one,  
20 Paris, and apparently, we're in real trouble right now  
21 both as far as pollutants, air quality, asthma, as well  
22 as climate change. And transportation is the most

1 contributor to this, and certainly trucks using diesel  
2 are. So we need to move as quickly as possible to  
3 electric power. And I understand that there's already  
4 a lot of these electric trucks available, and there's a  
5 lot of manufacturing going on of that. I think that's  
6 a good job opportunity. And I'm very, very concerned  
7 about the communities that these trucks go through as  
8 well as the truckers. There's a lot of illness. So as  
9 soon as we can move, the sooner the better; the higher  
10 the standards the better.

11 I'd also like to see this rule imposed for heavy  
12 utility vehicles: garbage trucks, construction trucks.  
13 There's no reason why we can't electrify this and  
14 reduce pollution to a tremendous degree. So please do  
15 this as soon as possible. Thank you.

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

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

1 encourage you to do.

2           Speakers connected by telephone should unmute  
3 their phones when called to testify. We ask that  
4 speakers speak slowly and clearly so our court reporter  
5 and interpreters can capture these proceedings  
6 accurately. Please keep your comments to three  
7 minutes. If you are having technical difficulties,  
8 please send an email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or  
9 call (919) 294-7712. If you are not registered to  
10 speak, but you would like to, please send an email with  
11 your name and phone number to  
12 [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919) 294-7712.

13           The next speaker will be Danny Schnautz.  
14 Unfortunately, we do not see when the attendee list.  
15 If you have joined the hearing under another name,  
16 please click the raise hand button.

17           (Virtual hands raised.)

18           MS. PHILLIPS-THORYN: It looks like we have two  
19 folks with their hands raised. I'm lowering hands. If  
20 you could now raise your hand. All right. You have  
21 been promoted to panelist. You can unmute and speak.

22           MR. SCHNAUTZ: Good morning. Can you hear me?

1 MS. PHILLIPS-THORYN: Yep.

2 MR. SCHNAUTZ: Okay. My name is Danny Schnautz.

3 I'm the president of Clark Freight Lines in Pasadena,

4 Texas. Good day, and thank you for hearing me. We

5 operate over 50 company-owned trucks as well as 150

6 more owner-operators in local, regional, and long-haul

7 trucking. We move long haul, and local intermodal, and

8 also general freight, and we have for over 35 years.

9 We are a company full of people who all have families,

10 and we want to know that freight movement matters to

11 everyone, not just to truckers.

12 The prior years of over-ambitious emission

13 standards have already created unreliable equipment for

14 many years and even driven one of the primary engine

15 manufacturers out of the on-road industry. These

16 ongoing emission systems failures are devastating,

17 especially with the current parts shortages. I want to

18 cover five separate areas of problems that may not all

19 be considered by industry outsiders when considering

20 these type of EPA standards. The first area is the

21 money. I'll keep these comments brief.

22 We make payments on trucks that are sitting,

1 waiting for repairs. We keep spare trucks sitting  
2 around to be used as breakdown replacement trucks, and  
3 usually these are older trucks that don't meet the  
4 current emission standards. We pay for repairs that  
5 are not covered by warranty, even on trucks that are  
6 still under warranty. We have driver down time to get  
7 the truck to the shop and into a different truck,  
8 causing more trips by more different vehicles. We have  
9 wrecker bills. We have higher-priced trucks that we  
10 buy because of the emissions equipment on the trucks.  
11 We pay EPA fees on our trucks whenever we buy them in  
12 addition to Federal excise tax. All of this money goes  
13 out and ultimately is billed back to the consumer, but  
14 it's a long process. Meanwhile, other needs in the  
15 company suffer, such as safety and driver pay.

16 The second area to consider is the family and  
17 personal issues. Driver in a broke-down truck are  
18 stuck away from home because the truck isn't reliable  
19 or isn't running. This may not seem like a big deal if  
20 you're listening to me now and you've never lived life  
21 on the highways. Drivers' income is usually affected  
22 by breakdowns, even when the company pays break down

1 pay. For owner-operators, the family budget is  
2 directly impacted by these breakdowns and repairs.  
3 Scaled-back family vacations, kids' activities may be  
4 skipped, and eating out, it all takes money, and these  
5 unreliable trucks take a lot of money.

6 The third area is the supply chain which is on  
7 everybody's mind today. We have gridlock in the supply  
8 chain, and the public interest is not served by trucks  
9 with big payments sitting broken down on the side of  
10 the highway. Trucking is called essential and crucial  
11 to American society, so the engine makers need to be  
12 allowed to build reliable engines. Of the many reasons  
13 that trucks might be late on a load, breakdowns due to  
14 emission systems is avoidable. The breakdowns happen  
15 because the engines suddenly derate, or stop  
16 completely, because the engine thinks it is polluting,  
17 which many times is not the case. The sensors give  
18 faulty readings, and the truck is suddenly down on the  
19 side of the road.

20 The fourth area is the danger. I mentioned these  
21 roadside breakdowns because they are so common and so  
22 extreme. We have to make wrecker calls, and we're



1 parked on the shoulder or sometimes driving slowly on  
2 the shoulder as the engine has derated. This is a  
3 severe traffic hazard and is shown in the accidents  
4 caused when trucks are on the roadside.

5 The third part of safety is the emission system  
6 itself which operates at temperatures up to 1,300  
7 degrees Fahrenheit. We see more crash and burn  
8 scenarios than we ever have seen before. The broken  
9 diesel lines spew diesel onto these extremely hot  
10 systems and cause bigger, hotter fires with little time  
11 for lifesaving action. Even at truck stops, we see  
12 extreme fires because these emission systems ignite  
13 diesel on the ground underneath them.

14 And my fifth and final area is environment. All  
15 of these issues I've spoken about before -- the  
16 breakdowns, the tow trucks, the driving back and forth  
17 to the shop -- that's not green. The new diesel  
18 engines provide lower mile-per-gallon than older diesel  
19 engines, and the DEF fluid that we have to use for  
20 diesels is an environmental problem. It has a short  
21 shelf life. It has to be made, packaged, and  
22 delivered, and protected from the sun. This is around

1     \$2 per gallon now along with an additional  
2     environmental compliance fee. There are always add-on  
3     fees like this. Expensive trucks that break down are  
4     not trucks that we look to buy. We'll run our older  
5     trucks longer as has already been mentioned. It's  
6     simply a matter of staying in business.

7           In conclusion, I will say the prior diesel  
8     emissions pushes have had a high cost to society that  
9     are mostly hidden and were not successful on a cost-  
10    benefit measure. We need for the government to listen  
11    to industry on what is technologically possible and  
12    available, and stop building unreliable vehicles that  
13    will be used to carry America's goods. Thank you.

14           MS. PHILLIPS-THORYN: Thank you for your comment.  
15    The next speaker will be Laura Haider. You may now  
16    unmute, and please state your name and affiliation for  
17    the record.

18           MS. HAIDER: Hello. My name is Laura Rosenberger  
19    Haider. I'm secretary of Fresnoans Against Fracking.

20           A study found that 50 meters of a major roadway 10  
21    times higher than background found that people are 12  
22    percent more likely to develop dementia. Also, women

1 who lived in areas of high pollution were 81 percent  
2 more likely to experience cognitive decline and 92  
3 percent more likely to develop Alzheimer's disease than  
4 those who live in less-polluted areas. This is from  
5 scientists Kakio Tolo M&L on particulate air pollution.

6 And also, I think we should not ship food long  
7 distances. It should be grown by low-income people in  
8 their yards.

9 Other studies I've noticed, this is from NIEHS.  
10 Well, they said that heavy metals in diesel fuel are  
11 associated with autism spectrum disorders and are bad  
12 for children's developing brain, resulting in many  
13 negative mental conditions. And then lead in diesel  
14 fuel was associated with early onset dementia in a 2020  
15 NIH study of 40-year-olds who had childhood lead  
16 poisoning. The joint effects of PM2.5 exposure and  
17 economic deprivation had a stronger association with  
18 risk for Alzheimer's -- no, sorry -- autism. Autism.  
19 There's also occurrence of other -- co-occurrence of  
20 other health conditions and Alzheimer's disease later  
21 with children who had autism spectrum disorder.

22 So I think we should increase the stringency of

1 your standards. Sadly, 11 years of bicycling and  
2 polluting -- polluted Fresno in traffic -- Fresno,  
3 California, I was diagnosed with brain shrinkage. When  
4 I applied for a job for air pollution inspector, the  
5 exam, I only finished a third of the exam but there  
6 also was a fire smoke in the air that day. So I knew  
7 how to do -- solve 90 percent of the questions. I've  
8 been struggling. Thank you very much.

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

10 The next speaker is Matt Holmes. Unfortunately, we do  
11 not see you in the attendee list. If you have joined  
12 the hearing under another name, please the raise hand  
13 button. If you called in, please press star-9 to raise  
14 your hand.

15 (No response.)

16 MS. PHILLIPS-THORYN: The speaker will be Rebecca  
17 O'Brien. You may now unmute, and please state your  
18 name and affiliation for the record.

19 (No response.)

20 MS. PHILLIPS-THORYN: Rebecca, we do see you. If  
21 you can -- there you go.

22 MS. O'BRIEN: Hi. Sorry. Thanks for giving me

1 the chance to talk today my name is Rebecca O'Brien,  
2 and I am testifying just as a citizen who lives near a  
3 major thoroughfare in Southwest Virginia. [Redacted for PII]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted] We have the

12 technology to switch to zero-emissions vehicles and  
13 need to encourage the industry to make the transition.  
14 So o I'm really excited that the EPA is increasing the  
15 restrictions on truck emissions, and I hope that you'll  
16 put forward the strong as possible standards on  
17 limiting emissions. Thank you.

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

19 The next speaker is Karl Aldinger. You may now  
20 unmute, and please state your name and affiliation for  
21 the record.

22 MR. ALDINGER: Thank you. Hello. My name Karl

1 Aldinger, and I'm speaking today as an organizer  
2 representing more than 15,000 members of the Sierra  
3 Club in San Diego County in California. I work every  
4 day with our volunteers and community members to help  
5 reverse our dirty air epidemic and mitigate our climate  
6 crisis.

7 San Diego has been ranked the fifth most populated  
8 large metro region in the United States. We have a  
9 major port in the City of San Diego, and it should be  
10 no surprise to anyone that it is also where our most  
11 toxic air is concentrated and where our communities of  
12 concern face the worst effects of pollution, largely  
13 from trucks serving the poor. We are heavily congested  
14 -- we have heavily-congested freeways that were routed  
15 decades ago through the center of our redlined city  
16 sections, and disastrous emissions from trucks create  
17 systemic, chronic adverse health effects. Modern next-  
18 day, same-day shipping has significantly increased our  
19 regional truck traffic.

20 While we wish this rule went much, much further  
21 towards fully decarbonizing our trucking and buses to  
22 address our serious air pollution and the climate

1 crisis, we support this rule change as another  
2 incremental step to reverse this problem. We ask that  
3 you please accelerate these efforts to change our  
4 transportation emissions and put everyone on a path for  
5 a sustainable future. We are failing this challenge,  
6 and we must do better.

7 Finally, on a personal note, as a Sierra Club  
8 staffer, I'm a member of the Progressive Workers Union.

9 We support our Teamster brothers and sisters and  
10 operate -- who operate our trucks and the workers of  
11 the Amalgamated Transit Union, who operate our buses,  
12 and all the workers who are exposed to truck and bus  
13 exhaust. They also bear the harmful effects of dirty  
14 air and should not have to sacrifice their health to  
15 serve our community. Thank you.

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

17 The next speaker is Ann Cantrell. Unfortunately, we  
18 do not see you in the attendee list. Please raise your  
19 hand if you have joined under another name, or if you  
20 have called in, please press star-9 to raise your hand.

21 (No response.)

22 MS. PHILLIPS-THORYN: At this time, we would like

1 to begin a brief recess. EPA, when would you like to  
2 reconvene?

3 MR. CHARMLEY: We'd like to begin again, so take  
4 approximately a 35-minute break, and we will begin  
5 again at 1:30 P.M., Eastern Time. Thank you, everyone.

6 (Break.)

7 MS. PHILLIPS-THORYN: Are we ready to begin?

8 MR. CHARMLEY: Yes, that would be great.

9 MS. PHILLIPS-THORYN: Wonderful. This is Lauren  
10 Phillips-Thoryn from Abt Associates, EPA's contractor.  
11 It is now 1:30 p.m. Eastern Time, and we are rejoining  
12 EPA's public hearing about the Control of Air Pollution  
13 from New Motor Vehicles: Heavy-Duty Engine and Vehicle  
14 Standard Proposal.

15 In order to accommodate testimony in both Spanish  
16 and English throughout this hearing, all attendees must  
17 select their preferred language via the interpretation  
18 icon at the bottom of your screen. If you are  
19 providing testimony today, please make sure that you  
20 are speaking the language of the channel you are  
21 listening to. For example, listening to English while  
22 speaking in Spanish could prevent other participants



1 from hearing your statement in the language of choice.

2 As a reminder, if you are speaking today, you will  
3 receive a notification on your screen that you are  
4 being promoted to the role of panelist shortly prior to  
5 your speaking time. You must accept that invitation to  
6 be able to unmute when you are called to testify. This  
7 will also allow you to turn on your camera, which we  
8 encourage you to do. Speakers connected by telephone  
9 should unmute their phones when called to testify.

10 If you are having technical difficulties, send an  
11 email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919)  
12 294-7712. If you are not registered to speak, but you  
13 would like to, please send an email to  
14 [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919) 294-7712. I  
15 will be introducing each speaker in turn. Please speak  
16 slowly and clearly so our court reporter can record  
17 these proceedings accurately. Please remember to keep  
18 your comments to three minutes.

19 The first speaker will be Liane Randolph. Please  
20 state your name and affiliation for the record.

21 MS. RANDOLPH: Good afternoon. I'm Liane  
22 Randolph, chair of the California Air Resource Board.

1 Thank you for this opportunity to present CARB's  
2 perspective on EPA's proposed Clean Trucks Plan. We  
3 urgently need to cut truck pollution, and we know we  
4 can do it. California has the most stringent rules in  
5 the country, and we would be delighted to see EPA adopt  
6 consistent standards. California needs Federal action  
7 on trucks that drive through our state as we move the  
8 nation's freight, and the country needs this action to  
9 protect all Americans.

10 CARB has worked closely with EPA to prove heavy-  
11 duty engines can meet significantly more stringent  
12 criteria pollutant standards, such as those established  
13 by CARB's Heavy-Duty Omnibus Regulation. CARB is  
14 pleased that the Clean Truck Plan Option 1 incorporates  
15 many elements that are generally aligned with the  
16 Omnibus Regulation, albeit on a delayed timetable, but  
17 we support it and would welcome even more stringent or  
18 accelerated standards.

19 Reducing NOx from heavy-duty trucks is critically  
20 important for public health, and we need this rule to  
21 make sure emissions fall in real-world conditions. The  
22 proposal can be improved in several ways to make it

1   happen. First, it is concerning that the proposal  
2   contains an Option 2 that would stall progress far  
3   short of what we can do. A weaker rule like Option 2  
4   could significantly jeopardize the benefits California  
5   expects out of this rulemaking, and adversely impact  
6   the health and welfare of our most vulnerable  
7   communities. Option 1 is much better, although the  
8   proposal contains some provisions that, although  
9   intended for flexibility, would actually delay or  
10   weaken controls. These flexibility provisions must not  
11   be included in the final rule. We want to make sure  
12   the emissions controls are real, durable, and in line  
13   with what California has shown that we can do.

14       On a related front, I'm concerned that EPA is  
15   proposing to dramatically weaken selective catalytic  
16   reduction inducements that discourage emission system  
17   tampering. We agree the improve -- that improvements  
18   can be made to minimize unnecessary disruption to truck  
19   operators, but we request that EPA management direct  
20   staff to work with CARB to develop a unified national  
21   approach that would alleviate fleet concerns but also  
22   ensure emission control systems function properly and

1 are resistant to tampering.

2 We all agree that more needs to be done to  
3 transition heavy-duty vehicles to zero-emission. CARB  
4 has taken a lead with the adoption of the Advanced  
5 Clean Truck rules, and five other states have opted in.  
6 EPA needs to act more aggressively on the transition to  
7 zero-emission vehicles. We support greenhouse gas  
8 improvements in this rule and urge swift progress to  
9 nationwide zero-emission vehicle standards. We need a  
10 strong program at least as stringent as Option 1 and  
11 without unnecessary flexibilities to protect our most  
12 heavily-impacted communities. Communities along  
13 freight corridors literally live and die by EPA's  
14 decisions on how to regulate diesel trucks, and EPA  
15 must put their needs first.

16 Thank you, and we look forward to working with you  
17 towards a more stringent EPA final rule.

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

19 The next speaker will be Jenna Riemenschneider.

20 Please unmute and state your name and your affiliation.

21 MS. RIEMENSCHNEIDER: Hi, and thank you for the  
22 opportunity to testify. I'm Jenna Riemenschneider, the

1 director of advocacy at the Asthma and Allergy  
2 Foundation of America, also known as AAFA. Founded in  
3 1953, AAFA is the oldest and largest patient advocacy  
4 organization for those with asthma and allergies. AAFA  
5 strongly stronger standards to limit emissions of NOx  
6 and greenhouse gases from heavy-duty vehicles. We urge  
7 you to finalize these standards into law this year and  
8 to choose Option 1 from the proposal to maximize  
9 benefits for public health.

10 The transportation sector is the largest source of  
11 greenhouse gas emissions in the United States and a  
12 leading contributor to climate change, and heavy-duty  
13 vehicles are a leading source of harmful air pollution  
14 that threatening -- that threaten the health of the  
15 public, and especially those who live near roads,  
16 ports, and freight hubs. We know that climate change  
17 poses an immense threat to public health. We're  
18 already experiencing increased levels of ozone and  
19 particulate air pollution that contribute to asthma  
20 attacks, cardiovascular disease, and premature death,  
21 extreme weather patterns, such as heat and severe  
22 storms, wildfires, and dangerous smoke that spreads for

1 thousands of miles aggravating heart and lung  
2 conditions, and longer and more intense allergy  
3 seasons.

4 People with asthma and allergies are particularly  
5 at risk from these health harms. In the United States,  
6 25 million people have asthma, including over five  
7 million children, and over 4,100 people died from  
8 asthma in 2020, which was about 11 people a day. It's  
9 a chronic disease that causes your airways to become  
10 inflamed, making it hard to breathe. Poor air quality  
11 and exposure to air pollution worsened by climate  
12 change and the transportation sector are very  
13 significant risk factors both for developing asthma and  
14 for those who already have an asthma diagnosis.

15 Exposure to particulate matter and ozone pollution  
16 can diminish lung function, trigger asthma episodes,  
17 and cause greater use of asthma medications. It also  
18 causes increased rates of emergency room visits,  
19 hospital admissions, and school absenteeism related to  
20 asthma. In fact, asthma is the most chronic illness in  
21 children and the number one cause of missed school  
22 days. And in the United States, the burden of asthma

1 falls disproportionately on black, Hispanic, American  
2 Indian, and Alaska Native people. These groups have  
3 disproportionately high rates of poor asthma outcomes,  
4 including hospitalizations and deaths. For example,  
5 black individuals are five times more likely to be  
6 treated in an emergency room for asthma and three times  
7 more likely to die from asthma than white individuals.  
8 Puerto Rican Americans also have the highest rate of  
9 asthma prevalence compared to any other racial or  
10 ethnic group in the United States.

11 EPA must finalize Option 1 now as it is the  
12 stronger option to protect human health. In fact, it  
13 is estimated to result in 18,000 fewer cases of asthma  
14 onset in children, and 3.1 fewer cases of asthma  
15 symptoms and allergic rhinitis symptoms in addition to  
16 the other public health benefits. AAFA urges EPA to  
17 prioritize human health and to move quickly to  
18 strengthen NOx emissions as well greenhouse gases from  
19 heavy-duty engines and heavy-duty vehicles, and to do  
20 it by the end of the year to avoid missing a full year  
21 of new truck manufacturing. Thank you for your time.

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

1 The next speaker will be William Barrett.  
2 Unfortunately, we do not see you in the attendee list.  
3 If you have joined the hearing under another name,  
4 please click the raise hand button. If you have called  
5 in, please press star-9 to raise your hand. All right.  
6 You have been promoted to panelist. You must accept  
7 the request to be promoted to panelist in order to  
8 speak.

9 (No response.)

10 MS. PHILLIPS-THORYN: Okay. We will move on to  
11 the next speaker, who is Sasan Saadat. Please unmute  
12 and state your name and your affiliation for the  
13 record.

14 MR. SAADAT: Thank you. My name Sasan Saadat with  
15 Earthjustice. Thank you so much for the time to  
16 provide comment.

17 Over the course of President Biden's campaign, he  
18 repeatedly and forcefully promised to deliver on a  
19 sweeping climate agenda that puts environmental justice  
20 at its center. And accelerating the transition from  
21 diesel to zero-emission trucks is tailor-made for  
22 delivering on that commitment. Diesel trucks are the



1 largest source of air pollution disparity in the U.S.  
2 That pollution is concentrated in low-income black and  
3 browns zip codes. And at a time when greenhouse gas  
4 emissions need to be in unprecedented decline to avoid  
5 our trajectory for an unlivable future, emissions from  
6 freight are soaring in the wrong direction.  
7 Thankfully, in the last 20 years since EPA updated  
8 these standards, the advances in zero-emission  
9 technology mean that we have a new super-effective tool  
10 for slashing these emissions at an even faster pace  
11 than we previously thought.

12 For the past two years, a steady flow of reports  
13 and analysis have repeatedly underscored zero-emission  
14 trucks are primed to be a centerpiece in tackling  
15 pollution from freight. And far from a niche solution,  
16 they are, starting today, suitable for the vast  
17 majority of duty cycles, proving themselves on roads in  
18 multiple applications. And every credible analysis  
19 finds that zero-emission trucks save businesses and  
20 drivers money, even faster than electric cars, yet EPA  
21 completely neglects to incorporate them into their  
22 rule. And almost as if to highlight how out of step

1 EPA was, on the same day the rule was released, your  
2 own peer agency, the Department of Energy, released a  
3 study finding that zero-emission trucks are ripe for  
4 rapid electrification, and that if economics alone were  
5 to drive the adoption, over 40 percent of sales would  
6 be zero emission by 2030.

7 The sensible thing to do with all this positive  
8 information by any agency that isn't meant to safeguard  
9 public health and the environment, would be to not only  
10 see the potential for a transition to zero-emission  
11 trucks, but to catalyze it, to accelerate it so that it  
12 delivers on the time frames demanded by climate science  
13 and environmental justice. But EPA did not choose to  
14 step into that leadership. In fact, it did just the  
15 opposite. It woefully underestimated any reasonable  
16 assessment of zero-emission sales, and then instead of  
17 incorporating requirements, it offers credits for  
18 additional EVs sold. And in doing so, the proposed  
19 standard actually risks relaxing stringency for diesel  
20 engines because business-as-usual sales are expected to  
21 dilute the need for them to sell cleaner diesels.

22 Every independent analysis that we have seen

1 confirms that zero-emission trucks will be cheaper to  
2 own than diesels by 2035, if not already. At that  
3 point, there's no reason why the lifesaving, climate-  
4 protecting technology should not be required for every  
5 sale. And even if that weren't true, even if there  
6 were higher costs, the cost for industry to transition  
7 to zero emissions are certain to be only a minuscule  
8 fraction of the benefits that would flow to communities  
9 in the form of fewer asthma attacks, fewer  
10 hospitalizations, and fewer premature deaths. How can  
11 an agency devoted to public health turn down that  
12 trade? It is a textbook definition of environmental  
13 injustice that the hesitations or preferences of  
14 industry are given more weight than the lives of  
15 frontline freight communities.

16 For the sake of public and planetary health, we  
17 urge EPA to lead boldly and to correct course. Thank  
18 you.

19 MS. PHILLIPS-THORYN: Thank you for your comment.  
20 The next speaker will be Pedro Hernandez. Please  
21 unmute and state your name and your affiliation for the  
22 record.

1           MR. HERNANDEZ: Hello. My name is Pedro  
2 Hernandez, and I'm the deputy director for the Central  
3 Valley Air Quality Coalition. CVAC is an organization  
4 of over 70 environmental and public health  
5 organizations with two decades of experience working on  
6 the San Joaquin Valley's most pressing air quality and  
7 climate priorities. CVAC urges the EPA to strengthen  
8 its mobile source pollution requirements to meet the  
9 demands set by the climate crisis and the longstanding  
10 solution in frontline communities.

