



Transcript of **HD2027 Rulemaking**
Day 2 of 3

Wednesday, April 13, 2022

EPA Hearing

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Reference Number: 114615

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4 UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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VIRTUAL PUBLIC HEARING

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DAY 2 of 3

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

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Control of Air Pollution From New Motor Vehicles:

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Heavy-Duty Engine and Vehicle Standards

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9:00 A.M.

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Wednesday, April 13, 2022

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PARTICIPANTS

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ENVIRONMENTAL PROTECTION AGENCY:

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ALEJANDRA NUNEZ, Deputy Assistant Administrator

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for Mobile Sources, Office of Air and Radiation

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WILLIAM CHARMLEY, Director, Assessment and

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Standards Division, Office of Transportation and Air

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Quality

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BRIAN NELSON, Director, Heavy-Duty Onroad and

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Nonroad Center

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JESSICA MROZ, EPA

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ABT ASSOCIATES:

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LAUREN PHILLIPS-THORYN

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KAYLA THOMPSON

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1 PARTICIPANTS

2 TESTIFIERS (in order of appearance):

3 LIZ SCOTT, American Lung Association

4 GAIL GOOD, WI DNR

5 MAGGIE STRIZ CALNIN, Michigan Clean Cities

6 Coalition and Southwest Detroit Environmental Vision

7 ANDREA MARPILLERO-COLOMINA, GreenLatinos

8 LUCIA VALENTINE, Moms Clean Air Force

9 JODIE TEUTON, American Truck Dealers, Division of

10 NADA

11 RABBI DANIEL SWARTZ, National Religious

12 Partnership for the Environment

13 CASSANDRA CARMICHAEL, National Religious

14 Partnership for the Environment

15 JESSICA MOERMAN, Evangelical Environmental Network

16 RUSSELL MEYER, Florida Council of Churches

17 YASMINE AGELIDIS, EarthJustice

18 PATRICK QUINN, Advanced Engine Systems Institute

19 MEREDITH HAINES

20 BETH JACOBS

21 ANN BROWN, Tri-Valley Air Quality Community

22 Alliance

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 [continued]:

4 MAX KIEFER, Retired (CDC NIOSH)

5 JOSEPH HOYDILLA, Sierra Club

6 KAREN MCELFISH, United Women in Faith

7 KEVIN GOSCILA, Sierra Club Massachusetts

8 DEBRA ROWE, U.S. Partnership for Education for
9 Sustainable Development

10 KAYE ROMANS, NRDC Action Fund

11 JORGE VAZQUEZ, NRDC Action Fund

12 SEANA PARKER-DALTON

13 BRIAN RUSSO

14 MARGARITA CHAIDEZ, Chispa

15 SUSAN STANTON, League of Women Voters, Elder
16 Climate Action

17 GREGG MAY, 1000 Friends of Wisconsin

18 CYNTHIA RIVES, UWF

19 ERICA DODT, Sierra Club

20 ADRIAN SHELLEY, Public Citizen

21 TOM JORDAN, San Joaquin Valley Air Pollution

22 Control District

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 [continued]:

4 BEN GRUMBLES, Maryland Department of the
5 Environment

6 DARBY OSNAYA, Sierra Club

7 VANESSA LYNCH, Moms Clean Air Force

8 TRACY SABETTA, Moms Clean Air Force in Ohio

9 MILAGROS ELIA

10 RACHEL MEYER, Moms Clean Air Force

11 PHIL HERNICK

12 KATHRYN WESTMAN

13 ANASTASIA GORDON, WE ACT for Environmental Justice

14 LAVAIDA OWENS-WHITE, Alliance of Nurses for a
15 Healthy Environment

16 KABYN VIKESLAND

17 MADISON LISLE

18 CARA COOK

19 SAM WILSON, Union of Concerned Scientists

20 KINDRA WEID, MI Air MI Health

21 MARIELA RUACHO, American Lung Association

22 KRISTIN ZIV, Moms Clean Air Force, Colorado

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 [continued]:

4 JASMIN MARTINEZ, Central Valley Air Quality
5 Coalition

6 LILY ZWAAN, Moms Clean Air Force

7 HEIDI LEATHWOOD, 350 Colorado

8 MARIA REYES, Chispa Nevada

9 MICHELLE UBERUAGA, Moms Clean Air Force

10 ALEX STAVIS

11 GRISELDA SUTTON, Concerned parent

12 ERIC FEELEY, Oregon Department of Environmental
13 Quality

14 TIFFANY HARTUNG, Interfaith Power & Light

15 PAUL CORT, Earthjustice

16 ERIC WILLADSEN, Sierra Club

17 ELIZABETH CHUN HYE LEE, United Women in Faith

18 LARRY FROMM, Achates Power, Inc.

19 BRANDON BUCHANAN, American Bus Association

20 ERANDI TREVINO, Moms Clean Air Force

21 MICHAEL MCCLAIN, National Baptist Convention USA,
22 Inc

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 [continued]:

4 DAN BYERS, U.S. Chamber of Commerce

5 RANDOLPH LYON, Sierra Club Maryland Chapter

6 ROBERT SPEISER, Private Citizen

7 JACQUELINE GELB, Navistar, Inc.

8 ANDY SU, Environmental Defense Fund

9 MAXINE LOBEL, Elders Climate Action, FL Chapter

10 RAMONA BLABER, Sierra Club Rio Grande Chapter

11 MATTHEW DUFFY, Ford Motor Company

12 MARLA DIBENEDETTO, Sierra Club

13 ATENAS MENA, CleanAirNow

14 ELISE GARD, CleanAirNow

15 ANA RAMOS, CleanAirNow

16 JAYLA ATKINSON, CleanAirNow

17 BETO LUGO MARTINEZ, CleanAirNow

18 MOLLY GREENBERG, Moving Forward Network

19 ERIC SIPPERT, Environmental Law & Policy Center

20 MICHELLE FREEMAN, Chispa Florida/Chispa LCV

21 JOHANA VICENTE, Chispa LCV

22 JACOB JONES, NRDC Action Fund

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 [continued]:

4 AVI MERSKY, ACEEE

5 AMY ROGGHE

6 WILL BARRETT, American Lung Association

7 COLOMBIA SAINZ, Moms Clean Air Force

8 JOHN SONIN

9 RIVA FRALICK, Citizens Climate Lobby, Baldwin

10 County, AL

11 MAYELA BUSTOS, Moms Clean Air Force

12 JENNIFER CANTLEY, Moms Clean Air Force

13 SHELLY FRANCIS, EVHybridNoire

14 ALEXANDRA TELLEZ

15 DOUG O'MALLEY, Environment New Jersey

16 CAROLINA CHACON

17 BLANCA ABARCA, Chispa Arizona

18 CANDIDO RAMIREZ, Chispa Nevada

19 HUDA ALKAFF, Wisconsin Green Muslims

20 TAKAYLA ANTONIO, Moms Clean Air Force

21 JOEY CANTLEY-SABA, Moms Clean Air Force

22 FRANK BELTRAN, Chispa LCV

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PARTICIPANTS

TESTIFIERS (in order of appearance)

[continued]:

ELSA O'MALLEY

TIM GOULD, Sierra Club, Washington State Chapter

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

2 MS. PHILLIPS-THORYN: Good morning, everyone.

3 Welcome to the United States Environmental Protection
4 Agency's Virtual Public Hearing for the Control of Air
5 Pollution From New Motor Vehicles: Heavy-Duty Engine
6 and Vehicle Standards. My name is Lauren Phillips-
7 Thoryn from Abt 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.

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

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

20 MS. NUNEZ: Good morning. On behalf of the U.S.
21 Environmental Protection Agency and the Office of Air
22 and Radiation, I would like to welcome you to the

1 second day of our virtual public hearing on EPA's
2 proposed Heavy-Duty Engine and Vehicle standards. I am
3 grateful for everyone who is taking the time out of
4 their day to testify and participate here today. I'm
5 Alejandra Nunez, the Deputy Assistant Administrator for
6 Mobile Sources with EPA's Office of Air and Radiation.
7 With me today is Bill Charmley, Director of the
8 Assessment and Standards Division within EPA's Office
9 of Transportation and Air Quality. Bill will be the
10 presiding officer for today's hearing. Also with me
11 today and listening to the testimony on this proposed
12 rule are several of my EPA colleagues who work on the
13 heavy-duty engines and vehicles program.

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

17 The purpose of this hearing today is to receive
18 comments from interested parties on the proposed
19 rulemaking titled, "Control of Air Pollution from New
20 Motor Vehicles: Heavy-Duty Engine and Vehicle
21 Standards," which was published in the Federal Register
22 on March 28, 2022.

1 This hearing provides interested persons the
2 opportunity for the oral presentation of views and
3 arguments. Witnesses will be allowed to make oral
4 statements which they may later expand in writing for
5 the record. When you are finished with your comments,
6 members of this panel may ask clarifying questions.

7 This hearing is not intended to be a discussion of
8 the proposed rulemaking. While we might ask questions
9 or request additional data or supporting materials, we
10 will not respond to comments in this forum. Instead,
11 we will provide a written response to comments as part
12 of the process of finalizing this proposed rulemaking.

13 Finally, let me remind everyone that in addition
14 to today's hearing there is also opportunity to send us
15 written comments. The written comment period closes on
16 May 13, 2022, at 11:59 p.m. Eastern time. Details on
17 where to submit written comments can be found in the
18 Federal Register notice announcing the proposal, as
19 well as on our website.

20 I now will turn it over to Bill Charmley, the
21 Presiding Officer for today's hearing. EPA looks
22 forward to hearing from all stakeholders during this

1 public hearing, and through the submission of written
2 public comments.

3 MR. CHARMLEY: Thank you, Ale. Good morning,
4 everyone. I am going to go over some details on how we
5 are going to be conducting the hearing this morning.

6 We are going to be conducting this hearing under
7 section 307(d) of the Clean Air Act, which will provide
8 interested parties an opportunity for oral
9 presentations, in addition to written submissions, on
10 the proposed rulemaking. A written transcript of
11 today's hearing will be available electronically on
12 EPA's website and the Regulations.gov website in the
13 docket for this rulemaking, which is Docket Number EPA-
14 HQ-OAR-2019-0055.

15 The official record of this hearing will be kept
16 open for 30 days after the date of the hearing to
17 provide opportunity to submit rebuttal and supplemental
18 testimony. You may submit this additional testimony to
19 the same docket for this action by using one of the
20 methods described in the Federal Register notice
21 announcing the proposal.

22 This hearing will be conducted informally, and

1 formal rules of evidence will not apply. I will be
2 serving as the Presiding Officer of today's hearing,
3 and, as such, I am authorized to apply reasonable
4 limits on the duration of the statement of any witness.
5 We ask that each person limit their verbal testimony to
6 three minutes; given the very large number of
7 testifiers for today. For that reason, we will need to
8 hold speakers to this time limit.

9 Our contractor, Abt Associates, will be
10 facilitating the line-up of speakers and helping to
11 keep testimony to three minutes. We appreciate an
12 opportunity to speak today. Please note that EPA has
13 distributed a list and tentative order of those people
14 registered to speak today as well as for tomorrow,
15 Friday, and we may be making slight adjustments during
16 the hearing to accommodate speakers. We plan to take a
17 15-minute break around 11:00 a.m. today, a 30-minute
18 lunch break around 1:00 p.m. today, and an afternoon
19 break around 3:30 p.m.

20 Because of the large number of testifiers, we also
21 will be going a little bit into the evening; and we
22 also have a session later tonight. And I apologize, I

1 cannot remember the time right now, but later this
2 evening, Eastern time.

3 Finally, while the representatives speaking today
4 will attempt to ensure the accuracy of their
5 descriptions and discussion of the proposed rulemaking,
6 the official version of the proposal is that published
7 in the Federal Register on March 28, 2022, and it
8 controls in any cases of conflict between it and what
9 you hear today. Please refer to the official version
10 in developing your written comments on the proposal.

11 Should there be any members of the press with
12 further questions about today's hearing please contact
13 Julia Burch at Burch.Julia@epa.gov, and Burch is
14 spelled B-u-r-c-h.

15 Someone just let me know that the session that we
16 have this evening is going to start at 8:30 p.m.
17 Eastern time.

18 With that I would like to thank all of you, and I
19 am going to turn this back over to our colleagues from
20 Abt Associates for some additional details.

21 MS. PHILLIPS-THORYN: Before we begin we would
22 like to go over some logistics for today's public

1 hearing.

2 As a reminder, all attendees are muted
3 automatically.

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

12 If you are having technical difficulties, please
13 send an email to public_hearing@abtassoc.com or call
14 919-294-7712.

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

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

22 Now we will begin 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.

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

10 The first speaker will be Liz Scott. Please state
11 your name and affiliation for the record.

12 MS. SCOTT: Good morning. My name is Liz Scott,
13 and I am the National Director of Advocacy for the
14 American Lung Association's Healthy Air Campaign.
15 Thank you for the opportunity to testify and for making
16 signups to this hearing more accessible.

17 I am here to join my colleagues and others in
18 calling for strong NOx emission standards for trucks to
19 be finalized this year. Strengthening NOx standards to
20 the strongest possible scenario, which is Option 1,
21 will yield substantial health benefits. The proposal
22 calculates up to 2,100 fewer premature deaths, 78,000

1 fewer lost workdays, and 1.1 million fewer missed
2 school days. These benefits are achievable if EPA
3 finalizes Option 1 by the end of this calendar year.

4 To see even greater benefits, however, EPA must
5 also move quickly to finalize future standards that
6 fully drive the transition to zero-emission heavy-duty
7 vehicles.

8 Last month, the American Lung Association released
9 "Zeroing In On Healthy Air," a report that looked at
10 the health and climate benefits of a nationwide
11 transition to zero-emission light-, medium-, and heavy-
12 duty vehicles powered by zero-emission electricity. I
13 want to spend the remainder of my time talking about
14 the findings of that report to help paint a picture of
15 what a pollution-free transportation sector would
16 achieve.

17 If all light-duty vehicles sales were zero-
18 emission by 2035, and all medium- and heavy-duty
19 vehicle sales were zero-emission by 2040, and they were
20 powered by non-combustion electricity, 110,000
21 premature deaths would be prevented between 2020 and
22 2050. In that same time frame, \$1.2 trillion in health

1 benefits and \$1.7 trillion in climate benefits could be
2 achieved.

3 Every state stands to benefit from such a
4 transition. The report found that more than half of
5 U.S. states could see more than \$10 billion in
6 cumulative health benefits. California and Texas could
7 see over \$100 billion, and Pennsylvania, Florida, Ohio,
8 New York, Illinois, and Michigan could see over \$50
9 billion. Pollution levels would drop dramatically.
10 Under a zero-emission transportation and electricity
11 scenario, NOx pollution and greenhouse gasses from the
12 heavy-duty sector would be reduced by 92 percent by
13 2050. Fine particulate pollution, which can damage the
14 respiratory and cardiovascular systems, among other
15 health harms, would be reduced by 68 percent.

16 It is well documented by now that communities of
17 color face a disproportionate risk of breathing in
18 dangerous transportation pollution, due to their
19 proximity to major roads and other transportation hubs.
20 The report looked at the 100 U.S. counties with the
21 highest percentage of people of color. While these
22 counties made up just 3 percent of all U.S. counties,

1 they would see 13 percent of the national benefits.

2 Transitioning to a zero-emission transportation sector
3 is a necessary step to right environmental injustices.

4 We do not have to wait until 2050 to realize these
5 health benefits. The report found that the annual
6 health benefits from zero-emission vehicles and
7 electricity could hit nearly \$28 billion in 2030. We
8 have the technology to make this transition possible.
9 EPA must strengthen and finalize Option 1 of this
10 proposal this calendar year and then quickly move
11 towards stronger standards and a zero-emission
12 transportation sector that can achieve the benefits I
13 have outlined here.

14 Thank you so much for your time.

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

16 The next speaker will be Maggie Striz Calnin. You
17 may now unmute and state your name and affiliation for
18 the record.

19 [Pause.]

20 MS. PHILLIPS-THORYN: Are you able to unmute?

21 [Pause.]

22 MS. PHILLIPS-THORYN: Unfortunately, we cannot

1 hear you. Are you able to unmute?

2 [Pause.]

3 MS. PHILLIPS-THORYN: All right. In the meantime,
4 while we help with the technical difficulties, the next
5 speaker will be Gail Good. Gail, I am promoting you to
6 panelist. And Gail, you can state your name and your
7 affiliation for the record.

8 MS. GOOD: Thank you. My name is Gail Good, and I
9 am with the Wisconsin Department of Natural Resources.

10 MS. PHILLIPS-THORYN: You may begin.

11 MS. GOOD: Thank you very much. Good morning,
12 again. My name is Gail Good, Director for the Air
13 Management Program and current Acting Administrator for
14 the Environmental Management Division at the Department
15 of Natural Resources in the state of Wisconsin. Thank
16 you for this opportunity to provide testimony on EPA's
17 proposed heavy-duty engine and vehicle standards.

18 Wisconsin's Lake Michigan shoreline experiences
19 complex persistent ozone issues due to a combination of
20 emissions, meteorology, and geography as well as to
21 transported pollution originating from out of state.
22 Ensuring Wisconsin can attain current and future ozone

1 standards requires a multi-sector strategy that reduces
2 region-wide oxides of nitrogen and volatile organic
3 compound emissions, a critical component of which must
4 be addressing NOx emissions from heavy-duty vehicles.

5 The onroad mobile sector is the largest
6 contributor of NOx emissions in Wisconsin. According
7 to the 2017 National Emissions Inventory, the onroad
8 mobile sector accounts for 38 percent of the NOx
9 inventory in Wisconsin, with nearly half of those
10 emissions coming from heavy-duty vehicles. Recent
11 ozone modeling done by the Lake Michigan Air Directors
12 Consortium indicates onroad diesel vehicles, the vast
13 majority of which are heavy-duty vehicles, contribute
14 up to 8 parts per billion or 11 percent of ozone at
15 Wisconsin's lakeshore nonattainment monitors.

16 The need for these reductions are clearly shown in
17 EPA's own air quality modeling done to support this
18 proposal. This modeling shows Sheboygan County in
19 Wisconsin would remain in nonattainment of the 2015
20 ozone standard through at least 2045 without this rule,
21 a full 30 years after the standard was promulgated. It
22 is just simply not realistic for Wisconsin to attain

1 the ozone NAAQS without addressing NOx emissions from
2 these vehicles.

3 Over the past two decades, both EPA and the states
4 have enacted many permanent and enforceable control
5 measure programs to reduce NOx emissions from
6 stationary sources. For example, Wisconsin implements
7 a NOx reasonably available controlled technology, a
8 RACT program, and operates one of the most well-
9 controlled utility systems in the country. These
10 control programs have helped to reduce ozone
11 concentrations around the country. However, highway
12 heavy-duty NOx controls have simply not kept pace with
13 the reductions from other sectors. Prior to this
14 proposal, heavy-duty NOx standards had not been updated
15 for 20 years, despite the availability of demonstrated
16 technology.

17 EPA's ozone transport rules have further reduced
18 upwind NOx emissions that contribute to Wisconsin's
19 ozone nonattainment issues. On February 28th, EPA
20 proposed additional, more stringent requirements on
21 stationary sources to address ozone transport under the
22 2015 ozone NAAQS. However, the minimal air quality

1 improvement expected from this proposal makes it clear
2 that further controlling NOx emissions from stationary
3 sources alone will not provide sufficient relief to
4 downwind states impacted by ozone transport. The
5 impact of mobile source emissions occurring outside of
6 Wisconsin must not be ignored.

7 A comprehensive Federal rule to address nationwide
8 NOx emissions from this sector cannot be delayed any
9 further. Since Wisconsin does not have the authority
10 to regulate emissions originating outside the state or
11 emissions from onroad sources, the state relies upon
12 Federal action to reduce NOx and VOC emissions from
13 these sources. It is therefore important for EPA to
14 exercise its authority to develop and implement the
15 most stringent, technical feasible NAAQS standards for
16 all mobile sources, including heavy-duty vehicles.

17 EPA's proposed rule is a necessary step in the
18 right direction, and thank you very much for the
19 opportunity to testify today on this very important
20 issue.

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

22 For the interpreter, can you please switch to the

1 Spanish channel?

2 The next speaker is Lucia Valentine. Lucia,
3 unfortunately we do not see you in the attendee list.

4 Sorry. For the Spanish interpreter can you please
5 switch to the Spanish language channel?

6 INTERPRETER: I am. I thought I was. Can you
7 hear me then?

8 MS. PHILLIPS-THORYN: We can still hear you in the
9 English channel.

10 INTERPRETER: I am in the Spanish channel now.
11 Can you hear me?

12 MS. PHILLIPS-THORYN: Yes.

13 MS. MROZ: Can you try one more time? I think I
14 just reassigned you back.

15 I think we are good.

16 MS. PHILLIPS-THORYN: Thank you.

17 The next speaker is Lucia Valentine.
18 Unfortunately, Lucia, we do not see you in the attendee
19 list. If you have joined but you are under another
20 name please press the Raise Hand button. If you have
21 called in you can press *9 on your phone and that will
22 raise your hand.

1 [Pause.]

2 MS. PHILLIPS-THORYN: For the next speaker, we
3 will return to Maggie Striz Calnin. Maggie, you can
4 unmute and state your name and your affiliation for the
5 record.

6 MS. STRIZ CALNIN: Hello. This is Maggie Striz
7 Calnin. How is the audio now?

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

9 MS. STRIZ CALNIN: Thank you. Yes, my name is
10 Maggie Striz Calnin. My affiliation is Michigan Clean
11 Cities Coalition as well as Southwest Detroit
12 Environmental Vision. Both organizations are Michigan
13 nonprofit. Michigan Clean Cities is focused on working
14 with fleets and end users, infrastructure site hosts,
15 and agency staff to help speed the deployment of
16 alternative fuels in advanced vehicles. The goal is to
17 increase the environmental energy and economic security
18 in the U.S. through local- and state-based actions.

19 With Southwest Detroit Environmental Vision, it is
20 a community-based organization that's programs are
21 driven by resident input in southwest Detroit and
22 neighboring communities. And residents in southwest

1 Detroit have brought diesel emission reduction as a key
2 priority that folks want to see addressed.

3 I would say for both of our organizations,
4 Michigan Clean Cities and Southwest Detroit
5 Environmental Vision, we want to strongly support the
6 comments made by others and brought by members of the
7 Moving Forward Network that EPA needs to focus on, as
8 soon as possible, zero-emission vehicles in all
9 segments of the transportation sector. I will defer to
10 those others to talk about how soon they see the
11 timelines needing to be met.

12 What we also want to emphasize is that in areas
13 that are exposed to significant cumulative air
14 pollution burden and other environmental justice
15 concerns we can't wait for 2027. We can't wait for
16 some future date where zero-emission vehicles are going
17 to be available in every single market segment. We
18 want to see also, as EPA pushes those very strong zero-
19 emission targets and rules in all ways possible, that
20 paired with that other low-emission vehicle technology
21 solutions and fuel conservation practices are given
22 extremely high focus as well, whether that be in

1 rulemaking, program spending, incentives and other
2 levers the EPA can pull.

3 In southwest Detroit, in Melvindale, where I grew
4 up, which is adjacent to southwest Detroit, the air
5 pollution burden is significant -- low birth weights,
6 preterm births, early death rates compared to other
7 parts of the state. These are lost workdays, school
8 absences. These are all some of the concerns,
9 including quality of life issues like sleep apnea and
10 other respiratory concerns, heart conditions, potential
11 stroke risk. All these things are associated with
12 diesel pollution.

13 So we need to have immediate reductions in every
14 single transportation market segment. And so if there
15 are hard-to-electrify segments, we absolutely need to
16 drive the lowest emission technology possible today and
17 not wait for some future date. At the same time, we
18 absolutely need to push all market segments towards
19 zero emissions as soon as possible.

20 It may seem like I'm asking for two different
21 things. What we see is an opportunity to pair
22 solutions that are available today while using

1 regulations and other governmental levers to drive that
2 innovation that we are talking about, that other
3 speakers have talked about, to see that every single
4 market segment for transportation gets to zero-emission
5 technology as soon as possible. And if there is any
6 segment today that can't adopt zero-emission
7 technology, but can do something that is more carbon
8 neutral than what they are doing today, we have to do
9 it. We can't say that it's acceptable for more kids to
10 be born early, or more people to die early because they
11 can't immediately see emissions reductions in their
12 communities.

13 So I want to see both of those things happen. And
14 I appreciate the opportunity to share those thoughts
15 and I want to emphasize that the Moving Forward Network
16 comments to EPA we are also in agreement with.

17 Thank you.

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

19 The next speaker is Andrea Marpillero-Colomina.

20 You can now unmute and state your name and your
21 affiliation for the record.

22 MS. MARPILLERO-COLOMINA: Good morning. Can

1 everyone hear me?

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

3 MS. MARPILLERO-COLOMINA: Thank you. My name is

4 Andrea Marpillero-Colomina, and I am the Sustainable

5 Communities Program Director at GreenLatinos.

6 GreenLatinos is an active comunidad of Latino

7 environmental and conservation champions. We fight

8 against climate change and environmental degradation

9 that intensifies the systemic social health and

10 economic injustices in our communities.

11 Today, like so many others, I am here to urge the

12 EPA to create the strongest possible limits on heavy-

13 duty vehicle pollution. Everyone her today knows that

14 strong heavy-duty vehicle emission standards are

15 crucial for protecting the health of our children's

16 lungs and the wellbeing of our most vulnerable

17 communities.

18 Today we are also in an exciting and unprecedented

19 moment when it comes to enacting new vehicle emission

20 standards, because today vehicle manufacturers have the

21 technology to meet strong standards. Electric trucks

22 and buses are already capable of supporting the

1 majority of freight delivery and transit uses and
2 needs. Cleaner trucks are not only available and ready
3 now, they are also projected to deliver critical cost
4 savings for operators and drivers. There are dozens of
5 zero-emission medium- and heavy-duty trucks already
6 available or coming onto the market in the next couple
7 of years.