11           Due to the geography, reliance on fossil fuel  
12 discriminatory land use planning, California's San  
13 Joaquin valley has frontline communities with the  
14 highest pollution burdens in all of California.  
15 Moreover, this air quality pollution impacts first and  
16 hardest in the communities, but overall, the impact of  
17 air pollution is so great that nearly every community  
18 in the region is affected by this pollution. The San  
19 Joaquin Valley has also traditionally served as a good  
20 movement corridor for over -- and over the last decade,  
21 there's been a drastic increase in the siting of  
22 distribution warehouses in these frontline communities,

1 resulting in long-term exposure to toxic emissions on  
2 the scale of thousands of trucks per day.

3 EPA's rulemaking provides a critical opportunity  
4 to restore clean air to places like California's San  
5 Joaquin valley if the final rule affirmatively advances  
6 zero-emission heavy-duty trucks as fast and as  
7 equitably as possible to protect public health.

8 Currently, the proposal misses major opportunities to  
9 advance zero emissions. Moreover, the San Joaquin  
10 Valley Air Pollution Control District currently assumes  
11 the most stringent measures will be adopted in the  
12 Federal level in order to -- for our air bases to reach  
13 attainment for our air quality goals. Anything less  
14 than a robust multi-sector effort to advance our  
15 emission heavy-duty trucks as fast as possible will  
16 disrupt these foundational goals. Additionally,  
17 California's Air Resource Control Board's goal of  
18 reaching 90 percent emissions -- truck is emissions is  
19 set for 2027, a full four years before the proposed  
20 Federal goal of 2031.

21 So in conclusion, EPA must accelerate its proposed  
22 timeline and provide the most stringent protection

1 possible by 2027 so that all residents in California  
2 and beyond will breathe clean air. Thank you.

3 MS. PHILLIPS-THORYN: Thank you for your comment.  
4 The next speaker will be Avery Lamb. Please state your  
5 name and your affiliation for the record.

6 MR. LAMB: Hi. Good afternoon. My name is Avery  
7 Davis Lamb. I'm a co-executive director of Creation  
8 Justice Ministries. Our mission at Creation Justice  
9 Ministries is to educate, equip, and mobilize  
10 Christians to protect, restore, and rightly share God's  
11 creation. Through our 38 denominational and communion  
12 members, Creation Justice Ministries serves about  
13 100,000 churches and 45 million people in the United  
14 States. And in our sacred scripture found in the Book  
15 of Psalms, Chapter 121, the psalmist sings, "The lord  
16 will keep your going out and your coming in from this  
17 time on and forever more." And as Christians, we  
18 believe that God is watching over and blessing our  
19 travels, our going out and our coming. However, what  
20 we know is that, right now, our travels are polluting  
21 our world and impacting the people in the places we  
22 love and care for.

1           We know that the going out and coming in of people  
2   and products moved by heavy-duty trucks is harming our  
3   world, and even though these trucks only account for  
4   four percent of vehicles on the road, they're  
5   responsible for 25 percent of total transportation-  
6   sector greenhouse gas emissions. Those emissions are  
7   destroying our climate and our communities, degrading  
8   God's planet and God's people, with a disproportionate  
9   and absolutely unjust impact on communities of color.

10           But it doesn't have to be this way. The movement  
11   of people and goods can be a good thing. It can be a  
12   blessing from God and a blessing to our world, but  
13   that's only if it's powered by clean and renewable  
14   energy. That's why I'm here on behalf of the Creation  
15   Justice Community and the millions of caring Christians  
16   in this country. Together, we are asking the EPA to  
17   create the strongest possible limits on heavy-duty  
18   vehicle pollution, and to put our national bus and  
19   truck fleet on a clear path to 100-percent zero-  
20   emission, all-electric vehicles by 2035. Thank you and  
21   blessings on your work.

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

1 As a reminder, if you are speaking today, you will  
2 receive a notification on your screen that you are  
3 being promoted to the role of panelist shortly prior to  
4 your speaking time. You must accept that invitation to  
5 be able to unmute when you are called to testify. This  
6 will also allow you to turn on your camera, which we  
7 encourage you to do. Speakers connected by telephone  
8 should unmute their phones when called to testify. If  
9 you are having technical difficulties, please send an  
10 email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919)  
11 294-7712. If you are not registered to speak, but you  
12 would like to, please send an email with your name and  
13 phone number to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call  
14 (919) 294-7712.

15 The next speaker will be Nicole Marcot. Please  
16 state your name and your affiliation for the record.

17 MS. MARCOT: Hi. My name is Nicole Marcot, and I  
18 am a volunteer with Moms Clean Air Force. Thanks for  
19 taking time to listen to me.

20 As a mother of three young children as well as an  
21 educator in a predominantly low-income section of the  
22 City of Detroit, I am deeply concerned about the



1 effects air pollution and climate change have on the  
2 health of my community and on our children's future.  
3 EPA's proposal is a step in the right direction, but it  
4 doesn't go far enough. The proposal must be  
5 strengthened to better protect children, people with  
6 asthma, older adults, and other vulnerable groups from  
7 the health harms of air pollution. Parents and  
8 grandparents across the country want to see a swift  
9 transition to zero-emitting trucks, and we need cleaner  
10 air for our children and our communities.

11 My community in Detroit, Michigan is a low-wealth  
12 community near a major highway system. **Redacted for PII**

**Redacted for PII** suffer from asthma as  
14 do many other people in my neighborhood. As many as 15  
15 percent of adults and 11 percent of children in Detroit  
16 suffer from asthma. As an educator, I frequently  
17 witness hose children missing school because of asthma.  
18 In addition to asthma, heart disease is a major health  
19 concern and has been linked to air pollution. In the  
20 past couple of years, three of my neighbors have passed  
21 away from health issues related to heart disease.

22 Residents of my community are predominantly people of

1 color, and studies have shown that low-wealth and  
2 black, indigenous, people of color communities  
3 experience disproportionate harm from dirty vehicle  
4 pollution, leading to racial disparities in rates of  
5 asthma and heart disease.

6 Air pollution from trucks is a major public health  
7 problem. According to EPA, more than 45 million people  
8 in the U.S. live within 300 feet of a major roadway or  
9 transportation facility, and 72 million people live  
10 within 200 meters of a truck freight route. As I  
11 mentioned, people of color and those with lower incomes  
12 are more likely to live near truck routes. Freight  
13 corridors, such as ports and rail yards, warehouses,  
14 distribution centers, and truck stops, are  
15 predominantly located in low-income communities and  
16 communities of color that are affected by the  
17 cumulative impact air pollution from multiple mobile,  
18 commercial, and industrial sources. Eliminating  
19 emissions from heavy-duty vehicles, especially through  
20 a rapid transition to zero-emissions vehicles, is  
21 essential for making strides towards desperately-needed  
22 cleaner air in these communities and a safer climate.

1           Aside from the direct impacts of air pollution, we  
2   have been hit with drastically-increasing amounts of  
3   extreme weather over here in Southeast Michigan. Last  
4   summer, we were without electricity for six days due to  
5   a storm that swept through and left close to a million  
6   customers without power. Please know that once again  
7   it is a low-income community that suffers the most from  
8   extreme weather. Wealthy communities in the suburbs  
9   had their electricity restored much sooner. This  
10   extreme weather is a direct result of climate change  
11   and will only grow worse if immediate and strong action  
12   is not taken. The future of my three young daughters  
13   is at stake along with the lives of children across  
14   Detroit, Michigan, the U.S., and the world.

15           In conclusion, I am asking that EPA please  
16   strengthen the final standards to better protect  
17   children, people with asthma, older adults, and other  
18   vulnerable groups from the health harms of air  
19   pollution. Everyone has the right to breathe clean  
20   air. Thanks for this opportunity to testify.

21           MS. PHILLIPS-THORYN: Thank you your comment. The  
22   next speaker will be Manijeh Berenji. Please unmute

1 and state your name and your affiliation for the  
2 record.

3 MS. BERENJI: Thank you. My name is Dr. Manijeh  
4 Berenji, a Board-certified occupational and  
5 environmental medicine physician. I am chief of  
6 occupational health at B.A. Long Beach Healthcare  
7 System. I am also a clinical assistant professor of  
8 occupational and environmental health at UC-Irvine  
9 School of Public Health, as well as clinical assistant  
10 professor of medicine at the UC-Irvine School of  
11 Medicine. I am speaking on behalf of myself today as a  
12 subject matter expert on environmental health as well  
13 as a physician advocate. My views are my own and do  
14 not represent those of my employers.

15 As a child, I grew up in a semi-rural community in  
16 Southern California. My elementary school was right  
17 off the 118 Highway, a busy transit corridor where 18-  
18 wheeler trucks and other large vehicles traveled from  
19 the coast to the mountains. I remember playing in the  
20 fields watching those trucks whiz on by, and those  
21 tracks at the time were emitting a significant amount  
22 of exhaust. I could see that dark cloud of black smoke

1 every single time. My classmates and I were breathing  
2 in those chemicals and particulates day in and day out.  
3 A few of my classmates, who were primarily Hispanic,  
4 had asthma, and I remember them using their inhalers  
5 consistently daily.

6 At the time, I didn't realize what an impact this  
7 pollution would have on us as young children, but the  
8 data that we have now makes it crystal clear how such  
9 air pollutants can impact a child's development. As a  
10 physician who specializes in environmental exposures  
11 and impacts on human health, I see firsthand how adults  
12 and children, especially those from vulnerable  
13 communities, are most impacted by these air pollutants.  
14 I take care of many of these patients in industrial  
15 clinics across Los Angeles.

16 Trucks and large vehicles are a leading source of  
17 air pollutants that affect human health. Emissions  
18 from these trucks and large vehicles contain chemicals,  
19 such as nitrogen oxides and benzene, which can trigger  
20 health problems, such as aggravated asthma, reduced  
21 lung capacity, and increased susceptibility to  
22 respiratory illnesses, including pneumonia bronchitis.

1 Exposures to air pollutants can also cause  
2 neurological, cardiovascular, reproductive, and immune  
3 system effects as well as lead to cancer down the line.

4 These motor vehicles are also a major source of fine  
5 particulate matter of different sizes and compositions.

6 According to the EPA, diesel-powered vehicles,  
7 vessels, locomotives, and equipment account for over 60  
8 percent of all nitrogen oxides and more than 70 percent  
9 of all fine particulate matter emissions from U.S.  
10 transportation sources. Heavy-duty diesel vehicles  
11 alone account for 20 percent of all nitrogen oxide and  
12 25 percent of PM2.5 pollution emitted by vehicles in  
13 the country. And according to the Union Of Concerned  
14 Scientists, in communities of color and  
15 socioeconomically disadvantaged communities, there are  
16 disproportionately higher exposures to PM2.5 pollution.

17 Yet despite significant reductions in ambient  
18 concentrations over the past 40 years, these  
19 communities remain exposed at similarly proportioned  
20 higher levels, according to researchers at the  
21 University of Virginia.

22 The proposed standards would reduce emissions of

1 smog- and soot-forming nitrogen oxides from heavy-duty  
2 gasoline and diesel engines. Option 1 is the clear  
3 choice for public health, but more stringent greenhouse  
4 gas emissions standards are necessary with an  
5 accelerated timeline for implementation. The framework  
6 proposed can be improved significantly to protect  
7 vulnerable communities and workers, with the ultimate  
8 goal to be net zero emissions. EPA should work with  
9 CARB and state agencies for optimal implementation  
10 practice. There also needs to be a systematic approach  
11 to address -- to address emission standards for light-  
12 duty vehicles and other non-road vehicles. Only then  
13 can we truly achieve cleaner air for all.

14 I want those kids who now go to my elementary  
15 school not to be exposed to what I was exposed to as a  
16 child. Thank you.

17 MS. PHILLIPS-THORYN: Thank you for your comment.  
18 The next person is Anne Mellinger-Birdsong. Please  
19 unmute and introduce your name and your affiliation for  
20 the record.

21 MS. MELLINGER-BIRDSONG: Hi. I'm sorry. I'm  
22 having camera trouble. My name is Anne Mellinger-

1 Birdsong -- M-E-L-L-I-N-G-E-R, dash, B-I-R-D-S-O-N-G.

2 I'm a pediatrician who specializes in environmental  
3 public health. I'm speaking on behalf of Mothers and  
4 Others for Clean Air. We support EPA's proposal to  
5 strengthen emission standards for heavy-duty vehicles  
6 and urge EPA to make it as strong as possible, Option 1  
7 or better.

8 I live in Atlanta, which is a trucking hub. We  
9 are the intersection of three busy interstates with  
10 many warehouses and multimodal facilities. Trucks  
11 bring items here, they hey leave with different items,  
12 and they carry away items brought up from the ports by  
13 rail. This heavy-duty vehicle traffic creates a lot of  
14 air pollution, which I and my family breathe. A recent  
15 study found that nitrogen oxides are higher in areas  
16 that were formerly redlined. Because redlining was in  
17 effect when we designed the interstate highway system,  
18 we built our highways and warehouses in the middle of  
19 black and brown communities. Even though redlining was  
20 outlawed decades ago, the structural inequities built  
21 into our country back then continue to cause exposure  
22 and health disparities to this day.



1           Almost one-third of the nitrogen oxide air  
2   pollution comes from heavy-duty vehicles. Nitrogen  
3   oxides damage airways and cause asthma attacks. They  
4   worsen emphysema and COPD and can also trigger  
5   preexisting heart disease, leading to premature death.

6   Nitrogen oxides also serve as a substrate for ozone  
7   formation, and it combines with other air pollutants to  
8   make fine particulate matter. Both ozone and  
9   particulates damage health and cause deaths. A recent  
10   study in BMJ found that nitrogen dioxide causes 1.6  
11   percent of all deaths in the U.S. This study found a  
12   no-threshold correlation between NO2 and death, meaning  
13   there are excess deaths at every level of NO2 above  
14   zero. This shows that nitrogen oxides are deadly.

15          Children are especially vulnerable to air  
16   pollution. Children have a higher minute ventilation,  
17   spend more time running and playing outside, and  
18   they're still growing and developing. Nitrogen oxides  
19   can cause asthma attacks in children and stunt teens'  
20   lung growth. Air pollution from trucks is especially  
21   harmful for black and brown children because of the  
22   legacy of where we built our highways. Children do not

1 choose where they live, where they go to school, or  
2 whether the air they breathe is healthy or polluted.  
3 Adults decide all these things for them. We have the  
4 responsibility to be sure they breathe clean, healthy  
5 air.

6 At Mothers and Others for Clean Air, we say  
7 healthy air is healthcare. Stronger emission standards  
8 for heavy-duty vehicles will create cleaner, healthier  
9 air and will reduce hospitalizations and deaths. We  
10 support this proposed rule and urge EPA to make it as  
11 strong as possible. Thank you.

12 MS. PHILLIPS-THORYN: Thank you for your comment.  
13 The next speaker is Susan Pate. Unfortunately, we do  
14 not see you in the attendee list. If you have joined  
15 from another name, please click the raise hand button.

16 (Virtual hand raised.)

17 MS. PHILLIPS-THORYN: All right. I'm moving you  
18 to panelist. Please unmute and state your name and  
19 your affiliation.

20 MS. PATE: Sorry. You probably didn't hear my  
21 beginning, which was my name, Susan Pate. I live near  
22 St. Louis, Missouri, and I'm speaking for not only the

1 14 percent of people who live within 300 yards of a  
2 highly-used interstate, but also for the 86 percent of  
3 us who don't live quite so close but are still impacted  
4 by the pollution that these trucks emit. The 14  
5 percent include my -- two of my three grandchildren,  
6 who are not yet in their double digits, but they're  
7 getting close and looking forward to it, and they live  
8 within that 300-yard limit. And the school they go to  
9 is just on the other side of the interstate, again,  
10 within 300 yards. So they are breathing 24/7 that  
11 polluted air.

12 I consider the pollution to be life threatening or  
13 live shortening, or both, and I want it to stop, of  
14 course. So I would like you to introduce the stricter  
15 air standards that you have already proposed. We also  
16 must reduce the number of pollutants -- not only reduce  
17 the number of pollutants but also cease destroying our  
18 natural air cleaners, like the trees -- and to quit  
19 destroying our natural air cleaners, the trees. So let  
20 us set much stricter regulatory standards. And as a  
21 final note, I would like to point out that I have  
22 purchased a solar car due -- towards the end of this

1 year, which means I will not be polluting at all. And  
2 the price of that car was quite reasonable, under  
3 \$30,000.

4 So please continue with stricter air pollution  
5 standards for our trucks, well, and cars, too, but  
6 that's not today's. And thank you very much. Take  
7 care now.

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

9 The next person is Gerald Pyle. Unfortunately, we do  
10 not see you in the attendee list. If you have joined  
11 the hearing under another name, please click the raise  
12 hand button. If you have called in, please press star-  
13 9 to raise your hand.

14 (No response.)

15 MS. PHILLIPS-THORYN: The next speaker will be  
16 Jason O'Dell. Unfortunately, we do not see you in the  
17 attendee list. If you have joined the hearing under  
18 another name, please click the raise hand button. If  
19 you have called in, please press star-9 to raise your  
20 hand.

21 (Virtual hand raised.)

22 MS. PHILLIPS-THORYN: Okay. I'm promoting you.

1 Jason O'Dell, if you have now joined, please state your  
2 name and your affiliation for the record.

3 MR. O'DELL: Hello.

4 MS. PHILLIPS-THORYN: We can hear you.

5 MR. O'DELL: Oh, hi. I just wanted to speak in  
6 support of strong EPA regulation on trucks. My name is  
7 Elliott. I'm calling from Long Beach, California,  
8 where we deal with some of the worst air quality in the  
9 Nation. But, honestly, I don't even like to talk about  
10 air quality like a competitive thing. It's a human  
11 right that we don't have here in Long Beach that it  
12 sounds like so many of our folks throughout the country  
13 are experiencing poor air quality.

14 I just want to just say to the EPA that there's a  
15 lot of pressure on this Agency at -- especially at  
16 moments like this with the severity of the climate  
17 crisis, to modernize the economy, that electrification  
18 is simply modernization. The transition away from  
19 fossil fuel is simply the leadership necessary for us  
20 to obtain a healthy and habitable future. And so all  
21 agencies -- all government agencies in charge of  
22 regulating the air are looking for the EPA's leadership

1 on this. This is something that is past due. This is  
2 the reason why we have such poor air quality is,  
3 frankly, the Environmental Protection Agency has not  
4 been able to protect our environment. And there is a  
5 lot of optimism in this room and in various  
6 organizations that with this one truck regulation, we  
7 can begin to see the EPA move in a direction that  
8 advances our country and our economy towards  
9 modernization.

10 So I want to thank you. Thank you all for your  
11 time today, and I hope that you will pass a strong  
12 rule. Thank you.

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

14 As a reminder, if you are speaking today, you will  
15 receive a notification on your screen that you're being  
16 promoted to the role of panelist shortly prior to your  
17 speaking time. You must accept that invitation to be  
18 able to unmute when you are called to testify. You  
19 will also be able to turn on your camera, which we  
20 would encourage you to do. Speakers connected by  
21 telephone should unmute their phones when called to  
22 testify. If you are having technical difficulties,

1 please send an email to public\_hearing@abtassoc.com, or  
2 call (919) 294-7712. If you are not registered to  
3 speak, but you would like to, please send an email with  
4 your name and phone number to  
5 public\_hearing@abtassoc.com, or call (919) 294-7712.

6 The next speaker is Louise Mehler. Please unmute  
7 and state your name and your affiliation for the  
8 record.

9 MS. MEHLER: My name is Louise Mehler, and I'm a  
10 U.S. citizen and a retired epidemiologist in  
11 Sacramento, California. I haven't been able to hear  
12 the speakers after -- the allergy speaker, and so just  
13 the past one. I will ask you please to confirm that  
14 you can hear me.

15 MS. PHILLIPS-THORYN: We can hear you.

16 MS. MEHLER: Okay. Thank you. Thank you for  
17 giving us all this opportunity to speak. I'm here to  
18 encourage you to strengthen the proposals further so  
19 that they require a definitive path towards  
20 sustainability in our transportation sector. But rest  
21 assured that I'm deeply grateful to you for opening  
22 this conversation and creating this opportunity.

1           In my professional capacity, I used to attend  
2   meetings of the Environmental Health Committee of the  
3   California Conference of Local Health Officers, which  
4   is where I learned that diesel exhaust are one of the  
5   two environmental pollutants most immediately hazardous  
6   to public health. The other, in case you're wondering,  
7   was polybrominated biphenyl fire retardants, which are  
8   now considered to be restricted. I also live about 100  
9   yards from Interstate 80. You don't need me to tell  
10   you about all the noxious stuff and diesel exhaust, the  
11   numbers of cancer cases and premature deaths  
12   attributable to exposure. You know two of the recent  
13   World Health Organization assessments that 99 percent  
14   of the world's people breathe air that contains harmful  
15   levels of pollutants, specifically those produced by  
16   burning fossil fuels.

17           You've probably seen the studies that link  
18   proximity to highways with prevalence of respiratory  
19   disease. Any of these would be sufficient reason for  
20   maximum regulation of exhaust emissions, but none of it  
21   really matters if we don't get a handle on greenhouse  
22   gases and climate change. We're headed for a worldwide



1 mess that will put chronic lung disease well down our  
2 grandchildren's (inaudible). Here in California, we've  
3 tried a number of ways to clean the air, and whatever  
4 else they've done, they don't seem to have tanked our  
5 economy. I hope you can make use of our experience to  
6 devise regulations that disrupt the status quo and put  
7 us on track for a livable future world for myself, for  
8 all the people who have no choice but to live here on  
9 heavily-traveled roads, and for the entire planet and  
10 generations to come.

11 I ask you to adopt the most stringent and  
12 ambitious regulations possible. Damage has accumulated  
13 on all levels while we ceded time to a simulated  
14 controversy and questionable economic threat. The  
15 technology exists. We can enjoy the benefits of  
16 transportation without damaging our lungs and our  
17 environment. Please make it happen now.

18 MS. PHILLIPS-THORYN: Thank you for your comment.  
19 The next speaker is Gerald -- is George Agortsas.  
20 Unfortunately, we do not see you in the attendee list.  
21 If you have joined the hearing under another name,  
22 please click the raise hand button. If you have called

1 in, please press star-9 to raise your hand.

2 (No response.)

3 MS. PHILLIPS-THORYN: The next speaker is Rene St.  
4 Julien. Unfortunately, we do not see you in the  
5 attendee list. If you have joined the hearing under  
6 another name, please click the raise hand button.  
7 Okay. I am promoting you. Please unmute and state  
8 your name and your affiliation.

9 (No response.)

10 MS. PHILLIPS-THORYN: That is Rene. Please unmute  
11 and state your name and your affiliation.

12 MR. ST. JULIEN: Okay. I'm trying to get my  
13 screen size a little bit smaller since it was minimized  
14 before, and now I can't see my speech. That's it.  
15 That's better.

16 Thank you for the opportunity to testify today.  
17 My name is Rene St. Julien, and I'm here as a private  
18 citizen. I support this administration's swift action  
19 on clean trucks, and I urge the EPA to adopt the  
20 strongest emission standards possible. The standards  
21 being discussed in this meeting or not stretch goals  
22 for big rig and large bus manufacturers. There are a

1    few companies already producing all-electric big rig,  
2    short-haul tractor trailers and full-size electric city  
3    buses, which can be purchased right now. If you've  
4    ever waited at a bus stop to catch a city bus or stop  
5    behind a school bus at a red light, then you know how  
6    overwhelming the diesel exhaust fumes can get. These  
7    fumes not only smell bad, but are bad for both your  
8    lungs and the environment.

9            The world has seen some incredible technological  
10    innovations over the past 40 years, many things  
11    changing at a speed which is almost hard to keep up  
12    with. Who would have thought even a couple of years  
13    ago that we could have a huge virtual meeting like this  
14    on Zoom? Meanwhile, the long haul, big-rig tractor  
15    trailer industry is producing trucks using engine  
16    ignition technology that can't stand up to the  
17    reliability requirements necessary for the amount of  
18    miles that trucks are expected to be driven. While  
19    hybrid and electric passenger cars have gained  
20    increased popularity, hybrid and electric long-haul big  
21    rig trucks are still in the early stages of development  
22    and testing. For the most part improvements in the

1 area of safety or the environment are never made by the  
2 diesel truck industry voluntarily, but only when the  
3 Federal Government mandates it.