8 The trucks and buses regulated by these heavy-duty
9 vehicle standards make up roughly one-quarter of the
10 greenhouse gas emissions from the transportation
11 sector. Rapidly phasing-in zero-emission fleets is
12 critical. We know that the smog and air pollution
13 caused by trucks and buses is among the greatest
14 threats to public health for more than 45 million
15 people in the United States who live within 300 feet of
16 a major transportation roadway or facility, including
17 me. That last point is why I am here today. There is
18 an urgent need to create and support the implementation
19 of stringent, heavy-duty vehicle standards to mitigate
20 emission impacts on Latino and other disproportionately
21 impacted communities.

22 Just a snippet of data illustrates a dire reality.

1 A nationwide study found that Latino children are
2 three times more likely than non-Hispanic white
3 children to live in counties where the air quality
4 standards are exceeded, and nearly one-third of Latino
5 children live in counties where hazardous air pollutant
6 concentrations exceed the 1-in-10,000 cancer risk
7 level. Latino children are twice as likely to visit
8 the emergency room for asthma, and they are twice as
9 likely to die from asthma as their white counterparts.

10 Strong standards can prevent exposure to vehicle
11 pollutants and protect against completely unnecessary
12 deaths while saving energy and supporting economic
13 growth. It is a simple win-win. These standards must
14 accomplish two things: reducing deadly NOx pollution
15 90 percent by 2027, and putting our national bus and
16 truck fleet on a clear path to 100 percent zero-
17 emission, all-electric vehicles by 2035.

18 I join many others in joining for the proposed
19 heavy-duty NOx and greenhouse gas standards to be
20 finalized this year. Our lives literally depend on it.

21 Thank you for the opportunity to testify.

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

1 I am going to circle back to Lucia Valentine.

2 Lucia, I have promoted you to panelist. If you can
3 unmute and state your name and your affiliation for the
4 record.

5 MS. VALENTINE: Hi. Thank you. My name is Lucia
6 Valentine and I'm with Moms Clean Air Force. Thank you
7 for the opportunity to testify today.

8 I am the West Virginia organizer for Moms Clean
9 Air Force, and I am from Shepherdstown, West Virginia,
10 and I have lived in the Mountain State my whole life.
11 Growing up on the banks of the Potomac River I have
12 experienced exacerbated climate disasters such as
13 flooding due to the negative impacts greenhouse gasses
14 are having on our environment. This is, in major part,
15 due to the lack of vehicle pollution standards, and the
16 largest source of climate pollution in the U.S. is the
17 transportation sector, responsible for 29 percent of
18 all climate pollution. Within the transportation
19 sector, heavy-duty vehicles are the second-largest
20 contributor, at 23 percent.

21 EPA's proposal to strengthen pollution standards
22 for trucks is a welcome step forward but it does not go

1 far enough, so the proposal must be strengthened to
2 better protect children, people with asthma, older
3 adults, and other vulnerable groups from the health
4 harms of air pollution. Moms and dads across the
5 country want to see a rapid transition to zero-emitting
6 trucks, and we need to cleaner air for our children and
7 our communities.

8 According to the EPA, more than 45 million people
9 in the U.S. live within 300 feet of a major roadway or
10 transportation facility, and 72 million people live
11 within 200 meters of a truck freight route. And so
12 people of color and those with lower incomes are more
13 likely to live near truck routes. Although air quality
14 in the U.S. has improved in the past several decades,
15 more than 40 percent of Americans live in places with
16 unhealthy levels of air pollution, and that is around
17 135 million people.

18 And so the trucks covered by this rule will be on
19 the road for decades, so these vehicles must be cleaned
20 up as soon as possible. Families in diesel death zones
21 and environmental justice communities have suffered
22 long enough and cannot wait extra model years for clean

1 air, and drivers cannot wait extra model years for more
2 efficient, pollution-free trucks.

3 With West Virginia being one of the most at-risk
4 states for flooding disasters there is actually no time
5 to waste here. If we do not reduce emissions and
6 reduce them swiftly, West Virginia is likely to see an
7 increase of climate-related weather disasters. So this
8 also weighs heavy on the minds of youth here in our
9 state, as many struggle with the reality of what it
10 means to stay in West Virginia, and experiencing and
11 living through climate-related weather disasters, like
12 some of the floods we have seen in the recent years,
13 impacts our mental health and increases climate
14 anxiety. In my community, we have had more frequent
15 and worsened floods in the past few years than we have
16 had in the last two decades.

17 And so the proposed heavy-duty NOx and greenhouse
18 gas standards must be strengthened and finalized this
19 year to protect the health of our communities.

20 Thank you again, EPA, for your time today.

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

22 As a reminder, If you are speaking today you will

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

9 If you are having technical difficulties, please
10 send an email to public_hearing@abtassoc.com or call
11 919-294-7712.

12 If you are not registered to speak, but you would
13 like to, please send an email with your name and phone
14 number to public_hearing@abtassoc.com or call 919-294-
15 7712.

16 Out of respect for the other individuals providing
17 testimony today, please refrain from turning on your
18 camera or unmuting your microphone until it is your
19 turn to speak. Please keep your testimony to three
20 minutes.

21 The next speaker will be Jodie Teuton. You may
22 unmute and state your name and affiliation for the

1 record.

2 MS. TEUTON: Good morning. I'm Jodie Teuton and
3 I'm speaking today on behalf of American Truck Dealers.
4 We are a division of National Auto Dealers Association,
5 and we represent more than 2,200 franchised heavy- and
6 medium-duty truck dealers. And we in the truck dealer
7 business sell and lease trucks and trailers, and we
8 repair trucks, and we sell parts, and we employ more
9 than 144,000 people. Most of us are family businesses
10 who are categorized as small businesses by the SBA.

11 We have long supported continuous improvement in
12 truck emissions. You know, I'm really proud of the
13 fact that when I was growing up, and I was a kid, that
14 the world's completely different, and that I can now go
15 into my truck shops and breathe freely, and that we
16 have clean air. And when we have the new trucks there,
17 it is constantly cleaning the air they're running in
18 the shop. So I'm pretty proud of that.

19 We know that it is important that as we move
20 forward that these emissions improvements, that they
21 don't undermine what's needed for people in the truck
22 industry to do our job. We need affordability. We

1 need reliability. We need fuel economy. We need
2 serviceability. And it is not only important for us in
3 our industry but also for the country as a whole,
4 because we all know that we don't function without
5 trucks. And I think the past couple of years has
6 opened a lot of people's minds about the essential
7 nature of transportation and how important trucks are
8 to this country.

9 We are on the front line. We are working with
10 heavy-duty truck owners. There were no shutdown days
11 for our industry for COVID. We worked throughout.

12 We think that reducing emissions should be more
13 than just setting engine standards, that it should also
14 consider turnover of the legacy fleet. New trucks are
15 clean trucks, but we have to promote that, and in doing
16 that we don't want to create a pre-buy situation, and
17 we don't want customers to hang onto old trucks, and we
18 don't want to drive up used truck prices and make
19 customers want to go to used trucks, because those are
20 traditionally not the clean trucks. We want them to
21 buy new trucks to turn over the fleet. So that is
22 extremely important.

1 You know, my personal opinion, I found that the
2 carrot works and not the stick.

3 Also, the rule has to allow our industry to
4 continue to invest in truck technology. We can get
5 better over time, but it takes time. For us to achieve
6 the benefits that we are all looking for, in terms of
7 clean air, we have to be left with enough out there to
8 invest in the technology that is needed so that we can
9 adopt what is coming in the future.

10 I can say from experience that the last emissions
11 cycle was really, really difficult, and I will also say
12 that when we started in '04, a heavy-duty truck roughly
13 cost about \$100,000.

14 MS. PHILLIPS-THORYN: Thank you for your comment.
15 I apologize for interruption.

16 MS. TEUTON: Yep, no. That's fine.

17 MS. PHILLIPS-THORYN: EPA does need to keep
18 statements to three minutes.

19 MS. TEUTON: Yep. Thank you.

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

21 The next speaker is Rabbi Daniel Swartz. You may
22 now unmute and state your name and affiliation for the

1 record.

2 RABBI SWARTZ: Hi. I'm Rabbi Daniel Swartz from
3 the Coalition on the Environment and Jewish Life.
4 COEJL is part of the broad array of faith groups
5 working on environmental issues called the National
6 Religious Partnership for the Environment. We work
7 across faith lines and across our country to help
8 promote a vision of our world where people and our
9 planet are protected and recognizing the importance of
10 environmental justice for all.

11 This is a critical environmental justice issue, as
12 a number of previous speakers have pointed out. Due to
13 redlining and other discriminatory practices, we know
14 that the highway system of our country especially
15 affects low-income communities and communities of
16 color, exposing them to higher rates of pollution from
17 transportation, especially from heavy trucks that are
18 addressed in this rule.

19 In these COVID times we have seen that these
20 exposure disparities have even wider health
21 consequences than we had previously recognized. For
22 example, a recent study showed that Latinos, Asian

1 Americans, African Americans, and other non-white races
2 were exposed 40 percent above average, and white
3 populations 20 percent below average to transportation
4 pollution in the Northeast and Mid-Atlantic. And just
5 that exposure difference alone, of that one source of
6 pollution, put residents of color at an 8 percent
7 higher risk of death from COVID-19.

8 This kind of environmental injustice is
9 unfortunately not a new occurrence for the human
10 species. The prophet Ezekiel wrote, in Chapter 34, "Is
11 it not enough for you to graze on choice grazing
12 ground, but you must also trample with your feet what
13 is left from your grazing. And is it not enough for
14 you to drink clear water, but you must also muddy with
15 your feet what is left? And must my flock graze on
16 what your feet have trampled, and drink what your feet
17 have muddied?"

18 If we replace sheep with large trucks we see that
19 this kind of situation is happening right now, where
20 the air that people breathe, particularly the elderly
21 and the young that are the most vulnerable in these
22 areas has been muddied and polluted. And we need to do

1 our best, as a nation, to right these old environmental
2 justice wrongs and the present and future generations
3 that they are impacting.

4 So I applaud EPA's move on this rule. I hope that
5 in coordination with this rule that there will be
6 increased incentives for the turnover of the fleet to
7 newer, cleaner trucks, to help small operators in that
8 transition, and especially to move as rapidly as
9 possible to non-emission fleets, to electrify our truck
10 fleet as well as our auto fleet across the country.

11 To do that, of course there need to be incentives,
12 not only for individual operators but for rebuilding
13 the infrastructure in a way that enables truck networks
14 to easily use electrification across their longer
15 routes. And I hope that the Biden administration will
16 pursue these strategies as well as the NOx reduction in
17 this rule.

18 Again, we appreciate the efforts being made to
19 address these environmental injustices, and we hope
20 that this rule is implemented strongly and as rapidly
21 as possible. Thank you for this opportunity.

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

1 The next speaker is Cassandra Carmichael. You may
2 now unmute and state your name and affiliation for the
3 record.

4 MS. CARMICHAEL: Good morning. My name is
5 Cassandra Carmichael. I am the Executive Director of
6 the National Religious Partnership for the Environment.

7 MS. PHILLIPS-THORYN: You may begin.

8 MS. CARMICHAEL: Thank you for allowing me to take
9 the time to testify today. NRPE, the National
10 Religious Partnership for the Environment, is an
11 alliance of five major faith institutions across a
12 broad spectrum of religious traditions -- Jewish,
13 Catholic, Evangelical, Protestant, Black Church. We
14 have a total of 156,000 congregations and parishes
15 across the United States, and a vast majority of people
16 of faith care about God's creation and human health.
17 This informs us of how we look at transportation
18 issues.

19 The trucking industry is the leading source of air
20 pollution and has an outsized climate impact, which is
21 why I have chosen to testify today. This pollution for
22 medium- and heavy-duty trucks is more keenly felt in

1 low-wealth communities and communities of color because
2 they are often located near major transportation
3 corridors, which I know some of the previous speakers
4 have noted. Discriminatory land use and transportation
5 policies have resulted in this burden of exposure to
6 diesel pollution, and that is borne by communities of
7 color.

8 This exposure has led, as some have already
9 testified, to long-term respiratory and cardiovascular
10 health issues among children and elders, and this is a
11 justice issue. To care for human health, particularly
12 the health of Black, Brown, and other communities of
13 color, as well as protect God's good creation, the EPA
14 should enact stronger heavy-duty truck standards,
15 because as responsible stewards of God's earth and to
16 protect our neighbors, we must accelerate the
17 transportation industry's transition towards zero-
18 emission vehicles and work towards justice and equity
19 in the transportation section.

20 I thank you very much for the opportunity to share
21 our perspectives from some of the faith community and
22 for being able to testify today. Thank you.

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

2 The next speaker is Jessica Moerman. You may now
3 unmute and state your name and affiliation for the
4 record.

5 REV. MOERMAN: Thank you for the opportunity to
6 testify today. My name is the Reverend Doctor Jessica
7 Moerman. I am with the Evangelical Environmental
8 Network, a member of the National Religious Partnership
9 on the Environment. I am a climate scientist by
10 training, a pastor of a local church, but most
11 importantly I am a mother of two boys, the youngest of
12 whom is just nine months old. And today I speak to you
13 from my capacity and experience in all three of these
14 roles.

15 Ozone-forming nitrogen oxide harms the health of
16 both children and adults. Pregnant people and babies
17 are especially vulnerable to this. As evangelicals, we
18 have a special care for children, both born and unborn.
19 Medical research shows that ozone exposure increases
20 the likelihood of reproductive and developmental harm,
21 including reduced fertility, preterm birth, low birth
22 weight, and even stillbirth.

1 [REDACTED] Redacted for PII

2 [REDACTED] [REDACTED]

3 [REDACTED]

4 [REDACTED] And if you've

5 been in Atlanta you know that at times the highway is

6 more than 10 lanes wide, it cuts through the middle of

7 the city, and it is filled with tractor-trailers day

8 and night.

9 [REDACTED] Redacted for PII

10 [REDACTED]

11 [REDACTED] [REDACTED]

12 [REDACTED]

13 [REDACTED] And medical research shows that exposure to

14 diesel fumes, like those emitted from heavy-duty

15 trucks, can contribute to ADHD. Like every parent, I

16 want my child to reach their full, God-given potential,

17 and the truth is that heavy-duty vehicle pollution robs

18 children of this.

19 [REDACTED] Redacted for PII but

20 safeguarding our children from heavy-duty truck

21 pollution is beyond the control of one person and one

22 parent. We need the strongest possible standards on

1 heavy-duty truck pollution to defend the health and
2 lives of our children.

3 As a climate scientist I know we don't have time
4 to wait on climate change, and that heavy-duty trucks
5 have an outsized impact on climate change. To keep our
6 climate safe, as safe as possible for our children and
7 other vulnerable people, including people of color who
8 are disproportionately exposed to the harms of climate
9 change and pollution, we need strong vehicle standards
10 to provide relief from diesel fumes.

11 The reality is that these trucks that are
12 regulated by this standard will be on the road for
13 decades, so these vehicles must be cleaned up as soon
14 as possible. I strongly recommend these zero-emission
15 electric trucks as the best available technology to
16 reduce harmful NOx and carbon pollution. We ask that
17 the EPA put our national bus and truck fleet on a clear
18 path to a 100 percent zero-emission, all-electric
19 vehicles by 2035, and we see this both as a matter of
20 life and a matter of justice.

21 Thank you so much for the opportunity to testify
22 today.

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

2 The next speaker is Gabriella Da Silva.

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

4 If you have joined the hearing under another name

5 please click the Raise Hand button. If you have called

6 in, please press *9 to raise your hand.

7 [Pause.]

8 MS. PHILLIPS-THORYN: The next speaker will be

9 Russell Meyer. You may now unmute and state your name

10 and affiliation for the record.

11 REV. MEYER: I am the Reverend Doctor Russell

12 Meyer, Executive Director of the Florida Council of

13 Churches. Formed in 1947, the council includes the

14 historic Protestant and Black church in Florida that

15 totals some million Floridians. I am also a pastor

16 ordained in the Evangelical Lutheran Church in America,

17 and I serve its second-oldest congregation in the

18 state, established in Jacksonville in 1877. We are a

19 regional collaborator with the National Religious

20 Partnership for the Environment.

21 I thank this administration for acting swiftly on

22 clean trucks but urge the EPA to create the strongest

1 possible limits on heavy-duty vehicle pollution. The
2 EPA must put our national bus and truck fleet on a
3 clear path to 100 percent zero-emission, all-electric
4 vehicles by 2035. Life and breath depend on this
5 action.

6 Our sovereign God formed humanity from the dust of
7 Earth and breathed into our nostrils the breath of
8 life, and humanity became a living, breathing creature.
9 We all share this breath of life. In the age of the
10 pandemic, we have masked up to limit the spread of the
11 moisture in our breathing, but there is no break, no
12 stop sign, no point of exchange where my breath ends
13 and your breath begins. We breathe the same air. We
14 are made of the same breaths. Scripture says it's the
15 breath of God. Indeed, we share this breath of the
16 divine with all living creatures and the inanimate
17 structures on Earth. Let us think of Earth and this
18 biosphere as a breathing creature itself, inhaling and
19 exhaling. Ancient rabbis say that in pronouncing the
20 Hebrew name for God replicates this inhaling and
21 exhaling, breath is life.

22 Florida is home to nearly 22 million people, and

1 it is growing by 1,000 new residents a day. Almost
2 half of Floridians live in the ten counties with the
3 highest density of population, and thus the worst
4 traffic congestion. Density can be determined in
5 various ways. If one excludes land area with zero
6 population, the ten most dense counties are,
7 respectively, Broward, Pinellas, Miami-Dade, Palm
8 Beach, Orange, Seminole, Hillsborough, Duval, Sarasota,
9 and Lee. These counties also have significant
10 historical populations of African descent and Latino
11 populations who live in urban neighborhoods ringed by
12 inner-city interstates and expressways. It has been
13 well documented by scholars how the road systems were
14 intentionally designed in conjunction with redlining to
15 box these people in. They bear the brunt of exhaust
16 pollution in Florida.

17 The Parramore district, for example, for example,
18 in Orlando, has one of the highest ozone readings in
19 the nation. It is completely hemmed in by elevated
20 interstate highways.

21 The city of St. Petersburg established a community
22 garden at the Enoch Davis Center in the south-central

1 neighborhood, but had to put it in raised beds. The
2 ground around the center was too toxic for a garden.
3 The toxicity was the accumulation of exhaust pollution
4 over the decades.

5 Asthma is common across the state in these hemmed-
6 in communities, and life expectancy is lower. The
7 dirty air we breathe plays a major role in cutting
8 lives short. Establishing clean exhaust regulations is
9 a matter of life and breath for a large number of
10 Floridians. Removing the pollutants from fuel,
11 especially from trucks and other large vehicles, will
12 restore the breath of life to millions of people and
13 soil itself.

14 MS. PHILLIPS-THORYN: Thank you so much for your
15 comment, and I apologize for interrupting. EPA does
16 need to keep statements to three minutes so everyone
17 has a chance to testify.

18 The next speaker with Yasmine Agelidis. You may
19 now unmute and state your name and your affiliation for
20 the record.

21 MS. AGELIDIS: Hi. Good morning. My name is
22 Yasmine Agelidis, and I am an attorney with

1 EarthJustice, located in Los Angeles, California, where
2 I work on electrifying our transportation system with
3 the goal of addressing the health, air quality, and
4 climate crises that millions of Americans across the
5 country are facing in growing numbers.

6 EPA's Federal Truck Rule is an unprecedented
7 opportunity for President Biden and the administration
8 to make meaningful, lifesaving, climate-preserving
9 strides to clean up one of the single largest sectors
10 of pollution in the nation. But EPA's current proposal
11 misunderstands the current status of zero-emission
12 technology, violates its statutory duty, and wastes
13 this unique opportunity.

14 As commenters before me have said, the need to
15 clean up truck pollution is unfortunately very real.
16 Exposure to diesel pollution day in and day out has
17 devastating effects on our health, including increased
18 risk of childhood asthma, lung disease, and premature
19 death. Low-income communities of color are often those
20 who are located near ports, highways, railyards, and
21 warehouses, and they are choking on crisscrossing
22 layers of pollution from not only trucks but also

1 locomotives, marine vessels, and other heavy-duty
2 equipment.

3 And unsurprisingly, low-income communities of
4 color are often those that are forced to pay the price
5 of this pollution and also the costs of weak
6 regulations with their health.

7 Now under the Federal Clean Air Act, EPA is
8 required to adopt regulations for heavy-duty vehicles
9 or engines that "reflect the greatest degree of
10 emission reduction achievable through the application
11 of technology which the administrators determines will
12 be available for the model year to which such standards
13 apply, while appropriately considering the technology's
14 cost, energy, and safety."

15 But here, EPA's proposal does not reflect the
16 greatest degree of emission reduction achievable or
17 take into the account the cost, energy, and safety of
18 this technology. Because if it did, the agency would
19 have proposed a zero-emission sales mandate, or a
20 requirement that manufacturers sell increasing
21 percentages of zero-emission trucks, and ultimately
22 zero-emission trucks only.

1 Had the agency given appropriate consideration to
2 cost, energy, and safety factors it would have
3 concluded that all of these factors are more favorable
4 for almost all categories of zero-emission trucks as
5 compared to combustion.

6 At the same time, electric truck technology across
7 every single truck category has made tremendous
8 advances in the 20 years since EPA last updated its
9 truck standards. We know a rapid, expansive
10 transformation to zero-emission technology is
11 technologically and economically feasible. EPA should
12 look at the data and listen to the calls from frontline
13 environmental justice communities and technical
14 experts, like the Moving Forward Network, to take bold,
15 achievable action by setting a national zero-emission
16 truck sales standard. In the end, EPA's role is to set
17 a standard that reflects the greatest degree of
18 emission reductions achievable, and there is no
19 question that zero-emission trucks are the only
20 solution that meet this mandate.

21 Thank you.

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
4 to your speaking time. You must accept that invitation
5 to be able to unmute when you are called to testify.
6 This will also allow you to turn on your camera, which
7 we encourage you to do. Speakers connected by
8 telephone should unmute their phones when called to
9 testify. We ask that speakers speak slowly and clearly
10 so our court reporter and interpreter can capture these
11 proceedings accurately.

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14 919-294-7712.

15 If you are not registered to speak, but you would
16 like to, please send an email with your name and phone
17 number to public_hearing@abtassoc.com or call 919-294-
18 7712.

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

1 minutes.

2 The next speaker is Patrick Quinn. Patrick,
3 unfortunately we do not see you in the attendee list.
4 If you are here under a different name please raise
5 your hand with the Raise Hand button.

6 All right. I will promote you. You may now
7 unmute and state your name and your affiliation for the
8 record.

9 MR. QUINN: Good morning. Thank you. I apologize
10 for the technical difficulties.

11 I'm Patrick Quinn, Executive Director of the
12 Advanced Engine Systems Institute. AESI is a trade
13 association of highly focused manufacturers, designing,
14 engineering, and producing technologies to reduce
15 emissions from internal combustion engines, improve
16 fuel efficiency, and develop zero-emission power
17 trains.

18 AESI support technology-neutral standards which
19 are performance-based and cost-efficient. We strongly
20 support EPA proposed Option 1 to regulate NOx emissions
21 and believe that it closely aligns with the California
22 Omnibus Rule.

1 Recently published data suggests that the
2 stringent standards proposed in Option 1 can be
3 achieved with a significant margin for compliance.
4 These data should be considered by EPA in shaping a
5 final rule, which critically does not take effect for
6 another 5 years, during which further innovation will
7 occur. Option 2 is a completely unacceptable outcome
8 for AESI members.

9 I want to make several points briefly during my
10 time this morning. First, there are more data,
11 including the comprehensive technology demonstration
12 program at Southwest Research Institute, underlying
13 this rule than any in EPA's mobile source history. All
14 of those data support Option 1.

15 Second, it is critical that zero-emission trucks
16 be excluded from generating NOx credits, because they
17 diminish the genuine NOx control reductions from
18 internal combustion engines.

19 Third, the existing ZEV credit multipliers,
20 contained in the Phase 2 Greenhouse Gas Rule, are far
21 too generous and should be phased out quickly. These
22 multipliers will diminish real CO2 reductions from

1 diesel trucks and they will hurt the sale of electric
2 trucks.

3 Fourth, each independent and government study of
4 the potential incremental costs of the 2027 standards
5 have projected hardware and durability costs that are a
6 small fraction, 25 percent or less, than the \$38,000
7 estimate offered by truck manufacturers.

8 Fifth, AESI supports EPA's decision to revisit the
9 Phase 2 greenhouse gas standards and propose that they
10 be tightened to reflect the pace of electrification.

11 Finally, NOx emissions are a critical urban public
12 health issue which disproportionately affects frontline
13 communities. The diesel trucks that are sold going
14 forward should be as clean and as fuel-efficient as
15 possible. This rule has the opportunity to ensure
16 that.

17 Thanks for the opportunity to present these
18 comments.

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

20 The next speaker will be Meredith Haines. You may
21 now unmute and state your name and your affiliation for
22 the record.

1 MS. HAINES: I would like to start my video but it
2 is being deactivated, so I will continue. My name is
3 Meredith Haines, and thank you for the opportunity to
4 testify. I am a climate-alarmed resident of Vienna,
5 Virginia.

6 My young adult children are making their homes in
7 Richmond, and our capital regularly is ranked number
8 one most unhealthy capital in America for asthmatics.
9 It was bumped from the number one spot last year by
10 Allentown, Pennsylvania, another capital in our
11 northeast region Asthma Alley.

12 I do not have any expertise to offer. Rather, I
13 join the members of the public who are bringing their
14 concerns before you about the larger implications of a
15 heavy vehicle emissions rulemaking.

16 Last week, the World Health Organization issued a
17 report that says 99 percent of the global population
18 breaths air that exceeds its air quality limits and is
19 often rife with particles that can penetrate deep into
20 the lungs, into the veins, and cause disease. Their
21 measurements included ground-level NOx for the first
22 time, exposure to which we know causes respiratory

1 disease like asthma.