4 The EPA must set the strongest diesel engine  
5 standards possible, requiring diesel electric hybrids  
6 for long-haul tractor-trailer rigs and all electric for  
7 short-haul rigs, city buses, school buses, and delivery  
8 trucks. This will help slash air pollution and  
9 increase the number of zero-emission vehicles on the  
10 road, which will benefit the entire Nation. I hope the  
11 EPA will continue to be the voice of the people setting  
12 stringent standards to reduce nitrogen oxide and  
13 greenhouse emissions. At a very minimum, the EPA  
14 should choose Option 1 in the rule. Option 2 simply  
15 does not go far enough to protect our communities and  
16 our future from the high impact of heavy-duty vehicle  
17 emissions.

18 Thank you for the opportunity to testify today.

19 MS. PHILLIPS-THORYN: Thank you for your comment.  
20 The next speaker is Kim Anderson. You may now unmute,  
21 and please state your name and affiliation for the  
22 record.

1 MS. ANDERSON: Hello. My name is Kim Anderson  
2 with the Evangelical Environmental Network, and I thank  
3 you for the opportunity to testify today.

4 I live in a small Pennsylvania town which has a  
5 state route running right through the center of it. I  
6 used to live one block from the street where delivery  
7 trucks, box trucks, semis, and coal trucks drive  
8 through by the dozens each day. While living there, I  
9 noticed a dark grey film would appear on my car. I've  
10 lived several places, including in a city that falls  
11 within the 50th largest cities in the United States.  
12 I've never experienced anything like this before. I  
13 tried everything to get this film off my cars.  
14 Finally, I found a special cleaner and a strong brush  
15 that got it out, but even with that, I had to scrub  
16 just one of my cars for a couple of hours, during which  
17 time I began to wonder what is this doing to my  
18 children's lungs. We lived in that house for six years  
19 during formative years of their lives. I can't help  
20 but wonder if there's a black film on their lungs from  
21 breathing, playing, biking, running, and sleeping in  
22 this highly-contaminated air.

1           As a person of faith, I believe in what the Bible  
2   says about life. Jeremiah 29:11 says, "For I know the  
3   plans I have for you," declares the Lord, "plans to  
4   prosper you and not to harm you, plans to give you a  
5   hope and a future." In essence, God wants us and our  
6   children to have a bright hope and a future. I believe  
7   this extends from our long-term life plans to our daily  
8   health. I'm fortunate that my children do not suffer  
9   from asthma or severe allergies, but many children do,  
10   and lung-damaging pollution is a big contributor to  
11   those very real health issues.

12           Trucks and buses are only four percent of the  
13   vehicles on the road, but they are responsible for 25  
14   percent total transportation sector greenhouse gas  
15   emissions. If it is not bad enough already, the miles  
16   trucks travel on roads is only expected to increase in  
17   the coming decades as we rely more and more on online  
18   shopping. In other words, if we continue moving in the  
19   direction we seem to be, my children's young lungs and  
20   those of the 73 million children living in the United  
21   States are not safe.

22           Trucks are a leading source of these air

1 pollutants with an estimated consumption of 55.3  
2 billion gallons of fuel and an admitted 561 million  
3 metric tons of greenhouse gases in 2020 alone. There  
4 are dozens of zero-emission medium- and heavy-duty  
5 trucks and buses already available or coming on the  
6 market within a couple of years, including the electric  
7 Mack truck produced right here in Pennsylvania. These  
8 electric vehicles are already capable of supporting the  
9 majority of freight delivery and transit needs.

10 Electrifying medium- and heavy-duty trucks and  
11 buses across our country is essential to improve air  
12 quality, and defending the health of my children and  
13 the other 73 million children in the country today.  
14 Let's make the right choices to give them a bright hope  
15 and a future that God wants for them and us. Thank  
16 you.

17 MS. PHILLIPS-THORYN: Thank you for your comment.  
18 As a reminder, if you are speaking today, you will  
19 receive a notification on your screen that you are  
20 being promoted to the role of panelist shortly prior to  
21 your speaking time. You must accept that invitation to  
22 be able to unmute when you are called to testify. This

1 will also allow you to turn on your camera, which we  
2 encourage you to do. Speakers connected by telephone  
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5 email to public\_hearing@abtassoc.com, or call (919)  
6 294-7712. If you are not registered to speak, but you  
7 would like to, please send an email with your name and  
8 phone number to public\_hearing@abtassoc.com, or call  
9 (919) 294-7712.

10 The next speaker is Sean Waters. You may now  
11 unmute, and please state your name and affiliation for  
12 the record.

13 MR. WATERS: Thank you for the opportunity to  
14 offer these brief remarks on EPA's proposed Clean Truck  
15 Program. My name is Sean Waters. I'm the vice  
16 president of product compliance and regulatory affairs  
17 for Daimler Trucks North America.

18 With our affiliated brands -- Freightliner,  
19 Western Star, Thomas Built, and Detroit Diesel -- DTNA  
20 is the largest commercial vehicle manufacturer in the  
21 United States and North America, and we have a  
22 significant interest in this rulemaking. Our



1     headquarters are in Portland, Oregon, and we have  
2     assembly plants in Oregon, North and South Carolina,  
3     and a large powertrain facility in Michigan operated by  
4     Detroit Diesel Corporation. DTNA employs 16,000 people  
5     in the United States. This includes nearly 3,000  
6     people in Michigan, over which 1,800 are union jobs;  
7     3,000 people in Oregon and over 8,000 employees in  
8     North and South Carolina.

9             We support the development of feasible and cost-  
10    effective regulations. We have a long history of  
11    working collaboratively with EPA on past rules to  
12    ensure that the end product of the regulatory process  
13    is practical and implementable. DTNA supported  
14    greenhouse gas Phase 1 rulemaking by the EPA, we  
15    supported greenhouse gas Phase 2 regulations, and we  
16    work with the EPA to keep the Phase 2 regulations in  
17    place when challenged under the prior administration.  
18    I personally met with both prior EPA administrators  
19    during the -- during the prior administration and  
20    requested that the greenhouse gas Phase 2 regulations  
21    not be rolled back, that they be maintained in place.

22             Our goal is always to work with EPA to develop new

1 rules in a transparent manner that benefits all  
2 stakeholders, public and private, and we share EPA's  
3 goal of reducing emissions from the heavy-duty  
4 transportation sector in a manner that does not  
5 compromise quality, safety, or affordability. We the  
6 leading developer of advanced technologies to reduce  
7 emissions in the heavy-duty sector, and we are fully  
8 committed to a zero-emission vehicle future. We're  
9 heavily invested in the development of zero-emission  
10 vehicles, which includes battery electric and hydrogen  
11 fuel cell platform and their infrastructure.

12 Despite our strong support for zero-emission  
13 technologies of the future and our historic support of  
14 EPA's mission reduction programs, we do have  
15 significant concerns about the feasibility of the rule  
16 EPA has proposed, and we do not believe EPA has  
17 demonstrated technical feasibility as required under  
18 the Clean Air Act. We will provide significant written  
19 comments and data during the rulemaking process to  
20 further expand upon our concerns. EPA also proposes to  
21 add expensive requirements to zero-emission vehicles  
22 without adequately evaluating their feasibility. These

1 rules will add to the --

2 MS. PHILLIPS-THORYN: Sorry. You muted yourself.

3 MR. CHARMLEY: Sean, you went on mute.

4 MR. WATERS: I see that. Okay. Thank you. EPA  
5 also proposes to add some expensive requirements to  
6 ZEVs, and I would just say that any rule that increases  
7 the cost of a zero-emission vehicle should be  
8 recognized as counterproductive. Adding significant  
9 cost to zero-emission vehicles could delay their  
10 adoption, especially in communities affected by the  
11 regulated emissions. EPA needs to help remove old  
12 diesel vehicles from the roads as fast as possible. We  
13 stand ready to work with EPA on a practical and  
14 aggressive rule that delivers real-world NOx reductions  
15 and does so in a way that doesn't exacerbate existing  
16 inflation and supply chain challenges. We believe any  
17 should be drafted with a focus on maintaining equity  
18 and maintaining or increasing jobs rather than putting  
19 them at risk. We have a history of cooperation with  
20 the Agency working on emission rules, and hope EPA will  
21 take the time to work with us on addressing important  
22 issues of air quality, climate change, and social

1 justice.

2 And as a final note, we want to stress that the  
3 greenhouse gas Phase 2 portion of the rule should  
4 remain the same and not be reopened. As manufacturers,  
5 we rely on regulatory certainty for our product  
6 development. Greenhouse gas Phase 2 in its current  
7 form is technology is he forcing, but it's attainable  
8 thanks to the long-term investments that we've made.  
9 It's a highly-effective regulation that fulfilled its  
10 intended purpose. We asked, like we asked the last  
11 administration, that greenhouse gas Phase 2 regulations  
12 remain the same. Thank you.

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

14 The next speaker is Ray Pingle. Please unmute and  
15 state your name and affiliation for the record.

16 MR. PINGLE: Hi, all. My name is Ray Pingle, and  
17 I'm the lead volunteer for transportation  
18 electrification for Sierra Club California.

19 The transition from combustion engine, heavy-duty  
20 vehicles to 100-percent zero-emission vehicles is the  
21 ultimate end goal to reducing toxic air pollution and  
22 GHGs. The EPA must do everything it can now to achieve

1    this objective. A fundamental assumption that EPA will  
2    use in crafting its final rule is the forecast number  
3    of ZEVs feasible in the coming years. It must increase  
4    dramatically from its current outdated forecast with  
5    only 1.5 percent of medium heavy-duty vehicle sales  
6    being ZEVs by 2027. Five additional states have  
7    adopted California's act rule, representing 20 percent  
8    of medium-, heavy-duty vehicles nationally. This rule  
9    requires 15 to 20 percent of sales to be ZEVs in 2027.  
10   This will have a dramatic impact nationally, and  
11   momentum is growing in additional states as they adopt  
12   policies, incentives, and support structures to promote  
13   increasing medium-, heavy-duty vehicles.

14       A March 2022 NREL study entitled, "Decarbonizing  
15   Medium-, Heavy-Duty On-Road Vehicles Cost Analysis,"  
16   states, "Assuming economics drive adoption, ZEV sales  
17   could reach 42 percent of all medium-, heavy-duty  
18   trucks by 2030, reflecting lower combined vehicle  
19   purchase and operating costs." We would encourage the  
20   EPA also to consider the recommendations from the  
21   International Council for Clean Transportation in its  
22   February 2022 briefing paper, entitled: "Adapting U.S.

1 Heavy-Duty Vehicle Emission Standards to Support a  
2 Zero-Emission Commercial Truck and Bus Fleet." Zero-  
3 emission vehicles are technically and economically  
4 ready today in the use cases where the majority of  
5 vehicles are currently deployed. In California, the  
6 HVIP Financial Incentive Program has approved over 160  
7 zero-emission vehicles with multiple vendors in each  
8 class, from Class 2b to Class 8 semi-tractors.

9 ZEV truck demand is significant and growing. Many  
10 companies have announced commitments to transition  
11 their fleets to zero-emission vehicles, including  
12 Amazon, American Airlines, Best Buy, DHL, IKEA,  
13 Walmart, and many, many more. We cannot wait for the  
14 Phase 3 GHG rulemaking until 2030 to seriously address  
15 how to increase the ZEV fleet. We need to begin now in  
16 the Phase 2 GHG part of the rule to boldly drive the  
17 necessary and feasible significant transition possess.  
18 Thank you very much.

19 MS. PHILLIPS-THORYN: Thank you for your comment.  
20 The next speaker is Jessie Parks. Unfortunately, I do  
21 not see you in the attendee list. If you are here  
22 under a different name, please raise your hand, or if

1 you have called in, please press star-9 to raise your  
2 hand.

3 (No response.)

4 MS. PHILLIPS-THORYN: The next speaker is Sandra  
5 Purohit. Please unmute, and introduce yourself and  
6 your affiliation for the record.

7 MS. PUROHIT: Good afternoon. I'm Sandra Purohit.  
8 I am director of Federal advocacy for E2,  
9 Environmental Entrepreneurs. E2 is a national  
10 nonpartisan group of more than 11,000 business leaders,  
11 investors, and other professionals from every sector of  
12 the economy, who advocate for smart policies that are  
13 good for the economy and good for the environment. Our  
14 members have founded or funded more than 2,500  
15 companies and have created more than 600,000 jobs here  
16 in the U.S. On their behalf, I urge the EPA to  
17 finalize a heavy-duty trucks rule this year that is  
18 stronger than both Option 1 and Option 2, as currently  
19 proposed.

20 Just last week, in two new reports on climate, the  
21 Biden-Harris administration's Office Of Management And  
22 Budget and the United Nations International

1 Intergovernmental Panel on Climate change made clear we  
2 simply do not have time for incremental change.  
3 Business leaders agree. Climate-driven floods,  
4 wildfires, hurricanes, and droughts already threaten  
5 businesses directly, disrupt supply chains, and drive  
6 up input costs by destroying raw materials from produce  
7 to lumber. In 2021, climate-related disasters cost our  
8 economy \$145 billion, the highest in any -- of any  
9 country. Along with the critical climate need, the EPA  
10 must do more to address the air pollution that is  
11 driving workers, customers, and community members into  
12 hospitals. In particular, aggressive action is needed  
13 to make a long-overdue difference on the  
14 disproportionate impact of these emissions on workers,  
15 and communities of color, and low-income communities.

16 A few key points to make. Heavy-duty trucks are  
17 only 10 percent of on-road --

18 MR. CHARMLEY: Sandra, for some reason your voice  
19 stopped, and your screen froze.

20 (No response.)

21 MR. CHARMLEY: Lauren, do you want to go ahead and  
22 ask if any of the previous speakers from this group



1 that weren't available are available, and maybe in the  
2 meantime, our last speaker, Sandra, might be able to  
3 rejoin us.

4 MS. PHILLIPS-THORYN: I sure can. She had one  
5 minute left in her testimony. These are the speakers  
6 that we unfortunately had to skip because they were not  
7 in the attendee list. I will read their names. If you  
8 are here in the hearing, please press your -- the raise  
9 hand button, or if you've called in, you can press  
10 star-9: William Barrett.

11 (No response.)

12 MS. PHILLIPS-THORYN: Gerald Pyle?

13 (No response.)

14 MS. PHILLIPS-THORYN: Jason O'Dell?

15 (No response.)

16 MS. PHILLIPS-THORYN: George Agortsas?

17 (No response.)

18 MS. PHILLIPS-THORYN: And Jessie Parks?

19 (No response.)

20 (Pause.)

21 MS. PHILLIPS-THORYN: It looks like Sandra has  
22 dropped from the hearing. She may return. In the

1 meantime, should we take a brief recess?

2 MR. CHARMLEY: I think that that would be fine.

3 Why don't we go ahead and take a brief break until  
4 2:45, and if we can check and see if Sandra was able to  
5 rejoin us, and, if not, we can continue with the rest.

6 MS. PHILLIPS-THORYN: All right.

7 (Break.)

8 MS. PHILLIPS-THORYN: This is Lauren Phillips-  
9 Thoryn from Abt Associates, EPA's contractor. It is  
10 now 2:45 p.m., Eastern Time, and we are rejoining EPA's  
11 public hearing about the Control of Air Pollution from  
12 New Motor Vehicles: Heavy-Duty Engine and Vehicle  
13 Standards proposal.

14 In order to accommodate testimony in both Spanish  
15 and English throughout this hearing, all attendees must  
16 select their preferred language via the interpretation  
17 icon at the bottom of your screen. If you are  
18 providing testimony today, please make sure that you  
19 are speaking in the language of the channel you are  
20 listening to. For example, listening to English while  
21 speaking in Spanish could prevent other participants  
22 from hearing your statement in their language of

1 choice.

2 Before we resume the hearing, we'd like to go over  
3 some logistics. As a reminder, all attendees have --  
4 are muted automatically. If you are speaking today,  
5 you will receive a notification on your screen that you  
6 are being promoted to the role of panelist shortly  
7 prior to your speaking time. You must accept that  
8 invitation to be able to unmute when you are called to  
9 testify. This will also allow you to turn on your  
10 camera, which we encourage you to do. Speakers  
11 connected by telephone to unmute their phones when  
12 called to testify. If you are having technical  
13 difficulties, send an email to  
14 public\_hearing@abtassoc.com, or call (919) 294-7712.

15 If you are not registered to speak, but you would like  
16 to, please send an email to  
17 public\_hearing@abtassoc.com, or call (919) 294-7712.

18 Now we will continue our public testimony. The  
19 expected speaking order is currently displayed on  
20 screen. We ask that each person limit their verbal  
21 testimony to three minutes. We encourage you to  
22 provide your full written testimony and any additional

1 comments of any length to Docket Number: EPA-HQ-OAR-  
2 2019-0055 on Regulations.gov. I will be introducing  
3 each speaker in turn. Please speak slowly and clearly  
4 so our court reporter can record these proceedings  
5 accurately.

6 For the first speaker, we will return to Sandra  
7 Purohit as she had technical difficulties. Sandra, if  
8 you can unmute and continue.

9 MS. PUROHIT: Thank you so much. I'm actually not  
10 sure where you stopped hearing, so should I start from  
11 the top or does anybody know when you stopped hearing  
12 from me?

13 MS. THOMPSON: You dropped with a minute left, so  
14 I'd say two-thirds of the way through.

15 MS. PUROHIT: Okay. I'm going to see if you heard  
16 me make a few points about heavy-duty trucks. I think  
17 that's about --

18 MR. CHARMLEY: Sandra, I think that's right where  
19 you were. You were doing some comparisons.

20 MS. PUROHIT: Right. Thank you so much, and  
21 thanks for this second opportunity. So to make a few  
22 points, again, for the record, Sandra Purohit with E2,

1 Environmental Entrepreneurs. Heavy-duty trucks are  
2 only 10 percent of the on-road vehicles but contribute  
3 33 percent of mobile-source NOx emissions and are the  
4 second-largest contributor to mobile-source greenhouse  
5 gas emissions, the point being that strongest standards  
6 here can make a huge impact.

7 We already have commercially-available zero-  
8 emission trucks that address NOx particulate matter and  
9 climate emissions. These trucks also lower fleet  
10 operating and maintenance costs. With a strong market  
11 signal from the EPA to help drive production, they will  
12 become even more affordable to make and buy. What we  
13 don't have is the luxury of time. EPA cannot lag  
14 behind the market or fail to advance the deployment of  
15 zero-emission trucks at the pace needed to address the  
16 urgent public health and climate crisis. As such, we  
17 urge EPA to disregard Option 2 as wholly inadequate and  
18 to strengthen Option 1 in three ways: to align with  
19 heavy-duty omnibus rules stringency in Model Year 2027;  
20 eliminate the credit mechanism better roads standard;  
21 and to adopt a zero-emission vehicle sales mandate.  
22 The greenhouse gas standards should be updated to

1 reflect existing state requirements that will lead to  
2 higher penetration rates in Model Year 2027 and the 1.5  
3 percent assumed by the Agency.

4 The EPA has the mandate and the authority to set  
5 standards that more assertively scale up solutions and  
6 moves the needle on climate and public health-harming  
7 emissions. On behalf of E2 business leaders, we urge  
8 you to do so, and once again, thank you for the time.

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

10 The next speaker is David Offen-Brown. Unfortunately,  
11 we do not see you in the attendee list. If you have  
12 joined the hearing under another name, please click the  
13 raise hand button. If you have called in, please press  
14 star-9 to raise your hand.

15 (No response.)

16 MS. PHILLIPS-THORYN: The next speaker is Ada  
17 Stepleton. I have requested to promote you to  
18 panelist, if you can please unmute and state your name  
19 and your affiliation for the record.

20 MS. STEPLETON: Hello. My name is Ada Montague  
21 Stepleton, and I am a mother of a three-year-old, and  
22 I'm also a member of the Moms Clean Air Force. I would

1 like to start my testimony today by quoting from the  
2 Harvard Law Review, Volume 135, Number 6 of April 2022.  
3 And the quote begins, "The months leading up to the  
4 2021 United Nations Climate Change Conference, or  
5 COP26, in Glasgow put the climate crisis in stark  
6 relief. Heatwaves blanketed the American Northwest,  
7 shattering temperature records as mortality rates  
8 searched. Wildfires raged across Greece, destroying  
9 over 120,000 acres of pine forests. Unexpected  
10 monsoons and dry spells disrupted weather patterns in  
11 Madagascar, resulting in famine for hundreds of  
12 thousands of people. And scarcity and freshwater  
13 sources in Asia exacerbated geopolitical tensions as  
14 China's efforts to redirect rivers caused  
15 extraterritorial droughts and floods." I quote this to  
16 you because the rulemaking that is being contemplated  
17 today has impacts that expand beyond the borders of the  
18 United States. And it is clear from the rather  
19 frustrating outcome of COP26 that more and all need to  
20 be done to address carbon emissions and greenhouse gas  
21 emissions.

22 In preparation for my testimony today, I read

1 through the RIA, or Regulation Impact Analysis, for  
2 this rulemaking. I believe it has been thoroughly  
3 vetted for its impact on other regulations, and given  
4 the dire need to address carbon emissions in every way  
5 possible right now, I believe the Option 1 stronger  
6 standards should be implemented. Thank you.

7 MS. PHILLIPS-THORYN: Thank you for your comment.  
8 The next speaker is Stephen Wyman. Unfortunately, we  
9 do not see you in the attendee list. If you have  
10 joined the hearing under another name, please click the  
11 raise hand button. If you have called in, please press  
12 star-9 to raise your hand.

13 (No response.)

14 MS. PHILLIPS-THORYN: The next speaker is Karen  
15 Heuer. Unfortunately, we do not see you in the  
16 attendee list. If you have joined hearing under  
17 another name, please click the raise hand button. If  
18 you have called in please, press star-9 to raise your  
19 hand.

20 (Hand raised virtually.)

21 MS. PHILLIPS-THORYN: All right. You've been  
22 promoted. Please unmute, and state your name and your



1 affiliation for the record.

2 (No response.)

3 MS. PHILLIPS-THORYN: I've asked you to unmute if  
4 you are able to do so and state your name and your  
5 affiliation for the record.

6 MS. HEUER: My name is Dr. Karen Heuer. I'm  
7 speaking as an ophthalmologist and a concerned citizen.  
8 First, I would like to thank everyone at the EPA for  
9 all the hard work you're doing to protect our  
10 environment. I'd gone on the website during the prior  
11 administration, and reading through there, I saw first  
12 handle the destruction that the former EPA was allowing  
13 to happen to our air, land, and water. I saw all of  
14 the poison that was bombarding us. And, well, I wanted  
15 to change the name of the Agency, so, thankfully, the  
16 EPA is back with this administration, and you have a  
17 big job to do to help us save the world.

18 I live in the Northern suburbs of Denver. Our  
19 clean air threats include wildfires, smoke, emissions  
20 from Suncor Refinery, which drift directly towards us,  
21 radon emissions from all the engines running 24/7, the  
22 worst, of course, being diesel. We've had three

1 neighbors within a few blocks die of lung cancer.

2       So last year, I got the BreezoMeter app, which  
3 measures air quality in real time. I was shocked to  
4 see that only about half of the time the air quality  
5 was good or what is considered safe to breathe. For  
6 the other half, for a good portion of the year the air  
7 was not safe. This pretty much eliminates the old  
8 saying to go outside and get some fresh air. Instead,  
9 we couldn't open windows, we couldn't take the dogs  
10 out, we couldn't go walking or jogging. In fact, we  
11 didn't feel safe to be outside at all. This is our new  
12 normal here in the Denver, Colorado area. Just again  
13 last night, we were in the moderate air quality range  
14 again.

15       I believe that clean air should be a right as much  
16 as any constitutional right. We can't control wildfire  
17 smoke, we can't control radon, but we can control  
18 what's spewing out of refineries, like Suncor. We can  
19 control what's spewing out of these diesel engines. If  
20 you think about it, we live in a big balloon which is  
21 our atmosphere. We're filling this balloon with  
22 poisonous gases, which will contaminate our air for

1 hundreds of years. We can no longer point the finger  
2 at China or others when we are one of the worst  
3 polluters. There are the lies and propaganda. We've  
4 all heard it, how the economy is the most important.  
5 We can't afford it, blah, blah, blah. You know, it's  
6 all lies.

7 So I've got the oil gas blues, you guys, and for  
8 smokestacks, too. I can't breathe it all as we watch  
9 the fall of air that's so true. Who said it's no crime  
10 to breathe all this grime? Why, I ask. Why, I ask  
11 you. Why can't we just get a clue? I've got the oil  
12 and gas blues. Thank you very much for letting me  
13 speak. That's all I have to say.

14 MS. PHILLIPS-THORYN: Thank you for your comment.  
15 The next speaker is Emily Kent. You may now unmute,  
16 and state your name and your affiliation for the public  
17 record.

18 MS. KENT: Good afternoon, and thank you for  
19 holding this hearing on such an important topic. My  
20 name is Emily Kent, and I'm the policy manager for zero  
21 carbon fuels and transportation decarbonization at  
22 Clean Air Task Force. CRTF is a global nonprofit

1 organization working to safeguard against the worst  
2 impacts of climate change by catalyzing the rapid  
3 development and deployment of low-carbon energy and  
4 other climate-protecting technologies.

5 Emissions from heavy-duty vehicles cause  
6 significant negative health impacts and contribute to  
7 climate change. In particular, diesel trucks and other  
8 diesel-fueled equipment are significant contributors to  
9 particulate matter air pollution. This air pollution  
10 often occurs along highways and in industrial or urban  
11 hubs, and it causes health disparities that further  
12 inequitable harms to historically-marginalized  
13 communities. CATF strongly supports the objectives of  
14 EPA's rulemaking and urges the Agency to finalize a  
15 rule that mitigates the negative health and climate  
16 impacts of emissions from heavy-duty engines and  
17 vehicles to the fullest extent possible.

18 I would like to bring EPA's pays attention to a  
19 new CATF and data visualization tool called Deaths by  
20 Dirty Diesel, which highlights the price that  
21 communities in the United States pay in negative health  
22 impacts from diesel-powered vehicles. Deaths by Dirty

1 Diesel makes data on health impacts from diesel  
2 pollution easily accessible to community members on a  
3 state, county, and metro area basis. The map can be  
4 accessed at [www.CATF.us/deathsbydiesel](http://www.CATF.us/deathsbydiesel). Diesel has  
5 been causing death and debilitating illness to  
6 communities across the United States for generations.  
7 This does not have to be the case. There are steps  
8 that we can take, both in government and in industry,  
9 that can push dirty diesel burning engines out of the  
10 marketplace and out of our neighborhoods.

11 The Clean Air Act requires EPA to reduce emissions  
12 as much as possible from these dirty engines to  
13 mitigate dangers to public health and the environment.  
14 This rulemaking is an opportunity to accelerate that  
15 transition toward zero-emitting, heavy-duty vehicles.  
16 The Deaths by Dirty Diesel map shows in stark detail  
17 just how important this transition is. The map informs  
18 and motivates CATF's efforts to push for the  
19 development of better policies and cleaner  
20 technologies.

21 This newly-proposed heavy-duty engine and vehicle  
22 standard will play an important role in minimizing

1 climate-warming pollutants from heavy-duty gasoline and  
2 diesel vehicles, improving air quality and human health  
3 and rectifying some of the harms that have burdened  
4 communities for decades. Clean Air Task Force looks  
5 forward to continued engagement with EPA, and community  
6 members, and other stakeholders on this important  
7 issue. Thank you for your time today.

8 MS. PHILLIPS-THORYN: Thank you for your comment.  
9 The next speaker is Michael Walsh. Unfortunately, I do  
10 not see you in the attendee list. If you've joined the  
11 hearing under another name, please click the raise hand  
12 button.

13 (Virtual hand raised.)

14 MS. PHILLIPS-THORYN: Okay. I am promoting you  
15 now.

16 MR. CHARMLEY: Everyone, this is Bill Charmley  
17 with the EPA. I just want to make sure I had the  
18 chance to introduce Mike. Mike is -- in addition to a  
19 member of the Environmental Protection Network is a --  
20 also a former director of our office many years before  
21 I joined, and, Mike, really happy to have you join  
22 today. Hopefully, you're able to use the electronic

1 system that we're using.

2 MR. WALSH: Can you hear me?

3 MS. PHILLIPS-THORYN: Yep.

4 MR. WALSH: Good. As Bill said, my name is  
5 Michael Walsh, and I had the privilege about 40 years  
6 ago -- a little over 40 years --

7 MR. CHARMLEY: Mike, your voice, at least for me,  
8 is very, very quiet.

9 MS. PHILLIPS-THORYN: A quick pause. Do we hear  
10 the Spanish interpreter on the English channel?

11 MR. WALSH: I do.

12 MS. PHILLIPS-THORYN: Okay. Jesus, are you able  
13 to check that you are speaking into the Spanish  
14 channel? Thank you. All right, Michael, please begin.

15 (No response.)

16 MR. CHARMLEY: You're still on mute, Mike.

17 MR. WALSH: I'll figure this out eventually. Can  
18 you hear me now?

19 MR. CHARMLEY: Yeah.

20 MR. WALSH: Okay. Again, my name is Michael  
21 Walsh, and as Bill mentioned, I had the privilege a  
22 little over 40 years ago to be the DAA for Mobile

1 Sources, and it was a great privilege in my life. I'm  
2 testifying today, though, on behalf of the  
3 Environmental Protection Network, a volunteer  
4 organization of about 550 former EPA employees and  
5 others that are concerned about public health and the  
6 environment.

7 During my years at EPA, I was very proud to be  
8 associated with laying the groundwork for what has  
9 become and remains, in my opinion, the strongest and  
10 most effective motor vehicle pollution control program  
11 in the world. I and others often point to the  
12 structure and historical practice of EPA's Mobile  
13 Source Program as a primary model for other countries.

14 Let me first address EPA's NOx proposal.

15 EPN recommends that EPA's decision on NOx be  
16 guided by the demonstrated need for very large NOx  
17 reductions from the heavy-duty sector, especially for  
18 those populations living near major traffic areas. The  
19 goal should be to achieve the lowest feasible NOx  
20 standard, which will provide California, other states,  
21 and disadvantaged communities the NOx reductions that  
22 they desperately need. EVs are clearly an important



1 component of a multi-pollutant emission control  
2 strategy. The heavy-duty sector is transitioning to  
3 EVs on its own, and progress is sure to accelerate  
4 given the immense public and private investments taking  
5 place. It is highly likely that most, if not all, of  
6 the EVs would still be produced without the proposed  
7 NOx credits.

8 EPA's proposed ZEV NOx credits could cause a  
9 substantial increase in diesel emissions compared to  
10 what could and should be achieved, and EPN, therefore,  
11 opposes them. EPN also recommends that the greenhouse  
12 gas proposal be significantly tightened. The proposal  
13 lacks any ambition whatsoever and reinforces that EPA  
14 is now the laggard in reducing heavy-duty greenhouse  
15 gases rather than the leader. The recent IPCC report  
16 makes clear that now is the time for strong action to  
17 address the climate crisis. EPA's proposal fails to  
18 step up to this challenge and is an important lost  
19 opportunity.

20 EPA properly includes EVs in its technology basis  
21 for setting the level of the revised greenhouse gas  
22 standards. The problem is EPA appears to aim at a

1 level that does no more than merely codify business as  
2 usual and, in fact, likely underestimates near-term EV  
3 sales. EPA should set standards that aim for very high  
4 ZEV penetration for school buses and urban transit  
5 buses by 2029. For delivery vans and short-haul  
6 tractors, EPA should aim for an aggressive, but  
7 practical, penetration rate, again, by Model Year 2029,  
8 much more than proposed. More ambitious greenhouse gas  
9 standards will accelerate the introduction of zero-  
10 emission technologies, which impact on all of the  
11 pollutants. Our written comments will provide more  
12 detailed information, such as highlighting recent  
13 government-funded NREL report that ZEV sales could  
14 reach 42 percent of all medium-duty/heavy-duty trucks  
15 by 2030, reflecting lower combined vehicle purchase and  
16 operating costs.

17 In closing, EPN strongly recommends that EPA  
18 strengthen both the NOx and the greenhouse gas  
19 requirements in the rule to maintain EPA's leadership  
20 in improving air quality and public health, and  
21 addressing the global climate crisis. Thank you very  
22 much.

1 MS. PHILLIPS-THORYN: Thank you for your comment.  
2 The next speaker is Karen Campbell. Please unmute  
3 yourself. State your name and affiliation for the  
4 record.

5 MS. CAMPBELL: Hi. My name is Karen Campbell.  
6 I'm a veterinarian, and I'm a member of the Sierra  
7 Club. I live in Epsom, New Hampshire. I'm testifying  
8 advocating for the EPA to set the cleanest emissions  
9 standards possible, as soon as possible, for medium-  
10 and heavy-duty trucks. What I have in mind is a very  
11 ambitious transition to 100-percent electric trucks as  
12 soon as possible, and I'm encouraging the EPA to set a  
13 very high standard in a short time frame to spur  
14 industry to be innovative and to move quickly.

15 Why? Simply put, because our planet can't wait.  
16 The IPCC has released three reports in the past year,  
17 and the results are both heartening and very scary.  
18 It's too late for us to prevent climate change, but we  
19 can still avert its worst effects, but only if we act  
20 robustly and act now. According to IPCC, we have to  
21 reach our peak in planetary carbon emissions in just  
22 three years. Then we have to decrease emissions by 43

7 [REDACTED] Redacted for PII

20 tells you a lot about Los Angeles' air. I knew air  
21 pollution affected conditions like asthma, but not as  
22 starkly as that. Asthma rates are very high in L.A.,

1    which is the only place I've ever lived where soot from  
2    the air accumulated on my car and my windowsills.

3           I applaud your published goals of decreasing  
4    nitrogen oxide emissions by 60 percent by 2045, but I  
5    want you to do better. The people of L.A. and all  
6    Americans living in so-called diesel death zones have  
7    suffered long enough. They can't wait until 2045 to  
8    have soot and smog emitted, so please strengthen your  
9    medium- and heavy-duty truck emissions rules to demand  
10   50 percent zero-emission trucks by 2030. Thank you.

11           MS. PHILLIPS-THORYN: Thank you for your comment.  
12   As a reminder, if you are speaking today, you will  
13   receive a notification on your screen that you are  
14   being promoted to the role of panelist shortly prior to  
15   your speaking time. You must accept that invitation to  
16   be able to unmute when you are called to testify. This  
17   will also allow you to turn on your camera, which we  
18   encourage you to do. Speakers connected by telephone  
19   should unmute their phones when called to testify. If  
20   you are having technical difficulties, please send an  
21   email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919)  
22   294-7712. If you are not registered to speak, but you

1 would like to, please send an email with your name and  
2 phone number to public\_hearing@abtassoc.com, or call  
3 (919) 294-7712.

4 The next speaker is Karla C. Unfortunately, we do  
5 not see you in the attendee list. If you've have  
6 joined the hearing under another name, please click the  
7 raise hand button. If you have called in, please press  
8 star-9 to raise your hand.

9 (No response.)

10 MS. PHILLIPS-THORYN: The next speaker is Janet  
11 McGarry. You may now unmute, and please state your  
12 name and affiliation for the record.

13 MS. MCGARRY: Thank you. My name is Janet  
14 McGarry, and I'm here today as a private citizen.  
15 Thank you very much for allowing me to testify. I live  
16 in San Francisco in the State of California, which is  
17 an amazing state with incredible natural resources --  
18 the redwoods, sequoias, Death Valley, so many national  
19 parks -- and amazing coastline, and also incredible  
20 agricultural land. It also has the largest population  
21 of any state in the country, and, as a result, many,  
22 many vehicles on the roads, including heavy trucks and

1 heavy-duty vehicles, which emit emissions which damage  
2 the air and contribute to climate change. I'm here  
3 today to urge you to try to reduce the negative impacts  
4 of these vehicles by adopting strong rules and  
5 standards.

6 In California, we are already suffering from  
7 climate change. We have the worst droughts -- the most  
8 severe drought in 1,200 years. Because of the dry,  
9 parched landscape and extreme heat events, we have had  
10 a series of catastrophic wildfires. They have resulted  
11 in terribly toxic smoke, which, because, you know, in  
12 the Bay Area we're close to many of these fires, there  
13 have been times when we haven't been able to go outside  
14 for days or even weeks. And the worst day was  
15 September 9th of 2020 when the skies of San Francisco  
16 turned an eerie blood orange. We had no sunlight for  
17 the entire day, 24 hours of night. It was absolutely  
18 terrifying.

19 My husband and I were so frightened about the air  
20 quality, the worst in the world, that we decided that  
21 we needed to flee the city. And that was a very  
22 difficult decision to make because it was in the early

1 days of the pandemic before we had a vaccine, so we  
2 were deeply concerned that if we traveled, if we left  
3 our home, we might catch the virus. However, the  
4 threat of the smoke seemed to pose an even greater  
5 health risk, so we -- so we left. We had to drive to  
6 New Mexico to get clean air because the entire Western  
7 part of the country was choking with toxic smoke.

8 Millions of people, as well as other living  
9 creatures, suffered terribly during that time. The  
10 drought has also had a huge impact on farmers in  
11 California. I'm sure you probably all know that  
12 California has the state with the largest agriculture.  
13 I write articles about agriculture, and I've  
14 interviewed farmers who -- and some of them are young  
15 farmers with small farms who have had to fallow land  
16 because of the drought. Other farmers have been  
17 impacted by extreme weather events like freakish late  
18 frosts, or they haven't had enough chill hours. You  
19 know, you need cold hours to produce good fruit, or  
20 they've had floods. And, of course, during the last  
21 several years, California farm workers have worked  
22 during intense heat and had to breathe smoke to



1 continue to feed us during the pandemic.

2 Finally, the climate -- the impact of climate and  
3 -- has had a huge impact on biodiversity in the state.  
4 California is one of the biodiversity hotspots of the  
5 world, but we are suffering a biodiversity crisis. The  
6 state is on the Pacific Flyway, which is a main  
7 migration for birds, and due to the drought, wetland  
8 areas have shrunk, and there have been outbreaks of  
9 disease in Federal refuges because they just have  
10 limited water. Actually, in the news today, there was  
11 an announcement that the refuges near the Oregon and  
12 California border once again won't be receiving water.

13 We must stop damaging life on our planet, and we  
14 have the technology to do so. I urge the EPA to set  
15 the strongest standards possible to set us on a path of  
16 100-percent zero-emission electric vehicles by 2035 and  
17 a reduction of -- 90-percent reduction of NOx pollution  
18 by 2027. Thank you very much for allowing me to speak  
19 today.

20 MS. PHILLIPS-THORYN: Thank you for your comment.  
21 The next speaker is Joel Schroeder. You may now  
22 unmute, and state your name and affiliation for the

1 record.

2 MR. SCHROEDER: Hi. My name is Dr. Joel  
3 Schroeder. I am a pastor, and I'm with the Evangelical  
4 Environment Network. You know, as I talk this  
5 afternoon, there's really probably not much I could  
6 tell you about protecting the environment that you  
7 don't know a lot more about than I do. I would like to  
8 think that you guys are much, much better at it than  
9 me. So what I'd just like to express to you guys this  
10 afternoon is, I'd just like to encourage you to have  
11 courage, you know. Doing the right thing is really  
12 hard, and people sometimes really hate you for it.

13 And in the history of Christianity, we've done a  
14 lot of things that are really bad and really shameful,  
15 and we look back -- you know, we look back with sadness  
16 and shame. And I just want to -- I just want to  
17 encourage you guys today that as you make difficult  
18 decisions about things that you know a lot about, that  
19 you have courage and that you don't have to look back  
20 at what you've done with the same shame that I have to  
21 sometimes look back at some of the things that we've  
22 done in my little world. And so you guys have a

1   horrible job. No matter what you do, people will tell  
2   you you're idiots, and I just want to encourage you to  
3   have courage. Thank you.

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

5   The next speaker is Scott Fenwick. You may now  
6   unmute, and state your name and your affiliation for  
7   the record.

8           MR. FENWICK: Good afternoon. My name is Scott  
9   Fenwick, technical director for Clean Fuels Alliance  
10   America, formerly the National Bodies Award. On behalf  
11   of our member organizations, thank you for the  
12   opportunity to testify in this open hearing. We'd like  
13   to first thank you for recognizing the progress in fuel  
14   quality made by the biomass-based diesel industry and  
15   producers. With advancements in production technology,  
16   a greater understanding of fuel performance issues, and  
17   the BQ-9000 Quality Management System, we believe that  
18   the industry is now a leading example of how biofuels  
19   can offer performance benefits beyond just the  
20   reduction in greenhouse gas emissions.

21           Over the last five years, the BQ-9000 accredited  
22   bodies and producers have willingly submitted sample

1 analysis results that have been compiled and  
2 statistically analyzed into annual quality reports. In  
3 addition to the recognition from the EPA and other  
4 regulatory agencies, Clean Fuels is also discussing  
5 higher blend approvals and support from several engine  
6 manufacturers based upon this same data. We realize  
7 not every OEM supports biodiesel at higher levels, but  
8 those that do recognize its ability to support their  
9 fleet customers and users in their commitments toward  
10 climate change and immediate decarbonization when  
11 compared to longer-term solutions.

12       These new proposed heavy-duty engine and vehicle  
13 standards are an important part of our country's  
14 continued push for cleaner air and a cleaner  
15 environment, and we support those. The new ultra-low  
16 emission diesel engines produced under these  
17 regulations will be substantially cleaner, the new  
18 technology diesel engines in the market today, and will  
19 approach near-zero-regulated emissions of particulate  
20 matter, NOx, unburned hydrocarbons, and carbon monoxide  
21 levels. Longer full-use-for-life requirements will  
22 create value and overall reduce cost for U.S. customers

1 that use diesel fuel, biodiesel, or renewable diesel.  
2 Utilization of increasing volumes of ultra-low carbon  
3 liquid fuels, like those mentioned, will provide the  
4 one important environmental aspect that these new  
5 regulations do not directly address: reduction of GHG  
6 emissions from the existing fuel supply.

7 Biomass-based diesel is helping companies drive  
8 decarbonization in their supply chains, and it should  
9 be viewed as a primary tool of the administration to  
10 reduce GHG emissions now and to meet President Biden's  
11 near- and long-term climate goals. The immediate  
12 reductions achieved by using biodiesel and renewable  
13 diesel are crucial to reach these goals. The  
14 importance of increasing biomass-based diesel and  
15 reducing carbon cannot be understated as the  
16 Intergovernmental Panel on Climate Change clearly  
17 reaffirmed in their sixth assessment report that carbon  
18 reductions today are more important than carbon  
19 reductions in the future.

20 Our organization has a long history of working  
21 with users, fleets, and the OEM community to conduct  
22 technically-credible research that validates the

1 performance and positive impacts of biodiesel when used  
2 in existing diesel engines. Part of that effort has  
3 been to conduct testing, evaluate fuel specifications,  
4 and implement changes needed to ensure the fuels we  
5 support not only work in existing engines but will also  
6 work in all future new diesel engines as those  
7 regulations and technologies change. Our cooperative  
8 efforts with our OEM partners in technical community to  
9 conduct the testing and research needed continues. As  
10 such, we also agree with the proposal to allow vehicles  
11 to be tested for compliance with available biodiesel  
12 blends meeting the ASTM D7467 specifications. This  
13 change not only validates the quality of these blends  
14 in the marketplace but also the standards development  
15 process within ASTM in which the global fuel community  
16 participates.

17 As mentioned previously, we appreciate the  
18 opportunity to provide this testimony and are always  
19 happy to help answer questions. Thank you.

20 MS. PHILLIPS-THORYN: Thank you for your comment.  
21 The next speaker is Andrea Vidaurre. You may now  
22 unmute, and please state your name and affiliation for

1 the record.

2 MS. VIDAURRE: Hi. My name is Andrea Vidaurre.

3 I'm with People's Collective for Environmental Justice,  
4 Moving Forward Network. We are a community-based  
5 collective that is fighting environmental racism in the  
6 Inland Empire of Southern California.

7 On any given day out here, we have around 20,000  
8 heavy-duty trucks driving through each of our freeways  
9 coming from the ports of L.A. and Long Beach to the  
10 hundreds of warehouses that have popped up in our  
11 neighborhoods over the last decade. Structural racism  
12 that continues to permeate our land use decisions have  
13 brought giant diesel big rigs as close as 60 feet from  
14 our homes, across the street from our schools, and are  
15 regularly seen driving next to our families walking or  
16 running on their sidewalks. This has made it  
17 incredibly dangerous for both the workers that are the  
18 backbone of so much of our economy and for the families  
19 that have to live with the constant stream of soot in  
20 their homes and lungs.

21 In California, we have pushed for a just  
22 transition off of fossil fuels to emission in trucking,

1 and we're seeing the benefits of acting quickly and  
2 swiftly to get there. But some lessons learned -- some  
3 lessons learned are that we cannot waste time on false  
4 solutions and so-called bridge fuels, such as natural  
5 gas and clean diesel. Our communities need zero  
6 emissions and a comprehensive approach to move our  
7 goods in a way that is efficient and safe and  
8 eliminates the documented cancer clusters that we have  
9 in our neighborhoods. And the only way to do that is  
10 to be strong in our rulemaking, mandate zero emissions,  
11 and mandate the retirement of dirty trucks -- mandate  
12 the retirement of dirty trucks that are choking our  
13 communities.

14 And trucks do not -- they go from ports or  
15 railyards to warehouses. They drive anywhere from  
16 across the street to across the country. Our  
17 strategies must tackle the entire system. We need the  
18 EPA to tackle trucks but to also regulate warehouses  
19 and push them to create the charging infrastructure we  
20 need. We need them to invest in emissions reductions  
21 of the ports and railyards because without these  
22 measures, we're not tackling environmental racism



1 because in our communities of the Inland Empire  
2 (inaudible), we don't just deal with truck. We deal  
3 with warehouses, ports, freeways, energy debt,  
4 misclassifications at our workplaces, and so much more  
5 that we refuse to be ignored any longer.

6 Climate change is the product of a really unjust  
7 and skewed system rooted in racism, and if we're come  
8 -- if we are to come slightly close to the vision of  
9 achieving environmental justice, then we need the EPA  
10 to strengthen this rule on trucks and continue to  
11 tackle the rest of the goods movement system. Trying  
12 to tiptoe around and not interrupt a system that is so  
13 clearly harmful is a disservice, and we have to take  
14 bold moves that redirect our systems and move us  
15 forward. Thank you.

16 MS. PHILLIPS-THORYN: Thank you for your comment.  
17 The next speaker is Nadine Young. You may now unmute,  
18 and please state your name and affiliation for the  
19 record.

20 MS. YOUNG: My name is Nadine Young. I'm a member  
21 of Elders Climate Action, which is a national  
22 organization of senior climate activists. I'm in

1 Philadelphia, Pennsylvania. Thank you for hearing my  
2 comment today.

3 I am an attorney, but, more importantly, I'm a  
4 grandmother of two very young little girls. I live in  
5 the oldest neighborhood in Philadelphia near the river.  
6 It's leafy with plenty of parks for young families and  
7 walking trails near the river. Philly's first  
8 community garden is here just across the street from a  
9 large public housing project, home to lots of little  
10 children, but it's not all green here. Interstates 95  
11 and 76 meet here. It's a rail hub. There are  
12 container ships coming up to ports along the river.

13 I've been coming to understand the scale of our  
14 air pollution problem here in Philadelphia, how it  
15 damages not just our lungs and hearts but every organ  
16 of the body. Our Air Quality Index here in  
17 Philadelphia is rarely better than moderate. Recently,  
18 I came across the new map tool from Clean Air Task  
19 Force that was shown on the screen behind Emily Kent  
20 when she just gave her testimony. The title of the map  
21 is "Deaths by Dirty Diesel." It shows the data from  
22 diesel pollution by county in 49 states. Philadelphia

1 County ranked seventh in deaths per capita. Our color  
2 on that map is purple, as dark as you can get.

3 Seventy-two million Americans live as I do near  
4 freight truck routes. More than 40 percent of us live  
5 in places with unhealthy levels of air pollution.  
6 Somehow I had come to think that the air we breathe was  
7 better protected. And then there's the existential  
8 threat of climate change. Twenty-nine percent of U.S.  
9 greenhouse gas emissions come from transportation,  
10 nearly one-third of that from heavy-duty vehicles. But  
11 despite availability of zero-emissions technology for  
12 heavy-duty trucks, the proposed rule does not set  
13 ambitious emission standards for these vehicles. New  
14 vehicles covered by this rule -- by this rule will be  
15 on the road well beyond 2050, but that's the year by  
16 which we must zero out greenhouse gas emissions in  
17 order to stabilize the climate.

18 So my request to you, the incentive program under  
19 this rule must be strengthened. It must include  
20 explicit standards now, not just for NOx, but also for  
21 greenhouse gases, to promote the ramp up in production  
22 of zero-emission vehicles. We need a zero-emissions

1 standard now to cut both vehicular air pollution and  
2 greenhouse gases to put the bus and truck fleet on a  
3 path to 100-percent zero emissions as quickly as  
4 possible. Thank you for taking my comment.