2 So our understanding of the harms fossil fuel
3 combustion products cause to all of us continues to
4 grow, and we understand the people most harmed are our
5 children, and I would like to quote a paragraph from a
6 recent public health journal article.

7 "Synergies between air pollution and climate
8 change can magnify the harm to children. Impacts
9 include impairment of cognitive and behavioral
10 development, respiratory illness, and other chronic
11 diseases, all of which may be seeded in utero and
12 affect health and functioning immediately and over the
13 life course."

14 Cleaning our air has been free but the bill has
15 now come due. We can see and measure damage to human
16 health. We can see and measure damaged planetary
17 health. Burning of transportation fossil fuels has an
18 outsized contribution to both.

19 There can be no more business as usual, and I
20 challenge you to no more rulemaking as usual, with
21 accommodations for the most powerful lobbying
22 industries. The EPA's proposal is a welcome step

1 forward but it doesn't go far enough. We have the
2 technology to do better.

3 I want to thank truck drivers and then also to you
4 for the opportunity to testify and being able to do
5 that remotely. Thank you.

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

7 The next speaker is Michael Pan. Unfortunately,
8 we do not see you in the attendee list. If you have
9 joined the hearing under another name please click the
10 Raise Hand button. If you have called in, please press
11 *9 to raise your hand. Again, that is Michael Pan.

12 [Pause.]

13 MS. PHILLIPS-THORYN: The next speaker is Garey
14 Morrison. Unfortunately, we do not see you in the
15 attendee list. If you have joined the hearing under
16 another name please click the Raise Hand button. If
17 you have called in, please press *9 to raise your hand.
18 Again, that is Garey Morrison.

19 [Pause.]

20 MS. PHILLIPS-THORYN: The next speaker is Beth
21 Jacobs. Unfortunately, we do not see you in the
22 attendee list. If you have joined the hearing under

1 another name please click the Raise Hand button. If
2 you have called in, please press *9 to raise your hand.
3 Again, that is Beth Jacobs.

4 Okay. Beth, you may now unmute, state your name
5 and affiliation for the record.

6 Will you please unmute?

7 MS. JACOBS: Unmute, okay.

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

9 MS. JACOBS: Okay. So I am an old-fashioned
10 environmentalist, so I don't believe you can techno-fix
11 your way out of things. Because it is children and
12 other people that dig the mines and create the
13 microchips for these fancy new engines. And I've done
14 work on my car engines, and I am poor.

15 So when we're done with the microchips and things
16 that are in these new, fancy trucks, they're not really
17 recyclable, and they are going to sit in a landfill.
18 And so in my neck of the woods -- and it's wrong that
19 they have to do it, but the people in Albany, near
20 where the trucks are going though, and my neighborhood
21 has become a truck road too, and I've been fighting the
22 town but they don't care.

1 In Albany, the townspeople were able to, through a
2 huge amount of work, to change the truck routes. So
3 before you decide that it's okay for you to use
4 microchips that are made by children, and that the
5 materials come from -- now they're mining the bottom of
6 the Pacific Ocean to get these chips, and they're made
7 in China, and so those areas are polluted -- you ought
8 to think about whether there's another way to do it.

9 So again, I no longer even want to do stuff with
10 some of the really traditional groups who are supposed
11 to be about planting trees and saving the forests,
12 because they are talking about microchips and how we
13 can techno-fix our way out of this, and we can't. When
14 we're done with these truck engines, as I said, they're
15 not really recyclable, they're not really serviceable
16 either, and those microchips will be sitting in
17 landfills. So the old adage of using less and planting
18 trees, you can lower the surface temperature in cities
19 and towns by up to 40 degrees when you plant trees, and
20 they can absorb the carbon monoxide. And then, as I
21 said, changing the trucking routes. People want goods
22 and they want them fast. Well, this is what happens.

1 And it shouldn't be happening, and trucks should be
2 driving through residential neighborhoods.

3 But we probably shouldn't even be doing this over
4 our laptops and cellphones, because again, some child
5 or some woman in a third-world country is making the
6 microchips, and when we're done with our solar panels
7 and our cellphones they're going to go back and sit in
8 the landfills of these third-world countries.

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

10 The next speaker is Jessica Eakins. Jessica,
11 unfortunately we do not see you in the attendee list.
12 If you have joined the hearing under another name
13 please click the Raise Hand button. If you have called
14 in, please press *9 to raise your hand. Again, that is
15 Jessica Eakins.

16 [Pause.]

17 MS. PHILLIPS-THORYN: The next speaker is John
18 Sonin. Unfortunately, we do not see you in the
19 attendee list. If you have joined the hearing under
20 another name please click the Raise Hand button. If
21 you have called in, please press *9 to raise your hand.
22 Again, that is John Sonin.

1 [Pause.]

2 MS. PHILLIPS-THORYN: The next speaker is Charlyn
3 Tyler-Partida. Unfortunately, we do not see you in the
4 attendee list. If you have joined the hearing under
5 another name please click the Raise Hand button. If
6 you have called in, please press *9 to raise your hand.

7 [Pause.]

8 MS. PHILLIPS-THORYN: The next speaker is Kent
9 Minault. Unfortunately, we do not see you in the
10 attendee list. If you have joined the hearing under
11 another name please click the Raise Hand button. If
12 you have called in, please press *9 to raise your hand.
13 Again, that is Kent Minault.

14 [Pause.]

15 MS. PHILLIPS-THORYN: I did see a hand earlier so
16 I'm going to re-call the names that were missed. As I
17 re-call, please raise your hand if you have joined
18 under another name. Gabriella Da Silva. Michael Pan.
19 Garey Morrison. Jessica Eakins. John Sonin. Charlyn
20 Tyler-Partida. Kent Minault. If you have called in
21 you can press *9 to raise your hand.

22 [Pause.]

1 MS. PHILLIPS-THORYN: At this time it seems like
2 we might begin a brief recess. EPA, when would you
3 like to reconvene?

4 MR. CHARMLEY: Lauren, we would like to start with
5 Speaker Block 9 at 10:30 Eastern time, so approximately
6 15 minutes from now. But we will start again promptly
7 at 10:30 a.m. Eastern time. Thank you.

8 [Recess.]

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

19 If you are providing testimony today, please make
20 sure that you are speaking the language of the channel
21 you are listening to. For example, listening to
22 English while speaking in Spanish could prevent other

1 participants from hearing your statement in their
2 language of choice.

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

12 If you are having technical difficulties, send an
13 email to public_hearing@abtassoc.com or call 919-294-
14 7712."

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

18 I will be introducing each speaker in turn.
19 Please speak slowly and clearly so our court reporter
20 can record these proceedings accurately. The first
21 speaker will be Ann Brown. Please state your name and
22 affiliation for the record.

1 MS. BROWN: Hello. Greetings. My name is Ann
2 Brown. I am representing the Tri-Valley Air Quality
3 Community Alliance. We are located in the Eastern Bay
4 Area, communities of Livermore, Pleasanton, Dublin, and
5 San Ramon.

6 So we support the proposed rule for stricter
7 diesel particulate emission, and one reason is the
8 impact of diesel particulates on the health of our
9 communities. They are estimated to be responsible for
10 the majority of cancer risk attributable to the toxic
11 air contaminants in the Tri-Valley. This is a
12 conclusion consistent with studies statewide as well as
13 in the Bay Area.

14 We live in an airshed that traps air blown in from
15 other parts of the Bay Area, and in certain weather
16 conditions will just sit there and accumulate. So we
17 are very concerned about diesel particulate matter
18 brought in not only from the Greater Bay Area but also
19 from the two major freeways that cross our community,
20 particularly Highway 580, which carries a lot of diesel
21 traffic from the Port of Oakland to parts east.

22 Diesel engines emit a complex mixture of

1 pollutants, including small carbon particles or soot
2 coated with numerous organic compounds. This exhaust
3 contains more than 40 cancer-causing substances, most
4 of which are readily absorbed onto the soot particles.
5 So we have a big concern for the impact of health. We
6 know that these small particles can enter through the
7 respiratory system, and they are so small they can be
8 transmitted to the blood, and then from the blood
9 transmitted throughout the body, affecting people's
10 hearts, brains, lungs, and other essential organs.

11 So we certainly support the proposed rule. That
12 is Tri-Valley Air Quality Community Alliance, funded by
13 the Bay Area Air Quality Management District. Thank
14 you very much.

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

16 The next speaker is Max Kiefer. You may now
17 unmute and state your name and affiliation for the
18 record.

19 MR. KIEFER: Good morning. My name is Max Kiefer,
20 and I appreciate the opportunity to testify today as a
21 private citizen regarding the EPA proposed rule.

22 It is heartening to see the administration acting

1 on clean truck standards, and I would very much like to
2 see the EPA establish stronger limits on heavy-duty
3 vehicle pollution.

4 I have an undergraduate degree in environmental
5 health and a graduate degree in industrial hygiene and
6 toxicology, and recently retired after a career in
7 public health. As such, I have a strong interest in
8 regulatory efforts to reduce or eliminate exposure to
9 pollution from vehicles and other sources. I spent
10 most of my working lifetime investigating worker health
11 concerns and evaluating exposure to a wide variety of
12 contaminants, including diesel and gas engine
13 combustion products in trucking depots, bus maintenance
14 facilities, and fire stations. I am acutely aware of
15 the adverse health effects that can occur from exposure
16 to heavy-duty vehicle exhaust, particularly to workers,
17 who are the most heavily exposed.

18 In addition to reducing the significant
19 contribution of greenhouse gasses, the public health
20 code benefits of strong regulation to reduce or
21 eliminate emissions from heavy-duty trucks cannot be
22 overstated. Without further reductions, heavy-duty

1 vehicles will continue to be one of the largest
2 contributors to mobile source emissions of oxides of
3 nitrogen, greenhouse gasses, and particulate matter.

4 Vehicle exhaust emissions consist of a complex
5 mixture of combustion products that have been linked to
6 adverse health effects such as eye and nose irritation,
7 headaches, nausea, and asthma. Emissions from heavy-
8 duty vehicles contribute to poor air quality and health
9 across the country, especially in overburdened and
10 underserved communities.

11 The National Toxicology Program, EPA, and IARC
12 have all found that exposure to diesel exhaust is
13 reasonably anticipated to be a human carcinogen. The
14 benefits of reducing exposure to these emissions cannot
15 be overstated.

16 It is important that this proposed rule protects
17 both people from both oxides of nitrogen pollution and
18 puts us on a path to having all trucks sold be zero-
19 emission by 2035. Electric trucks and buses are
20 already available and capable of supporting most
21 freight, delivery, and transit uses and needs. Across
22 nearly every vehicle class, zero-emission electric

1 trucks and buses are projected to be cheaper to own and
2 operate than their combustion engine counterparts
3 within five years.

4 The agency's most stringent proposal, Option 1, is
5 insufficient and should be significantly strengthened
6 as it would result in higher emissions of smog and
7 oxides of nitrogen than that permitted by the
8 California Heavy-Duty Omnibus Rule. Option 2 would
9 result in unacceptably high levels of oxides of
10 nitrogen pollution, and should not be considered.

11 Again, I urge this administration to set the
12 strongest possible emission standards to ensure 90
13 percent oxides of nitrogen reduction by 2027, and
14 establish a clear roadmap to 100 percent zero-emission
15 vehicles by 2035. EPA last revised the oxides of
16 nitrogen standards for on-highway, heavy-duty trucks
17 and engines in 2001, more than 20 years ago, and new
18 technologies that are available today can help achieve
19 the additional reductions we need.

20 Thank you for all your work and the opportunity to
21 testify on this most important matter.

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

1 The next speaker is Adeline René Singleton.

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

3 If you are here under a different name please press the
4 Raise Hand button. If you have called in, please press
5 *9 to raise your hand.

6 [Pause.]

7 MS. PHILLIPS-THORYN: All right. I will promote
8 you now to panelist. You may now unmute and state your
9 name and your affiliation for the record.

10 MR. HOYDILLA: Greetings. My name is Joseph
11 Hoydilla, and I am sorry, I do not see my picture on
12 it, so I am a little bit thrown off. But I assume you
13 guys can hear me.

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

15 MR. HOYDILLA: Okay. Great. Yeah, so I found out
16 about this really on a whim. I was getting some
17 notifications from the Sierra Club, and I'm actually
18 from Connecticut, in Middletown here, and I'm just
19 concerned overall about what we're doing to the planet,
20 how we should have done this 20 years ago.

21 I am really concerned about the climate and about
22 the lack of any action that we have done. And part of

1 the thing that's really upsetting me is the feedback
2 loops that we have never, I guess, a lot of the
3 computer algorithms have only recently come to
4 understand that is being released up in the Arctic
5 right now.

6 So I definitely support this, and I really
7 appreciate everybody who is, you know, out here making
8 this happen. Hopefully this will go through, and more
9 importantly, I hope you can get this passed through
10 Congress somehow, some way or another. It is hard for
11 me sometimes to even get here to even have a regular
12 conversation because I look at -- there's so much --
13 people don't know very little in the general public
14 about all these issues. And I'm hoping that we get
15 this right for my kids.

16 So I don't really have much more to say, but I
17 really appreciate everybody who is in the fight and who
18 is doing this. And I also understand what's happening
19 with the diesel as far as communities of color and poor
20 communities are unfortunately bearing the burden of a
21 lot of this.

22 So that is about all I have to say and I thank you

1 for your time.

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

3 The next speaker is Karen McElfish. You may now
4 unmute and state your name and affiliation for the
5 record.

6 DR. McELFISH: Good morning. Thank you for the
7 opportunity to testify. My name is Dr. Karen McElfish.
8 I'm a retired pediatrician, a leader for United Women
9 in Faith -- that used to be United Methodist Women --
10 and a grandmother.

11 I want to urge the EPA to create the strongest
12 possible limits on heavy-duty vehicle emissions. As a
13 pediatrician serving more than three decades and caring
14 for thousands of patients, I saw rising numbers of
15 children with asthma, sometimes with severe
16 consequences, and many missed days of school.

17 Children are adversely affected by exposure to
18 fossil fuel emissions, due to their developing lungs,
19 their higher respiration rate, and more time spent
20 outdoors playing. Disproportionately affected are
21 children in low-wealth communities and communities of
22 color, which are often located near major

1 transportation corridors.

2 The trucking industry is the leading cause of
3 these harmful emissions. While just 4 percent of the
4 vehicles on the road, they contribute 25 percent of the
5 total transportation sector greenhouse gas emissions.
6 Reducing emissions from the transportation sector
7 offers a great opportunity to reduce the pollution and
8 climate impact on our communities.

9 As a person of faith, I see this as a justice
10 issue, that children, especially children of color,
11 bear the burden of exposure to harmful fossil fuel
12 emissions. I feel a moral obligation to protect both
13 God's creation and the health and well-being of all of
14 our human communities. We are called to be good
15 stewards of the Earth.

16 As a grandmother, I feel strong call to provide a
17 healthy, livable world for my grandchildren and for
18 those many children and their children that I saw over
19 the years that I was in private practice.

20 I call upon the EPA to set the strongest standards
21 possible, because many lives depend on it. EPA must
22 put our national bus and truck fleet on a path to 100

1 percent zero-emission, all-electric vehicles by 2035.

2 Thank you so much for the opportunity to testify.

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

4 The next speaker is Kevin Goscila. Unfortunately,
5 we do not see you in the attendee list. If you have
6 joined the hearing under another name -- okay, I will
7 promote you now. You can now unmute and state your
8 name and your affiliation for the record.

9 MR. GOSCILA: Thank you for opportunity to
10 testify. My name is Kevin Goscila and I am here today
11 as a member of Sierra Club Massachusetts. I ask EPA to
12 create the strongest possible limits on heavy-duty
13 vehicle pollution. I am asking for a rule that gets to
14 100 percent emission-free sales by 2035.

15 Here in Massachusetts, we need these standards to
16 provide relief from diesel fumes and air pollution.
17 Massachusetts recently adopted the Advanced Clean
18 Trucks and Heavy-Duty Omnibus Regulations that will
19 reduce toxic air pollution and increase the number of
20 zero-emission, medium- and heavy-duty trucks on our
21 roads. The technology to meet strong standards is here
22 now, and recent analyses have shown that fully zero-

1 emission trucks will be cheaper to buy and run than
2 diesel trucks within the strongest standards time
3 frames.

4 So EPA has the facts and figures on the health and
5 environmental benefits. To achieve these benefits,
6 strong standards, which bring market certainty to the
7 entire transportation industry, are needed. Strong
8 standards will give confidence to manufacturers, fleet
9 owners, service providers, independent drivers,
10 investors, and other stakeholders to move forward now.
11 This, in turn, will bring a rapid increase in zero-
12 emission technology as money flows into this part of
13 the industry.

14 Established businesses will benefit from the cost
15 savings and profits of developing and using the clean
16 technology, and new businesses and jobs will arise to
17 service the industry. Half measures will not achieve
18 the desired results. This means no carve-outs and
19 exceptions to the rule.

20 The transportation industry needs a clear signal
21 that the government is committed and in support of the
22 new technology if industry stakeholders are to commit

1 to the investment. I ask EPA to send this signal.
2 Immediate action is required to address NOx and
3 particulate matter emissions. Any new trucks going out
4 on the road now will be out there unnecessarily
5 emitting these poisons for the decades of their
6 lifespan. The greenhouse gas problem has to be
7 addressed now.

8 The newest United Nations IPCC report makes it
9 clear that we need to implement the existing
10 technologies right away to achieve even its most
11 moderate goals. The good news is that these
12 technologies do exist, and EPA can take a huge step in
13 achieving the United States international commitments
14 by implementing strong standards for trucks now.

15 And here, locally, in Chelmsford, Massachusetts,
16 strong standards will enable a 19-year-old high school
17 grad who wants to become an independent truck owner to
18 walk into a dealership and purchase her first zero-
19 emission electric truck with confidence in her future.

20 Thank you very much.

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

22 As a reminder If you are speaking today, you will

1 receive a notification on your screen that you are
2 being "promoted to the role of panelist" shortly prior
3 to your speaking time. You must accept that invitation
4 to be able to unmute when you are called to testify.
5 This will also allow you to turn on your camera, which
6 we encourage you to do. Speakers connected by
7 telephone should unmute their phones when called to
8 testify. We ask that speakers speak slowly and clearly
9 so our court reporter and interpreter can capture these
10 proceedings accurately.

11 If you are having technical difficulties, please
12 send an email to public_hearing@abtassoc.com or call
13 919-294-7712.

14 If you are not registered to speak, but you would
15 like to, please send an email with your name and phone
16 number to public_hearing@abtassoc.com or call 919-294-
17 7712.

18 Out of respect for the other individuals providing
19 testimony today please refrain from turning on your
20 camera or unmuting your microphone until it is your
21 turn to speak. Please keep your testimony to three
22 minutes.

1 The next speaker is Debra Rowe. You may now
2 unmute and state your name and affiliation for the
3 record.

4 MS. ROWE: Okay, although I think Erica Dodt was
5 on the list before me, and she is there. So I can
6 start if you want.

7 MS. PHILLIPS-THORYN: You can begin.

8 MS. ROWE: Okay. All right. Thank you for the
9 opportunity to testify today. My name is Debra Rowe.
10 I am President of the U.S. Partnership for Education
11 for Sustainable Development. I am also Co-Founder and
12 Co-Director of the National Clean Energy Workforce
13 Alliance and a mentor to a coalition of 102 student
14 groups from across the country, the Voice of Youth.

15 As a life-long resident of Detroit and a professor
16 of sustainable energies for 44 years, I know the
17 technology is available for the EPA to create the
18 strongest possible standards to reduce air pollution
19 and diesel fumes. Many analyses have supported the
20 cost-effectiveness of these zero-emission trucks as the
21 cheaper alternative for the U.S., as we build a
22 healthier population and a stronger economy.

1 I am also here today because I have worked with
2 environmental justice organizations in Detroit and I
3 have been a convener and facilitator of the Detroit
4 Green Skills Alliance, where we came together across
5 NGOs, government corporations, small businesses, and
6 neighborhoods to create the environmental and climate
7 action plan for Detroit to reduce the existing
8 pollution that is highlighted in our famous Toxins
9 Tour, and advocate for the necessary policies.

10 This hearing is about those necessary policies, a
11 key portion of them. If you create the strongest
12 possible standards you will improve our economy and our
13 environment simultaneously.

14 So my main requests are two key items in the
15 standards. Reduce the deadly NOx pollution by 90
16 percent by 2027, and move the whole national bus and
17 truck fleet to 100 zero-emission, all-electric vehicles
18 by 2035. This is doable. It is smart.

19 Just some additional points. The trucks regulated
20 by this rule will be on the road for decades, so now is
21 the time. They have to be cleaned up as soon as
22 possible. And today I have a son who runs a

1 manufacturing facility that builds these electric
2 trucks. These electric trucks and buses are already
3 capable of supporting the majority of freight,
4 delivery, transit use and needs, and they are cost-
5 effective.

6 So another couple key points. Your proposed
7 Option 1 is a start, but it should be significantly
8 strengthened. And Option 2 should not be seriously
9 considered. I won't go into the details why but glad
10 to talk to you more about it if you want. I'm sure you
11 know.

12 On the greenhouse gas rule, the agency's minor
13 adjustments to the existing Phase 2 greenhouse gas
14 standards, they are just weak. They are just not
15 strong enough. It wouldn't get a passing grade if I
16 was teaching the class. And they reflect neither the
17 urgency of the climate crisis nor the rapid advancement
18 in zero-emission truck technology.

19 So because low NOx and electric trucks are already
20 available and cost-effective, the proposed credits and
21 multipliers, these are giveaways. They just allow for
22 the dirtiest trucks to continue to be sold, and that

1 really should be eliminated. The benefits are obvious.
2 I suggest you make these changes because they are so
3 logical and smart.

4 In closing, for all of our lives I am asking on
5 behalf of all the groups today that I represent to make
6 these changes. Thank you.

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

8 The next speaker is Kaye Romans. Unfortunately,
9 we do not see your name in the attendee list. Okay. I
10 am promoting you now. You may now unmute and state
11 your name and affiliation for the record.

12 MS. ROMANS: -- NRDC Action Fund. I am a student
13 at Hollins University and I work for a trucking company
14 as a receptionist. I am coming to you today as a
15 private citizen who does have a job in the industry to
16 tell you that even those of us who do work in the
17 industry still want you to reconsider your options for
18 the proposed heavy-duty NOx and emissions rules.

19 I am also coming to you today as a young woman who
20 still has another 50 to 60 years on this planet, who
21 wants to have children, on this planet, and wants to
22 see them be happy and successful. The climate crisis

1 is going to make that considerably more difficult, and
2 it is our job to mitigate these problems as much as
3 possible.

4 As the EPA itself has noted, NOx and greenhouse
5 gasses are some of the worst contributors to the
6 climate crisis, and truck companies are some of the
7 worst contributors to this pollution. Vehicle
8 manufacturers and trucking companies have the
9 technology to meet stronger standards than have been
10 proposed, and many recent analyses have shown that
11 fully zero-emission trucks will be cheaper to purchase
12 and operate than diesel trucks will be in the time
13 frame of these standards.

14 By the EPA's estimates themselves, the most
15 ambitious plan brought forward before this panel will
16 result in 2,100 fewer premature deaths every year,
17 18,000 fewer cases of asthma onset in children, and 3.1
18 million fewer cases of asthma symptoms and allergic
19 rhinitis symptoms. I don't know how many of you are
20 parents, [REDACTED] Redacted for PII

21 [REDACTED] I don't think anybody wants to hear their
22 children struggling to breathe ever, especially not

1 because of something that we have the power to fix. We
2 can do something to fix that, here and now, and by
3 2045, we won't have as many children suffering from
4 asthma.

5 I am begging you to pass the most stringent
6 guidelines possible to help us reduce NOx emissions and
7 greenhouse gas emissions so that we can do better for
8 our world, for all of our children and our
9 grandchildren.

10 Thank you for your time and consideration.

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

12 The next speaker is Jorge Vasquez. Unfortunately,
13 we do not see your name in the attendee list. All
14 right. I will promote you. You can now unmute and
15 state your name and affiliation for the record.

16 MR. VASQUEZ: Hello. My name is Jorge Vasquez. I
17 am here as a private citizen but I am helping to
18 represent the NRDC Fund. I want to start by saying
19 thank you for the opportunity to testify today.

20 As a video game developer working from home, I am
21 very fortunate to live my daily life without the
22 excessive exposure to air pollution. I have lived in

1 the city of Whiting, Indiana, my whole life, which has
2 always been a comfortable place to live. This lakeside
3 community, while beautiful in some ways, isn't safe
4 from the effects of air pollution.

5 On one side is a large BP oil refinery and on the
6 other is a large transit corridor that connects Chicago
7 and Indianapolis, Indiana. There is no doubt that the
8 EPA's rule for heavy-duty vehicle emissions would
9 greatly affect my life and the lives of millions of
10 people that live in similar situations.

11 I strongly encourage the EPA to pass the strongest
12 possible standard against NOx and greenhouse gasses
13 with the goal of eliminating heavy-duty vehicle
14 emissions entirely by 2035.

15 As the entire world has witnessed the effects of
16 the current pandemic, it is difficult to imagine any
17 form of inaction. COVID-19 has showed us how fragile
18 our health care system truly is, and it has left
19 millions of people around the country with long-term
20 health effects. According to the CDC, both the lungs
21 and heart can become heavily damaged from severe cases
22 of COVID-19. These two organs can also be heavily

1 affected by air pollution and long-term exposure,
2 leading to various illnesses. We do not know how
3 extensive the long-term health effects of the pandemic
4 are, but it should be in our best interests as a nation
5 to protect those that are vulnerable or living and
6 working in hazardous places.

7 Without action to lower emissions now it is
8 possible we will see future suffering due to the
9 lingering effects of COVID-19 and the ongoing effects
10 of air pollution and NOx exposure. With public health
11 being the biggest concern of this proposed rule it only
12 makes sense to aim for the highest possible standard.

13 Having lived my whole life sandwiched between two
14 large pollution sources it is difficult to imagine the
15 effects they have had on my life. It isn't possible to
16 know right now but that doesn't mean things cannot
17 change.

18 I strongly urge the EPA to take action now. Aim
19 to eliminate NOx and heavy-duty vehicle emissions by or
20 before 2035, and hopefully prevent unnecessary deaths
21 and suffering from air pollution. With the EPA leading
22 the way for stronger heavy-duty vehicle emissions, I

1 hope that the rest of the transportation industry will
2 eventually follow in the footsteps made today.

3 Thank you so much for the opportunity to speak.

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

5 The next speaker is Adrian Shelley.

6 Unfortunately, I do not see you in the attendee list.

7 If you are here under another name please press the
8 Raise Hand button. If you have called in, please press
9 *9 to raise your hand.

10 [Pause.]

11 MS. PHILLIPS-THORYN: The next speaker is Seana
12 Parker-Dalton. I am going to promote you now. You may
13 now unmute and state your name and affiliation for the
14 record.

15 MS. PARKER-DALTON: Okay. Can you hear me?

16 MS. PHILLIPS-THORYN: We can.

17 MS. PARKER-DALTON: Thank you. My name is Seana
18 Parker-Dalton. [REDACTED] Redacted for PII [REDACTED]

[REDACTED], like many others,
20 has already been exposed to unacceptable levels of air
21 pollution.

22 We know that emissions from heavy-duty trucks

1 cause greenhouse gasses and harmful particulate
2 emissions. They injure everyone exposed to them,
3 including children, workers, and historically
4 marginalized communities who have been deliberately
5 targeted by highway construction for decades and are
6 suffering the cultural, economic, and health
7 consequences.

8 We know that in places like Florida, where we are
9 from, state leadership is perfectly happy to let this
10 continue unabated. Without strong federal action,
11 millions of Americans will continue to be needlessly
12 poisoned in the name of commerce.

13 Fortunately, we have the ability and the
14 technology to correct this problem. I am asking the
15 EPA to adopt the most stringent standards possible and
16 to convert the U.S. fleet quickly to an all-electric,
17 zero-emission requirement. We know that we have a very
18 limited time to reduce global greenhouse gasses in
19 order to hold to a 1.5-degree Celsius warming limit.
20 We are already at an unacceptable level of warming from
21 the standpoint of human suffering, property loss, and
22 agricultural instability. An aggressive federal

1 standard, bringing us quickly to zero-emission, all-
2 electric requirement for heavy-duty trucks is our moral
3 imperative.

4 Thank you so much for your time and for letting me
5 speak.

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

7 The next speaker is Brian Russo. Unfortunately, I
8 do not see your name in the attendee list. Okay. I am
9 going to promote you, Brian.

10 Brian, you do need to accept the request to become
11 a panelist, and you can now unmute and state your name
12 and your affiliation for the record.

13 [Pause.]

14 MS. PHILLIPS-THORYN: Brian, are you able to
15 unmute?

16 MR. RUSSO: Here we go. Can you hear me?

17 MS. PHILLIPS-THORYN: We can.

18 MR. RUSSO: I apologize for that. We seem to be
19 having technical difficulties.

20 My name is Brian Russo. I am a member of the
21 Green Party, volunteer for Greenpeace, Green New Deal
22 Network, Sierra Club, NRDC, EarthJustice, and a couple

1 more. I am 40 years old, I am in the best shape of my
2 life, and I became a climate activist because I realize
3 that I am not going to die of old age. Like all of
4 you, we are going to die from catastrophic climate
5 events caused by our own activity.

6 Climate scientists are currently urging us to
7 lower emissions as soon as possible. Zero percent by
8 2035, you know, will save some lives but it doesn't do
9 enough. Climate scientists are saying that every
10 degree that we prevent will save lives, prevent
11 extinction, and, you know, save really our ecosystem
12 and our buildings, everything that we've built.

13 So I have some experience as an insurance
14 adjuster. I worked in the auto business for the last
15 12 years, but I got laid off because of technology, but
16 I know a little bit about transportation. I am
17 currently working towards getting my CDL, but I don't
18 want to be a truck driver because I don't want to die.
19 You know, with the emissions we are already dying from
20 complications -- asthma, air poisoning. It is
21 affecting our water. It is affecting our soil. We are
22 unable to produce as much crops as we used to. And

1 this is going to be exacerbated by COVID.

2 So it is up to us to do everything that we can to
3 prevent any emissions that we can to save all the lives
4 that we can. These trucks will not be delivering
5 supplies to warehouses or storage to sell products when
6 we don't exist.

7 So, you know, although the idea of 2050 or 2035, a
8 lot of us aren't going to make it until then. People
9 are dying already.

10 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
15 to your speaking time. You must accept that invitation
16 to be able to unmute when you are called to testify.
17 This will also allow you to turn on your camera, which
18 we encourage you to do. Speakers connected by
19 telephone should unmute their phones when called to
20 testify. We ask that speakers speak slowly and clearly
21 so that our court reporter and interpreter can capture
22 these proceedings accurately.

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

4 If you are not registered to speak, but you would
5 like to, please send an email with your name and phone
6 number to public_hearing@abtassoc.com or call 919-294-
7 7712.

8 Out of respect for the other individuals providing
9 testimony today, please refrain from turning on your
10 camera or unmuting your microphone until it is your
11 turn to speak. Please keep your testimony to three
12 minutes.

13 The next speaker is Margarita Chaidez.
14 Unfortunately, I do not see you in the attendee list.
15 If you are here but under a different name please press
16 the Raise Hand button, or if you have called in please
17 press *9 to raise your name.

18 [Pause.]

19 The next speaker is Jesse N. Marquez. Okay, I see
20 your name. I am promoting you to panelist. You may
21 now unmute and state your name and your affiliation for
22 the record.

1 MS. CHAIDEZ: Buenos dias. Me nombre es Margarita
2 Chaidez.

3 MS. PHILLIPS-THORYN: Oh, one moment. I am so
4 sorry. Margarita, because you are speaking in Spanish
5 we do need our interpreter to switch from the Spanish
6 channel to the English channel in order to provide
7 interpretation for those of us in our English panel and
8 our attendees listening in English.

9 MS. CHAIDEZ: Okay.

10 MS. PHILLIPS-THORYN: I will wait until I hear the
11 interpreter in the English channel.

12 INTERPRETER: This is the interpreter. I am in
13 the English channel.

14 MS. PHILLIPS-THORYN: Okay. Thank you.
15 Margarita, you may begin.

16 MS. CHAIDEZ: [Via interpreter.] Buenos dias.
17 Gracias. Good morning. Thank you for this opportunity
18 to testify today. My name is Margarita Chaidez. I am
19 a volunteer at Chispa Nevada. I have been working in a
20 casino for 30 years in Las Vegas. I am married. I
21 have two children and a grandson.

22 I appreciate the efforts of this administration or

1 agency in its efforts to establish the most stringent
2 standards for heavy-duty vehicles. Removing or
3 reducing the emissions and air pollution is extremely
4 necessary, and we need the strictest standards
5 possible.

6 We also must begin this transition to zero-
7 emission vehicles, especially in Nevada but in all of
8 the United States. Pollution is very dangerous for
9 everyone's health. In addition, with the COVID-19
10 pandemic we've seen the effects on people with asthma,
11 allergies, and the effects on their lungs and airways.

12 The transition to electric vehicles would mean
13 cleaner air, and I am here because I am very concerned
14 about the world I'll be leaving behind for my
15 grandchildren.

16 The transportation sector is the sector that
17 contributes to pollution. They are those that
18 contribute the most, even more than passenger vehicles.
19 Heavy-duty vehicles and focusing on this specific issue
20 will help us reduce pollution in our communities. I
21 repeat, when we do this transition to electrical
22 vehicles we will reduce the pollution that exists in

1 our communities.

2 I urge this agency to apply the strictest
3 standards possible because so many lives depend on
4 this. These standards should be able to do two things:
5 reduce mortality at least 20 percent and put our fleets
6 on a clear path to 100 percent zero-emission vehicles
7 by 2035. In addition, the economy would benefit as
8 well since gasoline has been rising and rising.

9 Again, I appreciate this opportunity to testify.
10 Thank you. That would be all.

11 MS. PHILLIPS-THORYN: Thank you for your comment.
12 I will pause for the interpreter to switch back to the
13 Spanish-speaking channel.

14 [Pause.]

15 MS. PHILLIPS-THORYN: The next speaker is Jesse N.
16 Marquez. Unfortunately, I do not see you in the
17 attendee list. If you are here under another name
18 please click the Raise Hand button. If you have called
19 in, please press *9 to raise your hand.

20 [Pause.]

21 MS. PHILLIPS-THORYN: The next speaker is Susan
22 Stanton. You may now unmute to state your name and

1 your affiliation for the record.

2 Susan, you are muted.

3 MS. STANTON: Good morning.

4 MS. PHILLIPS-THORYN: We can hear you. You may
5 begin.

6 [Pause.]

7 MS. STANTON: Good morning. My name is Susan
8 Stanton. I am speaking to you from Gainesville,
9 Florida, as a member of the League of Women Voters of
10 Alachua County and also as a member of Florida Climate
11 Action. I came here to share what I know and to
12 advocate for what I think we should do, but I have
13 learned way more than I am ever going to speak from all
14 of the other speakers that I have been listening to
15 this morning. I stand in awe of what is happening
16 here, and what is happening here is this is an
17 emergency, and everyone is showing up to take action on
18 it. And what I know from my life is we can do this
19 hard thing.

20 I am going to talk about three emergencies that I
21 faced in my life, and the family of Robert Schreier
22 [Professor Henderson], who was a Guadalcanal marine,

1 and those of you who may know about the Neptune's
2 Inferno that he faced in Guadalcanal know that the
3 sacrifices and the actions that were taken at that time
4 were unimaginable.

5 But he took them and we have a family, and in
6 1949, my family went into an ammo bunker in Guam where
7 he had built a Quonset hut for us, but the Marine
8 general realized that families were not going to
9 survive a typhoon in a Quonset hut. He taught me that
10 sacrifice and service was the price of citizenship, and
11 as an adult I lived in a community that faced regular
12 emergencies, in military communities in Europe.

13 In 1995, our community faced the emergency of
14 enforcing the Dayton Peace Accords and I served as a
15 member of the community as a teacher while the military
16 to went to Bosnia to support the accords. And we had a
17 good outcome in the typhoon. We had a good outcome in
18 the Bosnia Peace Accords, and now I'm living in Florida
19 and we have an emergency here. A number of the former
20 speakers have talked about the problems of air
21 pollution and the consequences of the noxious air
22 pollution, and we are experiencing it in Florida.

1 And so with the other speakers I am supporting the
2 increased strength of Option 1. I am also supporting
3 moving faster. We have 10 years to make this change,
4 and we can use this emergency to take rapid action. We
5 all have work to do and we are all doing the work, and
6 we can do it together.

7 Thank you very much for your time, and thank you
8 for your service and your sacrifice.

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

10 The next speaker is Gregg May. You may unmute and
11 state your name and affiliation for the record.

12 MR. MAY: Hi, everybody. First, thank you to all
13 the EPA folks who are on this today, listening to us.
14 I appreciate it. And thank you for running this.

15 My name is Gregg May. I am the Transportation
16 Policy Director at 1000 Friends of Wisconsin. We are a
17 transportation and land use space organization, based
18 in Madison, Wisconsin, but working statewide with a
19 number of communities who are interested in promoting
20 sustainability in our state.

21 And so I am here today to mention that this truck
22 rule is a good start, but I am urging you to go further

1 and to adopt stricter standards. I mean, I have
2 attended a number of electric vehicle conferences and
3 seen with my own eyes, and been inside these large
4 trucks and buses. I know that the technology exists.
5 I have seen it and I have been inside of it. So I know
6 it's not in some distant future. It exists now.

7 So because of that we are at a really urgent
8 decision point in our history with climate change and
9 the future of sustainability, and so I'm asking that
10 you please strengthen these rules. Communities across
11 Wisconsin will benefit from the reduction in emissions,
12 but Milwaukee especially, which the EPA has listed as a
13 non-attainment area that benefits greatly.

14 In the state of Wisconsin we are considering
15 widening highways, especially in Milwaukee. These
16 expansions are going to have and are going to continue
17 to disproportionately impact low-income and communities
18 of color. And so any additional reductions on noxious
19 gasses, particulate matter, and carbon emissions will
20 help us meet our climate and equity goals in Wisconsin
21 and across the country.

22 So again, we are at this critical moment, and I am

1 urging the government to, you know, look to go further
2 and to adopt stricter standards than are being proposed
3 even now. I know it is possible and I think we all are
4 in this critical moment, looking for our government to
5 step up and take a big swing on this.

6 So anyway, thank you for the opportunity and have
7 a wonderful day.

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

9 The next speaker is Cindy Carter. Unfortunately,
10 I do not see you in the attendee list. If you are here
11 but under another name please click the Raise Hand
12 button. If you have called in, please press *9 to raise
13 your hand.

14 [Pause.]

15 MS. PHILLIPS-THORYN: The next speaker is Cynthia
16 Rives. You may now unmute and state your name and
17 affiliation for the record.

18 MS. RIVES: Thank you for this opportunity to
19 testify. My name is Cynthia Rives and I am a member of
20 United Women in Faith. It is my honor to serve as
21 United Women in Faith National Vice President, and I
22 also serve on the board of directors of Texas Impact, a

1 justice advocacy organization that works to ensure just
2 public policy in the state of Texas. But today I am
3 speaking to you as an individual concerned about our
4 environment, our health, our children, and our future.

5 I am encouraged that the administration is moving
6 to ensure cleaner trucks to be on our roads soon, and I
7 am asking the EPA to make sure the strongest possible
8 limits are set on the heavy-duty vehicle pollution. As
9 a person of faith, I believe that it is important to
10 care for God's creation and protect human health. Here
11 in Texas, these standards will protect us from the
12 diesel fumes and air pollution and help us get serious
13 about addressing climate change.

14 This issue impacts me and my family every day here
15 in Denton, Texas. A block down the street from my
16 house is the corporate headquarters of a major trucking
17 manufacturer, and that headquarters faces out on
18 Interstate 35E. Less than a mile down the road is the
19 intersection of Interstate 35E and Interstate 35W. We
20 are impacted by truck pollution. The need for strict
21 regulation is clear to me.

22 The trucks on our highways make for big trouble.

1 The trucking industry is the leading source of deadly
2 air pollution and has a huge negative impact on the
3 climate. Trucks are the major source of harmful --

4 MS. PHILLIPS-THORYN: Cynthia, you have been muted
5 accidentally. Can you unmute?

6 MS. RIVES: Sorry about that -- negatively
7 impacted on the climate. The people of color are often
8 located near major transportation corridors. I looked
9 up Peterbilt's website statement on the environment,
10 and they proudly state that they meet federal
11 standards. I think they are fully able to meet tougher
12 standards. And until we raise the standards the
13 companies like Peterbilt will hear more from
14 stockholders about making profits than on improving air
15 quality.

16 We need to give them cover to do the right thing.
17 Vehicle manufacturers have the technology to meet
18 strong standards. Many recent analyses have shown that
19 fully zero-emission trucks will be cheaper to purchase
20 and operate than diesel trucks within the time frame of
21 these standards.

22 As a responsible steward of God's creation, we

1 have the opportunity to put in place strong standards
2 to accelerate the transportation industry's transition
3 towards zero-emission vehicles and work towards justice
4 and equity. The EPA needs to put our national bus and
5 truck fleets on the highway 100 percent zero-emission,
6 all-electric vehicles by 2035.

7 I thank you for this opportunity to testify.

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

9 The next speaker is Erica Dodt. You may now
10 unmute and state your name and affiliation for the
11 public record.

12 MS. DODT: Hi. My name is Erica Dodt. That's E-
13 r-i-c-a D-o-d-t. I am a clean transportation organizer
14 with the Sierra Club and I'm also a mother.

15 I know that transportation is the leading cause of
16 global warming, and that people, particularly children,
17 who live next to busy highways are disproportionately
18 suffering from developmental delays and health issues.
19 Trucks and buses make up only 10 percent of the
20 vehicles on the road, yet they provide 45 percent of
21 the nitrogen oxide emissions polluting the air we
22 breathe, and they are making our climate crisis much

1 worse.

2 My family lives next to a busy road in Chicago,
3 Illinois. We are privileged enough not to live next to
4 a highway. Regardless, I worry a great deal about
5 pollution, especially for my family, as well as the
6 problems of the type of world that my children are
7 going to inherit. I also care a great deal about the
8 families living in the Diesel Death Zones who face
9 lung, heart, and mental issues because of their
10 exposure to this air pollution.

11 The American Lung Association has found that
12 switching to electric cars, buses, and trucks and clean
13 electricity could save 110,000 lives and bring \$1.2
14 trillion in public health benefits across the U.S.,
15 plus more than \$1.7 trillion in climate benefits over
16 the next 30 years. This is really significant.

17 We know the technology is available to achieve
18 cleaner trucks, and public health demands an immediate
19 future where vehicles don't pollute the air we breathe.
20 It matters what we do today to harness a better outcome
21 for our future generations. Please strengthen this
22 rule. Thank you.

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

2 At this time I will now recall the names of the
3 folks that missed their original timing. When I recall
4 your name, please raise your hand in the attendee list
5 or press *9 if you have called in. Adeline René
6 Singleton. Adrian Shelley.

7 Adrian, I am promoting you now. You may now
8 unmute and state your name and affiliation for the
9 record.

10 MS. SHELLEY: Thank you. I am, for the record,
11 Adrian Shelley, here with Public Citizen. I am the
12 Texas Director of Public Citizen, based in Austin, and
13 I have worked a great deal in my hometown of Houston as
14 well on the issue of freight and its impact on
15 communities. So I am joining today to a strong rule
16 that limits NOx pollution and other pollutants as well
17 from the heavy truck industry.

18 I want to just start by noting that truck traffic
19 is typically concentrated in what we think of as
20 environmental justice communities, low-income,
21 communities of color, and the presence of traffic,
22 particularly heavy truck traffic, is often the result

1 of structural racism, redlining, you know, a history of
2 geographic marginalization of communities of color.

3 So those impacts are still felt today. In my own
4 work I have seen this in communities like Pasadena, in
5 the East Harris County area, Galena Park, La Porte,
6 Morgan's Point, Channelview. These are communities
7 that deal with this truck traffic every single day.

8 NOx improvements are obviously overdue and the
9 strongest NOx standard possible will provide the most
10 health benefits. And a lot of those benefits will come
11 from co-pollutants. You know, particularly diesel
12 particulates and ultrafine particulates are probably
13 understated in their health impacts. You know, those
14 impacts begin in the womb, with everything from brain
15 development in infants to low birth weights to
16 exacerbation of diabetes, stroke, heart attack, and all
17 the way up to premature death.

18 So, you know, heavy truck pollution kills, and it
19 kills in a way that impacts certain communities the
20 most, due to a history of injustice and structural
21 racism. So I think we need to keep that in mind.

22 With that in mind, the health impacts from just

1 heavy truck pollution alone in a major U.S. city is
2 going to be in the hundreds of millions to billions of
3 dollars. The calculated health impacts of this rule, I
4 think if you are just looking at NOx, show that it is
5 outpaces the cost by billions of dollars.

6 I want to encourage investment in inherently zero-
7 emission technologies, electric trucks. You know, the
8 emissions requirements can be met by other technologies
9 but there are other consequences, you know, natural
10 gas, for example, fracking, and whatnot. You know,
11 hydrogen and other technologies might potentially have
12 other impacts.

13 So inherently zero-emission technology is what we
14 prefer, and, you know, there are concerns with control
15 technologies as well. There has been a long history of
16 defeat devices, workarounds for equipment, BPS, and
17 that sort of thing, and from outright cheating from
18 companies. So we want to discourage that and
19 inherently zero-emission vehicles are another way to do
20 that.

21 So, in conclusion, I support the strongest rule
22 possible, mindful of the inequitable health impacts of

1 heavy truck pollution in communities today. I
2 encourage a transition toward electric vehicles, a good
3 investment in zero-emission technologies and equitable
4 investment in electrification in communities, and a
5 swift transition away from polluting heavy trucks.

6 Thank you.

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

8 I will continue to call the names of people who
9 were not here when we called them either. If you are
10 here but under a different name please press the Raise
11 Hand button, or if you have dialed in from your phone
12 please press *9 to raise your hand.

13 Jesse N. Marquez. Cindy Carter.

14 [Pause.]

15 MS. PHILLIPS-THORYN: At this time we will begin
16 a brief recess. EPA, when would you like to reconvene?

17 MR. CHARMLEY: We would like to begin again at
18 11:45 a.m. Easter time, so that is approximately in 15
19 minutes. So again, at 11:45, we would like to start
20 with Block Number 10. So thank you, everyone.

21 [Recess.]

22 MS. THOMPSON: Hello, everyone. This is Kayla

1 Thomson from Abt Associates, EPA's contractor. It is
2 11:45 a.m. Eastern time, and we are now rejoining EPA's
3 public hearing about the Control of Air Pollution From
4 New Motor Vehicles: Heavy-Duty Engine and Vehicle
5 Standards proposal.

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

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

16 As a reminder, if you are speaking today, you will
17 receive a notification on your screen that you are
18 being "promoted to the role of panelist" shortly prior
19 to your speaking time. You must accept that invitation
20 to be able to unmute and provide your testimony. This
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3 email to public_hearing@abtassoc.com or call 919-294-
4 7712.

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

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

11 The first speaker will be Tom Jordan. Tom, you
12 may now unmute, and please state your name and
13 affiliation for the record.

14 MR. JORDAN: I am Tom Jordan, the Senior Policy
15 Advisor with the San Joaquin Valley Air Pollution
16 Control District.

17 The San Joaquin Valley is a 25,000-square-mile
18 valley surrounded by mountains in the middle of
19 California. The valley frequently experiences
20 inversions and periods of stagnation which lead to
21 significant air quality challenges. The valley is home
22 to approximately 4 million people, and just to give you

1 a little bit of context, our air basin is about three
2 times the size as the South Coast air basin, and we
3 have about a quarter of the population, yet we
4 experience similar air quality readings.

5 According to the State of California, the valley
6 is also home to 7 of the 10 most disadvantaged
7 communities in the state, so the region also faces
8 significant demographic challenges.

9 The air basin is non-attainment for PM 2.5 and is,
10 along with South Coast, the other extreme non-
11 attainment area for ozone, under the Federal Clean Air
12 Act. The air basin is also traversed by Interstate 5
13 and Highway 99, and is the main north-south corridor
14 for the movement of goods on the West Coast. Once
15 trucks come across the Tehachapi Mountains to our south
16 they are in our basin for about 250 miles.

17 The valley is the most productive agriculture
18 region in the nation, and provides agricultural goods
19 to the rest of the country and throughout the world.
20 Over 95 percent of these materials are carried by
21 truck. The district's primary regulatory authority is
22 the regulation that stationary sources and through

1 district regulation stationary source emissions have
2 been reduced by over 90 percent over the past two to
3 three decades.

4 Mobile sources now count for 85 percent of the
5 valley's NOx emissions, which is the precursor to the
6 valley's ozone and PM 2.5 formation. Heavy-duty trucks
7 are the single largest category of NOx in our region
8 and account for about 40 percent of the NOx emissions.

9 Mobile source regulation in California falls under
10 state and federal jurisdictions, and California has
11 taken steps to adopt stringent standards for heavy-duty
12 trucks in the valley and throughout California. It is
13 imperative that EPA adopt equivalent national standard
14 as a lot of the travel that comes through our region
15 comes from out of state and California is not able to
16 reach those with its requirements.

17 Because of this, in 2016, the district submitted a
18 petition to EPA requesting action on a new heavy-duty
19 truck standard. Federal action to adopt a standard
20 that is equivalent to the California standard is
21 critical to the valley's ability to meet national Clean
22 Air Act requirements and provide clean air to valley

1 residents, particularly those living in disadvantaged
2 communities. Lack of federal action can put the valley
3 in jeopardy of sanctions under the Federal Clean Air
4 Act.

5 And the final thing I'd like to mention is under
6 ozone we have the opportunity to have a "black box" to
7 identify measures later, but for our particulate matter
8 challenges we have to show all the emission reductions
9 at the time we submit plans. And so adopting a
10 standard quickly is important to us, so we are
11 encouraging you to adopt the most stringent standard
12 closest to California as possible, in the shortest
13 amount of time possible.

14 Thank you for the opportunity to testify.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Francisco Sayu.

17 Francisco, we do not see you in the attendee list.

18 However, if you have joined the hearing using a
19 different name we would invite you to raise your hand
20 at this time, and if you have called in, please press
21 *9 to raise your hand on your phone.

22 [Pause.]

1 MS. THOMPSON: Okay. The next speaker will be Ana
2 Gonzalez. Ana, we do not see you in the attendee list.
3 However, if you have joined using a different name we
4 would ask that you raise your hand at this time. And
5 if you have called in, you can raise your hand by
6 dialing *9 on your phone.

7 [Pause.]

8 MS. THOMPSON: The next speaker will be Ben
9 Grumbles. Ben, when you are ready you may unmute and
10 please state your name and affiliation for the record.

11 MR. GRUMBLES: Hi, everybody. My name is Ben
12 Grumbles, and I am the Secretary of the Maryland
13 Department of the Environment. Thank you so much for
14 the opportunity to testify on EPA's notice of its
15 proposed new emission standards for medium- and heavy-
16 duty vehicles.

17 Over the past 30 years Maryland has made
18 significant progress in improving the air quality for
19 our citizens. While great progress has occurred, there
20 is still needed in reducing NOx and greenhouse gas
21 emissions to meet our air quality goals.

22 Maryland has implemented aggressive NOx reduction

1 measures such as adopting the California Light-Duty
2 Vehicle Emission program and pursuing strong reduction
3 measures on stationary sources such as our Healthy Air
4 Act in the state.

5 Despite these efforts, though, the majority of the
6 state's population resides in areas designated as non-
7 attainment for the 2015 Ozone National Ambient Air
8 Quality Standards of 70 parts per billion, and based on
9 current ground-level ozone data, significant portions
10 of Maryland will be bumped up to non-attainment status
11 this year.