5 MS. PHILLIPS-THORYN: Thank you for your comment.  
6 The next speaker is Joel Levin. Unfortunately, we do  
7 not see you in the attendee list. If you have joined  
8 the hearing under another name, please click the raise  
9 hand button. If you have called in, please press star-  
10 9 to raise your hand, and that name again is Joel  
11 Levin.

12 (No response.)

13 MS. PHILLIPS-THORYN: The next speaker is Kaz  
14 Thea. Unfortunately, we do not see you in the attendee  
15 list. If you have joined the hearing under another  
16 name, please click the raised hand button. If you have  
17 called in, please press star-9 to raise your hand. Kaz  
18 Thea?

19 (No response.)

20 MS. PHILLIPS-THORYN: The next speaker is Patricia  
21 Duncan. You may now unmute, and state your name and  
22 your affiliation for the record.

1 MS. DUNCAN: Hi. My name's Patricia Duncan. I'm  
2 a volunteer with Citizens Climate Lobby, which has been  
3 trying for many years to establish a policy nationwide  
4 that would help with the transition to clean energy.  
5 We still don't have such a policy. Given that so  
6 little has been done to reduce greenhouse gas emissions  
7 decades after scientists have warned us of the dangers  
8 of climate change, we now have to make up for lost time  
9 and do everything we can to reduce global warming  
10 driven by greenhouse gas emissions. I ask the EPA to  
11 strengthen its proposed rule. Thank you.

12 MS. PHILLIPS-THORYN: Thank you for your comment.  
13 The next speaker is Anjuli Ramos. You may now unmute,  
14 and state your name and affiliation for the record.

15 MS. RAMOS: Hello. My name is Anjuli Ramos-Pusat,  
16 New Jersey state director of the Sierra Club. Thank  
17 you, EPA, for the opportunity to speak today.

18 This his proposed rule has monumental  
19 implications. It sets the stage for the trucks and  
20 buses that will be on the road for the next 20 years.  
21 To put that into a clearer perspective, that is after  
22 2050. We all know the immediate and drastic action

1 required by all of us on a national, state, and local  
2 scale in order to tackle climate change, and to try to  
3 mitigate as much as possible of the already incoming  
4 disastrous environmental and community impacts. Thus,  
5 clean buses and trucks policy, which has not seen a  
6 change since 20 years ago, will have a massive impact  
7 on this necessary climate action.

8 EPA's proposed rule has requirements that do not  
9 come into effect until 2031 in order for technology to  
10 be fully available. Plenty of data shows, however,  
11 that this technology is all -- it's already here and  
12 ready for use. Currently, there are over 100 models of  
13 zero-emission trucks and buses available and more  
14 coming in the future. The technology is here. Now we  
15 just need the policy and standards to match it. As  
16 further evidence of this, there are already six states  
17 in the country that have adopted clean truck policies  
18 that go above and beyond the EPA's proposal. These  
19 states, my state being one of them, to name them --  
20 California, Oregon, Washington, New York, New Jersey,  
21 and Massachusetts -- account for 20 percent of the  
22 truck market. However, the proposed EPA rule would

1     only yield 1.5 percent of zero-emission new truck sales  
2     by 2027. To be specific, these six state policies will  
3     yield 40 to 75 percent of new zero-emission truck sales  
4     by 2035.

5             The U.S. EPA can and must do more because of three  
6     main reasons. Number one, the technology is available.

7     Number two, other states are already doing it. And  
8     number three, and most importantly, so all communities  
9     in the country, not just the ones from states with  
10    adequate cooling truck policies, and especially those  
11    communities that are overburdened with pollution and  
12    economically disadvantaged, benefit from the same  
13    targets towards cleaner air. It is what is fair:  
14    equal clean air.

15            New Jersey's transportation sector accounts for 42  
16    percent of greenhouse gas emissions, the largest  
17    contributor to which medium duty and heavy-duty  
18    vehicles, a/k/a buses and trucks, account for a  
19    significant portion. Of course that equally means a  
20    huge contribution of co-pollutants, NOx particulate  
21    matter, black carbon, a subset of particulate matter,  
22    and other air toxics like benzene. The latest

1 available data by the New Jersey State Department of  
2 Environmental Protection indicates that the highest  
3 carcinogenic risk driver in our state is diesel PM, or  
4 diesel particulate matter, with a maximum predicted  
5 risk of 1,447 in a million, and a range of 100 to 300  
6 in a million risk in the heavily-trafficked areas, like  
7 those surrounding Interstate 95. These risk estimates  
8 are based on EPA's NATA, or National Air Toxics  
9 Assessment Data, your own data.

10 Although New Jersey will benefit from the Clean  
11 Truck Rule recently adopted in our state, Federal  
12 action is absolutely necessary in order to move the  
13 manufacturers into a zero-emissions market. When we  
14 holistically move the market, everything else follows.  
15 Climate action cannot wait, and this proposed rule, if  
16 done correctly and fast enough, will significantly  
17 deliver to the effort. Thank you.

18 MS. PHILLIPS-THORYN: Thank you for your comment.  
19 The next speaker is Perry Spring. You may now unmute,  
20 and please state your name and affiliation for the  
21 record.

22 MR. SPRING: Hello. This is Perry Spring, City of



1 Tacoma resource conservation manager, fourth generation  
2 Washingtonian, immigrant, testifying in my own words  
3 from the ancestral lands of the Puyallup Tribe and the  
4 shores of the Salish Sea.

5 Last Monday, April 4th, the Intergovernmental  
6 Panel on Climate Change has released the third working  
7 group portion of their sixth assessment report. It  
8 assessed the current state of greenhouse gas emission  
9 mitigation progress and related governmental pledges,  
10 as well as examining the sources of global emissions.  
11 The United Nations Secretary-General Antonio Guterres,  
12 responded to this report by insisting that unless  
13 governments everywhere reassess their energy policies,  
14 the world will be uninhabitable -- uninhabitable, as in  
15 the inability to support life. IPCC Chair Hoesung Lee,  
16 in response to the report, stated, "I am encouraged by  
17 climate action being taken in many countries.  
18 Policies, regulations, and market instruments are  
19 proving effective, and, too, if these are scaled up and  
20 applied more widely and equitably, then they can  
21 support deep emission reductions and stimulate  
22 innovation." It is in this context that I testify

1 today in support of the cleanest version of the  
2 proposed rule by EPA to strengthen vehicle emission  
3 standards for the heavy-duty vehicles.

4 In my 30-plus years of my sustainability career,  
5 I've collaborated with many, many others to transform  
6 our energy systems to zero emissions, renewable, and  
7 carbon neutral. Creating a living, sustainable world  
8 has been my guiding principle. As a business owner,  
9 nonprofit staff, and governmental employee, I've  
10 witnessed a transformation in the willingness,  
11 technological capability, and policy initiatives to  
12 rapidly draw down our use of fossil fuels and its  
13 associated pollution. As a participant in the Green  
14 Transportation Summit and Expo that is hosted by  
15 Tacoma, I've witnessed the lightning speed expansion of  
16 medium- and heavy-duty vehicles that run on renewable  
17 fuels and electricity. We have the technology and  
18 manufacturing capacity to meet the transportation  
19 climate goals set by our U.S. Federal Government. My  
20 household uses two battery electric cars and three  
21 electric assist bicycles for transportation.

22 Tacoma, Washington, a diverse, midsized city where

1 I live and work, is ranked 14th nationally for short-  
2 term particulate air pollution out of 217 metropolitan  
3 areas, according to the American Lung Association. I  
4 remind you of the related and excellent personal  
5 testimony we heard today by Elizabeth Brandt in Speaker  
6 Block 2. The City of Tacoma's 2030 Climate Action Plan  
7 adopted last fall plus -- it puts front and center  
8 eliminating greenhouse gas emissions from the  
9 activities carried out in our city. Transportation is  
10 40 percent of the city. It is the highest source of  
11 emission in our city.

12 Heavy-duty vehicles contribute disproportionately  
13 to the emissions. The EPA's website reports that  
14 heavy-duty vehicles make up only five percent of the  
15 number of vehicles on American roads but produce 24  
16 percent of the transportation greenhouse gas emissions.  
17 Cleaning up the emissions associated with heavy-duty  
18 vehicles as proposed in this rule will be especially  
19 beneficial for many urban communities like Tacoma,  
20 whose neighborhoods are bifurcated by major highways.  
21 We owe it to ourselves, our children, and all of life  
22 to meet this moment. Please adopt and enforce the

1 strongest version of this proposed rule.

2 Thanks to the EPA and staff for your vital work  
3 and for this opportunity to testify.

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

5 The next speaker is Rachel Cywinski. You may now  
6 unmute, and please state your name and affiliation for  
7 the record.

8 MS. CYWINSKI: I'd like to thank all of you for  
9 serving the people of the United States of America. My  
10 name is Rachel Cywinski -- R-A-C-H-E-L, C-Y-W-I-N-S-K-  
11 I. I'm a member of United Women in Faith tuning in  
12 from San Antonio, Texas. I live in the original city  
13 of Mission San Antonio. Three hundred and four years  
14 ago, the City of San Antonio was formally established  
15 with a group of Spaniards, Native Americans, and Canary  
16 Island immigrants, the descendants of whom are quite  
17 frequently referred to as Hispanic today.

18 San Antonio remains the largest predominantly  
19 Hispanic city in the United States. In the original  
20 city limits, our life expectancy is 20 years less on  
21 average than those who live in the annexed areas of  
22 town. Here, we have -- we're clobbered with pollution

1 from three interstate highways, two municipal airports,  
2 three military airports, and the densest rail traffic  
3 anywhere in our region. The children have schools are  
4 that are accredited by the NAEYC standards, can no  
5 longer go outside to play during recess on air quality  
6 alert days. In the inner city, we have many children  
7 who are at risk of death from the poor air quality.  
8 And when a car gets sold in another part of town, a few  
9 years later it end up in our neighborhood, so there's  
10 not a day or night that goes by that at some point we  
11 don't breathe just exhaust spewing out of one single  
12 vehicle that is just overwhelming and will nearly choke  
13 anyone.

14 And the people who are living so sustainably in  
15 the inner city and who can catch public transit on a  
16 bus that uses liquefied natural gas are the very ones  
17 who are exposed the most to all of these trucks that  
18 are stopped there at the intersection. For too long --  
19 well, in fact, any time would be too long -- we have  
20 not only all paid monetary subsidies by not asking for  
21 manufacturers to take on the full cost of what it costs  
22 us when they create polluting vehicles that we are

1     paying with our very lives.

2             I adjure you to make the standards as strict as  
3     possible and stop the pollution for the love of all  
4     life on this earth.

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

6     The next speakers are Omega and Brenda Wilson.

7     Unfortunately, I do not see your name in the attendee  
8     list. If you have joined under another name, please  
9     click the raise hand button. If you've called in,  
10    please press star-9 to raise your hand. Again, that is  
11    Omega and Brenda Wilson.

12            (No response.)

13            MS. PHILLIPS-THORYN: As we are ahead of schedule,  
14    I'm going to re-call a few names of folks that were not  
15    here when we called them earlier. If you are here,  
16    please raise your hand. If you are in the hearing or  
17    if you have called in, please press star-9.

18            David Offen-Brown?

19            (No response.)

20            MS. PHILLIPS-THORYN: Stephen Wyman?

21            (No response.)

22            MS. PHILLIPS-THORYN: Karla C?

1 (No response.)

2 MS. PHILLIPS-THORYN: Joel Levin?

3 (No response.)

4 MS. PHILLIPS-THORYN: Kaz Thea?

5 (No response.)

6 MS. PHILLIPS-THORYN: And Omega and Brenda Wilson.

7 (No response.)

8 MS. PHILLIPS-THORYN: At this time, we will begin  
9 a brief recess. EPA, when would you like to reconvene?

10 MR. CHARMLEY: Lauren, we'd like -- we'd like to  
11 begin again at 4:00 p.m. Eastern, which is in about --  
12 well, 16 -- 15? Fifteen minutes, 4:00 p.m. Eastern  
13 Time. Thanks, everyone.

14 (Break.)

15 MS. PHILLIPS-THORYN: Hello, everyone. This is  
16 Lauren Phillips-Thoryn from Abt Associates, EPA's  
17 contractor. It is now 4:00 p.m., Eastern Time, and we  
18 are rejoining EPA's public hearing about the Control of  
19 Air Pollution for New Motor Vehicles: Heavy-Duty  
20 Engine and Vehicle Standards proposal.

21 In order to accommodate testimony in both Spanish  
22 and English throughout this hearing, all attendees must

1 select their preferred language via the interpretation  
2 icon at the bottom of your screen. If you are  
3 providing testimony today, please make sure that you  
4 are speaking in the language of the channel you are  
5 listening to. For example, listening to English while  
6 speaking in Spanish could prevent other participants  
7 from hearing your statement in the language of choice.

8 As a reminder, if you are speaking today, you will  
9 receive a notification on your screen that you are  
10 being promoted to the role of panelist shortly prior to  
11 your speaking time. You must accept that invitation to  
12 be able to unmute when you are called to testify. This  
13 also allow you to turn on your camera, which we  
14 encourage you to do. Speakers connected by telephone  
15 should unmute their phones when called to testify. If  
16 you are having technical difficulties, send an email to  
17 public\_hearing@abtassoc.com, or call (919) 294-7712.  
18 If you are not registered to speak, but you would like  
19 to, please send an email to  
20 public\_hearing@abtassoc.com, or call (919) 294-7712. I  
21 will be introducing each speaker in turn. Please speak  
22 slowly and clearly so our court reporter can record



1 these proceedings accurately. Please remember to keep  
2 your comments to three minutes.

3 The first speaker will be Alex Schay. Alex, I am  
4 promoting you to panelist. Once you have accepted, you  
5 can unmute and state your name and your affiliation for  
6 the record.

7 (No response.)

8 MS. PHILLIPS-THORYN: Alexa, please unmute.

9 MR. SCHAY: I should be unmuted now. I just hit  
10 ALT-A.

11 MS. PHILLIPS-THORYN: We can hear you.

12 MR. SCHAY: Very good. My name is Alex Schay.  
13 That's spelled A-L-E-X, S-C-H-A -- okay. Let me start  
14 over. My name is Alex Schay. That's spelled A-L-E-X,  
15 S-C-H-A-Y. I'm with the Northwest Alliance for Clean  
16 Transportation. We are a nonprofit advocacy group that  
17 advocates for increased use of renewable natural gas as  
18 transportation fuel in the medium- and heavy-duty  
19 sectors.

20 I take this opportunity to point out that  
21 renewable natural gas engine technology, or RNG  
22 technology, is currently the only technology that, A,

1 meets the 0.02 grams per braking horsepower NOx  
2 requirement, the requirement that is proposed as the  
3 90-percent reduction via this draft rule; and, B, RNG  
4 technology is the only currently commercially-available  
5 technology that enables payloads of 105,000 pounds with  
6 a range of 600 to 700 miles, thereby meeting most duty  
7 cycles for nearly all trucking fleets. With that  
8 context in mind, I suggest to those on the call and  
9 those taking testimony that RNG technology is the most  
10 appropriate technology at present both for reducing NOx  
11 emissions and for making significant near-term  
12 reductions in greenhouse gas emissions.

13 With that backdrop in mind, I would ask the EPA to  
14 consider providing incentives that enable fleet owners  
15 to cover the additional vehicle costs and the  
16 additional costs associated with setting up a fueling  
17 station that can fuel RNG vehicles and/or provide  
18 incentives for making alterations to maintenance bays  
19 that enable safe maintenance of vehicles that use a  
20 gaseous fuel rather than a liquid fuel. If you should  
21 have additional questions about the Northwest Alliance  
22 For Clean Transportation, please feel free to visit us

1 at www.nwalliance.net, and with that, I yield my time.

2 Thank you for this opportunity to provide testimony.

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

4 The next speaker is Carolyn Keiser. You may now  
5 unmute, and state your name and affiliation for the  
6 record.

7 MS. KEISER: Hi. I'm Carolyn Keiser and  
8 representing citizens of the entire country. Good  
9 afternoon to all panel members and attendees.

10 As most of us realize, our country is in a sad  
11 state today, and this air emissions issue is just one  
12 small part of a very large situation. It requires  
13 urgent changing to bring the entire country back from a  
14 terrible catastrophe. We have allowed politicians to  
15 forget who they work for -- the American people -- and  
16 allowed greed to replace doing the right thing by  
17 corporations. So I, Carolyn Keiser, and a citizen of  
18 the United States of America, am here today to insist  
19 that you do the right thing by adopting the most  
20 stringent standards for heavy-duty vehicle emissions. I  
21 realize this is just one small step in eliminating  
22 pollution issues in the country, but we have to take

1 every step and opportunity to advance the best  
2 interests of the public over the influence of the greed  
3 by corporations and their lobby groups.

4 I live in a town with three large oil refineries.  
5 I am personally, along with thousands of other people,  
6 exposed to constant air, noise, light, and other types  
7 of pollution from these plants. I empathize with those  
8 in the wake of this truck and other vehicle traffic  
9 spewing pollutants into their neighborhoods. I am  
10 reading more and more about how toxins in the air,  
11 water, food, consumer goods, materials, et cetera, are  
12 having a detrimental effect on the human body, not to  
13 mention all sentient life. This damage is insidious  
14 and occurs not only immediately in some situations, but  
15 also builds up in the body over time.

16 Studies have shown how much of the medical  
17 afflictions experienced by people have been caused or  
18 exacerbated these toxins. It is well known that there  
19 are hundreds of toxins used in the personal care  
20 products area on our -- on our store shelves. It is  
21 also well known that while Europe has banned over 1,300  
22 of these toxins in the products made there, the U.S.

1 has only banned under 100 for use here. What does that  
2 tell us? What it tells us, as history has shown, that  
3 corporations have been allowed to undermine emission  
4 and other public safety standards over time, which over  
5 time is thus causing the pollution issues and,  
6 therefore, cleanup costs to be forced on the public.

7 But history has also revealed that when these  
8 businesses have to meet more stringent standards, both  
9 the businesses and the public have benefited. Even  
10 though it all appears dire, it doesn't have to be, so  
11 I'm again urging the EPA to adopt the administration's  
12 most stringent Option 1. And even this just skims the  
13 surface of what is needed for reducing the nitric  
14 oxides, and greenhouse gases, and other known pollutant  
15 emissions. The lives and health of all Americans, even  
16 you panel members, depend on these and more. Thank  
17 you.

18 MS. THOMPSON: Thank you for your comment. The  
19 next speaker will be Allen Schaeffer. Allen, you may  
20 now unmute, and please state your name and affiliation  
21 for the record.

22 MR. SCHAEFFER: Thank you. I'm Allen Schaeffer,

1 executive director of the Diesel Technology Forum,  
2 which represents diesel engine vehicle and equipment  
3 manufacturers, suppliers of engine components and  
4 emissions control systems, and producers of renewable  
5 and petroleum fuels. I want to thank EPA for the  
6 opportunity to be here today and for all the great work  
7 that you've done so far.

8 By building off the success of today's technology,  
9 a balanced and appropriate rule will ensure continued  
10 progress on clean air in the near term while also  
11 enabling manufacturers to pursue longer-term  
12 opportunities. Today's generation of diesel technology  
13 has been a success story, having achieved over 98-  
14 percent reduction in nitrogen oxides and particulate  
15 matter over previous generations. That translates into  
16 big benefits: \$20 billion gallons of fuel saved along  
17 with -- or excuse me -- 27 million fewer metric tons of  
18 NOx emissions. According to data from IHS Market, as  
19 of the end of 2021, 53 percent of trucks on the road  
20 are 2011 and newer model year vehicles. Those are  
21 achieving near zero emissions today. This means,  
22 though, that 47 percent or of an older generation, pre-

1 2011 models, without the benefit of particulate traps  
2 and/or selective catalytic reduction technology, are  
3 second- or third-generation older trucks operated by  
4 independent truckers and many small fleet operators.

5 Future emission standards must encourage and  
6 enable continued investment in -- through proper  
7 balance, and timing stringency, and other factors. The  
8 last thing anyone wants is for truckers to stop buying  
9 new trucks because they are too expensive, too  
10 unpredictable, or too complex. We support the  
11 continued development of robust technologies that have  
12 proven to meet the challenges of reducing emissions. A  
13 balanced rule will alleviate undesirable outcomes, like  
14 swings in the new truck market, including a pre-buying  
15 of current generation technology.

16 Reducing emissions, however, should be more about  
17 than just setting new engine standards. Much the  
18 concerns raised about pollution and health effects  
19 heard here today stems from the legacy fleet. That is  
20 the older generation of vehicles. EPA's approach to  
21 reducing NOx emissions here fails to consider the near-  
22 term opportunities to accelerate the turnover of the

1 oldest trucks to the new generation of diesel that is  
2 available today. The Diesel Emissions Reduction Act  
3 has played an important role in boosting turnover and  
4 delivering immediate local clean air benefits, but DERA  
5 can be used to do more.

6 Also, the opportunity for near-term emission  
7 reductions from expanded use of low-carbon renewable  
8 biodiesel fuels is considerable. According to EPA's  
9 own detailed analysis, the current pool of biodiesel is  
10 very high quality, and blends can function seamlessly  
11 with the next generation of after-treatment devices has  
12 developed to meet this low standard. The fuel and  
13 infrastructure to deliver it are available now. All  
14 diesel vehicles can use it now, and like compound  
15 interest, we'll be banking emission reductions every  
16 mile starting now. It's a competitive strategy, but  
17 hat it's more affordable and available than mandating  
18 ZEVs or very stringent future NOx standards.

19 In summary, above all else, this proposed rule  
20 must enable continued investment in the next generation  
21 of diesel technology by manufacturers, suppliers, and  
22 their customers. Without that, none of the anticipated



1 benefits will accrue. Older trucks will stay on the  
2 road for longer, and both manufacturers and suppliers  
3 will not have the capital to invest in future fuels and  
4 technologies. In the meantime, getting more of the  
5 current generation of advanced diesel on the road and  
6 using more low-carbon biodiesel fuels will continue to  
7 deliver everything we need: air quality improvements  
8 and sustaining progress on climate change. That's  
9 something everyone should be able to get behind.

10 Thank you for the opportunity to submit this  
11 statement.

12 MS. THOMPSON: Thank you for your comment. The  
13 next speaker will be Ronn Kistler. Ro, do -- we do not  
14 currently see you listed on the list of attendees.  
15 However, if you have joined using a different name, we  
16 would ask that you raise your hand at this time, and if  
17 you have called in, you can raise your hand by dialing  
18 star-9 on your phone.

19 (No response.)

20 MS. THOMPSON: Okay. The next speaker on our list  
21 is Nancy Munro. Nancy, we do currently see you listed  
22 among the attendees. However, if you have joined using

1 a different name, we would invite you to raise your  
2 hand at this time, and if you have joined via phone,  
3 you can raise your hand by dialing star-9.

4 (No response.)

5 MS. THOMPSON: The next speaker is Karla McNamara.  
6 Karla, we do not currently see you listed on the list  
7 of attendees. However, if you have joined using a  
8 different name, we would invite you to raise your hand  
9 at this time, and if you have joined by dialing in, you  
10 can raise your hand by dialing star-9 on your phone.

11 (No response.)

12 MS. THOMPSON: The next speaker will be Phillip  
13 Streif. Phillip, we do not currently see you listed  
14 among the attendees. However, if you have joined using  
15 a different name, we would invite you to raise your  
16 hand at this time, and if you've called in, you can  
17 raise your hand by dialing star-9 on your phone.

18 (No response.)

19 MS. THOMPSON: The next speaker will be Levi  
20 Kamolnick. Levi, you may now unmute, and please state  
21 your name and affiliation for the record.

22 MR. KAMOLNICK: Hello. My name is Levi Kamolnick,

1 speaking on behalf of Ceres. Ceres is a nonprofit  
2 advocacy organization devoted to creating a more  
3 sustainable business world. Our Ceres policy network  
4 and the Ceres series company network bring together  
5 large consumer brands working to reduce their carbon  
6 footprints and engage with policymakers in the interest  
7 of doing so. Ceres is also the organizational founder  
8 of Climate Action 100+, an investor initiative working  
9 with 615 investors with \$55 trillion dollars in assets  
10 under management, to ensure the largest emitters take  
11 necessary action on climate, as well as the Corporate  
12 Electric Vehicle Alliance, a network of large fleet  
13 owners working to electrify their vast array of  
14 commercial vehicles. We support the EPA's proposed  
15 rules to address the emissions-intensive, heavy-duty  
16 vehicle sector, and we believe this is an important  
17 step, but we strongly endorse a stronger set of  
18 standards that would have a deeper impact on our  
19 climate, public health, and would foster a more  
20 globally-competitive trucking industry.