12 In addition, due to Maryland's geographic
13 location, Maryland is very vulnerable to the effects of
14 climate change and is the fourth most vulnerable state
15 to the effects of sea level rise. As a result,
16 Maryland will have to implement new programs to reduce
17 both ground-level ozone and greenhouse gas emissions.
18 In Maryland and in the Northeast region, medium- and
19 heavy-duty trucks are the second-leading contributor to
20 both NOx and greenhouse gas emissions. So to achieve
21 among the nation's most aggressive greenhouse gas
22 reduction goals and to attain the federal ozone

1 standards, emissions reductions from medium- and heavy-
2 duty vehicle trucks will surely be needed.

3 Maryland strongly supports EPA's actions to
4 implement new emissions standards for the medium- and
5 heavy-duty vehicle sector. It has been approximately
6 20 years since EPA last proposed and implemented new
7 emissions standards for these vehicles. So
8 congratulations, EPA, on this important proposal.

9 There have been significant advances in both
10 engine and emission control technologies to warrant
11 adopting new standards. Ample data exists on the
12 feasibility of introducing and achieving these new
13 standards. Maryland has been a leader in efforts to
14 reduce vehicle emissions from medium- and heavy-duty
15 vehicles across the board, including being an original
16 signatory state on the milestone Medium- and Heavy-Duty
17 ZEB MOU, that committed to a goal of transitioning to
18 zero-emission from the medium- and heavy-duty vehicle
19 sector. Unfortunately, due to the interstate travel of
20 these trucks, the benefits of these actions are
21 limited, and it is important, very important, that
22 there be a national policy so all trucks are cleaner.

1 Because of this, Maryland strongly supports
2 phasing in standards that are consistent with
3 California. By doing this, it will create one national
4 standard which will make it easier for states to
5 regulate and for manufacturers to produce trucks to
6 just one standard as opposed to several. Working
7 toward a national standard will also produce the
8 largest emissions reductions possible.

9 Given the urgent need to reduce NOx and greenhouse
10 gas emissions in the region, to improve both public
11 health and air quality, and the important role medium-
12 and heavy-duty vehicles have in this goal, we strongly
13 encourage EPA to finalize these important new
14 standards.

15 Thank you so much for the opportunity to testify.

16 MS. THOMPSON: Thank you for your comment.

17 The next speaker will be Darby Osnaya. Darby, you
18 will need to accept the invitation to become a panelist
19 in order to provide your testimony. And when you are
20 ready, please unmute and state your name and
21 affiliation for the record.

22 MR. OSNAYA: Hello. Good morning, and maybe good

1 afternoon for some of you all. This is Darby Osnaya
2 here in Colton, California, a member of the Sierra Club
3 here.

4 So I am just reiterating what everybody is saying.
5 Everybody said before me, yes, to do this for the
6 environment. Let's be better. You know, we are
7 looking out for the next seven generations, you know,
8 the indigenous way, and, you know, the next seven
9 generations after that. And we've done so much damage
10 as it is with over-pollution, with everything that's
11 been going on.

12 I'm just here as a community member, yes as a
13 member of Sierra Club, but most importantly as a person
14 who lives here, lives in the IE where we are being very
15 badly affected by over-development, over-
16 industrialization, with warehouses and to railroads and
17 trucks, left to right, north, south, east, west. And
18 it is just getting into our lungs.

19 You know, right now I've been getting horrible --
20 a lot of sinus infections and a lot of that has to do
21 with my allergies as well as to do with the pollution
22 in the air. I live right next to the train tracks,

1 right between two freeways, so it is nothing but
2 pollution out here.

3 So I am just asking for you all to please -- like
4 we all need air. We all need to clean it up. We all
5 need to breathe. For those of us who have children,
6 grandchildren, great-grandchildren here, I'm pretty
7 sure they would like to see them, you know, to enjoy
8 the air that we have, to enjoy the soil, to enjoy the
9 water, because when one thing is polluted, everything
10 is polluted.

11 So I just come on here asking you all to please
12 listen to everybody, listen to the scientists, listen
13 to environmental scientists telling you all what needs
14 to be done. We are not really asking you all to
15 reinvent the wheel here. Because the hardest thing is
16 actually making it happen. You know, electrification
17 is one thing but then we're going to figure out how
18 it's problematic and how we can do better. But that's
19 what we've got to do. We've just got to do better.
20 You know, that's just what we do. Anybody will tell
21 you that, in any company, like you're the best of the
22 best and you have the best policies and what have you.

1 Great. Now go and do better, because that's just how
2 you maintain and stay on top of it. That's how you --
3 what's it called? -- that's just how you do better.

4 Because we all want to breathe. I don't think I'm
5 asking for much here. I'm asking you all to please
6 look out for our lungs. And just please, just please,
7 please keep listening to everyone here with all the
8 fact that they have about the reason for cleaner
9 trucks, you know, because when you look at the trucks
10 then it's looking at pollution with the rubber and what
11 have you.

12 Just please listen to the community. Please
13 listen to the environmental scientists. You know,
14 please do not be swayed by greed or capitalism or
15 consumerism or, you know, the need to keep pushing
16 things forward. You know, with COVID we kept pushing
17 things forward and yet we still have numbers of folks
18 dying and being affected by this disease worldwide.

19 So please, you know, right now the disease is
20 pollution. Right now the disease is folks putting
21 profits over people, and I'm just here as one of many
22 members that is done with it. I'm somebody from

1 Colton, California, in San Bernadino County, you know,
2 60 miles east of L.A. ports. And, you know, we are
3 affected big time, you know. So this decision will be
4 monumental for us.

5 And, you know, once again, it will be one decision
6 and then we're going to be pushing for better and
7 better because that's just what we're supposed to.
8 We're always supposed to look at how we can do things
9 better. And, you know, I'm saying this as a critique
10 as I'm going to be thankful for, you know, you're going
11 to make the right decision, but also you're going to
12 catch me and, you know, asking for better in the future
13 as well.

14 Thank you for this time.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Vanessa Lynch. Vanessa,
17 you may now unmute, and please state your name and
18 affiliation for the record.

19 MS. LYNCH: Thank you for the opportunity to
20 testify today. My name is Vanessa Lynch and I'm a
21 field organizer in Pennsylvania for Moms Clean Air
22 Force. I live in Pittsburgh with my husband and two

1 children.

2 The EPA's proposed air pollution controls for
3 heavy-duty engine and vehicle standards are a good step
4 forward, though the proposal must be strengthened.

5 Protecting the health of children and other vulnerable
6 populations requires stronger action. A rapid
7 transition to zero-emission trucks, powered by zero-
8 emission electric power sources is what parents across
9 the country want to see. We need cleaner air for our
10 children and our communities.

11 In my local community, we are experiencing climate
12 impacts in the form of landslides and major rain events
13 becoming much more frequently. My family was recently
14 forced to install a French drain due to flooding in our
15 basement. Mold and mildew growth caused major health
16 concerns and home repair issues as a result of the
17 increase in rain in our region.

18 From 2010 to 2020, Pennsylvania experienced 37
19 extreme weather events, costing the state up to \$10
20 billion in damages, illustrating the increasing
21 financial burden climate change is becoming for
22 Pennsylvania's families. The largest source of climate

1 pollution in the U.S.? The transportation sector,
2 responsible for 29 percent of all climate pollution.
3 Within the transportation sector, heavy-duty vehicles
4 are the second-largest contributor, at 23 percent.

5 Unfortunately, freight corridors are predominantly
6 located in low-income communities and communities of
7 color, leaving these communities to face the cumulative
8 impact of air pollution from multiple mobile,
9 commercial, and industrial sources. Compounding these
10 cumulative impacts are the serious current and
11 historical social justice difficulties which these
12 communities often experience.

13 Eliminating emissions from heavy-duty vehicles,
14 especially through a rapid transition to zero-emission
15 vehicles powered by zero-emission electric power
16 sources is essential for making strides towards
17 desperately needed cleaner air in these communities and
18 a safer climate for all.

19 Finally, the greenhouse gas portion of EPA's
20 heavy-duty truck proposal is weak. It reflects neither
21 the urgency of the climate crisis nor the rapid
22 advancement in zero-emission truck technology. The six

1 states that have adopted the Advanced Clean Truck Rule
2 have already committed to a certain percentage of EV
3 trucks and buses, and those commitments alone will
4 deliver three times what the EPA is saying will be
5 required across the whole U.S. That means that
6 existing state policies would already deliver three
7 times the zero-emission vehicles that the proposed rule
8 currently calls for nationally, in 2027.

9 The bottom line is we know there is hope for
10 avoiding the worst consequences of climate change if we
11 embrace ambitious climate solutions to protect our
12 children's health in the future. Be bold.

13 MS. THOMPSON: Thank you for your comment.

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

17 MS. SABETTA: Thank you so much. I'm Tracy
18 Sabetta in Columbus, Ohio, with Moms Clean Air Force.

19 Good afternoon, and thank you for the opportunity
20 to testify today. As you've heard, my name is Tracy
21 Sabetta. I am an organizer with Moms Clean Air Force
22 in Pickerington, Ohio, which is just outside of

1 Columbus. I'm a mother and someone who has worked in
2 public health and advocacy for nearly three decades. I
3 was thrilled when President Biden promised strong rules
4 and standards to reduce pollution from the
5 transportation sector. We are pleased to see that the
6 administration is moving now to updated standards for
7 heavy-duty vehicles.

8 The EPA's proposal is a welcome stop forward but
9 it doesn't go far enough. The proposal must be
10 strengthened to better protect children, people with
11 asthma, and other vulnerable groups from the health
12 harms of air pollution. Moms and dads in Ohio and
13 across the country want to see a rapid transition to
14 zero-emission trucks, because we need cleaner air for
15 our communities.

16 Tailpipe pollution from commercial trucks and
17 buses has a particularly outsized impact on public
18 health. Trucks contribute to smog and particulate
19 pollution, which cause a host of health problems, from
20 irritation, inflammation of the lungs, to worsening
21 asthma and coughing, to lowering resistance to lung
22 infections, to even premature death.

1 As of 2021, your own EPA data shows that air
2 pollution from transportation accounts for about 29
3 percent of total U.S. air pollution, making it
4 currently the largest contributor. More than 72
5 million people live within 200 meters of a truck
6 freight route. People of color and those with lower
7 incomes are more likely to live in larger cities near
8 trucks routes, bearing the brunt of transportation
9 pollution.

10 And cities in Ohio are no exception. According to
11 the American Lung Association State of the Air Report
12 for 2021, there are nearly 200,000 children in Ohio
13 struggling with asthma every day. In addition, of the
14 25 cities most polluted year-round by particle
15 pollution in the U.S., two are in Ohio -- Cincinnati
16 ranks 11th and the Cleveland-Akron area ranks 14th in
17 the nation. Ohio parents and grandparents need all the
18 help we can get to reduce these pollution levels and
19 protect the health of our children.

20 We're getting some of that help from municipal
21 elected officials and business leaders in Ohio. They
22 are working hard to transition to zero-emission fleets

1 on their own. This includes larger entities like the
2 NASA Glenn Research Center, Giant Eagle grocery, the
3 City of Columbus, and the Greater Dayton Regional
4 Transit Authority, as well as smaller groups like the
5 Mt. Eaton Pallet Company and the Wood County District
6 Public Library.

7 The states that have adopted the Advanced Clean
8 Truck Rule -- as you heard, California plus five other
9 states -- have already committed to a certain
10 percentage of EV trucks and buses in those six states
11 alone, and as my colleague just mentioned, those
12 commitments alone will deliver three times what the EPA
13 is saying will be required across the whole U.S.

14 Unfortunately, Ohio does not have an existing
15 state policy so we need your help with a strong
16 national standard. There is no time to waste. The
17 proposed heavy-duty NOx and greenhouse gas standards
18 must be finalized this year. We strongly urge you to
19 enact standards to put American truck and bus fleets on
20 a clear roadway to 100 percent zero-emission sales by
21 2035. The current proposal is weak and reflects
22 neither the urgency of the climate crisis nor the rapid

1 advancement in zero-emission truck technology. In
2 fact, the market is moving faster than what these rules
3 are proposing.

4 Again, I thank you for this opportunity to testify
5 today and ask that you please go that extra mile to
6 protect our children's health from transportation
7 pollution. Thanks so much.

8 MS. THOMPSON: Thank you for your comment.

9 As a reminder, if you are speaking today, you will
10 receive a notification on your screen that you are
11 being "promoted to the role of panelist" shortly prior
12 to your speaking time. You must accept that invitation
13 to be able to unmute when you are called to testify.
14 This will also allow you to turn on your camera, which
15 we encourage you to do. Speakers connected by
16 telephone should unmute their phones when called to
17 testify. We ask that speakers speak slowly and clearly
18 so our court reporter and interpreter can capture these
19 proceedings accurately.

20 If you are having technical difficulties, please
21 send an email to public_hearing@abtassoc.com or call
22 919-294-7712.

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

5 Out of respect for the other individuals providing
6 testimony today, please refrain from turning on your
7 camera or unmuting your microphone until it is your
8 turn to speak. Please keep your testimony to three
9 minutes.

10 The next speaker will be Milagros Elia. You may
11 now unmute and please state your name and affiliation
12 for the record.

13 MS. ELIA: Yes. Thank you for the opportunity to
14 testify. My name is Milagros Elia, and I am here today
15 as a private citizen, oncology nurse, and member of the
16 Alliance of Nurses for Healthy Environments.

17 I thank this administration for acting swiftly on
18 clean trucks. I would urge EPA to create the strongest
19 possible limits on heavy-duty vehicle pollution. Here
20 in New York, where I live, these standards will provide
21 much-needed relief from the burden of diesel fuels,
22 fumes, and air pollution. Vehicle manufacturers have

1 the technology to meet strong standards, and many
2 recent analyses have shown that fully zero-emission
3 trucks will be cheaper to purchase and operate than
4 diesel trucks within the time frame of these standards.

5 As an oncology nurse, I am concerned that 45
6 percent of U.S. residents live in counties with
7 unhealthy levels of smog or soot. Scientists have
8 labeled these areas Diesel Death Zones, and link
9 exposures to diesel exhaust to more than four dozen
10 toxic air pollutants that cause birth defects, lung
11 damage, and yes, cancer.

12 Clean Trucks Proposal contains a standard that
13 will reduce NOx, a known component of harmful, ground-
14 level ozone, from onroad heavy-duty trucks. This
15 standard will also reduce greenhouse gas emissions
16 admitted by transit buses, school buses, last-mile
17 delivery trucks, and day tractors. The Environmental
18 Protection Agency will implement the Clean Trucks
19 Proposal beginning with the model year 2027, and
20 include the standard to reduce NOx pollutions from
21 heavy-duty trucks, as I said, and would reduce
22 greenhouse gas emissions.

1 Although trucks make up less than 10 percent of
2 vehicles on the road, they spewed the majority of
3 hazardous air pollutants, 63 percent of NOx and nearly
4 25 percent of transportation sector's greenhouse
5 gasses.

6 Setting the strongest emissions standards and
7 reducing truck admissions will improve air quality,
8 combat climate change, and foster health equity,
9 greatly benefitting those nearer to the highways, truck
10 stops, ports, or distribution centers. A goal of the
11 100 percent zero-emission trucks and sales, we have
12 that goal for 2035. The EPA must enact standards that
13 put the American truck and bus fleets on a clear
14 roadway to 100 percent zero-emission by 2035.

15 Smog, soot, and truck pollution -- sorry, caused
16 by trucks and buses are among the greatest threat to
17 public health.

18 In conclusion, once again, I urge this
19 administration to set the strongest standard possible
20 because many lives depend on it. These standards must
21 accomplish two things: one, reducing deadly NOx
22 pollution 90 percent by 2027, and two, putting our

1 national bus and truck fleet on a clear path to 100
2 percent zero-emission, all-electric vehicle by 2035.

3 Thank you for this opportunity to testify.

4 MS. THOMPSON: Thank you for your comment.

5 The next speaker will be Rachel Meyer. Rachel,
6 you may now unmute and please state your name and
7 affiliation for the record.

8 MS. MEYER: My name is Rachel Meyer, and I am the
9 Ohio River Valley field organizer for Moms Clean Air
10 Force. Thank you for the opportunity to testify about
11 this important proposal. I live in Independence
12 Township, Beaver County, Pennsylvania. As an
13 elementary school teacher, I have worked in San
14 Francisco, California, and in Pittsburgh, Pennsylvania.
15 In both of these places, many of the children where I
16 lived and worked suffered because of air pollution.
17 Despite improvements in air quality in the past several
18 decades, more than 40 percent of Americans still live
19 in places where the air is unhealthy to breathe, and
20 much of that pollution comes from the transportation
21 sector.

22 Babies and children, whose bodies are rapidly

1 developing, are disproportionately affected by air
2 pollution. It can interfere with brain development and
3 learning. Some may have been affected before they were
4 even born. Pregnant women have an increased risk of
5 premature birth and low birth weight babies when
6 exposed to air pollution. Many of these children are
7 from black and brown and low-income communities.

8 There were days in Pittsburgh where the air
9 quality was so bad that the students could not go
10 outside to play. [REDACTED] Redacted for PII

[REDACTED]
[REDACTED]
[REDACTED]

14 I lived near a highway, and I thought I would
15 escape the pollution from the traffic when I moved to a
16 rural township. The trucks followed me. Here we have
17 heavy-duty vehicle traffic due to the presence of the
18 oil and gas industry. Where I live there are six wells
19 and a compressor station with a mile, and numerous
20 other oil and gas facilities within a few more miles.
21 Now I worry that my two-year-old daughter's health is
22 being affected by pollutants in our air.

1 Beyond the more immediate negative health impacts
2 from the pollution emitted by heavy-duty vehicles,
3 there is also their contribution to climate change.
4 The largest source of climate pollution in the U.S. is
5 the transportation sector, which is responsible for 29
6 percent of all climate pollution. It is crucial that
7 have stronger standards for these vehicles, and it is
8 imperative that we act now. The trucks covered by this
9 rule will be on the road for decades, so these vehicles
10 must be cleaned up as soon as possible.

11 Families, many in environmental justice
12 communities, have suffered long enough, and the future
13 of our entire planet is at risk as climate change
14 progresses at increasing rates. What are we leaving
15 for young people? As a mother, I worry for all the
16 children. We cannot continue to allow the air they
17 breathe to make them sick, and we cannot leave them to
18 face more and more severe climate disasters because we
19 did not act now.

20 EPA's proposal is on the right track, but it needs
21 to go further to better protect children and other
22 vulnerable groups. We need these standards now, not

1 only for the protection from the ill health effects of
2 pollution from heavy-duty vehicles but also to protect
3 everyone from the dire effects of climate change. A
4 rapid transition to zero-emission trucks and buses is a
5 great opportunity to make a huge, positive impact.

6 Again, thank you to the EPA for the opportunity to
7 testify.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Patricia Keefe.

10 Patricia, we do not currently see you listed among the
11 attendees. However, if you have joined using a
12 different name we would invite you to raise your hand
13 at this time. And if you have dialed in you can raise
14 your hand by dialing *9 on your phone.

15 [Pause.]

16 MS. THOMPSON: The next speaker will be Diana
17 Bohn. Diane, we do not currently see you on the
18 attendee list. However, if you have joined using a
19 different name we would invite you to raise your hand
20 at this time. And if you have called in you can raise
21 your hand by dialing *9 on your phone.

22 [Pause.]

1 MS. THOMPSON: The next speaker will be Stacie
2 Slaly. Stacie, we do not currently see you on the
3 attendee list. However, if you have joined using a
4 different name we would invite you to raise your hand
5 at this time. And if you have dialed in you can raise
6 your hand by dialing *9 on your phone.

7 [Pause.]

8 MS. THOMPSON: The next speaker will be Madison
9 Lisle. Madison, we do not currently see you listed
10 among the attendees. However, if you have joined using
11 a different name we would invite you to raise your hand
12 at this time. And if you have dialed in you can raise
13 your hand by dialing *9 on your phone.

14 [Pause.]

15 MS. THOMPSON: The next speaker will be Phil
16 Hernick. Phil, you may now unmute, and please state
17 your name and affiliation for the record.

18 [Pause.]

19 MS. THOMPSON: Phil, we are --

20 MR. HERNICK: Okay. I see I have to use your --
21 well, let's see here. Anyway, can I start over?

22 My name is Phil Hernick, and I am not directly

1 affiliated with any of the organizations but somewhat
2 active with Nature Conservancy, Sierra Club,
3 Greenpeace. And the reason why I am testifying today
4 is because I have children and grandchildren who live
5 in Wisconsin, Maryland, and California, and I'm very
6 concerned about their well-being. Also because of my
7 life experience, I spent two years in the Peace Corps
8 in Liberia, West Africa, and two years in the Peace
9 Corps in Ecuador, Guayaquil, Ecuador, and I see very
10 clearly the impact of climate on marginal third-world
11 people.

12 So I want to encourage the EPA -- first of all, I
13 want to congratulate them on moving forward on this,
14 and then I want to emphasize the fact that we need the
15 strictest kinds of regulations and standards that you
16 can manage.

17 So again, thank you for the opportunity, and I
18 fully support, particularly the moms have been very
19 good at stating what we need in terms of these
20 regulations. So thank you, moms.

21 MS. THOMPSON: Thank you for your comment.

22 The next speak will be Kathryn Westman. Kathryn,

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

3 MS. WESTMAN: Hello. My name is Kathryn Westman.
4 I am here as a public citizens, registered nurse, and
5 person of faith, and also a member of the Alliance of
6 Nurses for Healthy Environments.

7 I am distressed with the continuing air pollution,
8 which we know causes shortened lifespans, cardiac
9 disease such as heart attacks, respiratory disease
10 including asthma, which is so prevalent in our
11 children, and some cancers.

12 Sadly, the fine particulate particles are
13 dispersing everywhere. They cannot be seen but they
14 are negatively affecting the health of our citizens.
15 This is a public health issue as well as a justice
16 issue, as many others have testified.

17 The transportation industry is one of the largest
18 contributors to this dangerous pollution, and I
19 appreciate the EPA making these proposals to address
20 the truck and bus pollution. I believe that when we
21 know better we must do better. The technology is
22 available. A new federal standard is essential. It

1 will help deliver on President Biden's and the
2 administration's promise of climate commitments,
3 environmental justice, and health equity.

4 I call on the EPA to rapidly adapt Option 1 but to
5 even make it stronger with a doable goal of 100 percent
6 zero emissions by 2035.

7 Thank you to the EPA for allowing my testimony.

8 MS. THOMPSON: Thank you for your comment.

9 The next speak will be Anastasia Gordon.

10 Anastasia, you may now unmute, and please state your
11 name and affiliation for the record.

12 MS. GORDON: Hello. My name is Anastasia Gordon.
13 I am the Energy and Transportation Policy Manager at WE
14 ACT for Environmental Justice.

15 Transportation is the largest share of greenhouse
16 gasses within the United States. The medium- and
17 heavy-duty sector in particular is the leading source
18 of smog and soot-forming NOx emissions and fine
19 particulates. Due to a legacy of discriminatory
20 transportation planning and zoning, low-income
21 communities and communities of color are not only on
22 the frontlines of the climate crisis but are

1 disproportionately overburdened by the health-damaging
2 effects of pollution from trucks and buses.

3 High exposure rates to NOx and PM from these
4 vehicles are a stark reality for predominantly black
5 and Latino residents of northern Manhattan, where WE
6 ACT is headquartered, and environmental justice
7 communities across the country who live, work, and go
8 to school in close proximity to high-traffic roadways
9 and trucking routes, bus depots, and goods movement
10 facilities, areas scientists are literally calling
11 Diesel Death Zones, as exposure to diesel exhaust is
12 linked to asthma, heart attacks, lung damage, even
13 cancer and premature death. The environmental justice
14 communities have been bombarded by these dirty diesel
15 trucks and other sources of pollution for far too long.

16 The Clean Trucks Rule is a critical opportunity to
17 reduce truck pollution and address climate change,
18 improve air quality, and save lives. While it is a
19 commendable start, we urge the agency to enact strong
20 protective standards by the end of the year, that puts
21 us on a pathway towards 100 percent zero-emission
22 electric trucks and buses by 2035, and to deliver on

1 federal climate and environmental justice commitments.

2 Specifically regarding the NOx portion of the
3 proposal, Option 1 is preferred. However, it should be
4 enhanced to achieve the most emission reduction and
5 public health benefits for affected communities who
6 need them the most. The California Heavy-Duty Omnibus
7 Rule should be the minimum baseline, requiring 90
8 percent NOx emissions reductions by 2027, as opposed to
9 delaying these life-saving reductions until 2031.

10 In addition, the greenhouse gas part of the rule
11 does not reflect the advancements in electric truck
12 technology nor does it account for the state policies
13 that are already accelerating zero-emission vehicles,
14 in particular, California's Advancing Trucks Rule,
15 which has already been adopted by five other states,
16 including New York.

17 The EPA needs to set a stringent standard that
18 spurs market development and the transition to electric
19 trucks and buses. This will eliminate harmful
20 emissions from the sector, improve air quality and
21 health in overburdened communities, and begin to
22 address longstanding environmental injustices.

1 Thank you for the opportunity to testify, and I
2 look forward to continued engagement and working with
3 the EPA to set the strongest possible clean truck
4 standards.

5 MS. THOMPSON: Thank you for your comment.

6 The next speaker will be Yaritza Perez. We do not
7 currently see you listed among the attendees. However,
8 if you have joined using a different name we would
9 invite you to raise your hand at this time. And if you
10 have called in you may raise your hand by dialing *9 on
11 your phone.

12 [Pause.]

13 MS. THOMPSON: The next speaker is LaVaida Owens-
14 White. We do not currently see you listed on the
15 attendee list. However, if you have joined using a
16 different name we would invite you to raise your hand
17 at this time. And I can see you raised your hand so I
18 will promote you to panelist now. When you are ready
19 you may unmute, and please state your name and
20 affiliation for the record.

21 [Pause.]