21 Medium- and heavy-duty vehicles are among the  
22 largest greenhouse gas emitting sources in the

1 transportation sector, and their emissions are  
2 projected to materially increase in the years to come.  
3 To achieve our climate goals, experts have determined  
4 that the medium- and heavy-duty vehicle sector needs to  
5 rapidly electrify. A recently-conducted survey of  
6 Corporate Electric Vehicle Alliance members  
7 demonstrates what we are already seeing in the market:  
8 a healthy and increasing demand for zero-emission  
9 vehicles among fleet-owning businesses. Although many  
10 vehicle classes are becoming increasingly price  
11 competitive with their gas-empowered counterparts,  
12 strong policies will be necessary in ensuring  
13 availability and production of these vehicles keeps  
14 pace with demand. Stronger standards -- the stronger  
15 standard that's proposed will accelerate the transition  
16 at the necessary rate and scope, and will help address  
17 economic risks posed by climate change, while creating  
18 a more globally-competitive trucking industry.

19 Medium- and heavy-duty vehicles are also the  
20 largest source of nitrogen oxide, or NOx, emissions in  
21 the transportation sector, and also emit harmful  
22 concentrations of particulate matter, ozone, and other

1     potent toxins. The EPA can help limit exposure to  
2     these toxins through rigorous NOx standards. At-risk  
3     communities located near transportation corridors  
4     suffer disproportionately and will benefit the most  
5     from robust regulation. EPA's (inaudible) overall  
6     health benefits from reductions in ozone and PM2.5 in  
7     its proposals far exceed the costs imposed by these  
8     rules with as much as \$220 billion in net benefits.

9             Ceres support stronger, more robust standards that  
10    will reduce the climate, public health, and economic  
11    risks posed by heavy-duty vehicles. We also support  
12    EPA's adoption of zero-emission vehicle mandate, which  
13    has been adopted by California and other states, and  
14    which will be necessary to accelerate the transition of  
15    electric trucks at the pace required to benefit public  
16    health and achieve our climate goals. Thank you for  
17    the opportunity to testify.

18            MS. THOMPSON: Thank you for your comment. The  
19    next speaker will be Allison Jaslow. Allison, you may  
20    not unmute, and please state your name and affiliation  
21    for the record.

22            MS. JASLOW: Good afternoon. Thank you for the

1 opportunity to testify here today. My name is Allison  
2 Jaslow, and I'm a proud member of the National Parks  
3 Conservation Association Veterans Council.

4 In the summer of 2000, I reported to the military  
5 school. They awarded me an ROTC scholarship. I'd  
6 wanted to serve my country in uniform since I was 13,  
7 and my journey towards doing that was finally  
8 beginning. A year later, the reality of what my  
9 service would look like changed after our Nation was  
10 attacked on 9/11, but I didn't go to Afghanistan.  
11 After graduating in 2004, I deployed to Iraq twice,  
12 doing my duty as I swore I would on behalf of the  
13 country I love dearly and my fellow Americans, whether  
14 I agree with it or not. There, of course, has been a  
15 lot of debate about whether Iraq was a worthy fight,  
16 but since getting out of the army, and now with the  
17 option to choose the battles I fight, I've continued to  
18 fight on behalf of my country and fellow countrymen,  
19 which is why I'm here today.

20 If we want our country to remain America the  
21 Beautiful, we need to be aggressive about tackling  
22 pollution and other factors that have contributed to

1 our climate crisis. This his is especially important  
2 as technological advances in recent decades have put us  
3 in a position to do so. Unfortunately, it feels like  
4 the private sector is leading more these days than  
5 government has been with car manufacturers announcing  
6 their bold plans for an all-electric future, but this  
7 administration has an opportunity to change that. The  
8 strongest possible emission standards will help  
9 accelerate us towards an all-electric future in the  
10 U.S., making the outdoors more breathable for hikers  
11 and children at recess alike. The sooner we achieve  
12 that goal, the sooner the 45 million of my fellow  
13 Americans who live within 300 feet of a major roadway  
14 or transportation facility will also be less likely to  
15 develop asthma or die from lung cancer.

16 Thankfully, it's possible to achieve 100 percent  
17 electrification of big rigs, trucks, and buses by 2035,  
18 but only if we have the courage to do what we have to  
19 do to make it a reality. So I'm asking those with the  
20 power to take action to do just that: to act  
21 aggressively to protect the health and safety of my  
22 fellow Americans and to act to protect the beauty and

1     inhabitability of the country I love and fought for.  
2     And if the proposed rule doesn't help us achieve 100  
3     percent electrification of big rigs, trucks, and buses  
4     by 2035, as some have argued, I'm asking you to do  
5     more. Please have the political courage to do what  
6     this moment requires of you.

7             Thank you so much for your time and the  
8     opportunity to testify here today.

9             MS. THOMPSON: Thank you for your comment. The  
10    next speaker will be Lionel Mares. You may now unmute,  
11    and please state your name and affiliation for the  
12    record.

13            MR. MARES: Hi. Good afternoon. My name is  
14    Lionel Mares, M.P.A. I'm calling from California. I'm  
15    here as a private citizen, and I would also like to  
16    point out that used to work for three people in a  
17    nonprofit environmental organization, and I also  
18    volunteer with the Sierra Club. I'm here to make a  
19    public comment about the air pollution and fossil  
20    diesel -- I mean, fossil fuels from trucks, motorized  
21    vehicles.

22            I'm concerned about the health effects, health



1 impacts of air pollution in my community because where  
2 I live in the San Fernando Valley and north of Los  
3 Angeles, we live in a valley where is heavily polluted  
4 with air pollution, dirty air. We have the LADWP  
5 generating station. I also live nearby freeways with  
6 heavy traffic, and the air pollution is insidious in  
7 California. After many decades of dependence on fossil  
8 fuels, and engines, and processes that spew nasty  
9 chemicals and chemical combinations into the  
10 atmosphere, we find ourselves wrapped in dirty air.

11 More than 90 percent of the state's residents live  
12 in areas where they are exposed to unhealthful air  
13 during a typical year. Two of the most polluted  
14 regions in the country are located here: the South  
15 Coast Air Basin, which includes Orange Count, and urban  
16 parts of Los Angeles, Riverside and San Bernardino, and  
17 the eight county San Joaquin Valley Air Basin. Many  
18 people where I live our -- have medical condition --  
19 medical illnesses, and asthma, and other health issues,  
20 and makes them much more vulnerable to air pollution,  
21 chemicals, and methane, and fossil fuels. And I urge  
22 EPA to push forward with cleaner vehicles, cleaner air,

1 and to green energy because I am worried for the health  
2 -- of many other fellow Americans about their health  
3 and the future of this country.

4 And I would like to urge you to please move with  
5 cleaner air and cleaner vehicles, like electric  
6 hybrids, and -- but to move away from fossil fuels.  
7 Thank you for your time. I appreciate your  
8 consideration. Thank you.

9 MS. THOMPSON: Thank you for your comment. As a  
10 reminder, if you are speaking today, you will receive a  
11 notification on your screen that you are being promoted  
12 to the role of panelist shortly prior to your speaking  
13 time. You must accept that invitation to be able to  
14 unmute when you are called to testify. This will also  
15 allow you to turn on your camera, which we encourage  
16 you to do. Speakers connected by telephone should  
17 unmute their phones when called to testify. We ask  
18 that speakers speak slowly and clearly so our court  
19 reporter and interpreters can capture these proceedings  
20 accurately. Please keep your comments to three  
21 minutes. If you are having technical difficulties,  
22 please send an email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or

1 call (919) 294-7712. If you are not registered to  
2 speak but would like to, please send an email with your  
3 name and phone number to public\_hearing@abtassoc.com,  
4 or call (919) 294-7712.

5 The next speaker will be Elida Castillo. Elida,  
6 we do not currently see you listed among the attendees.

7 However, if you have joined using a different name, we  
8 would ask that you raise your hand at this time, and if  
9 you have called in, you can raise your hand by dialing  
10 star-9 on your phone.

11 (No response.)

12 MS. THOMPSON: The next speaker will be Beatriz  
13 Soto. Beatriz, you may now unmute, and please state  
14 your name and affiliation for the record.

15 MS. SOTO: Gracias for the opportunity to testify.  
16 My name is Beatriz Soto, and I am here today as  
17 director of Protégeate for Conservation Colorado, a  
18 member of Chispa National, and a commissioner on the  
19 Environmental Justice Action Task Force, representing  
20 Congressional District 3 in Colorado. I am also the  
21 mother of an 11-year-old boy and the wife of a truck  
22 driver.

1 I thank this administration acting quickly on  
2 clean trucks but urge the EPA to create the strongest  
3 possible limits on heavy-duty vehicle pollution. In  
4 Colorado, these standards cannot come fast enough.  
5 They will provide much-needed relief from the burden of  
6 diesel fumes and n air pollution and the associated  
7 health problems that disproportionately impacted --  
8 disproportionately impact our Latino, black,  
9 indigenous, and other historically-marginalized  
10 communities, who live next to freight corridors that we  
11 call diesel death zones due to the long history of  
12 racist zoning practices, like redlining, and the  
13 intentional placement of expansion of interstate  
14 highways.

15 NOx and particulate matter from diesel pollution  
16 causes high rates of asthma, cardio and respiratory  
17 disease, low birth weights, increased chance of death  
18 of COVID, and cancer. In Colorado, one in every three  
19 Latino children have asthma. In 2020, COVID was the  
20 fourth leading cause of death of Latinos compared to  
21 eighth amongst our white counterparts. This is -- this  
22 is alarming, and we know it's related to the

1 environment surrounding our communities. In the Denver  
2 Metro Area, medium- and heavy-duty vehicles contribute  
3 24.3 percent of on-road NOx emission despite accounting  
4 for less than two percent of vehicle miles traveled.

5 Transportation pollution is our number one cause  
6 of greenhouse gas emission and associated with co-  
7 pollutants, like ground-level ozone. Last year, Denver  
8 had the worst air quality in the world due to the  
9 cumulative impacts of vehicle and industrial pollution  
10 on top of multiple wildfires across the country due to  
11 climate change. For 65 days last summer, residents  
12 were warned not to go outside. However, many members  
13 in our community, especially essential workers in heavy  
14 Latino professions, like construction and landscapes,  
15 do not have that choice. Eighty-two percent of the  
16 people working in transportation in warehouses in  
17 Colorado are Latino.

18 Vehicle manufacturers have the technology to meet  
19 strong standards, and many recent analysis have shown  
20 that fully zero-emission trucks will be cheaper to  
21 purchase and operate than diesel truck within our time  
22 frame of these standards. These standards will

1 accelerate the deployment of electric trucks and aid  
2 the crucial and inevitable transition. Colorado is  
3 currently developing a clean trucking strategy that  
4 will help fleet owners purchase electric trucks and  
5 transition our workforce in a just and equitable way.  
6 Once again, I urge this administration to set the  
7 strongest standards possible because many lives depend  
8 on it. These standards must accomplish two things:  
9 reducing deadly pollution by 90 percent by 2027, and  
10 putting our national bus and truck fleet on a clean  
11 path to 100-percent zero-emission, all-electric  
12 vehicles by 2035.

13 Thank you for the opportunity to testify.

14 MS. THOMPSON: Thank you for your comment. The  
15 next speaker will be Kidest Gebre. You may now unmute,  
16 and please state your name and affiliation for the  
17 record.

18 MS. GEBRE: Good afternoon, and thank you for  
19 organizing this public hearing and for allowing me to  
20 speak today. My name is Kidest Gebre, and I am from  
21 Richmond, Virginia, and I am the Communicating Our  
22 Power fellow and the organizing coordinator at Virginia

1 Interfaith Power and Light. Virginia Interfaith Power  
2 And Light is a value-based interfaith organization that  
3 envisions overcoming the climate crisis, eradicating  
4 environmental and social injustices, and thrives to  
5 live in a just, thriving, and equitable world. We  
6 collaborate among people of faith and consciousness to  
7 grow perfect communities by advancing climate and  
8 environmental justice. And I'm here representing the  
9 various faith communities and the people of faith  
10 across the Virginia Commonwealth that support our  
11 vision.

12 As people of conscience, we believe it is our  
13 moral obligation to cut down on carbon emission and  
14 other pollutants, and protect our health, and the  
15 health of our neighbors, and the health of our  
16 communities as well as creation. We are grateful for  
17 the EPA staff for working on this proposed rule, and we  
18 view this rule as a good starting point but would like  
19 to see it strengthened given the negative air pollution  
20 impacts, particularly on the communities of color and  
21 our most vulnerable neighbors.

22 Noxious exhaust from Virginians' millions of

1 vehicles disproportionately harm the health of people  
2 color and low-income communities, and it is the largest  
3 source of carbon emission in the State. Here in  
4 Richmond, Virginia, we have already seen the impact of  
5 air pollution as we are ranked as the third asthma  
6 capital in the Nation in 2021 by the Asthma and Allergy  
7 Foundation of America. Our children are dealing with  
8 asthma, a disease suffered by the children -- children  
9 of color and lower-income groups at much higher rates  
10 than the rest of the population. We cannot delay  
11 acting on this because the impacts of noxious exhaust  
12 are being felt by the most vulnerable of our  
13 communities.

14 To fix both the public health and climate  
15 problems, we ask the EPA to set stronger heavy-duty  
16 engine and vehicle standards that will work to limit  
17 carbon emission from tailpipes, and move to zero-  
18 emission heavy vehicles, and achieve zero carbon  
19 emissions by 2035. We ask that you strengthen the  
20 proposed rule so we can protect our communities, now  
21 most vulnerable from the negative impacts of noxious  
22 exhaust.



1           Thank you for listening to our concerns today and  
2   for, again, giving me time to speak today.

3           MS. THOMPSON: Thank you for your comment. The  
4   next speaker will be Faraz Rizvi. Faraz, we do not  
5   currently see you listed among the list of attendees.  
6   However, if you have joined using a different name, we  
7   invite you to raise your hand at this time, and if you  
8   have dialed in, you can raise your hand by dialing  
9   star-9 on your phone.

10           (No response.)

11           MS. THOMPSON: The next speaker will be Peter  
12   Bakken. Peter, you may now unmute, and please state  
13   your name and affiliation for the record.

14           MR. BAKKEN: My name is Peter Bakken. I'm the  
15   state coordinator for Wisconsin Interfaith Power And  
16   Light, and I'm speaking on its behalf. We are people  
17   of all faiths working together for a just and  
18   sustainable future. Thank you for receiving my  
19   testimony today.

20           Fifteen years ago, Wisconsin Interfaith Power and  
21   Light, then known as the Wisconsin Interfaith Climate  
22   and Energy Campaign, received a certificate of

1 recognition from the EPA for outstanding leadership in  
2 the National Clean School Bus USA Program. The award  
3 was for urging the state superintendent of schools to  
4 undertake a school bus retrofit program, which resulted  
5 in the installation of diesel oxidation catalysts in  
6 253 Wisconsin school buses. The retrofits were needed  
7 to protect school children from breathing harmful  
8 diesel fuels -- fumes. We were concerned then about  
9 the impact of vehicle pollution on the most vulnerable  
10 members of our communities, and we are concerned now.

11 Back then, I'm sure we hoped, and perhaps even  
12 expected, that by 2022, we would be much further along  
13 the way to drastically reducing greenhouse gas and  
14 other pollutants from the transportation sector. But  
15 it has been far too long, and we have seen too little  
16 progress toward creating a more just and sustainable  
17 transportation sector that supports the health and  
18 well-being of everyone in our state. Especially during  
19 the pandemic, we've relied on and been grateful for the  
20 vehicles and drivers that bring groceries and goods to  
21 our stores or doorsteps, but we can't continue to  
22 purchase such convenience at the cost of the health and

1 the lives of our neighbors who live where the  
2 concentration of automotive pollution is the greatest.

3 The impacts of heavy-duty vehicle pollution fall  
4 most heavily on communities of color and people living  
5 in poverty. That makes this rule not only a matter of  
6 improving environmental quality and for stalling  
7 climate disruption, but also a matter of justice, and  
8 justice and compassion, especially for the most  
9 vulnerable, are preeminent values of the religious  
10 traditions represented by Wisconsin Interfaith Power  
11 and Light.

12 And so we are deeply grateful to the Environmental  
13 Protection Agency and the Biden administration for  
14 making reducing pollution from trucks, buses, and other  
15 large vehicles a priority. However, for the sake of  
16 all those whose health will be harmed by continuing to  
17 breathe air filled with smog and particulates, this  
18 rule needs to be strengthened. We support the goal of  
19 making heavy-duty vehicle engines 90 percent cleaner by  
20 2027, and for all new trucks to be 100-percent electric  
21 by at least 2035.

22 Thank you for your time, your attention, and the

1 opportunity to testify before you today.

2 MS. THOMPSON: Thank you for your comment. The  
3 next speaker will be Gary Ewart. Gary, you may not  
4 unmute, and please state your name and affiliation for  
5 the record.

6 MR. EWART: Thank you. My name is Gary Ewart, and  
7 I'm staff with the American Thoracic Society. The  
8 American Thoracic Society is a medical professional  
9 organization of over 15,000 clinicians, scientists,  
10 nurses, and respiratory therapists dedicated to the  
11 prevention, detection, treatment, and cure of critical  
12 care illness, pulmonary disease, and sleep disorder  
13 breathing. That's a fancy way of saying we're the lung  
14 docs. Members of the American Thoracic Society produce  
15 much of the science that demonstrates the known adverse  
16 health effects of exposure to air pollution, and our  
17 journals publish much of the science that documents the  
18 need for further reductions in air pollution emissions  
19 to protect all Americans from the known dangers of air  
20 pollution.

21 The ATS strongly supports the proposed EPA rule on  
22 heavy-duty engines and vehicle standards, and I'd like

1 to make a couple key points. First, heavy-duty engines  
2 and vehicles are an important and controllable source  
3 of air pollution emissions in the U.S. Most notably,  
4 heavy-duty trucks and vehicles emit particulate matter,  
5 which has a well-documented adverse health portfolio,  
6 and NOx emissions, which also are known to both  
7 exacerbate asthma for those impacted populations. We  
8 think it is right and appropriate for EPA to seek  
9 further reductions from diesel and heavy-duty trucks  
10 for the reductions in air pollution emissions.

11 Second, near-highway emissions are deeply and  
12 disproportionately found in low-income communities and  
13 in minority communities. Addressing emissions in these  
14 communities through the heavy-duty truck and vehicle  
15 standards is essential to meet the administration's  
16 goal of addressing health disparities in the U.S.  
17 Near-highway emissions reductions that will be achieved  
18 by the implementation of this proposed rule are an  
19 important part of that administration's agenda to meet  
20 that to priority.

21 Third, clean air takes time. I've heard others  
22 opposed these rules saying inflation's too high, gas

1 prices are too high. I would respond and say that the  
2 rules that are being considered and discussed today  
3 won't be implemented until 2027, and it will take  
4 several years for the introduction of the new  
5 generation of vehicles to enter the fleet. So the  
6 proposed emissions reductions that we're talking about  
7 today will be sequenced in over long time. And while  
8 the long-term benefits of these are great, it's going  
9 to be a slow implementation process. So the time is  
10 now to start discussing these so we can have clean air  
11 in the future.

12 And lastly, while we fully support the proposed  
13 rule, the ATS notes that the fastest way to reach  
14 emissions reductions is to retire the current fleet of  
15 old-pollution prone diesel trucks and heavy-duty  
16 engines from the roadways. We would strongly we  
17 encourage the administration and other policymakers to  
18 consider incentives and other policy ways that can help  
19 accelerate the turnover of the existing fleet and the  
20 incorporation of new and more clean vehicles.

21 Thank you for your time, and I appreciate the  
22 opportunity to comment.

1 MS. THOMPSON: Thank you for your comment. The  
2 next speaker will be Margarita Parra. You may now  
3 unmute, and please state your name and affiliation for  
4 the record.

5 MS. PARRA: Good afternoon. My name is Margarita  
6 Parra. I'm the transportation director of Clean Energy  
7 Works, an NGO that is dedicated to accelerate the  
8 investments in clean energy technologies. Thank you to  
9 the EPA for providing this space to comment on this  
10 proposed rule on heavy-duty emissions, which is very  
11 needed.

12 I've dedicated my professional life to support the  
13 transition to a zero-emissions world because I want a  
14 future with no climate crisis, no floods, no wildfires,  
15 no climate refugees, no asthma impacts and respiratory  
16 illnesses of my kid and millions of kids around the  
17 country. This is me and my daughter. Sorry. I have  
18 to lean back out for you guys to see the picture. We  
19 love riding our bikes. We live in California, and what  
20 we don't enjoy when we ride our bikes is the fumes we  
21 have to endure behind trucks and buses. My daughter  
22 knows the smell. She constantly asks what's that

1     smell. It's diesel pollution.

2             I'm a proud U.S. citizen, but I wasn't born here  
3     as you can tell by my accent, but I look up to my  
4     adopted country to be a leader in the world. Right  
5     now, we need that leadership assurance because we are  
6     seeing how fossil fuel dependency is creating wars,  
7     devastation, death, economic impacts, not just in the  
8     U.S. and high gas prices, but everywhere. We can  
9     change that. If we have a chance, which only happens  
10    every 20 years to update these rules, we have to take  
11    it now, and this rule has to require a transition to  
12    100-percent clean energy. In a schedule such as the  
13    California Advanced Clean Truck Rule, we said that we  
14    can get to sales of zero-emission trucks and buses by  
15    2035. We can do this nationwide. We can't afford the  
16    settle for halfway measures.

17            This is also an opportunity for the U.S. industry  
18    to scale proven technologies, to open new markets, to  
19    offer good jobs, to partner with other industries, like  
20    electric utilities, to accelerate this transformation.  
21    The proposed heavy-duty rule, both for GHGs and for  
22    NOx, needs and should be ambitious because we don't



1 have more chances. Kids in the U.S. and around the  
2 glove will appreciate it.

3 Thank you very much for listening and for taking  
4 our input. Buenos tardes.

5 MS. THOMPSON: Thank you for your comment. The  
6 next speaker will be Laurie Anderson. Laurie, when  
7 you're ready, you may unmute, and please state your  
8 name and affiliation for the record.

9 MS. ANDERSON: Hi. Thank you for the opportunity  
10 to -- opportunity to testify. My name is Laurie  
11 Anderson -- it's L-A-U-R-I-E, A-N-D-E-R-S-O-N -- and  
12 I'm a Colorado field organizer with Moms Clean Air  
13 Force. I am from Broomfield, Colorado.

14 As a mom, I am concerned that our future  
15 generations, including our own children will be  
16 significantly more impacted by climate-change-fueled  
17 extreme weather events in their lifetime than we are  
18 today. I live in the Denver Metro North Front Range  
19 ozone non-attainment zone which was recently downgraded  
20 to severe non-attainment. Here, we contend with NOx  
21 emissions from heavy vehicle traffic and VOC emissions  
22 from oil and gas development. This pollution combines

1 in the presence of sunlight and resulted in 67 high  
2 ozone days, the most days of last summer, in which the  
3 air was unhealthy to breathe, triggers asthma, and  
4 irritates our lungs. We must reduce both of these  
5 pollution sources to bring our area into ozone  
6 attainment, including heavy-duty vehicles, which are  
7 major contributors to this air pollution.

8       The past couple of weeks, I have received multiple  
9 urgent red flag warning alerts for my area stating that  
10 critical fire weather conditions exist in which a  
11 combination of strong winds, low relative humidity, and  
12 warm temperatures exist, which can contribute to  
13 extreme fire behavior. We take these warnings very  
14 seriously here based on recent extreme fire events. I  
15 live near the devastating December Marshall wildfire,  
16 which destroyed more -- destroyed more than 1,000 homes  
17 and has become a sobering example of how climate change  
18 is impacting our communities and fueling more frequent  
19 and more intense wildfires, including destructive,  
20 fast-moving outbreaks, even in the dead of winter.  
21 Then just last month, the NCAR fire in Boulder Canyon,  
22 not far from the destruction of the Marshall fire, ire

1     forced tens of thousands to evacuate.

2             2020 was the hot -- second hottest year on record,  
3     and the future will likely be even hotter. Across the  
4     Nation, we are also seeing increasingly powerful  
5     hurricanes, more destructive droughts, and severe  
6     flooding. We know far too well that addressing the  
7     climate crisis just can't wait. Therefore, we need the  
8     EPA to enact the strongest possible heavy-duty truck  
9     standards to help meet this critical climate moment and  
10    protect communities that are already living with  
11    extreme and dangerous weather conditions. The  
12    transportation sector is currently the leading domestic  
13    source of the carbon pollution that is driving climate  
14    change, and the trucks manufactured under this rule  
15    will be on the road for decades, so these trucks and  
16    buses must be cleaned up as soon as possible.