22 MS. THOMPSON: The next speaker is Zhenya

1 Polozova. We do not currently see you listed among the
2 attendees. However, if you have joined using a
3 different name we would ask that you raise your hand at
4 this time. And if you have called in you may raise
5 your hand by dialing *9 on your phone.

6 [Pause.]

7 MS. THOMPSON: The next speaker will be Kabyn
8 Vikesland. We do not currently see you listed among
9 the attendees. However, if you have joined using a
10 different name we would ask that you raise your hand at
11 this time. And if you have called in you may raise
12 your hand by dialing *9 on your phone.

13 [Pause.]

14 MS. THOMPSON: I will now call the names of
15 speakers from this speaker block who were unable to
16 testify when called on. If you have arrived, when I
17 call your name please raise your hand by clicking the
18 Raise Hand button in Zoom, or you can raise your hand
19 if you've dialed in by dialing *9 on your phone.

20 The first speaker is Francisco Sayu. Ana
21 Gonzalez. Rachel Meyer. And Rachel, I see you in the
22 attendee list so I'm going to promote you to panelist.

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

3 MS. MEYER: My name is Rachel Meyer, and I am the
4 Ohio River Valley field organizer for Moms Clean Air
5 Force. I am going to pause for a minute because I
6 think that I did already give my testimony. Was I not
7 able to be heard at that time?

8 MS. THOMPSON: Apologies. You did provide your
9 testimony. I will move on to the next speaker.
10 Apologies.

11 MS. MEYER: I'll do it again. Thank you.

12 MS. THOMPSON: No. Thank you.

13 The next speaker will be Patricia Keefe.

14 Patricia, if you have joined us you may raise your
15 hand, or you can raise your hand if you've called in by
16 dialing *9 on your phone.

17 [Pause.]

18 MS. THOMPSON: The next speaker on my list is
19 Diana Bohn. Diana, if you've arrived you may raise
20 your hand at this time, or dial *9 on your phone if
21 you've dialed in.

22 [Pause.]

1 MS. THOMPSON: The next speaker is Stacie Slaly.
2 Stacie, if you've arrived I would invite you to raise
3 your hand at this time.

4 [Pause.]

5 MS. THOMPSON: The next speaker is Madison Lisle.
6 Madison, if you've arrived we would invite you to
7 raise your hand at this time.

8 [Pause.]

9 MS. THOMPSON: The next speaker will be Yaritza
10 Perez. Yaritza, if you have arrived we would invite
11 you to raise your hand at this time.

12 [Pause.]

13 MS. THOMPSON: The next speaker will be LaVaida
14 Owens-White. LaVaida, if you've joined we would invite
15 you to raise your hand.

16 [Pause.]

17 MS. THOMPSON: The next speaker is Zhenya
18 Polozova. We do not currently see you listed.
19 However, if you have joined we would invite you to
20 raise your hand at this time.

21 [Pause.]

22 MS. THOMPSON: The next speaker is Kabyn

1 Vikesland. If you have joined we would invite you to
2 raise your hand.

3 [Pause.]

4 MS. THOMPSON: The next speaker will be Cara Cook.
5 Cara, you may now unmute, and please state your name
6 and affiliation for the record.

7 MR. CHARMLEY: You can go ahead and speak.

8 MS. OWENS-WHITE: Was that Cara or myself?

9 MR. CHARMLEY: It is yourself.

10 MS. OWENS-WHITE: Thank you so much. Technology
11 is such a trip.

12 Thank you for the opportunity to testify. My name
13 is LaVaida Owens-White, and I'm here today as a member
14 of the Alliance of Nurses for Healthy Environments. I
15 am very appreciative of this administration for
16 implementing standards on clean trucks, but I would
17 like to encourage EPA to establish the strongest
18 possible limits on heavy-duty vehicle pollution.

19 Here in Delaware, these standards will provide
20 much-needed relief from the burden of diesel fumes and
21 air pollution, as our Department of Natural Resources
22 and Environmental Control provides some plans and

1 funding for emission reduction projects for medium- and
2 heavy-duty vehicles.

3 I live near the I-95 corridor, and in the city of
4 Wilmington, which is one of the largest in Delaware.
5 This is very personal for me. I have been a nurse in
6 the health care arena for over 40 years and have cared
7 for any number of children, teens, and adults who are
8 living with the effects of poor air quality. Air
9 pollution from diesel fumes severely affects people who
10 are already ill. Both short-term and long-term
11 exposure can cause a variety of health problems, we you
12 have heard, from asthma to chronic obstructive
13 pulmonary disease, which is known to you as COPD. Air
14 pollution increases the risk of respiratory infections,
15 heart disease, stroke, and lung cancer.

16 Need I emphasize, as a person of color, the
17 significant disparities in the prevalence of these
18 conditions by race and ethnicity? I am extremely
19 disturbed when I see mothers with their babies and
20 toddlers in open strollers, walking or waiting at the
21 bus stops, having to breathe in these noxious fumes of
22 buses, cars, and trucks.

1 I want you to take the time, a minute, to imagine
2 the toddlers in strollers sitting closest to those gas
3 emissions as they wait for their rides to pick them up,
4 on a daily basis, two, maybe three times a day.

5 As a member of the NAACP Transit Equity Committee
6 and chairperson for the Health Committee of our State
7 Conference of NAACP, we can re-imagine an automotive
8 and transit system that will pave the way for
9 implementation of standards for overburdened and
10 disadvantaged communities.

11 I see the limitation on heavy-duty pollution as an
12 opportunity for training our clean energy job. We
13 could create equity that would decrease high
14 unemployment as a byproduct to reduce harmful gas
15 emissions. The health benefits would be cleaner air,
16 greenhouse gas reductions, and climate benefits,
17 justice and equity for frontline communities that I
18 live in, the majority of whom are low-income and
19 communities of color, which have been targets of
20 environmental racism. And these standards would be a
21 significant in improving quality of life throughout our
22 lifespan.

1 As I reiterate what the other nurses and Alliance
2 of Nurses for Healthy Environments have testified,
3 zero-emission for heavy-duty vehicles are the best
4 possible technology to reduce these harmful, NOx and
5 greenhouse gas emissions. EPA can and should use these
6 standards to accelerate the transition to electric
7 trucks to put the country's medium- and heavy-duty
8 fleets on a pathway to 100 percent zero-emission,
9 electric vehicles by 2035.

10 In closing, I urge this administration to set
11 these strong standards, because many lives depend on
12 it. These standards, as has been said before, must
13 accomplish two things, which is reducing deadly noxious
14 pollution 90 percent by 2027, and putting our national
15 bus and truck fleet on a clear path to 100 percent
16 zero-emission, all-electric vehicles by 2035.

17 I appreciate and thank you for this opportunity to
18 testify before you.

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be Kabyn Vikesland. Kabyn,
21 you will need to accept the invitation to become a
22 panelist in order to give your testimony. When you are

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

3 [Pause.]

4 MR. VIKESLAND: Hello. My name is Kabyn
5 Vikesland. I am connected with the Evangelical
6 Environmental Network, Citizens Climate Lobby, and the
7 Sierra Club, though I do not speak formally on behalf
8 of any of these groups. And I want to say thank you
9 for this opportunity to speak on this very important
10 issue.

11 Mainly I want to speak as someone who has spent
12 five years volunteering as a mentor with youth in
13 inner-city St. Louis. There I witnessed first-hand the
14 incredible challenges young people face in under-
15 resourced communities. I remember one young man that I
16 worked with. I will call him Larry. He showed up at
17 an event with a deep bruise on his shins. I asked him
18 what happened, and he said he was working on a garage
19 door with his uncle and it fell and landed on his leg.
20 He said it was a good thing, though, because his
21 little cousin would have been hit if the door had not
22 hit him. And that gives you a little bit of a picture

1 of Larry's character.

2 Upon graduating high school, Larry set out to get
3 a job. By my estimation, he applied for almost 50 jobs
4 over two and a half years before landing on. He was
5 once turned down for a job at Jack in the Box because
6 he lacked experience. He eventually landed a job at a
7 fast-food restaurant in the suburbs that required a
8 two-hour bus ride each way.

9 He did well at his job and one night his manager
10 left him to close the store. However, his last bus
11 home left before the restaurant was supposed to close.
12 Larry didn't want to spend the night in the woods and
13 figured it wouldn't be good to wander the suburbs at
14 night as a 6'3", 240-pound young black man, so he
15 closed down the restaurant early and caught his bus
16 home. The next day he was fired, with no opportunity
17 to explain why he had to close early.

18 A friend of mine once took another young man home
19 after an event. He noticed the lights were out and
20 asked about it. The young man explained that his mom,
21 despite having a full-time job, couldn't afford the
22 power bill. Many months they were faced with the cost

1 of rent, utilities, and food, and got to pick two. I
2 wonder which I would pick in that situation, and wonder
3 which you would pick if faced with that situation.

4 Experiences like this, and worse, were everyday
5 occurrences for the youths that I worked with. On top
6 of that, they must contend with the invisible effects
7 of high levels of toxins in the air that they breathe.

8 Now I ask -- don't kids like this already have
9 enough to overcome? We must not allow the most basic
10 necessity of life, breathing, to continue to be a
11 hazard to them on top of everything else that they
12 face. You, at the EPA, have the power to make the
13 future healthier and cleaner for kids like this, and
14 all of us who breathe air.

15 So I ask you to act wisely, act decisively, and
16 act morally to rein in the poisons that are dumped into
17 our air by the vehicles under consideration. And
18 please move forward with these regulations and continue
19 to build on them so that we can all breathe more
20 freely.

21 Thank you again for your time.

22 MS. THOMPSON: Thank you for your comment.

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

4 MS. LISLE: Hello, everybody, and thank you. My
5 name is Madison Lisle. I'm with Warehouse Workers for
6 Justice in Joliet, Illinois. I organized with the
7 portside community of Joliet on a campaign for clean
8 air and good jobs for working communities.

9 In Joliet you can see tens of thousands of heavy-
10 duty trucks at an intersection in just two hours
11 because Will County is home to the largest inland port
12 in North America, which draws countless warehouse and
13 logistic companies to the area. This is partially why
14 Will County is in the 98th percentile of diesel-related
15 health harms in the entire nation, harms that the
16 working communities of color experience at a
17 disproportionate rate not only at home but at work, as
18 a warehouse worker, a truck driver, as well.

19 Last summer, Warehouse Workers for Justice
20 organizers and local residents set out to explore the
21 impact of diesel emissions on air quality in a study
22 that measured air pollution in the form of particulate

1 matter 2.5. We also counted the number of medium- and
2 heavy-duty trucks that drove through Joliet's
3 neighborhoods.

4 Our data shows air quality that exceeds healthy
5 EPA and standards by the World Health Organization with
6 particularly high pollution levels and unhealthy
7 ambient air quality measurements in the majority black
8 and Latino neighborhoods closest to the warehouses and
9 truck routes. And this report, or this study that we
10 released in a report, provides a case study of the
11 corporate-enacted environmental racism going on in
12 portside communities nationwide.

13 The EPA needs to take this into consideration and
14 strengthen the proposed Clean Truck Rule to immediately
15 put truck and bus sales on a pathway to 100 percent
16 zero-emissions by 2035, to address the deadly impacts
17 of both NOx and PM pollution that make up the tailpipe
18 emissions. To adequately address pollution from
19 freight systems, working communities need the EPA to
20 lower their allowable pollution thresholds to be more
21 consistent with existing public health data, to hold
22 wealthy-parent-polluting companies accountable for the

1 full scope of their pollution, and to mandate a just
2 transition to zero-emission freight that prioritizes
3 the needs of workers and frontline residents.

4 To improve public health outcomes, current EPA
5 standards for heavy-duty PM and NOx emissions should be
6 tightened in line with existing standards set by the
7 World Health Organization. The EPA must mandate a
8 transition to zero-emission freight now.

9 And finally, in collaboration with other agencies
10 such as the Department of Labor and consistent with
11 President Biden's promised whole-of-government
12 approach, the EPA must work to address both the
13 environmental and labor impacts of freight in their
14 Clean Trucks Rules. Thank you.

15 MS. THOMPSON: Thank you for your comment.

16 INTERPRETER: [Speaks in Spanish.]

17 MS. THOMPSON: For our Spanish interpreter, you
18 are in the English line, so I would ask you to move to
19 the Spanish line at this time.

20 All right. At this time we will begin a scheduled
21 recess. EPA, when would you like to reconvene?

22 MR. CHARMLEY: Let me double-check, Brian. 1:30,

1 is that correct for the next session?

2 MR. NELSON: That is correct.

3 MR. CHARMLEY: So yes, we would like to take a
4 break from now until 1:30 p.m. Eastern time, and then
5 we'll start with Block Number 11 at that time. So
6 thank you, everyone.

7 [Recess.]

8 MS. THOMPSON: Hello, everyone. This is Kayla
9 Thompson from Abt Associates, EPA's contractor. It is
10 1:30 p.m. Eastern time, and we are now rejoining EPA's
11 public hearing on the Control of Air Pollution From New
12 Motor Vehicles: Heavy-Duty Engine and Vehicle Standards
13 proposal.

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

20 Before we resume the hearing we would like to go
21 over some logistics. As a reminder, all attendees are
22 muted automatically. If you are speaking today, you

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

8 If you are having technical difficulties, please
9 send an email to public_hearing@abtassoc.com or call
10 919-294-7712.

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

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

18 Now we will continue our public testimony. The
19 expected speaking order is currently displayed on the
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.

3 I will be introducing each speaker in turn.

4 Please speak slowly and clearly so our court reporter
5 can record these proceedings accurately. The first
6 speaker will be Cara Cook. Please state your name and
7 affiliation for the record.

8 MS. COOK: Thank you so much. This is Cara Cook,
9 C-a-r-a C-o-o-k, and I am with the Alliance of Nurses
10 for Healthy Environments. Thank you for the
11 opportunity to provide comments today. I am a
12 registered nurse as well as part of the Alliance of
13 Nurses for Healthy Environments, which is a national
14 nursing organization focused solely on how the
15 environment impacts human health.

16 Our organization supports stronger standards to
17 limit emissions of NOx and greenhouse gases from heavy-
18 duty vehicles, and specifically our organization is
19 urging EPA to move forward with Option 1 from the
20 proposal and to finalize the standards this year. This
21 will maximize the benefits for public health.

22 Pollution from heavy-duty vehicles

1 disproportionately impacts the health of the 72 million
2 people who live near truck freight routes. Heavy-duty
3 vehicles emit a mixture of dangerous pollutants,
4 including NOx, ozone, and particle matter, which
5 contribute to lung irritation, aggravation of asthma,
6 and other lung diseases. And we know that standards
7 are effective at reducing dangerous air pollution.
8 Past rules from EPA of heavy-duty trucks have already
9 effectively reduced NOx emissions by as much as 60
10 percent, and stronger standards are necessary to better
11 protect health.

12 Further, heavy-duty vehicles make up just 5
13 percent of the vehicles on the road. However, they
14 generate more than 25 percent of the total global
15 warming emissions from the transportation sector, which
16 is contributing to worsening climate change. Climate
17 change amplifies a wide range of health risks,
18 including death and illness relating to extreme heat
19 and extreme weather events and increases cases of
20 vector-borne disease. We need the strongest possible
21 tools available to protect health in the face of urgent
22 public health crises resulting from air pollution and

1 climate change.

2 EPA's proposed Option 1 is the strongest and
3 provides the most benefits for public health in terms
4 of preventing premature deaths, reducing
5 hospitalization and emergency room visits, and
6 preventing asthma attacks.

7 To optimize health benefits, our organization is
8 urging EPA, after finalizing these standards, to move
9 quickly to set stronger standards that fully drive the
10 transition to zero-emission heavy-duty vehicles.

11 And so in closing I thank you again for the
12 opportunity. Again, our organization, the Alliance of
13 Nurses for Healthy Environments, urges EPA to
14 strengthen limits of NOx emissions, finalize the
15 proposal by the end of 2022, and maximize the health
16 benefits by selecting Option 1 and extending the
17 warranty requirements and useful life provisions in the
18 rule. Thank you.

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be Sam Wilson. You may now
21 unmute, and please state your name and affiliation for
22 the record.

1 MR. WILSON: Hi. Good afternoon and thanks for
2 the opportunity to comment today. My name is Sam
3 Wilson and I'm a Senior Vehicles Analyst with Union of
4 Concerned Scientists. We are a group that advocates
5 for science-based regulations on behalf of our nearly
6 half a million supporters.

7 Heavy-duty vehicles are responsible for an
8 outsized amount of climate warming and toxic air
9 pollution in our communities. Although they make up
10 just about 10 percent of the vehicles on the road
11 nationally, they emit nearly a third of greenhouse
12 gasses, just under half of nitrogen oxides, and over 50
13 percent of fine particulates from onroad vehicles in
14 the U.S.

15 Communities adjacent to and downwind of ports,
16 railyards, and industrial corridors are
17 disproportionately exposed to these toxic emissions and
18 bear the brunt of the negative health outcomes, and
19 also those who come after us will pay the price for our
20 senseless inaction on climate change.

21 Zero-emission vehicles are key to both reducing
22 emissions from the transportation sector and the long-

1 term success of this heavy-duty NOx regulation. EPA
2 should be prioritizing electrification in its efforts
3 to reduce transportation pollution at all turns. Zero-
4 emission vehicles bypass the need for costly emissions
5 controls that degrade over a vehicle's lifetime as they
6 produce no tailpipe emissions.

7 The landscape around heavy-duty EVs has changed
8 dramatically since EPA's last round of emission
9 standards some 20 years ago. Today businesses have the
10 option to choose from over 100 models of electric
11 heavy-duty vehicles, from step vans to tractor-trailer
12 trucks, that have significantly lower fuel and
13 maintenance costs. These can be up to 50 percent lower
14 in many cases, and especially for delivery vans. Given
15 that nearly 70 percent of heavy-duty vehicles travel
16 less than 50 miles daily, range is no longer the
17 concern that it once was in the vast majority of cases.

18 The availability of zero-emission trucks continues
19 to grow rapidly, and in some cases they are more cost-
20 effective to own and operate today than in their
21 combustion counterparts, and this is especially true in
22 California and New York. A February 2022 study from

1 Roche Industries shows that electric drivetrain Class 5
2 delivery trucks will have the most favorable cost of
3 ownership in the next two years, and a white paper
4 published by the California Air Resources Board this
5 past summer estimates a favorable TCO for all heavy-
6 duty EVs compared to their diesel counterparts in all
7 classes by 2030.

8 Well-established truck manufacturers like Daimler
9 and Volvo are preparing a clean transportation future
10 by shifting their focus to zero-emissions in the coming
11 years, and models from newcomers like Nikola, Rivian,
12 and Tesla are beginning to hit the road soon.

13 Although electric trucks make up a fraction of the
14 market today, EPA has an opportunity with this rule to
15 both accelerate the market for heavy-duty EVs and
16 provide a baseline of certainty for industry on the
17 national level. California and Section 177 states just
18 can't move the nation forward alone on electrification.
19 The federal government has to step up here. Our
20 research shows that absent federal action, the market
21 share for heavy-duty EVs could remain as low as 15
22 percent in 2030. EPA must act on President Biden's

1 promises and goals to reduce climate warming and toxic
2 air pollution by including electrification provisions
3 in this rule.

4 More electric trucks on the road today mean
5 cleaner air, a more stable climate, a clearer path for
6 industry, and more affordable, zero-emissions
7 technologies tomorrow.

8 Thank you very much.

9 MS. THOMPSON: Thank you for your comment.

10 The next speaker will be Kindra Weid. Kindra, we
11 do not currently see you listed among the attendees.
12 However, if you have joined using a different name, and
13 it looks like I see a hand raised so I am going to
14 promote you to panelist. When you are ready you may
15 unmute, and please state your name and affiliation for
16 the record.

17 MS. WEID: Thank you. My name is Kindra Weid.
18 Good afternoon. I am here as a concerned citizen, a
19 critical care registered nurse, and the coalition
20 coordinator for MI Air MI Health. We are an advocacy
21 group of health professionals that believes everyone
22 deserves to breathe clean and healthy air wherever they

1 work, live, and play. Part of our advocacy centers
2 around decreasing air pollution from the transportation
3 sector. So thank you for allowing us this time to
4 voice our support for the heavy-duty engine and vehicle
5 standards and encourage you to push further and to push
6 stronger.

7 I live in Southeast Michigan and unfortunately I
8 live along a heavy trucking corridor myself. I smell
9 and hear heavy-duty trucks pass by my home starting
10 very early in the morning and pretty steadily into the
11 early evening hours. In the warmer months, this
12 doesn't allow us to open up our windows because of the
13 exhaust fumes. The soot is visible on my patio
14 furniture and porch. My partner **Redacted for PII**, and I
15 worry about how much this contributes to his ability to
16 manage his condition. I worry about the kids in my
17 neighborhood, knowing that childhood exposure to diesel
18 pollution can have immediate and long-term effects.
19 And I worry about the schoolchildren across our state,
20 riding in dirty diesel school buses every day.

21 I am testifying today for three reasons. Heavy-
22 duty truck pollution impacts public health negatively,

1 it disproportionately does so, and it contributes to
2 climate change while we are facing a climate crisis.

3 As many before me have highlighted, diesel
4 emissions contribute to NOx and particulate matter
5 pollution, which have several known negative health
6 impacts and contribute to climate change. Diesel
7 emissions are a known trigger for asthma, attacks on
8 other respiratory inflammation and irritation.
9 Exposure to diesel emissions has been linked to an
10 increased risk of certain heart conditions, premature
11 death, and lung cancer.

12 Several communities across the nation suffer
13 disproportionately from transportation-related air
14 pollution, among other key negative impacts from
15 environmental exposures. As many have highlighted from
16 the American Lung Association's Road to Clean Air
17 Report, people of color are over three times more
18 likely to live in a county with a failing grade for
19 unhealthy ozone days, particle pollution days, and
20 annual particle levels.

21 A swift transition to electrification for medium-
22 and heavy-duty trucks is critical to improving air in

1 the hardest-hit parts of our country and to tackling
2 the climate crisis head-on.

3 In closing, these standards must go further in
4 reducing deadly NOx pollution, and they must put our
5 national bus and truck fleet on a clear path to 100
6 percent zero-emission, all-electric vehicles as quickly
7 as possible. Please strengthen the final standards to
8 better protect our most vulnerable groups from the
9 health impacts of air pollution. Everyone has the
10 right to breathe clean air.

11 Thank you for your time. Thank you for listening.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker will be Mariela Ruacho. You may
14 now unmute, and please state your name and affiliation
15 for the record.

16 MS. RUACHO: Good afternoon. My name is Mariela
17 Ruacho. I am the Clean Air Advocacy Manager for the
18 American Lung Association in Sacramento, California.
19 Thank you for the opportunity to comment here today in
20 support of the strongest possible standard to eliminate
21 emissions of NOx and greenhouse gasses from heavy-duty
22 vehicles. I urge you to finalize these standards into

1 law this year, in 2022, and to choose and strengthen
2 Option 1 from the proposal when developing the final
3 rules to maximize the benefits for public health.

4 Over 90 percent of Californians live in
5 communities with unhealthy smog levels, a byproduct of
6 NOx and VOCs. The largest category of mobile source
7 emissions is medium- and heavy-duty trucks. The
8 California Air Resources Board has approved regulations
9 to reduce NOx and greenhouse gasses from these trucks.
10 In California, CARB is working on regulations to
11 transition our transportation sector, especially the
12 high emitters, medium- and heavy-duty trucks, to
13 cleaner, non-combustion trucks.

14 In coordination with CARB's NOx rule, California
15 needs U.S. EPA to implement regulations to transition
16 trucks traveling around the U.S. and to and from
17 California to be cleaner, more fuel-efficient trucks,
18 and eventually provide a pathway to a nationwide, zero-
19 emission future. Even with the regulations CARB has
20 approved, California communities are still having
21 difficulty meeting national ambient air quality
22 standards for ozone and other pollutants.

1 Communities across the U.S. that are most impacted
2 by diesel truck pollution are communities of color and
3 low-income communities. People of color living and
4 working in these communities experience negative health
5 impacts solely because of where they live. For these
6 reasons, EPA needs to move forward with more stringent
7 rules to reduce emission, especially for particle and
8 small pollutants.

9 EPA must approve heavy-duty engines and vehicle
10 standards that are the most stringent and reduce NOx
11 emissions in the near term. U.S. EPA should approve
12 the rule that is the most health protective, especially
13 for communities impacted on a daily basis by heavy-duty
14 traffic. These are community near ports, railyards,
15 warehouses where trucks operate at low speeds.

16 EPA should approve Option 1 of the proposed rules
17 to provide strong public health benefits. This will
18 result in up to 2,100 fewer premature deaths, 6,700
19 fewer hospital admissions and emergency department
20 visits, 18,000 fewer cases of asthma onset in children,
21 3.1 million fewer cases of asthma and allergy symptoms,
22 78,000 fewer lost days of work, and 1.1 million fewer

1 lost school days for children.

2 I urge EPA to finalize this proposal by the end of
3 2022 to award and institute a full year of new truck
4 manufacturing regulations.

5 Thank you.

6 MS. THOMPSON: Thank you for your comment.

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

10 MS. ZIV: Good afternoon. My name is Kristin Ziv.

11 I am a volunteer with Moms Clean Air Force. I live in
12 Evergreen, Colorado, 30 minutes west of Denver in the
13 foothills of the Rockies, elevation about 7,600 feet.
14 My husband and I retired here nearly three years ago.
15 Bad air quality was a rude surprise. Driving east from
16 our home, down the hill, to visit our daughter or other
17 family in Denver, we routinely descend through a
18 sickening brown haze hanging over the city. That's
19 ozone, a potent respiratory hazard and pollutant near
20 ground level.

21 Trucks are a big source of this pollution, but
22 they are part of a larger toxic blend in and around

1 Denver. Residents here have to suffer with emissions
2 from cars, oil and gas wells, refineries, and
3 industries. Our mountains then trap bad air in the
4 city. Add to that wildfire smoke and you're talking
5 about a serious health threat, unbreathable air.

6 We need to tackle every element of this problem,
7 but today we're focused on the 23 percent of our
8 pollution coming from trucks and buses. I-70, which
9 cuts right through Denver and the center of our state,
10 is a major commercial corridor for these vehicles, and
11 we see their exhaust hanging in our air, penned in by
12 the mountains.

13 I am asking today that the EPA rules governing
14 nitrogen oxides and greenhouse gas standards for heavy-
15 duty trucks and buses be strengthened beyond the
16 proposed rule and finalized this year, for the sake of
17 my family and all Colorado residents who must breathe
18 noxious air and suffer the health consequences.

19 Thank you in advance for your prompt action.

20 MS. THOMPSON: Thank you for your comment.

21 As a reminder If you are speaking today, you will
22 receive a notification on your screen that you are

1 being "promoted to the role of panelist" shortly prior
2 to your speaking time. You must accept that invitation
3 to be able to unmute when you are called to testify.
4 This will also allow you to turn on your camera, which
5 we encourage you to do. Speakers connected by
6 telephone should unmute their phones when called to
7 testify. We ask that speakers speak slowly and clearly
8 so our court reporter and interpreters can capture
9 these proceedings accurately.

10 If you are having technical difficulties, please
11 send an email to public_hearing@abtassoc.com or call
12 919-294-7712.

13 If you are not registered to speak, but you would
14 like to, please send an email with your name and phone
15 number to public_hearing@abtassoc.com or call 919-294-
16 7712.

17

18 Out of respect for the other individuals providing
19 testimony today, please refrain from turning on your
20 camera or unmuting your microphone until it is your
21 turn to speak. Please keep your testimony to three
22 minutes.

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

4 MS. MARTINEZ: Good afternoon. I'm Jasmin
5 Martinez, Kern County resident, and coordinator with
6 the Central Valley Air Quality Coalition, or CVAC.
7 CVAC is a diverse coalition, unified in our advocacy to
8 restore clean air to California's San Joaquin Valley on
9 unseeded Yokuts and Noo ah lands. CVAC urges a focus
10 on reducing air pollution and climate gases from the
11 largest sources and freight and goods movement as a
12 significant contributor.

13 The valley is the most polluted air basin for
14 harmful fine particles and one of the most polluted for
15 ozone. The San Joaquin Valley is the only air basin
16 that has failed to meet the 1997 federal standard for
17 fine particulate matter, or PM 2.5. Heavy-duty trucks
18 are the largest source of ozone and PM 2.5 forming NOx
19 in the San Joaquin Valley, as well as toxic diesel
20 particles.

21 PM 2.5 exposure is directly correlated with heart
22 attacks, heart disease, stroke, and premature deaths.

1 Twelve hundred people die in our region each year due
2 to PM 2.5 pollution.

3 The San Joaquin Valley is most impacted along
4 major transportation corridors like Interstate 5 and
5 Highway 99, near communities of color, like our African
6 American, Latinx, and Asian populations.

7 Aggressively advancing zero-emission technology
8 and solutions across the freight sector is critical to
9 attaining health-protective standards, and we are
10 relying on the federal government to adopt the most
11 stringent standard.

12 EPA must address pollution from diesel trucks and
13 accelerate a just transition to zero-emission trucks.
14 California recently adopted 90 percent reductions by
15 2027. EPA should accelerate its timeline to 2027 as
16 well.

17 Thank you.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker will be Lily Zwaan. Lily, you
20 may now unmute, and please state your name and
21 affiliation for the record.

22 MS. ZWAAN: Hi, everyone, and thank you for the

1 opportunity to comment today. My name is Lily Zwaan,
2 and I'm a field coordinator at Moms Clean Air Force. I
3 live in Atlanta, Georgia, in Fulton County, which
4 currently holds an F in air quality grade from the
5 American Lung Association.

6 Atlanta is massive hub for the Southeast, which
7 means that we have some of the most congested roads in
8 the globe, according to INRIC [ph] studies. That means
9 that tractor-trailers spend hours in Atlanta traffic,
10 polluting the air we breathe and contributing to
11 dangerous levels of smog. This dirty air becomes only
12 more harmful as our city experiences more extreme heat
13 events, themselves fueled by carbon pollution from cars
14 and trucks.

15 The kids in my neighborhood, my elderly neighbors,
16 and my friends with chronic health conditions, can't
17 afford to live in Atlanta without stronger protections
18 against pollution. The children in our communities are
19 breathing dirty air. A 2014 study found that more than
20 half of the public schools in Fulton County sit within
21 a half mile of a major highway. And in Atlanta it is
22 no surprise that traffic pollution further exacerbates

1 climate inequity, with communities of color and
2 especially African American communities being
3 disproportionately exposed to air pollutants in our
4 city.

5 I am pleased the EPA is addressing this issue but
6 this proposal doesn't go far enough. Our community
7 deserves clean air now. The market is already moving
8 towards cleaner trucks, and the EPA needs to help us
9 move faster. The trucks covered by this rule will be
10 on the road affecting my community for decades, so we
11 need them cleaned up immediately. We need standards
12 that will put this country's fleets on a pathway to 100
13 percent zero-emission electric vehicles.

14 Please strengthen these standards to better
15 protect children, people with asthma, older adults, and
16 those already bearing the brunt of the climate crisis
17 from the health harms of air pollution. Everyone has
18 the right to breathe clean air.

19 Thank you for the opportunity to speak.

20 MS. THOMPSON: Thank you for your comment.

21 The next speaker will be Heidi Leathwood. Heidi,
22 you may now unmute, and please state your name and

1 affiliation for the record.

2 MS. LEATHWOOD: Hi, everybody. Thank you very
3 much for listening to our comments today. My name is
4 Heidi Leathwood. I live in Denver, Colorado. I am a
5 climate policy analyst with 350 Colorado, a grassroots
6 organization of 20,000 in Colorado with a mission to
7 reduce emissions, to work on the climate crisis.

8 I am here in support of rules for clean trucks and
9 to urge even more protective rules to address climate
10 change and right the environmental injustice wrongs of
11 the past and present. The effects of climate change
12 are not confined to the future. They are already here.
13 The American West is in the worst drought for 1,200
14 years, and here in Colorado we are having year-round
15 wildfires that are burning down homes and killing
16 people. Denver has very bad air pollution, a D rating
17 from the American Lung Association, and our ozone non-
18 attainment rating is severe. Transportation is one of
19 the top causes of this.

20 Here is my specific ruling representing 350
21 Colorado. Greenhouse gas standards should be made more
22 stringent in model years 2027 to 2029 and beyond. The

1 goal is to get gas and diesel vehicles off the road as
2 soon as possible, but in the meantime adopt the
3 strongest technologies for reducing pollution from
4 these vehicles and for state-of-the-art monitoring and
5 communication about the pollution.

6 EPA should adopt provisions as strong or stronger
7 than California for all states.

8 Natural gas should not be encouraged or
9 incentivized as a fuel in any way. Fuel transmission
10 and combustion emissions would be locked into the 30-
11 to 40-year life of the vehicle. Zero-emission vehicle
12 purchases should be the priority of the rule.

13 Testing should be conducted not only for engines
14 alone but with the whole vehicle in use, and testing
15 standards for particulates should not be reduced.
16 Particulate pollution is a serious health threat.

17 Cost should not be considered higher than
18 protection of health.

19 We support longer emissions warranty periods, and
20 we support the strongest possible rules to prevent
21 tampering and to detect system failures, also to ensure
22 adequate maintenance of the vehicles and to ensure

1 engine rebuilding does not result in higher pollution.

2 The IPCC continue to get more and more urgent. We
3 need to reduce greenhouse gasses now. Since the new
4 rules cannot take effect until model year 2027, they
5 need to be even stronger. I am here to urge you to
6 strengthen the rules and to complete rulemaking in
7 2022. This will have a positive effect, not only on
8 pollution but on the development of clean
9 transportation resources that our country and the world
10 need in order to stay under 1.5-degree of global
11 warming.

12 Thank you again for hearing comments today.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker will be Maria Reyes. Maria, we
15 do not currently see you listed among the attendees.
16 However, if you have joined using a different name we
17 would invite you to raise your hand at this time, and
18 if you have called in you may raise your hand by
19 dialing *9 on your phone.

20 I see a raised hand so I will promote you to
21 panelist now. When you are ready you may unmute, and
22 please state your name and affiliation for the record.

1 MS. REYES: [Via interpreter.] I'm ready. Good
2 morning. My name is Maria Reyes. I am part of Chispa
3 Nevada, president of the City of New Mexico in Las
4 Vegas. Thank you for this opportunity to testify
5 today. I am married, I have two children, and four
6 grandchildren, and they go to school in the area of Las
7 Vegas. In the mornings I am a hairstylist. In the
8 afternoons I am myself.

9 I really like supporting my community and parents
10 in my community. We work hard to create a safe and
11 healthy place in our community. That is why I am here
12 today to request your support. We would like to have
13 clean air for our children so that they have a safe
14 place to live.

15 I request for the EPA to develop stricter
16 standards to reduce emissions. We know that the
17 technology exists for these standards to be applied,
18 and we've also seen that zero-emission trucks can be
19 cheaper to operate than diesel trucks, even within the
20 time of these standards.

21 I am here because I am concerned about the air
22 that our children breathe. I am concerned about the

1 pollution. It affects their health considerably. It
2 goes into their lungs and it leads to very strong
3 allergies, and very frequently they cannot go outside
4 to play. One of my grandchildren constantly has an eye
5 irritation. It is very important for us that those who
6 represent us pay attention to us.

7 The pollution that transportation causes don't
8 only reflect climate change. There are other causes as
9 well, or other implications as well -- hurricanes,
10 wildfires. These are also becoming more frequent, and
11 they affect our quality of life. We have seen the
12 implications on health as well, asthma, for example,
13 which is one of the main causes of death all over the
14 world. Cleaner air could prevent at least 60,000
15 deaths by 2050.

16 Dirty air that is not clean is the main cause of
17 death, especially among disadvantaged communities of
18 color. They breathe dangerous air and, as a
19 consequence, have health issues.

20 Again, I urge this agency to establish stricter
21 standards as soon as possible because many lives depend
22 on it. This way, pollution, which is deadly, would

1 decrease by 90 percent by 2027, and the only way to do
2 this is for our bus fleets and truck fleets to have a
3 better future with zero-emission.

4 Thank you so much.

5 MS. THOMPSON: Thank you for your comment.

6 The next speaker will be Janet Bernabe. Janet,
7 you may now unmute, and please state your name and
8 affiliation for the record.

9 [Pause.]

10 MS. THOMPSON: Janet, you will need to accept the
11 invitation to become a panelist in order to provide
12 your testimony today.

13 [Pause.]

14 MS. THOMPSON: Janet, I have given you the ability
15 to unmute as an attendee. You should be able to unmute
16 at this time and provide your testimony.

17 [Pause.]

18 MS. THOMPSON: We will move on to the next speaker
19 as we troubleshoot the technical difficulty.

20 The next speaker is Richard Sigler. Richard, we
21 do not currently see you listed among the attendees.
22 However, if you have joined using a different name we

1 would ask that you raise your hand at this time, and if
2 you have called in you may raise your hand by dialing
3 *9 on your phone.

4 [Pause.]

5 MS. THOMPSON: The next speaker is Michelle
6 Uberuaga. Michelle, you may now unmute, and please
7 state your name and affiliation for the record.

8 MS. UBERUAGA: Hi. My name is Michelle Uberuaga,
9 and I'm a member of Moms Clean Air Force. First, I
10 want to thank you so much for your time today. I am
11 grateful for your work at EPA. You have an incredibly
12 important job and a laudable mission to protect human
13 health and the environment, so thank you.

14 I am a mother of three, and as I said a member of
15 Moms Clean Air Force. I live in Southwest Montana on
16 Absaroka land, just north of Yellowstone National Park,
17 in a rural county, in a small town.

18 I am testifying today to encourage EPA to
19 strengthen the proposed rules. This proposal is a step
20 in the right direction to address the urgent climate
21 emergency that we are living in right now, but it
22 doesn't go far enough. We need to rapidly transition

1 to zero-pollution vehicles. As many speakers have
2 already stated, we are at a tipping point. Every
3 decision you make to reduce pollution today matters.

4 I really want you to understand the urgency of
5 this work to my family and so many other Montana
6 families. We have already experienced our first
7 wildland fires here in Montana. It is actually still
8 winter, and I'm grateful to say it's snowing and we
9 have snow on the ground now. But it's been a worrying
10 winter season with not enough moisture, and we are
11 gearing up for another hot and smoky summer.

12 My kids are still pretty young, but they know that
13 something is not right. Montana's drought is killing
14 farmers. It's killing their summers. Climate change
15 is impacting every part of our lives, our economy, and
16 our way of life here in Montana. And our kids are
17 counting on you to protect their future.

18 So for these reasons I am urging you to set the
19 strongest possible federal truck standards that you
20 can. We need to keep automakers on track to meet
21 ambitious pollution reduction goals as soon as
22 possible.

1 I am also testifying today because my family, like
2 many Montana families, are impacted from truck
3 pollution. Livingston is a small town, where I live,
4 in a rural county. You might imagine we have pretty
5 good air quality, and we do. But like every other
6 place we experience local pollution from vehicles. It
7 is inescapable.

8 Our little town, we actually experience quite a
9 bit of truck pollution because, like many towns in
10 Montana, we live right off Interstate 90, and the
11 freeway closes when the weather gets back or the winds
12 are too high, which is quite often, and heavy truck
13 traffic is rerouted right through our downtown, right
14 down Main Street, right past our elementary school.
15 And sometimes traffic gets backup for several miles.
16 Semis, cars, trucks slowly inch through town, past our
17 schools, restaurants, and sidewalks, and you can see
18 the pollution in the air when that happens.

19 My kids are impacted from pollution at the
20 schools. Like many places, vehicles idle and children
21 are running around at pickups and drop-offs. That's
22 happening on the playground. It is really alarming to

1 see playgrounds flanked on all sides by idling cars and
2 pollution.

3 We can and must do better for our kids and our
4 communities. An estimated 6 million children under 18
5 suffer from asthma. My son has three kids on his
6 soccer team that have asthma. My husband is the coach,
7 and he has to make judgment calls about whether it is
8 safe to practice or play games. Parents shouldn't be
9 making these decisions. Thinking back on my childhood
10 I can remember one time that a kid had an asthma attack
11 at school. It was very scary. And now, as a parent,
12 inhalers are a part of playdates. The number of kids
13 that I know that experience asthma is astonishing, and
14 those numbers are much higher in historically
15 marginalized communities and urban areas, and the data
16 is very clear that communities of color are among the
17 hardest hit.

18 We need your help. Local families and communities
19 can work together to protect ourselves from dangerous
20 pollution, but we shouldn't have to. And many
21 especially vulnerable communities just don't have the
22 resources or time. We need your leadership to protect

1 vulnerable children across our country from air
2 pollution and climate change.

3 Strengthening truck standards is a simple step,
4 and we can and must continue to do more to protect
5 vulnerable communities from air pollution and climate
6 change. I want my kids to know that we did everything
7 we could to protect their future.

8 So thank you again for your time and your
9 consideration.

10 MS. THOMPSON: Thank you for your comment.

11 As a reminder If you are speaking today, you will
12 receive a notification on your screen that you are
13 being "promoted to the role of panelist" shortly prior
14 to your speaking time. You must accept that invitation
15 to be able to unmute when you are called to testify.
16 This will also allow you to turn on your camera, which
17 we encourage you to do. Speakers connected by
18 telephone should unmute their phones when called to
19 testify. We ask that speakers speak slowly and clearly
20 so our court reporter and interpreter can capture these
21 proceedings accurately.

22 If you are having technical difficulties, please

1 send an email to public_hearing@abtassoc.com or call
2 919-294-7712.

3 If you are not registered to speak, but you would
4 like to, please send an email with your name and phone
5 number to public_hearing@abtassoc.com or call 919-294-
6 7712.

7 Out of respect for the other individuals providing
8 testimony today, please refrain from turning on your
9 camera or unmuting your microphone until it is your
10 turn to speak. Please keep your testimony to three
11 minutes.

12 Our next speaker is Alex Stavis. Alex, we do not
13 currently see you listed among the attendees. However,
14 if you have joined using a different name we ask that
15 you raise your hand at this time. Oh, I see that you
16 have joined via phone so I am going to allow you to
17 unmute. When you are ready please unmute, and state
18 your name and affiliation for the record.

19 MR. STAVIS: Good afternoon. My name is Alex
20 Stavis, S-t-a-v as in Victor-i-s. I am an
21 environmental engineer and I have worked as an
22 environmental safety engineer for almost 40 years, and

1 I have seen the damage when I have done work in the
2 field, reading reports, going and analyzing
3 information, how trucks and buses, because of the
4 diesels, from the NOx, toxins, and particulate matter,
5 have been so harmful, how they do not meet standards.

6 Yes, we cannot undo the past, but we can use the
7 past, the information from the past, to guide us in the
8 future. As such, we should take Option 1 and alter it
9 to be as strong as California has done. They have had
10 remarkable success with cleaning up the air there. We
11 should do that nationally. We should do it before the
12 end of this year, to finalize the EPA rule, so everyone
13 benefits, so we do not repeat the past.

14 Thank you much. Have a good day. Bye-bye.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Griselda Sutton.

17 Griselda, you may now unmute, and please state your
18 name and affiliation for the record.

19 [Pause.]

20 MR. STAVIS: Again, my name is Alex Stavis. Thank
21 you for listening, and I hope you are incorporating my
22 comments into the testimony. Thank you much. Have a

1 good one. Bye-bye.

2 MS. THOMPSON: Thank you.

3 MS. SUTTON: Hello?

4 MS. THOMPSON: Hi. You may now provide your
5 testimony, Griselda.

6 MS. SUTTON: My name is Griselda Sutton. Although
7 I am shy person and find it difficult to speak in
8 public I'm doing so in support of the Clean Trucks
9 Plan. I am concerned about the health of **Redacted for PII**
10 all children who suffer from asthma. You can walk into
11 any school nurse's office and see the number of
12 children that must use asthma medication.

13 Large trucks, big rigs, transit, and school buses
14 cause a large amount of their pollutants. Children are
15 transported on school buses and are directly affected
16 by these noxious fumes. But I am focusing on the large
17 trucks because of their huge number on our roads.

18 A trucking industry's slogan is, "Pretty much
19 everything we buy comes in a truck, so thank a
20 trucker." **Redacted for PII**

Redacted for PII.

22 I won't repeat the statistics of the number of

1 large trucks on the road. They are well-known to you.
2 Anyone who has been on our roads and interstates has
3 seen the never-ending line of trucks spewing their
4 filth in the air, and when the drivers stop to get fuel
5 and to rest, their truck engines don't shut down. They
6 keep working to power reefer trucks, cool or heat the
7 driver, and in severe cold weather, protect fuel lines,
8 batteries, and other mechanical components.

9 My husband was an over-the-road truck driver, and
10 I want all drivers to be comfortable and safe. But the
11 trucking industry is making us ill and polluting the
12 environment, maybe not on purpose but it is, and it is
13 imperative that the trucks pollute less, much less.

14 The EPA can and should pass the Clean Trucks Plan
15 to ensure that the trucking industry does this. It is
16 the right time and the right thing to do. Please, do
17 what is right and pass the Clean Trucks Plan.

18 Thank you for listening.

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be Eric Feeley. Eric, you
21 may now unmute, and please state your name and
22 affiliation for the record.

1 MR. FEELEY: Good afternoon. My name is Eric
2 Feeley, and I am testifying on behalf of the Oregon
3 Department of Environmental Quality, who I am an air
4 quality planner. I want to thank EPA and EPA staff for
5 putting forward such a comprehensive proposal, and I
6 hope that through the comment process you identify a
7 path forward to make the needed improvements.

8 Today I would like to share several high-level
9 comments about why it is important for Oregon that EPA
10 take bold action with its final rule.

11 First, some background. After many years of
12 effort, California has demonstrated, through work on
13 their Omnibus regulation, the feasibility and cost-
14 effectiveness of a 90 percent reduction in NOx
15 emissions for engine model year 2027. This significant
16 reduction is necessary for communities in Oregon that
17 continue to face disproportionate impacts from diesel
18 emissions within our state. Onroad diesel engines have
19 a significant impact on neighborhoods close to
20 warehouses, ports, railyards, construction activity,
21 and major roadways. These neighbors are often where
22 larger percentages of black, indigenous, and people of

1 color live, due to economic, social, and historical
2 factors. These communities need the strongest possible
3 standards to reduce their outsized pollution burden.
4 EPA described these disproportionate impacts in its
5 Clean Trucks Plan announcement last summer, and
6 mentions those impacts in the current proposal as well.

7 For these and many other reasons, EPA's final rule
8 should meet or exceed the CARB low-NOx standards in all
9 significant areas, starting with model year 2027.

10 Doing this is necessary to complement the action that a
11 growing number of states have taken to adopt these CARB
12 standards, including Oregon. And, of course, if trucks
13 can be made cleaner for California and other states
14 that adopt California standards, then the rest of the
15 nation deserves the cleanest internal combustion engine
16 trucks as well.

17 If EPA's final rule is less stringent than CARB's
18 rule, that calls into question whether the EPA rule is
19 technology forcing, as is required under the Clean Air
20 Act. In addition, last August, President Biden
21 directed EPA to coordinate with California and other
22 states that are leading the way in this area and

1 specifically consider adoption of California standards.

2 Now over the years, Oregon has had difficulty
3 reducing emissions in the medium- and heavy-duty sector
4 because we have limited tools at the state level.
5 Oregon relies on California and our federal
6 counterparts at EPA to develop and maintain the most
7 advanced new vehicle emission standards possible, which
8 can complement bold action at the state level.

9 And Oregon has been working hard to address diesel
10 emissions. In 2019, Oregon adopted the second-
11 strongest diesel regulations in the nation, and will
12 begin phasing out older-model, medium- and heavy-duty
13 diesel-powered trucks in the Portland metro region
14 starting next year.

15 But state action alone will not be enough. In
16 Oregon we have seen the decades-long downward trend in
17 ambient ozone concentrations stabilize. Despite
18 Oregon's status as a Section 177 state and our adoption
19 of several California rules, it remains likely that we
20 will see increases in these concentrations due to
21 ongoing climate warming and increased interstate
22 transportation. Pair those inevitable increases with

1 the strong likelihood that we will see a reduction to
2 the national ambient air quality standard for ozone in
3 the short term and Oregon would be at greater risk of
4 losing its attainment status in several communities.

5 Finally, Oregon supports taking further action to
6 reduce greenhouse gas emissions within this rulemaking.
7 However, it is important that EPA action here
8 complements stringent NOx emission standards. It is
9 critical that the credit system provide the needed
10 market signals and not serve to chip away at the NOx
11 reductions within the rule by incentivizing the
12 production of higher-polluting trucks.

13 Thank you for your attention.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Tiffany Hartung.

16 Tiffany, you may now unmute, and please state your name
17 and affiliation for the record.

18 MS. HARTUNG: Hi. Thank you. My name is Tiffany
19 Hartung, and I'm with Interfaith Power & Light, and
20 standing in for Bill Bradlee, who you see in the
21 picture, as a speaker.

22 At Interfaith Power & Light our mission is to

1 inspire and mobilize people of faith and conscience to
2 take bold and just action on climate change. We
3 recognize that people of all faiths and spiritual
4 traditions share a common bond to care for their
5 neighbor and this planet that we all share.

6 I am here today to speak on behalf of our
7 organization as well as our state affiliate and more
8 than 6.5 million people of faith who are part of our
9 national network. It is our moral obligation and our
10 moral opportunity to cut carbon emissions and other
11 pollutants that harm our health and our communities.
12 We are grateful to the EPA and EPA staff for your work
13 on this proposal.

14 We view much of this role as a good starting
15 point, but we would like to see it strengthened, given
16 the urgency of the climate crisis, the rapid
17 advancement of EV technology, and the increasingly
18 understood human health impacts, particularly on
19 communities of color and vulnerable residents.

20 President Biden's larger climate agenda cannot be
21 accomplished without a strong rule on America's 13
22 million heavy-duty trucks and buses. The trucks that

1 will be regulated by this rule will be on our roads for
2 years to come. Zero-emission electric trucks are the
3 best available technology to both reduce harmful NOx
4 and carbon pollution emissions.

5 EPA should use these standards to rapidly
6 accelerate the transition to electric trucks and put
7 our nation's medium- and heavy-duty vehicles on a
8 pathway to 100 percent zero-emission electric vehicles
9 by 2035. Our technological advances can help other
10 countries to move more quickly to cleaner vehicles and
11 address the global climate crisis.

12 Additionally, clean trucks help address inequities
13 in exposure to air pollution by bringing health and
14 economic benefits to communities of color and lower-
15 wealth neighborhoods that have historically borne the
16 burden of these impacts.

17 Clean school buses are also critically important,
18 and again, we have an opportunity and an obligation to
19 do better.

20 We urge the EPA to set the strongest possible
21 standards, recognizing the health and well-being of our
22 current and future generations will be impacted by this

1 rule. It is essential that the final standards reduce
2 dangerous NOx pollution 90 percent by 2027, and put our
3 buses and trucks on a path to 100 percent zero-
4 emission, all-electric vehicles by 2035.

5 I want to thank you for this opportunity to speak
6 on behalf of IPL today. Thank you.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Paul Cort. Paul, you may
9 now unmute, and please state your name and affiliation
10 for the record.

11 MR. CORT: Good afternoon. My name is Paul Cort.
12 I'm a senior attorney at EarthJustice and Director of
13 its Right to Zero Campaign. EPA's proposal is simply
14 inconsistent with the Clean Air Act's mandate that
15 standards reflect the greatest degree of emission
16 reductions achievable.

17 As of the middle of 2021, there were already over
18 140 commercially available models of electric trucks
19 and buses. A 2021 readiness analysis by M.J. Bradley
20 found that two-thirds of the in-use truck fleet could
21 be reasonably electrified today.