17            EPA's proposal is a step in the right direction,  
18    but the proposal must be strengthened to better protect  
19    children, people with asthma, older adults, and other  
20    vulnerable groups from the health harms of air  
21    pollution. Moms and dads across the country want to  
22    see a rapid transition to zero-emitting trucks, and we

1 need cleaner air for our children and our communities.

2 Everyone has the right to breathe clean air.

3 Thank you for this opportunity to testify.

4 MS. THOMPSON: Thank you for your comment. I will  
5 now call the names of speakers from this speaker block  
6 who were not able to speak when initially called to  
7 testify. If you have joined, please raise your hand  
8 either by using the raise hand button in Zoom or by  
9 dialing star-9 on your phone, and we will promote you  
10 to the role of panelist so you can provide your  
11 testimony. I will read the names of each speaker in  
12 order.

13 Ronn Kistler?

14 (No response.)

15 MS. THOMPSON: Nancy Munro?

16 (No response.)

17 MS. THOMPSON: Karla McNamara?

18 (No response.)

19 MS. THOMPSON: Phillip Streif?

20 (No response.)

21 MS. THOMPSON: Elida Castillo?

22 (No response.)

1 MS. THOMPSON: And Faraz Rizvi.

2 (No response.)

3 MS. THOMPSON: And I see that we do have one hand  
4 raised, so I will promote you. When you are ready, you  
5 may unmute, and please state your name and affiliation  
6 for the record.

7 MR. RIZVI: Hello. I apologize for not being able  
8 to speak earlier. I was having some issues with my  
9 Zoom. My name is Faraz Rizvi. On the screen it's the  
10 incorrect name. I'm with the Center For Community  
11 Action and Environmental Justice, and I'm here to  
12 testify about the impact that truck pollution is having  
13 in our communities.

14 The Center For Community Action and Environmental  
15 Justice serves communities in the Inland Valley Region.

16 This is San Bernardino and Riverside County in  
17 California, and this is an area that has been --  
18 considered the logistics hub of the West. We have the  
19 largest volume of warehouses in California in this  
20 region, and these warehouses are next to homes and  
21 schools, and are inundated with truck traffic. This  
22 truck traffic, which releases PM2.5, creates high --

1 elevated ozone, and because of which our Air Quality  
2 Management District has not attained ozone in about two  
3 years. This is a huge issue because of the impact that  
4 this pollution has on the frontline community who have  
5 to, day-to-day, breathe in this air.

6 We have -- in our air basin, we have some of the  
7 worst air quality across the whole country, and it's  
8 because of trucks. And this rule is a really good step  
9 in the right direction, but we really need investment  
10 in zero-emissions infrastructure. There can be no half  
11 measures. There can be no way in and out. We need to  
12 make sure that -- to protect our frontline communities,  
13 to make a change that can impact our climate in the  
14 long term, we need to invest in zero-emission vehicles  
15 and create standards that prioritize that. Anything  
16 else is a half-measure. Thank you.

17 MS. THOMPSON: Thank you for your comment. The  
18 next speaker will be Oscar Hauptman. Oscar, you may  
19 now unmute, and please state your name and affiliation  
20 for the record.

21 MR. HAUPTMAN: Hello. My name is Oscar, and I'm  
22 11 years old. I live in Brighton, Michigan, with my

1 family. Diesel trucks spew carcinogenic pollution into  
2 the air. [Redacted for PII]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

■ [Redacted]

10 [Redacted for PII]

■ [Redacted], and most  
12 of the soccer fields are next to highways. That's bad  
13 because the largest source of carbon pollution and smog  
14 comes from transportation sector. [Redacted for PII]

■ [Redacted]

■ [Redacted]

■ [Redacted] The

18 dirty air is especially bad for kids. Kids breathe  
19 more rapidly, [Redacted for PII]

■ [Redacted]

■ [Redacted]. Lots of kids in  
22 Michigan have asthma [Redacted for PII], over 160,000, and we

1 have over seven counties with an "F" grade, according  
2 to the American Lung Association. I'd be grounded if I  
3 got that many poor grades.

4 That's why you need to protect our developing  
5 lungs. Michigan kids want our counties' and cities'  
6 air cleaned and our grades pulled up. The he EPA can  
7 help do this. The trucks rule could help kids across  
8 Michigan and the United States for many years to come.  
9 The EPA must enact standards that put the American  
10 truck and bus fleet on a clear roadway to 100 percent  
11 zero-emission sales by 2035. There is no time to  
12 waste. Please protect my lungs, heart, and brain.  
13 Thank you.

14 MS. THOMPSON: Thank you for your comment. At  
15 this time, we would like to ask anyone who has  
16 registered to speak but has not yet had an opportunity  
17 to do so, raise their hand, and we can promote you to  
18 provide your testimony.

19 MR. CHARMLEY: Kayla, you mean anyone up to this  
20 panel, right, because we are still doing a panel later  
21 today, correct?

22 MS. THOMPSON: Yes, that is correct, and the next



1 speaker will be Phillip Streif. Phillip, you may now  
2 unmute, and please state your name and affiliation for  
3 the record.

4 (No response.)

5 MS. THOMPSON: Phillip, if you can hear us, you  
6 should have received an invitation to unmute, and it  
7 looks like you're unmuted now.

8 MR. CHARMLEY: Kayla, do you want to try reading  
9 the phone number and the email for Phillip to contact  
10 because it looks like he's off mute, but there must be  
11 an issue still going on.

12 MS. THOMPSON: Absolutely. Phillip, it appears  
13 that you may be experiencing some technical  
14 difficulties. If you could, please send an email to  
15 public\_hearing@abtassoc.com, or call (919) 294-7712,  
16 and we would be happy to assist you.

17 (Pause.)

18 MS. THOMPSON: Phillip, I know that you plan to  
19 call in. We do have a user who just joined via phone,  
20 and so if you have joined by phone, you can raise your  
21 hand by dialing star-9, and we will -- we will unmute  
22 you.

1 (Virtual hand raised.)

2 MS. THOMPSON: Okay. Phillip, you may now unmute  
3 on your phone, and please state your name and  
4 affiliation for the record.

5 MR. STREIF: Okay. I'm so sorry about that. I'm  
6 at home. Just had a newborn at home and trying to log  
7 in from or my computer. My name is Phil Streif. I'm  
8 with a charter bus company out of St. Louis. Our  
9 company's name is Vandalia Bus Lines. We've got a  
10 motorcoach fleet, and we transport students, athletic  
11 teams, church groups, the military. We help evacuate  
12 hurricane relief. We help evacuate when there's an  
13 emergency, whether it be fire or tornado.

14 I just want to start out by saying we're all for  
15 reducing emissions. That's very important for us as  
16 well. My main concern is with the current inducements  
17 that diesel engines have, specifically related to our  
18 industry. So, again, we transport kids and students,  
19 and we travel all over the country. We might leave St.  
20 Louis on Friday, and we head to Washington, D.C. or New  
21 York, and that's traveling throughout the night. So  
22 when we have an inducement and we're given four hours

1 to fix a problem, it's not realistic to get that  
2 resolved in such a short time frame.

3 So our main concern is the safety aspect of this  
4 when we've got a busload of kids, 50 kids on a bus and  
5 you're reducing the speed considerably, it's an  
6 accident waiting to happen. So, you know, you got to  
7 take into consideration when you slow the vehicle down  
8 to, say, 50 miles per hour, and you're traveling at  
9 night, and there's a semi-truck driving behind you, and  
10 he's distracted and he's driving at 70 miles per hour,  
11 that's an accident waiting to happen. There's going to  
12 be a rear-end collision. So I've communicated with the  
13 EPA and CARB that we need some more leniency on the  
14 time frame to get these problems resolved to where we  
15 can get the bus back.

16 We will put that bus out of service. Fixing the  
17 problem is not the issue. We will fix the issue. A  
18 lot of times it's just a sensor-related problem, but  
19 we're not given enough time to change out that sensor.

20 And some of these sensors are bus specific, so even if  
21 we do break down in the middle of Kansas in the middle  
22 of the night, getting help or getting the right parts

1 is not realistic. So we need to get some more time for  
2 the inducement schedule, the derate schedule, before  
3 our buses are slowed down.

4 It's just -- it's just a matter of safety for our  
5 passengers and the well-being of our passengers. So we  
6 simply are asking for a larger time frame to give us  
7 the adequate resources to fix that problem. We want to  
8 keep our passengers as safe as possible, so the main  
9 aspect here is to give us some more time to get that  
10 fixed before a bus is derated. Again, we are all for  
11 reducing emissions, and I support that fully, and our  
12 company is family-owned. We all support that. Most of  
13 our motorcoach companies are family owned, and we are  
14 always looking for ways to reduce emissions, including  
15 no idle policies and many other things. So, again,  
16 main concern here and my main focus is to help us with  
17 relief in regard to the derate and inducement.

18 MS. THOMPSON: Thank you for your comment.

19 MR. STREIF: Yeah, thank you.

20 MS. THOMPSON: At this time, we would like to  
21 invite anyone from the previous speaker blocks who had  
22 registered to speak, but has not had the opportunity,

1 to raise their hand, and we can promote you to the role  
2 of panelists to provide your testimony.

3 (No response.)

4 MS. THOMPSON: At this time, we will begin a  
5 scheduled recess. EPA, when would you like to  
6 reconvene?

7 MR. CHARMLEY: Thank you, everyone, who's been  
8 with us today. We have, I think Christy. We're going  
9 to ask you, one more -- is that right -- one more  
10 speaker block, and we had told -- and for those  
11 stakeholders and those members of the public that we  
12 were going to start at 6:15, I think. Is that correct?

13 SPEAKER: Correct.

14 MR. CHARMLEY: So we're going to go on a break  
15 until 6:15, and at 6:15, we're going to do, at least  
16 for today, our final speaker block. Thank you,  
17 everyone.

18 (Recess.)

19 MS. PHILLIPS-THORYN: -- accommodate testimony in  
20 both Spanish and English throughout this hearing. All  
21 attendees must select their preferred language via the  
22 interpretation icon at the bottom of your screen. If

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

7           Before we resume the hearing, we'd like to go over  
8    some logistics. As a reminder, all attendees are muted  
9    automatically. If you are speaking today, you will  
10   receive a notification on your screen that you're being  
11   promoted to the role of panelist shortly prior to your  
12   speaking time. You must accept that invitation to be  
13   able to unmute when you are called to testify. This  
14   will also allow you to turn on your camera, which we  
15   encourage you to do. Speakers connected by telephone  
16   to unmute their phones when called to testify. If you  
17   are having technical difficulties, send an email to  
18   public\_hearing@abtassoc.com, or call (919) 294-7712.  
19   If you are not registered to speak, but you would like  
20   to, please send an email to  
21   public\_hearing@abtassoc.com, or call (919) 294-7712.

22           Now we will continue our public testimony. The

1 expected speaking order is currently displayed on  
2 screen. We ask that each person limit their verbal  
3 testimony to three minutes. We encourage you to  
4 provide your full written testimony and any additional  
5 comments of any length to Docket Number: EPA-HQ-OAR-  
6 2019-0055 on Regulations.gov. I will be introducing  
7 each speaker in turn. Please speak slowly and clearly  
8 so our court reporter can record these proceedings  
9 accurately.

10 The first speaker will be Nick Torres. Nick, I'm  
11 promoting you to panelist. You will be able to unmute,  
12 and state your name and affiliation for the record.

13 MR. TORRES: Greetings. My name is Nick Torres --  
14 N-I-C-K, T-O-R-R-E-S. I am an advocacy director for  
15 the American Lung Association covering Colorado, Utah,  
16 and Wyoming. I strongly support stronger standards to  
17 limit emissions of NOx and greenhouse gases from heavy-  
18 duty vehicles. I urge you to finalize these standards  
19 into law this year, in 2022, and to choose Option  
20 Number 1 from the proposal when promulgating the final  
21 rules to maximize the benefits for public health. I'd  
22 also sincerely like to thank EPA for expanding access

1 to these important opportunities for public input in  
2 this process by allocating additional time slots.

3 Here in Colorado, elected leaders and regulators  
4 are making commitments to reduce pollution from the  
5 transportation sector, but for many communities located  
6 near transportation hubs and highways, Colorado's  
7 proposed regulatory changes won't reduce the impacts of  
8 the tens of thousands of out-of-state trucks and other  
9 heavy-duty vehicles that pass through the state every  
10 day. Nationally, we know that around 72 million people  
11 are estimated to live near truck -- live near truck  
12 freight routes, and, of course, this puts their health  
13 at risk. People of color and those with lower incomes  
14 are more likely to live in these communities. But also  
15 reducing greenhouse gases from the transportation  
16 sector is growing more critical with every wildfire  
17 season, and local experts here in Colorado now are  
18 telling residents to be prepared for a 365-day wildfire  
19 season.

20 Limiting emissions of NOx and greenhouse gases  
21 from heavy-duty vehicles is one of many steps that are  
22 both appropriate and urgently necessary. The effects



1 of greenhouse gases on climate change are, of course,  
2 well-established, and the climate-warming effects and  
3 resulting conditions for wildfires are having a severe  
4 impact here. In under a year as a Coloradan, I have  
5 experienced three wildfires within just a few miles of  
6 my home. I'll never forget the night of the Marshall  
7 fire here. It was our second night home with my  
8 newborn son. We had not even unpacked our bags from  
9 the hospital, and here we were scrambling to watch the  
10 path of the fire, pack baby clothes, diapers, bottles,  
11 worried about COVID exposures at shelters, answer  
12 frantic calls and texts from our family out of state.

13 Fortunately, the one-mile buffer between us and  
14 the evacuation zone held, but many families were not so  
15 lucky. I kept thinking about how I just been jogging  
16 on the trails that were now engulfed in flames. In  
17 fact, the picture my background was taken just a couple  
18 of weeks before the Marshall fires and on a trail very  
19 close to the Marshall fires.

20 In short, now is the time for EPA to strengthen  
21 limits of NOx emissions as well as greenhouse gases  
22 from heavy-duty engines and heavy-duty vehicles. The

1 Agency must finalize its proposal in 2022 and maximize  
2 the health benefits it offers by selecting Option 1 and  
3 extending the warranty requirements and useful life  
4 provision in the rules. Thank you again for this  
5 opportunity.

6 MS. PHILLIPS-THORYN: Thank you for your comment.  
7 The next speaker is Bob Yuhnke. You may now unmute,  
8 and state your name and affiliation for the record.

9 MR. YUHNKE: My name is Bob Yuhnke. I am  
10 representing Elders Climate Action. Elders Climate  
11 Action is an organization of mostly grandparents who  
12 are committed to trying to preserve a sustainable  
13 planet for our grandkids. We hope to leave a legacy of  
14 a beautiful planet rather than one where our kids are  
15 struggling to survive. And we join all of the other  
16 organizations today who have asked you to adopt more  
17 protective standards than the standards that you have  
18 currently proposed.

19 We specifically ask that you set zero-emission  
20 standards for those classes of heavy-duty vehicles that  
21 are in short-haul service; in other words, those kinds  
22 of vehicles that are currently commercially available

1 and that will certainly be available in 2027. That can  
2 significantly reduce greenhouse gas emissions.

3 And I want to focus for a moment on some of the  
4 numbers here. What you've proposed would only reduce  
5 greenhouse gas emissions from the 2027 Model Year by  
6 221,000 metric tons. That sounds like a lot, but when  
7 you put it in perspective, you're estimating that that  
8 model year of vehicles will emit 29 million metric tons  
9 of CO<sub>2</sub>, so that what you're proposing is only three-  
10 fourths of one percent reduction in emissions compared  
11 to what the current standard would allow. The  
12 consequences for that for the next three years is 86.6  
13 million metric tons that your rule would allow the  
14 industry to produce vehicles that would emit that much  
15 that much pollution.

16 And over the lifetime of those vehicles, assuming  
17 a 20-year useful life, we're talking about 1.7 billion  
18 -- "billion" with a "B" -- metric tons of CO<sub>2</sub> that  
19 three model years would emit. And given the fact that  
20 the Clean Air Act would prohibit you -- prohibit the  
21 Agency from adopting more protective standards for the  
22 Model Years 2027, 2028, and 2029 once you issue these

1 standards, we would actually urge you not to finalize  
2 these standards and to instead propose -- re-propose a  
3 zero-emission standard for the vehicles that would be  
4 in short-haul service and that are now commercially  
5 available.

6 We think that those changes in the rule are  
7 particularly important because of the nature of the  
8 climate crisis. The impacts report that the IPCC  
9 released in February made it clear that the impacts are  
10 more severe and more frequent with regard to climate  
11 changes than was anticipated by the IPCC itself in its  
12 prior report, and that we are facing some pretty  
13 extreme environmental consequences in this decade. We  
14 need to take every opportunity to reduce emissions as  
15 soon as possible, and giving up these three years to  
16 allow an extra 1.7 billion metric tons of CO2 into the  
17 atmosphere does not represent a commitment to  
18 addressing the urgency that the climate crisis calls  
19 for. In addition, those three model years are going to  
20 emit millions of tons of NOx and particulate matter  
21 that otherwise would be eliminated if those vehicles  
22 were zero-emission technologies, so that you're going

1 to be perpetuating the ozone non-attainment problem in  
2 cities longer than it needs to be and contributing to  
3 the adverse health effects the communities adjacent to  
4 highways suffer now from elevated exposure to PM  
5 emitted from highways.

6 So the last point we want to make is that we think  
7 that the Clean Air Act actually requires you to do  
8 better. The language of the act requires you to set  
9 standards at the level that represents the greatest  
10 emission reduction achievable with technology that's  
11 currently available technology. The technology that's  
12 currently available is the technology that --

13 MS. PHILLIPS-THORYN: Thank you so much for your  
14 comment, and I am sorry for interrupting, but we do  
15 need to keep the statements --

16 MR. YUHNKE: Thank you, Lauren. I appreciate --

17 MS. PHILLIPS-THORYN: Thank you.

18 MR. YUHNKE: -- your time check, and I appreciate  
19 the opportunity to speak. Thank you.

20 MS. PHILLIPS-THORYN: Thank you for your comment.  
21 The next speaker is Douglas Gruenau. Unfortunately, we  
22 do not see you in the attendee list. If you have

1 joined us and you're joined by another name, please  
2 press the raise hand button, and I will promote you to  
3 panelist. If you have called in, you can press star-9,  
4 and I can promote you to panelist.

5 (No response.)

6 MS. PHILLIPS-THORYN: The next speaker is Leigh  
7 Kauffman. Unfortunately, we do not see in the attendee  
8 list. If you have joined the hearing under another  
9 name, please click the raise hand button. If you have  
10 called in, please press star-9 to raise your hand.

11 (Virtual hand raised.)

12 MS. PHILLIPS-THORYN: Okay. I will promote you  
13 now. Leigh, please state your name and your  
14 affiliation.

15 MS. KAUFFMAN: HI. I'm Leigh Kauffman. I'm just  
16 a resident. So I'm from Pendleton, Indiana, and I'm a  
17 single mother to a three-year-old daughter. I'm  
18 testifying today because I live on a main road in my  
19 town that's used as a delivery route, which trucks and  
20 commercial vehicles use to pass through on a daily  
21 basis. These trucks release NOx into the air mere feet  
22 away from the windows to my apartment. Currently,

1 these heavy-duty vehicles pollute my communities and  
2 increase our health negative outcomes.

3 I support the EPA in setting the strongest engine  
4 standards possible. The EPA should include a national  
5 zero-emissions truck requirement and a sales mandate by  
6 2035 to protect people [Redacted for PII] who live directly on  
7 high-traffic shipping roads. Apparently -- I mean,  
8 recently Amazon opened a distribution center a few  
9 towns over, which has increased the usage of delivery  
10 trucks, [Redacted for PII] [Redacted for PII]

[Redacted for PII]  
[Redacted for PII]

13 Additionally, I urge the panel to adopt stringency  
14 levels for greenhouse gas emissions that more  
15 accurately reflect the electric vehicle market for the  
16 Model Year 2027 and will actually incentivize the  
17 transition to electric vehicles so that [Redacted for PII] may  
18 have the chance to see the four seasons that the  
19 Midwest goes through during these months, the months  
20 that they are supposed to happen. Thank you for your  
21 time and I do hope that you consider this -- the health  
22 and environmental impacts of your decision on young

1 families like mine.

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

3 The next speaker is Mark Rose. You may unmute, and  
4 state your name and affiliation for the record.

5 MR. ROSE: Good evening, and thank you for this  
6 opportunity to comment. My name is Mark Rose -- M-A-R-  
7 K, R-O-S-E -- and I'm the Sierra Nevada program manager  
8 for National Parks Conservation Association, America's  
9 leading voice to protect and preserve our national  
10 parks.

11 I'm testifying today because the dual threats of  
12 air pollution and climate change, caused in part by  
13 heavy-duty vehicles, pose some of the greatest  
14 challenges to our national parks and local communities,  
15 especially here where I live in California. Nearly all  
16 423 national park units are now at risk due to climate  
17 change. Climate impacts of vehicle greenhouse gas  
18 emissions are leading to runaway heatwaves, drought,  
19 sea-level rise, coastal front flooding, and the all-  
20 too-common mega wildfires near where I live here in  
21 California. If we do not act quickly, we may lose some  
22 of our national parks' namesake features, such as the



1     glaciers in Glacier National Park, the Joshua trees in  
2     Joshua Tree National Park, and the sequoias on the park  
3     I work on, Sequoia National Park. Heavy-duty truck air  
4     pollution also severely limits visibility in national  
5     parks with haze pollution cutting down by as much 90  
6     miles of visibility and parks like Kings Canyon. It  
7     also significantly harms the health and well-being of  
8     park visitors, wildlife, and treasured ecosystems.

9           Beyond my role at NPCA, I also recently spent  
10    numerous years living in Fresno, working on air quality  
11    issues in California's San Joaquin Valley, one of the  
12    most polluted regions in the Nation for PM2.5 and ozone  
13    pollution, the majority of which is formed by NOx  
14    pollution from these heavy-duty trucks traveling on  
15    highways next to where I lived. I've seen firsthand  
16    the impact vehicle pollution have on the health of my  
17    neighbors and friends. We must do more to protect  
18    these citizens, especially persons of color and low-  
19    income communities living in the many environmental  
20    justice communities across the Nation who are impacted  
21    by this air pollution and climate instability.

22           While I thank the administration for acting

1 quickly and hope -- and hopefully addressing this  
2 pollution source this year, the proposal EPA has put  
3 forth does not go nearly far enough to reduce both  
4 greenhouse gas and NOx emissions, meet our national  
5 climate goals, protect the health of communities, and  
6 preserve our beloved national parks for generations to  
7 come. NPCA firmly believes that we must move forward  
8 with the strongest possible standards. Specific to the  
9 greenhouse gas portion of the rule, the minor  
10 adjustments proposed in Phase 2 -- proposed for Phase 2  
11 standards are far too weak and do not do enough to  
12 encourage the adoption of zero-emission trucks and  
13 buses, especially considering the progress already made  
14 in numerous states, which would deliver nearly three  
15 times the number of zero-emission vehicles as the  
16 proposed rule calls for nationally.

17 As it relates to the NOx reduction portion, Option  
18 1 is the best option proposed and far better than the  
19 Option 2, but it still does not go nearly far enough  
20 and contains credits that erode the standard. The 2031  
21 date for achieving 90-percent NOx adoption is a full  
22 four years after the 2027 date that California's

1 omnibus rule already has in place. This will result in  
2 unnecessary levels of air pollution across the Nation  
3 and will be especially harmful to California's South  
4 Coast and San Joaquin Valley Control Districts where  
5 strong standards for out-of-state trucks are sorely  
6 needed to help meet attainment finally with nearly all  
7 existing ozone and PM2.5 standards.

8 We thus request you to strengthen Option 1 to  
9 achieve 90-percent NOx reductions from heavy-duty  
10 trucks by no later than 2027. Thank you.

11 MS. PHILLIPS-THORYN: Thank you for your comment.  
12 The next speaker is Eleanor Farber. Unfortunately, we  
13 do not see you in the attendee list. If you have  
14 joined the hearing under another name, please click the  
15 raise hand button. If you've called in, please press  
16 star-9 to raise your hand.

17 (No response.)

18 MS. PHILLIPS-THORYN: The next speaker is Dave  
19 Arndt. You may now unmute, and state your name and  
20 your affiliation for the record.

21 MR. ARNDT: Hello. My name is Dave Arndt, spelled  
22 A-R-N-D-T. I'm a Baltimore, Maryland, resident and a

1 climate, environmental, and social justice advocate.

2 These are -- three areas have a lot of overlap, and I'm  
3 going to focus on topics at the intersection of these  
4 areas.

5       Unfortunately, by plan, all of the injustice is  
6 burden on black, brown, and low-income areas. Let me  
7 repeat that. This was and is all by design. I'm sorry  
8 to say just five years ago, I did not know this. Sure  
9 I knew that air pollution and environmental and social  
10 justice was bad, but I never saw the design. My eyes  
11 have been opened. However, we need to open everyone's  
12 eyes. This hearing is a good start in doing that.  
13 Thank you for your work and this opportunity.

14       Let's take a look at the Brooklyn, Cherry Hill,  
15 and Curtis Bay neighborhoods of Baltimore where I live.  
16       There are two incinerators within five miles. Now,  
17 let's add a few more layers. There's three RMP  
18 facilities, a chemical factory which is a large emitter  
19 of carcinogens. That's just a start. There is a  
20 working port, which drives heavy-duty truck traffic  
21 through the neighborhoods, plus several very large  
22 distribution centers, which amplify the truck traffic.

1     Next, add in diesel emissions from trains and the  
2     large ships themselves, and for convenience, several  
3     major interstates cut through the neighborhoods,  
4     transporting thousands of trucks through the I-95  
5     corridor. This would be a good design if was isolated.  
6     However, it was all placed in a black, brown, and low-  
7     income neighborhood by design, all having cumulative  
8     effects.

9           The Baltimore Region ranks among the worst in the  
10    U.S. for air pollution. A study by the Chesapeake Bay  
11    Foundation in 2017 found air quality in the region  
12    ranked moderate or worse one out of every three days,  
13    according to EPA's own Air Quality Index. Little  
14    wonder that the children of Baltimore City have asthma  
15    at twice the rate of the country. I would recommend  
16    you go to your own EPA's Environmental Justice  
17    Screening and Mapping Tool to see how bad it really is.  
18    We need to tackle all the pollution sources one by one.  
19    We have the technology today. Electric trucks are a  
20    good start.

21           Oh, by the way, I forgot to mention the climate  
22    crisis. Most of these neighborhoods are on the water

1 and are not prepared for sea-level rise caused by  
2 burning fossil fuels. Pass at least Option 1 this  
3 year. However, please have it go into effect in 2024.  
4 We don't have time to wait. Please put health of our  
5 citizens and the climate over the profits of companies.  
6 Thank you very much for the opportunity to present.

7 MS. PHILLIPS-THORYN: Thank you for your comment.  
8 As a reminder if you are speaking today, you will  
9 receive a notification on your screen that you are  
10 being promoted to the role of panelist shortly prior to  
11 your speaking time. You must accept that invitation to  
12 be able to unmute when you are called to testify. This  
13 will also allow you to turn on your camera, which we  
14 encourage you to do. Speakers connected by telephone  
15 should unmute their phones when called to testify. If  
16 you are having technical difficulties, please send  
17 email to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call (919)  
18 294-7712. If you are not registered to speak, but you  
19 would like to, please send an email with your name and  
20 phone number to [public\\_hearing@abtassoc.com](mailto:public_hearing@abtassoc.com), or call  
21 (919) 294-7712.

22 The next speaker is Maggie Segal. You can unmute,

1 and state your name and affiliation for the public  
2 record.

3 MS. SEGAL: All right. Hello, and thank you for  
4 the opportunity to speak. My name is Maggie Segal.  
5 I'm 15 years old, and I'm a high school student from  
6 Atlanta, Georgia. From where I live, I can see  
7 Interstate 75 and 85 from my window. I've lived in  
8 Georgia my entire life, and what you may have heard  
9 about the traffic is true.

10 Atlanta traffic is heavy, and it's getting worse.  
11 In fact, Georgia is building 40 miles of truck-only  
12 lanes to deal with some of the congestion. Many people  
13 here think this is an excellent idea, for trucks coming  
14 through is a sign of a strong economy and less worry  
15 over the supply chain issues that have made recent  
16 headlines. However, I have serious concerns about all  
17 this truck traffic because of what it means in terms of  
18 air quality and increasing airports. It is estimated  
19 that 8,500 heavy-duty trucks pass through Atlanta every  
20 day and make up only 10 percent of overall  
21 transportation on the roads, but are responsible for 60  
22 percent of the particle pollution from vehicles.

1           NIH research shows that poor air quality due to  
2   air pollution causes lung and heart disease. It also  
3   triggers asthma. Now, about 12 percent of school-aged  
4   children in Georgia have asthma according to the  
5   Georgia Department of Public Health. Students with  
6   asthma miss, on average, five days of school per year  
7   just due to their condition. That means it's hard to  
8   keep up in school, and grades are more likely to drop.

9   Kids with asthma also don't really sleep as well at  
10   night, and if you ask any teacher how they feel about a  
11   kid sleeping in class, they'll tell you that it's not  
12   good for anyone.

13           I've read about science-based climate solutions  
14   that reduce pollution, and I know that breathing clean  
15   air improves overall health. I'm sure others will  
16   offer reasons why improving the standards would be too  
17   expensive, but the fact is that by improving air  
18   quality, we will actually save money and improve  
19   quality of life for everyone. Imagine, fewer days that  
20   kids miss school, fewer emergency room visits, happier  
21   parents who don't have to miss work to take those kids  
22   in for care, and happier teachers who feel better



1 themselves and have healthier kids in their classroom.  
2 Healthy children are more likely to grow into healthy  
3 adults, and these healthy adults can then make up a  
4 strong healthy workforce in the future.

5 Every kid knows that when you are in the direct  
6 path of a truck, you can avoid harm by simply moving  
7 out of the way, but we can't move out of the way of the  
8 air we breathe. And because of body size, the fact  
9 that we are more likely to be outside and active as  
10 children, and because we are still growing, we are at  
11 more risk of being harmed from breathing in dirty air.  
12 And it is a fact the opportunity is here for the EPA to  
13 improve air quality by setting and enforcing the  
14 strongest possible emission standards for trucks.

15 Kids watch and listen to what adults do and not  
16 just what they say. The science is clear that  
17 breathing clean air matters for good health. These are  
18 my reasons for asking the adults in charge at the EPA  
19 to stand up for what is right and set the strongest  
20 possible pollution standards for trucks. Thank you for  
21 your time.

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

1 The next speaker will be Sarah Mostafa. Unfortunately,  
2 we do not see you in the attendance list. If you  
3 joined the hearing from another name, please click the  
4 raise hand button. If you have called in, please press  
5 star-9 to raise your hand.

6 (No response.)

7 MS. PHILLIPS-THORYN: The next speaker is Kathryn  
8 Dorn. You may now unmute, and please state your name  
9 and affiliation for the record.

10 (No response.)

11 MS. PHILLIPS-THORYN: Kathryn, it looks like you  
12 are muted. You can press star-6 from your phone if you  
13 have called in.

14 MS. DORN: I'm so sorry. Can you hear me now?

15 MS. PHILLIPS-THORYN: We can.

16 MS. DORN: Okay. Great. Sorry. I'm sorry.

17 MS. PHILLIPS-THORYN: That's okay.

18 MS. DORN: [REDACTED] Redacted for PII

[REDACTED]

[REDACTED] Redacted for PII

[REDACTED]

[REDACTED] I am glad that the EPA is proposing limits on

1 nitrogen oxide emissions. Unfortunately, none of your  
2 current proposals are strong enough to adequately  
3 protect the public health and our economy. On behalf  
4 of my city, I asked the EPA to please instead institute  
5 emissions limits that will reduce nitrogen oxide  
6 emissions by at least 90 percent by 2027, which will  
7 encourage the swift and complete adoption of electric  
8 heavy-duty vehicles.

9 Phoenix has dangerously poor air quality much of  
10 the year. In 2020, for example, a report by the  
11 Environment Arizona Research And Policy Center found  
12 that Phoenix suffered 149 days of especially elevated  
13 air pollution, in large part, due to vehicle emissions.

14 Even on days without unusually high levels of air  
15 pollution, **Redacted for PII** often wakes up with a series wet,  
16 hacking coughs as she tries to clear her lungs, then  
17 spends the rest of the day feeling weak and unable to  
18 walk more than a half mile at a time. And we live in a  
19 neighborhood without much through traffic by diesel-  
20 burning vehicles. Many Phoenix neighborhoods have even  
21 worse air quality than ours, especially low-income  
22 communities which are often burdened by nearby truck

1 and bus depots and routes. As a result, people die  
2 prematurely and very avoidably from air pollution-  
3 exacerbated cardiopulmonary diseases.

4 Without stronger emissions limits, the threat to  
5 human health and life will only get worse, especially  
6 as greenhouse gas emissions increase our summer  
7 temperatures to perilously high pulse. Stronger  
8 emission limits would also protect our economy by  
9 encouraging vehicle makers to ship their production to  
10 electric vehicles, freeing us from our deadly self-  
11 threatening reliance on fossil fuels, and as we are  
12 seeing right now, they're extremely volatile prices.  
13 Once our electric grid is powered by renewable energy  
14 sources and our vehicles, including trucks are all  
15 electric, U.S. consumers and companies won't need to  
16 worry about high fossil fuel prices, in addition to the  
17 economic boost of not having people stay home from work  
18 sick or die prematurely of cardiopulmonary diseases.

19 So for all of these reasons and everything else  
20 that other speakers have told you or will tell you, I  
21 ask the EPA to please reduce nitrogen oxide emissions  
22 by 90 percent or more by 2027, and do whatever else you

1 can to encourage our country to transition as swiftly  
2 as physically possible to an entirely electric vehicle  
3 system. Thank you so much.

4 MS. PHILLIPS-THORYN: Thank you for your comment.  
5 The next speaker is Ray Minjares. You may now unmute,  
6 and please state your name and affiliation for the  
7 record.

8 MR. MINJARES: Thank you. My name is Ray  
9 Minjares, and I direct the heavy-duty vehicles program  
10 at the International Council on Clean Transportation.  
11 The views of the ICCT on this proposed rule reflect  
12 decades of experience in vehicles regulation from  
13 around the world, including those of former EPA staff  
14 and of international regulators, who look to the United  
15 States for leadership in setting world-class vehicle  
16 emission standards. We support EPA's effort to revised  
17 national engine standards and greenhouse gas standards  
18 for medium- and heavy-duty vehicles. The proposal must  
19 be finalized by the end of the year to ensure full  
20 implementation in Model Year 2027.

21 On its proposed engine standards for nitrogen  
22 oxides, we prefer Option 1, which largely aligns with

1 the California Omnibus Program and would generate  
2 greater emission reductions and air quality benefits  
3 compared with Option 2. EPA estimates Option 2 would  
4 allow 1.25 million additional tons of NOx emissions and  
5 lead to between \$9 and \$16 billion in health damages  
6 cumulatively through 2045. Allowing these impacts to  
7 occur would be unacceptable since the emission controls  
8 to comply with Option 1 are technically feasible,  
9 commercially available, and justified based on benefits  
10 relative to costs. We support actions to further  
11 strengthen Option 1 by fully aligning with the  
12 California Omnibus Program. We also support removing  
13 EV crediting and not adopting proposed changes to SCR  
14 inducements, among other improvements movements we will  
15 detail in our written comments.

16 On proposed revisions to Phase 2 greenhouse gas  
17 standards, the proposal must be strengthened. Our  
18 analysis of the proposal shows it would generate little  
19 greenhouse gas benefit beyond what is currently  
20 required and would not increase zero-emission vehicle  
21 uptake. Unless the proposal is revised, new diesel  
22 trucks will be permitted to emit more greenhouse gas

1 emissions than intended in the original Phase 2  
2 rulemaking, not less. To limit global temperature  
3 change to below two degrees Celsius, we estimate that  
4 by 2030, the U.S. fleet must achieve 100-percent zero-  
5 emission bus sales, at least 50 percent zero-emission  
6 Class 4 to 8 rigid truck sales, and at least 30 percent  
7 tractor trailer sales. Meeting a one-and-a-half degree  
8 target would require even greater ambition than these  
9 numbers imply.

10 EPA cannot afford to wait until 2020 to accelerate  
11 this transition. Our view is that EPA has the  
12 authority to set minimum production requirements to  
13 ensure this ambition is met. To align with this  
14 trajectory, we recommend EPA revise its Phase 2  
15 greenhouse gas standard to reflect at least 20 percent  
16 fleet average, zero-emission sales in 2027, 30 percent  
17 in 2028, and 40 percent in 2029. We recommend that EPA  
18 eliminate advanced technology credit multipliers, not  
19 allow credits from states who have joined the Advanced  
20 Clean Trucks Program, and limit the lifetime of any  
21 credits that are generated.

22 These comments reflect our views at the ICCT and

1 our organization will be submitting more extensive  
2 written comments that support these views. I  
3 appreciate the opportunity today. Thank you very much.

4 MS. PHILLIPS-THORYN: Thank you for your comment.  
5 The next speaker is Ryan Snyder. Unfortunately, we do  
6 not see you in the attendee list. If you've joined the  
7 hearing under another name, please click the raise hand  
8 button. If you've called in, please press star-9 to  
9 raise your hand. Again, that is Ryan Snyder.

10 (No response.)

11 MS. PHILLIPS-THORYN: The next speaker is Leslie  
12 Wharton. You may now unmute, and please state your  
13 name and affiliation for the record.

14 MS. WHARTON: Thank you. I'm Leslie Wharton, and  
15 although it says I'm not affiliated, I'm actually here  
16 as chair of Elders Climate Action, a nonprofit with  
17 more than 15,000 members across this country. You've  
18 heard from some of our members today already.

19 I'm here because diesel truck pollution is a  
20 significant cause of asthma and other ailments, and in  
21 children and the elderly like myself. I have family  
22 living in cities and along our highways who are exposed



1 to the noxious pollutants issued by diesel trucks, but  
2 the nitrous oxide and particulate matter emitted from  
3 trucks are not the only or even the most significant  
4 cause of harm to our families. Unless we drastically  
5 cut diesel truck emissions, our children and  
6 grandchildren will face climate disasters that make the  
7 scenarios in climate change sci-fi novels look tame.  
8 I'm not saying anything you haven't heard from many,  
9 many, many of those others who have spoken today.

10 Replacing polluting vehicles with zero-emission  
11 vehicles is the only standard that will ensure an end  
12 to smog pollution in our cities and take a significant  
13 step in pulling back global warming. The two go  
14 together. Let me emphasize, zero-emissions vehicle is  
15 the one solution that addresses two very serious health  
16 problems affecting the American public. If this rule  
17 is adopted without amendment to require a swift  
18 transition to all electric vehicles, it's my  
19 understanding that the standards for new trucks cannot  
20 be made stricter for a period of three years. And as  
21 the most recent IPCC report underscores, with respect  
22 to climate change, we don't have that amount of time to

1 get our act together. It would be ironic to introduce  
2 standards designed to protect against asthma and other  
3 respiratory diseases while sealing in CO2 emissions  
4 that almost certainly will cause even more extreme  
5 health impacts across the country.

6 I speak for all the Elder Climate Action  
7 grandparents, great aunts and uncles, who insist that  
8 the standards for diesel trucks must include aggressive  
9 deadlines for phasing in zero-emission trucks. A rule  
10 that purports to protect public health by reducing one  
11 diesel truck pollutant while allowing other extremely  
12 harmful pollutants to go virtually on track -- sorry --  
13 unchecked is a travesty.

14 I want to thank you so much for giving serious  
15 consideration to my request to substantially increase  
16 the pace of transition to all-electric diesel trucks.

17 MS. PHILLIPS-THORYN: Thank you for your comment.  
18 The next speaker is D.J. Polite. Unfortunately, we do  
19 not see you in the attendee list. If you have joined  
20 the hearing under another name, please raise your hand.  
21 If you have called in, please press star-9 to raise  
22 your hand.

1 (No response.)

2 MS. PHILLIPS-THORYN: As a reminder, if you are  
3 speaking today, you will receive a notification on your  
4 screen that you are being promoted to the role of  
5 panelist shortly prior to your speaking time. You must  
6 accept that invitation to be able to unmute when you  
7 are called to testify. This will also allow you to  
8 turn on your camera, which we encourage you to do.  
9 Speakers connected by telephone should unmute their  
10 phones when called to testify. If you are having  
11 technical difficulties, please send an email to  
12 public\_hearing@abtassoc.com, or call (919) 294-7712.  
13 If you are not registered to speak, but you would like  
14 to, please send an email with your name and phone  
15 number to public\_hearing@abtassoc.com, or call (919)  
16 294-7712. In order to accommodate testimony in both  
17 Spanish and English throughout this hearing, all  
18 attendees must select their preferred language via the  
19 interpretation icon at the bottom of your screen. If  
20 you are giving testimony in Spanish today, the  
21 interpreter will switch their channel to provide  
22 translation.

1           The next speaker is Gloria Guardado. You have  
2   noted that you plan to give testimony in Spanish. Our  
3   interpreter will now change their channel to translate  
4   your testimony into the English channel for our panel  
5   and attendees listening in English. Gloria, you can  
6   begin.

7           MS. GUARDADO: (Spanish language spoken.)

8           INTERPRETER: Can you hear me?

9           MS. PHILLIPS-THORYN: We are. We can hear both  
10   Gloria and the Spanish interpretation, so we may want  
11   Gloria to speak slowly so that we can hear both one  
12   after the other.

13          MS. GUARDADO VIA INTERPRETER: Thank you. My name  
14   is Gloria Guardado. Thank you for the opportunity to  
15   testify today. I am here as a citizen and member of a  
16   nonprofit organization, Chispa Nevada. I would like to  
17   focus on one topic specifically.

18          We received an "F" on behalf of the American Lung  
19   Association in Colorado. These high levels of  
20   pollution lead to many health problems -- allergies,  
21   for example -- that just won't go away. We all know  
22   that the transportation sector is what most contributes

1 to pollution. They are the main cause of pollution  
2 even more than regular cars. That is why a proper and  
3 adequate transition from -- to electrical vehicles is  
4 necessary to reduce pollution in our community. In  
5 order to find a solution to this -- to this problem, I  
6 request you, EPA, to impose more demanding standard so  
7 that we don't continue to put our health at risk, here  
8 in Nevada especially.

9 We know that they will be -- that in the end, in  
10 the long term, these electrical vehicles will be  
11 cheaper for all of us. The trucks that are polluting  
12 our towns and states now need to be taken out. This  
13 way, we can remove pollution community after community,  
14 so that's why I use this space to request for these  
15 vehicles to be eliminated completely so that we can  
16 slowly, country-by-country, eliminate pollution.

17 Thank you so much for this opportunity to address  
18 you. I am sure that the future will depend on the  
19 actions we take today. We are ready to write a story  
20 free of pollution to save as many lives as possible in  
21 our communities. Thank you so much.

22 MS. PHILLIPS-THORYN: Thank you for that comment.

1 I will pause now for our interpreter to switch back to  
2 the correct channel.

3 (Pause.)

4 MS. PHILLIPS-THORYN: The next speaker is Rachael  
5 O'Reilly. Unfortunately, we do not see you in the  
6 attendee list. If you have joined the hearing under  
7 another name, please click the raise hand button. If  
8 you have called in, please press star-9 to raise your  
9 hand.

10 (No response.)

11 MS. PHILLIPS-THORYN: The next speaker is Giovanna  
12 Santo. Unfortunately, we do not see you in the  
13 attendee list. If you have joined the hearing under  
14 another name, please click the raise hand button. If  
15 you have called in, please press star-9 to raise your  
16 hand.

17 (No response.)

18 MS. PHILLIPS-THORYN: The next speaker is Kenneth  
19 Hammond. You may now unmute, and please state your  
20 name and affiliation for the record.

21 MR. HAMMOND: My name is Ken Hammond. I'm not  
22 affiliated with any group in particular. I'm calling

1 from Plainsboro in New Jersey. I just wanted to  
2 express appreciation for the EPA's efforts to reduce  
3 emissions from trucks but also to urge the EPA to  
4 pursue bolder targets for emissions reduction. Given  
5 the dangers of the exhaust fumes emitted by diesel-  
6 powered trucks as well as the threats posed by the  
7 climate crisis to the United States and the world, we  
8 need to eliminate truck emissions as quickly as  
9 possible.

10 Climate change is impossible to ignore in New  
11 Jersey. Last year when the remnant -- or sorry --  
12 remnants of Hurricane Ida came through, my county  
13 experienced widespread flooding as unprecedented levels  
14 of rainfall caused rivers to overflow their banks.  
15 Friends who had never had to worry about flooding  
16 before saw their basements inundated. The came on the  
17 heels of hearing from my sister, who lives in Seattle,  
18 Washington, experiencing several days of unprecedented  
19 triple-digit temperatures, and, on other occasions, air  
20 that wasn't breathable due to nearby wildfires. I  
21 don't want to consign my community and future  
22 generations to a world where these sorts of disasters

1     increase uncontrollably. We know that the only way to  
2     prevent this is to take decisive action now.

3           As emphasized in the latest report from the  
4     Intergovernmental Panel On Climate Change a couple  
5     weeks ago, we need to cut carbon emissions in half by  
6     2030. Since trucks and buses contribute a  
7     disproportionately high share of emissions from the  
8     transportation sector, enacting zero-emission  
9     requirements for these vehicles will be an especially  
10    effective and essential way to help meet these  
11    emissions targets. We have the ability to secure a  
12    livable world for ourselves and our children, but to do  
13    so, it is incumbent on us to start treating the climate  
14    crisis like the emergency that it is. That means that  
15    we must take any and all possible measures to reduce  
16    carbon emissions. We have the technology today to make  
17    zero-emissions trucks and buses, and the EPA has the  
18    power to accelerate the transition to these cleaner  
19    vehicles through more ambitious regulations.

20           Please enact standards that put us securely on the  
21    path to 100-percent emissions-free sales no later than  
22    the year 2035, and, ideally, sooner than that. Thank



1     you very much for your time.

2             MS. PHILLIPS-THORYN:   Thank you for that comment.

3     I am now going to repeat the names of folks who are  
4     not here when we called them earlier.   If you are here,  
5     press the raise hand button, or if you have called in,  
6     please press star-9.   As a reminder, you have three  
7     minutes to provide your testimony, and we do ask for  
8     you to speak slowly and clearly so that our  
9     interpreters can speak along with you.

10            I will begin calling those folks who were not here  
11     earlier.

12            The first person is Douglas Gruenau.   Again, if  
13     you are here, please press the raise hand button.

14            (No response.)

15            MS. PHILLIPS-THORYN:   The next speaker would be  
16     Eleanor Farber.   If you are here, please press the  
17     raised hand button.

18            (No response.)

19            MS. PHILLIPS-THORYN:   The next speaker would be  
20     Sarah Mostafa.   If you are here under a different name,  
21     please press the raise hand button.

22            (No response.)

1 MS. PHILLIPS-THORYN: The next speaker would be  
2 Ryan Snyder. If you are here under a different name,  
3 please press the raise hand button.

4 (No response.)

5 MS. PHILLIPS-THORYN: The next speaker would be  
6 D.J. Polite. If you are here under a different name,  
7 please press the raised hand button.

8 (No response.)

9 MS. PHILLIPS-THORYN: The next speaker would be  
10 Rachael O'Reilly. If you are here under a different  
11 name, please press the raise hand button.

12 (No response.)

13 The last name would be Giovanna Santo. If you are  
14 here under a different name, please press the raised  
15 hand button.

16 (No response.)

17 MS. PHILLIPS-THORYN: That concludes our full list  
18 of speakers for this block. EPA, would you like to  
19 conclude?

20 MR. CHARMLEY: Yes. Thank you, Lauren. So this  
21 is Bill Charmley. I wanted to thank everyone for --  
22 who participated today, and certainly anyone who still

1     stuck with us all the way to the end. I think this is  
2     going to conclude our hearing for today, and I'd just  
3     like to remind anyone who is still on the line, today  
4     is just day one, and we're going to have a day two  
5     tomorrow, Wednesday, and a day three on Thursday. We  
6     have a number of folks who have signed up for both of  
7     those days.

8             So I'd like to conclude the hearing for now, and  
9     we'll begin tomorrow again at 9:00 a.m. Eastern Time.  
10    And I'd like to also remind everyone that we will be  
11    accepting written comments in addition to the  
12    opportunity for the testimony today, Wednesday, and  
13    Thursday. The written comment period is open through  
14    Friday, May 13th.

15            And with that, I think we can close today's  
16    hearing. Thank you all.

17            (Whereupon, at 7:07 p.m., the meeting was  
18    adjourned.)

19

20

21

22

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