22 As you heard earlier, a 2021 report by California

1 Air Regulation found that by 2030 there is a not a
2 single truck category where zero emissions doesn't
3 outcompete diesel on a total cost of ownership basis,
4 and a more recent 2020 Roush study found that in almost
5 every case, electric trucks and buses are projected to
6 have lower upfront costs than their diesel counterparts
7 as early as 2027. These rapid advancements are why a
8 Department of Energy study, released on the same day as
9 EPA's proposed rule, found that based on economics
10 alone, zero-emission trucks should rationally represent
11 42 percent of sales by 2030.

12 EPA proposal includes none of this information.
13 In fact, its technology assessment of electrification
14 does not really cite any reports post 2019. Since
15 2019, California and five other states have adopted
16 advanced Clean Truck Rule, mandating minimum zero-
17 emission truck sales beginning in model year 2024.
18 Seventeen states and the District of Columbia signed an
19 MOU committed to a target of 30 percent zero-emission
20 sales by 2030. Canada has mandated 35 percent zero-
21 emission truck sales by 2030. Manufacturers like Volvo
22 and Scania have committed 50 percent electric sales in

1 Europe by 2030 as well. Yet EPA's proposal does not
2 require any zero-emission truck sales. In fact, it
3 actually allows zero-emission truck sales to weaken the
4 already weak proposed NOx standards.

5 Instead of a NOx standard that averages all truck
6 emissions together, the prime goal should split the
7 standards for trucks and combustion engines similar to
8 the approach for greenhouse gas standards. I will
9 highlight three reasons why separate zero-emission
10 requirements are important.

11 First, manufacturers are only committing to the
12 zero-emission transition where regulations demand it.
13 Delay is in their interests because it extends the
14 return on investments and conventional manufacturing,
15 and it extends the current business models that rely on
16 rich service and maintenance contracts.

17 Second, clear sales mandates allow for better
18 planning of investments in manufacturing, supply
19 chains, and infrastructure. Clear market signals
20 create virtuous investment cycles that will lower costs
21 and accelerate the transition.

22 And finally, if designed correctly, mandates can

1 drive electrification without undermining the
2 technology forcing requirements for combustion engines
3 the way the current proposal does.

4 The current proposal is inadequate, and we urge
5 EPA to finalize a rule that includes strong
6 requirements for zero-emission trucks and buses.

7 Thank you.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Eric Willadsen. Eric,
10 you may now unmute, and please state your name and
11 affiliation for the record.

12 MR. WILLADSEN: Hi. My name is Eric Willadsen and
13 I live in Boise, Idaho. I'm also a campaign
14 representative with the Sierra Club's Clean
15 Transportation for All campaign. I want to voice my
16 support for stronger standards than those already
17 proposed in order to achieve 100 percent
18 electrification of heavy-duty vehicles in order to
19 reduce the public health and environmental impact on
20 communities and our climate.

21 Myself, my partner, and our one-year-old daughter
22 live about 1,000 from State Street in Boise. State

1 Street is the most northerly east-west vehicular travel
2 corridor in the Treasure Valley of Idaho, the fastest-
3 growing metropolitan area in the country per capita.
4 We are glad that it is not currently a highway where we
5 know public health impacts are worse, although there
6 are plans to expand the road from four to seven lanes
7 in the county's capital improvement plan.

8 One of our family's greatest concerns, living so
9 close to State Street, is the concentration of air
10 pollutants and respiratory disease that many residents
11 in our neighborhood wrestle with. The region received
12 an F from the American Lung Association last year, and
13 over 15 percent of residents that live along the
14 corridor have asthma or other respiratory disease. In
15 the complete absence of heavy industry development on
16 State Street it is safe to assume that these poor
17 public health outcomes are due mainly to
18 transportation-related emissions.

19 Unfortunately, this impact will only worsen
20 without strong intervention. As the number of people
21 traveling along State Street grows, especially
22 northwest Ada County, where populations are projected

1 to grow over 40 percent by the 2030 census, we know
2 that the number of heavy-duty vehicles utilizing the
3 corridor to make deliveries will grow.

4 And it is not just our daughter being exposed.
5 Four schools, including three elementary schools, and
6 four early childhood daycare centers, along with some
7 of the lowest-income and most racially diverse
8 neighborhoods in the state are located along the State
9 Street corridor.

10 Why should some of the most vulnerable and
11 disadvantaged members of our community suffer when the
12 technology exists to clean up adverse impacts from
13 heavy-duty vehicle emissions?

14 Ensuring an aggressive onramp for complete, 100
15 percent electrification of all new heavy-duty vehicles
16 by 2035 to help protect the environment, and most
17 importantly for our communities' health and freedom to
18 breathe.

19 Thank you for your time and consideration.

20 MS. THOMPSON: Thank you for your comment.

21 I will now call the names of speakers in this
22 speaker block who were unable to provide testimony when

1 called on. If you have arrived, please raise your hand
2 and we will promote you to the panelist role to provide
3 your testimony.

4 The first name is Richard Sigler. Richard, if you
5 have joined, we would invite you to raise your hand at
6 this time. And you can raise your hand if you've
7 called in by dialing *9 on your phone.

8 [Pause.]

9 MS. THOMPSON: I would like to return to Janet
10 Bernabe. Janet, you should have the ability to unmute
11 in Zoom. You can do so by clicking the Unmute button
12 at the bottom of your screen, and you can provide your
13 testimony.

14 [Pause.]

15 MS. THOMPSON: Okay. At this time we will begin a
16 brief recess. EPA, when would you like to reconvene?

17 MR. NELSON: We can reconvene at 2:45 p.m. Eastern
18 time.

19 [Recess.]

20 MS. THOMPSON: Hello, everyone. This is Kayla
21 Thompson from Abt Associates, EPA's contractor. It is
22 currently 2:45 p.m. Eastern time, and we are now

1 rejoining EPA's public hearing on the Control of Air
2 Pollution From New Motor Vehicles: Heavy-Duty Engine
3 and Vehicle Standards proposal.

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

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

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

22 If you are having technical difficulties, send an

1 email to public_hearing@abtassoc.com or call 919-294-
2 7712."

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

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

10 I will be introducing each speaker in turn.
11 Please speak slowly and clearly so our court reporter
12 can record these proceedings accurately. The first
13 speaker will be Elizabeth Chun Hye Lee. Elizabeth, we
14 do not currently see you among the attendees. However,
15 if you have joined using a different name we would
16 invite you to raise your hand at this time, and if you
17 have called in -- oh, and it looks like you just raised
18 your hand so I will promote you to panelist now. When
19 you are ready you may unmute, and please state your
20 name and affiliation for the record.

21 MS. LEE: Hello. Are you able to hear me?

22 MS. THOMPSON: We can.

1 MS. LEE: Thank you. Elizabeth Chun Hye Lee,
2 affiliated with United Women in Faith.

3 MS. THOMPSON: You may begin.

4 MS. LEE: Thank you for the opportunity to
5 testify. My name is Elizabeth Chun Hye, or Liz Lee. I
6 serve as the Executive for Economic and Environmental
7 Justice at United Women in Faith, formerly known as
8 United Methodist Women.

9 We are a faith-based women's organization with
10 members in every state in the U.S. Our scripture
11 informs us to be stewards of God's creation and to love
12 our neighbors as ourselves. I thank this
13 administration for acting on clean trucks and urge EPA
14 to create the strongest possible limits on heavy-duty
15 vehicle pollution. These standards have the potential
16 to provide much-needed relief from the burden of diesel
17 fumes and air pollution for our members and their
18 communities throughout the U.S.

19 I live in Jackson Heights, Queens, New York, an
20 environmental justice community. I live two blocks
21 from Northern Boulevard that is lined with local
22 stores, restaurants, bodegas, libraries, and with over

1 20 schools on or near Northern Boulevard, where
2 thousands of students and community members cross the
3 street every day.

4 Northern Boulevard is also a state highway known
5 as 25A, where heavy-duty trucks and buses run and idle
6 on it, introducing massive amounts of air pollution,
7 dirtying our air, leading to elevated asthma rates.
8 According to the ALA State of the Air Report, my county
9 of Queens, of over 2.2 million people, the majority of
10 whom are people of color, has an ozone grade of F,
11 putting our community's health at risk. In our county
12 alone, over 200,000 children and adults have asthma,

13 [REDACTED] Redacted for PII

14 [REDACTED]
15 Our communities are already suffering because of
16 weak regulations on trucks and buses, and we cannot
17 wait extra model years for clean air. Proposed Option
18 1 would result in higher emissions of smog and soot,
19 causing nitrogen oxide pollution. Credit giveaways
20 should be eliminated, and the standards must reduce
21 deadly nitrogen oxide pollution by 90 percent by 2027.
22 Furthermore, the rule must be strengthened so that our

1 national bus and truck fleet are on a clear path to 100
2 percent zero-emission and all-electric vehicles by
3 2035.

4 As 4 percent of the world's population, the
5 producer of over 25 percent of cumulative emissions,
6 the U.S. must do its fair share and set ambitious
7 targets to drastically reduce emissions from trucks and
8 buses.

9 The good news is that cleaner trucks are available
10 and recent analyses note that fully zero-emission
11 trucks will be cheaper to purchase and operate than
12 diesel trucks within the time frame of those standards.
13 Implementing the strongest standards would be better
14 for the climate, our air, and health, and be cheaper in
15 the long run. Our communities depend on it.

16 Thank you for the opportunity to testify.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Larry Fromm. You may now
19 unmute, and please state your name and affiliation for
20 the record.

21 MR. FROMM: Hi. I'm Larry Fromm with Achates
22 Power. Thank you for your time.

1 Achates Power is a technology company based in
2 California that develops enabling technology for
3 opposed-piston engines. We work with established
4 engine companies to bring new, advanced engines that
5 incorporate our technology to market. An example of
6 how this works in practice is that Achates Power is
7 working with Cummins to develop a 1,000-horsepower
8 advanced combat engine that is now being tested by the
9 U.S. Army.

10 I am here to comment on the result of a heavy-duty
11 diesel demonstration project funded by CARB, South
12 Coast and San Joaquin Air Districts, and other
13 organizations. For the project we developed and
14 demonstrated a 10.6-liter, heavy-duty diesel opposed-
15 piston engine. The demonstration includes both
16 dynamometer testing against EPA and CARB regulatory
17 test cycles as well as in-use testing, as the truck was
18 extensively used in service by a major retailer. The
19 dyno test used engines' measurements, combined with
20 analysis and models from catalyst partner BASF, using
21 their fully aged, 435,000-mile, after-treatment system
22 models. The engine was tested on the emissions

1 certification cycles, including low load and idle.

2 The engine showed a comfortable compliance margin
3 to the NAAQS requirements on all cycles, even in the
4 fully aged case. The margin with the fully aged after-
5 treatment system was at least 30 percent and much
6 higher on some of the cycles.

7 Notably, the opposed-piston engine in these tests
8 used only conventional, under-floor, after-treatment
9 systems. No additional emissions control technology is
10 required over current production system. This reduces
11 complexity cost and compliance rates versus other
12 ultra-low-NOx solutions. These dynamometer tests also
13 showed a 4 to 8 percent compliance margin to the 2027
14 EPA greenhouse gas CO2 requirements.

15 The in-use NOx emissions were measured by the
16 University of California, Riverside on a Peterbilt
17 heavy-duty truck equipped with the opposed-piston
18 heavy-duty engine in fleet service. The engine
19 achieved at least a 52 percent margin to the most
20 stringent 2031 EPA proposal against all three in-use
21 NOx spins. The fleet operator also measured a greater
22 than 10 percent fuel economy improvement versus a

1 referenced truck using the same routes and loads.

2 Again, the opposed-piston engine only used under-floor
3 after-treatment system.

4 These demonstration results show that the most
5 stringent proposed EPA NOx and greenhouse gas rules are
6 feasible and can be met in a robust and cost-effective
7 manner, especially given the nine years before the most
8 stringent rules apply.

9 A study by FED concludes that an opposed-piston
10 engine that can meet the most stringent planned and
11 proposed carbon EPA rules will have a base engine cost
12 7 percent below today's heavy-duty engines, and only
13 uses current model after-treatment systems. The
14 opposed-piston engine avoids the \$35,000 cost increase
15 projected by some.

16 The truck industry has a long record of
17 incorporating advanced technologies to achieve striking
18 improvements in emissions and efficiencies, including
19 engine control modules, high-pressure common rail fuel
20 systems, EGR, and SER. After a period of gestation,
21 each of these technologies has been robustly applied.
22 Opposed-piston engines continue the path to advance

1 engine technology to enable more sustainable
2 transportation.

3 Thank you.

4 MS. THOMPSON: Thank you for your comment.

5 The next speaker will be Brandon Buchanan. You
6 may now unmute, and please state your name and
7 affiliation for the record.

8 [Pause.]

9 MS. THOMPSON: Brandon, we can't hear you just
10 yet.

11 MR. BUCHANAN: Sorry about that. Hope you can
12 hear me now.

13 MS. THOMPSON: We can.

14 MR. BUCHANAN: Good afternoon. My name is Brandon
15 Buchanan, and I am the Directory of Regulatory Affairs
16 for the American Bus Association based here in
17 Washington, D.C. The ABA represents the private, over-
18 the-road bus industry, with approximately 800 bus and
19 motor coach operator members. Our members provide
20 nearly 600 million passenger trips annually through a
21 variety of different service offerings, including
22 scheduled service along with fixed routes, trucker and

1 tour operations, commuter transportation to work,
2 airport shuttle operations, as well as contracted
3 public transportation services across the nation,
4 primarily before the pandemic. We are currently in a
5 recovery mode, with almost 30 percent of the industry
6 being shut down during the pandemic.

7 Our members operate roughly 60 percent of the
8 motor coach vehicles on the road, which is about in the
9 range of 30,000. There are also ABA members who
10 provide all members of all [audio malfunction] as well
11 as a number of motor coach manufacturers, who are also
12 members.

13 The motor coach industry appreciates the
14 opportunity to participate and be involved with this
15 rulemaking process as well as offer some comments with
16 respect to both the vehicle and fleet operators as well
17 as the manufacturers.

18 As an industry, we do support the pursuit of
19 environmental initiatives. In fact, frequently we
20 present ourselves as an environmental solution as motor
21 coaches are one of [audio malfunction] between 35 and
22 81 passengers, depending on the model of vehicle, and

1 taking just that many passenger cars off of the road
2 and contributing to a reduce in congestion as well as
3 mobile-source emissions.

4 We also are one of the primary modes of interstate
5 transportation for low-income and economically
6 disadvantaged communities as well as the majority of
7 rural America. While our contributions to the
8 transportation landscape are sizeable, they are often
9 overlooked and unnoticed, as our industry is primarily
10 composed of family-owned, mom-and-pop small businesses
11 with small fleets consisting of between 5 and 10
12 vehicles. These essential businesses, which have been
13 a workhorse during the pandemic, often function with
14 little government subsidy, are not brand names, while
15 providing fuel-efficient as well as energy-efficient
16 movements for critical segments of our society, often
17 serving in times of need, such as during evacuations
18 from wildfire emergencies, hurricanes, and floods, as
19 well as when our military needs to be deployed.

20 Very few of these benefits, particularly the
21 environmental ones which we provide are real-world
22 carbon offsets, not figurative or tradable constructs.

1 Thus, in addition, we would like to talk a little bit
2 about receiving an exclusion from the inducements
3 outcome that often accompanies these kinds of
4 rulemakings, very similar to what you have seen in the
5 past with ambulances and other emergency service
6 vehicles who serve a similarly important role of
7 directly serving the public and providing emergency
8 transportation services that impact human lives.

9 On the topic of inducements, we do have no problem
10 with emissions monitoring or even emissions-based
11 components added to the annual inspections, but the
12 breakdowns that are often incurring enroute, as you
13 have heard from others who have testified earlier, are
14 a considerable safety concern as well as an expensive
15 operational problem for our industry. According to
16 some results from the survey which we have shared with
17 some of the staff in the EPA in the past, that we
18 conducted last year, more than 75 percent of the
19 inducements or delayed occurrences are directly related
20 to a sensor-related malfunction and do not require any
21 kind of in-depth repair. The ability for small
22 businesses to bear the cost of unreliable equipment,

1 the cost of a tow, a one- or two-week down period for
2 diagnostics, without any revenue, the cost of bringing
3 in a replacement vehicles, usually by hiring another
4 nearby company, because it is rare for these small
5 fleet operators to have extra vehicles in their fleet
6 that are available to spare, and then compensating any
7 groups of passengers for any missed activities, just
8 because it was due to a faulty sensor, is tough to
9 bear.

10 We do have a couple of very specific concerns
11 about the proposal, which we will expand upon in our
12 written comments, but whose deadline we hope that you
13 will extend in order to allow small businesses like
14 these small mom-and-pops to dive through the extensive
15 docket with a number of differing attachments and
16 additional supplemental materials which have been added
17 since this rulemaking has been posted.

18 We are concerned about the extended warranty
19 component and the significant increase in the cost that
20 it will represent to our manufacturers, as well as --

21 MS. THOMPSON: Thank you for your comment, and I
22 apologize for interrupting. EPA needs to keep the

1 statements to three minutes so everyone has a chance to
2 testify. You have reached the three-minute limit.
3 Please complete your testimony within the next 30
4 seconds. We encourage you to provide your full written
5 testimony and any additional comments of any length to
6 Docket Number EPA-Haqqani-OAR-2019-0055 on
7 regulations.gov.

8 MR. BUCHANAN: As was stated by some of our
9 trucking industry colleagues, in 2006 and 2007,
10 purchasing behavior changed due to the regulations and
11 leading to members of the industry holding onto
12 equipment longer, perhaps even longer than its useful
13 life, and in some cases putting people at further risk.

14 And so we hope that you will look at Option 2 down
15 the road, and we look forward to participating to help
16 push more resources towards zero-emission vehicles as
17 well as other greenhouse gas or equivalent development.

18 Thank you for your time, and we look forward to
19 additional chances to comment.

20 MS. THOMPSON: Thank you for your comment.

21 The next speaker will be Erandi Trevino. You may
22 now unmute, and please state your name and affiliation

1 for the record.

2 MS. TREVINO: Good afternoon. My name is Erandi
3 Trevino. I am the Texas state organizer for Moms Clean
4 Air Force, and I live in Southeast Houston.

5 The EPA's proposal is a positive step forward but
6 it doesn't go far enough. The proposal must be
7 strengthened to better protection children, people with
8 asthma, older adults, and other vulnerable groups from
9 harm through their pollution. Parents across the
10 country want to see a rapid transition to zero-emitting
11 trucks to provide cleaner air for our children and for
12 our communities.

13 Southeast Houston is known to have poor air
14 quality. The location of the Houston Ship Channel, the
15 refineries, and other industrial facilities make the
16 region vulnerable to excessive pollution. For a while
17 I felt lucky that no longer lived close to the ship
18 channel, as I did when I was a kid. Children who live
19 two miles within the ship channel are 56 percent more
20 likely to contract leukemia than children who live more
21 than 10 miles away. We now live just over 10 miles
22 away, but the truth is our family is still suffering

1 because of where we live.

2 Houston does not have zoning laws, which allows an
3 excessive number of heavy-duty trucks to surround my
4 home. Air pollution from trucks is a major public
5 health problem. According to EPA, more than 45 million
6 people in the U.S. live within 300 feet of a major
7 roadway or transportation facility, and 72 million
8 people live within 200 meters of a truck freight route.
9 People of color and those with lower incomes are more
10 likely to live near truck routes.

11 My house sits immediately next to an 18-wheeler
12 parking lot on one side. I can easily see them over
13 the fence. To the other side there is a large
14 demolition company, and on the other a crate company.
15 The fourth side is a small road that sees a lot of
16 movement from heavy-duty trucks all day long, trucks
17 that are going to and from companies in my
18 neighborhood. My home is surrounded on all four sides
19 and the airport is less than five miles away.

20 As I worked on preparing my notes for today I
21 could hear crates beeping and trucks moving things.
22 Some days a big wave of dust from their activities

1 washes over our home, and every day we hear the heavy-
2 duty trucks operating and 18-wheelers idling next door.

3 When I bought this house I felt proud, an
4 immigrant Latina woman buying a house, with a pool, no
5 less. I felt like I had made it. Now that decision
6 and accomplishment gives me fear for the health of my
7 family.

8 As an EcoMadres organizer and advocate, I speak
9 out on behalf of those who are most affected by air
10 pollution and work with communities to help them
11 strengthen their voice and speak out for their
12 children. But the truth is I'm also speaking out for
13 myself and my family.

14 My home is multigenerational. My youngest niece
15 is 3, and she has severe allergies and breathing
16 problems that sometimes disrupt her sleep. My 7-year-
17 old niece has eczema, and in her young life already has
18 anxiety about extreme weather events. **Redacted for PII**

[REDACTED]

[REDACTED]

21 Of course, these issues make me consider whether
22 or not we should just move, but that's not the answer

1 because more than 40 percent of Americans, over 135
2 million people live in places with unhealthy levels of
3 air pollution. Moving is not the solution. The
4 solution is addressing the root of the problem.

5 The two proposed options for the rule represent,
6 respectively, a bare minimum floor for regulations and
7 a weak, industry-friendly solution that is full of
8 giveaways and accommodations to the worst polluting
9 truck companies.

10 We urge the EPA to consider the urgency of a
11 stronger heavy-duty proposal, especially because when I
12 say this I speak about the suffering that people go
13 through every day because of the health impacts of
14 living so close to this activity.

15 Thank you to the EPA for listening to us today.
16 In conclusion, I just want to emphasize that these
17 standards need to go further in reducing deadly NOx
18 pollution, and they must put our national bus and truck
19 fleet on a clear path to 100 percent zero-emission,
20 all-electric vehicles as quickly as possible, because
21 some of our communities are bearing an extra-large
22 burden from being just so close to these activities.

1 Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Michael McClain. You may
4 now unmute, and please state your name and affiliation
5 for the record.

6 MR. MCCLAIN: I am Michael A. McClain. I
7 represent the National Baptist Convention USA, and I am
8 the Deputy Director General for a national Baptist
9 congress of Christian education.

10 I want to thank the administration for swiftly
11 acting on clean trucks, but I urge the EPA to create
12 the strongest possible limits on heavy-duty vehicle
13 pollution. As a person of faith, I know that it is
14 important that we take care of God's creation and
15 protect mankind. I am here because I am concerned
16 about the oversized impact that heavy-duty truck
17 pollution on African American and brown families,
18 because highways and transportation depots are place
19 more often in and through communities of color. We
20 bear an unequal air pollution burden from these trucks.
21 This is why more than 5,000 African American pastors
22 sent in comments urging the EPA to enact strong

1 standards.

2 I strongly urge this administration to set the
3 strongest standards possible, because many lives,
4 particularly communities of color, depend upon it. The
5 EPA must put our national bus and truck fleet on a
6 clear path to 100 percent zero-emission, all-electric
7 vehicles by 2035.

8 I thank you for this opportunity to speak before
9 you, and may God bless you and your work. Thank you.
10 Good afternoon.

11 MS. THOMPSON: 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
15 to your speaking time. You must accept that invitation
16 to be able to unmute when you are called to testify.
17 This will also allow you to turn on your camera, which
18 we encourage you to do. Speakers connected by
19 telephone should unmute their phones when called to
20 testify.

21 If you are having technical difficulties, please
22 send an email to public_hearing@abtassoc.com or call

1 919-294-7712.

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

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

10 The next speaker will be Tom Herman. Tom, we do
11 not currently see you listed among the list of
12 attendees. However, if you have joined using a
13 different name we ask that you raise your hand at this
14 time, and if you have called in you may raise your hand
15 by dialing *9 on your phone.

16 [Pause.]

17 MS. THOMPSON: The next speaker will be Dan Byers.
18 Dan, you may now unmute, and please state your name and
19 affiliation for the record.

20 MR. BYERS: Yes. Thank you. Dan Byers, the U.S.
21 Chamber of Commerce. I appreciate the opportunity to
22 make comments today.

1 Since 1990, economy-wide NOx emissions from
2 highway vehicles have declined 75 percent, even as
3 overall vehicle miles traveled have increased by nearly
4 50 percent. Continued improvements and advanced
5 technology diesel engines are a key driver of this
6 success and one of many reasons U.S. air quality is
7 among the cleanest in the world.

8 While this progress has been remarkable,
9 opportunities exist to drive even greater reductions in
10 the future through achievable, cost-effective standards
11 that reflect the latest available emissions control
12 technologies, and the Chamber stands ready to work
13 closely with other stakeholders to ensure a workable,
14 effective final rule that provides regulatory certainty
15 and is good for both the economy and the environment.

16 Unfortunately, we have serious concerns that the
17 rule, as proposed, particularly EPA's preferred Option
18 1, both other aspects of the proposal as well, fails to
19 do this. Our formal written comments will detail these
20 concerns, but today I will focus on discrepancies
21 regarding the proposal's forecast and compliance costs
22 that we believe must be addressed.

1 In short, there is an enormous disparity,
2 approximately one quarter of magnitude, between EPA's
3 compliance cost estimates and those projected by engine
4 manufacturers, which are forecast to be up to \$35,000
5 per truck. If EPA's cost estimates are too low, then
6 other key factors influencing the proposal will be
7 affected in turn.

8 Specifically, we are concerned that the agency's
9 projection of extremely modest technology and warranty
10 costs associated with the rule result in a significant
11 overestimation of future fleet turnover and
12 underestimation of the negative emissions consequences
13 associated with large-scale pre-buys prior to
14 compliance deadlines.

15 To its credit, EPA openly admits that its
16 projections are guesswork, that it does not
17 quantitatively explore how underestimating costs could
18 drive higher pre-buy behavior that could significantly
19 delay and undermine emissions reductions benefits that
20 are the central purpose of the rule.

21 So before finalizing the rule we urge EPA to work
22 collaboratively with industries, states, and other

1 affected stakeholders to resolve discrepancies related
2 to technology costs and achievability, warranty
3 impacts, and corresponding fleet turnover and
4 environmental impact of the proposal. And to the
5 extent that such discrepancies can't be resolve, with
6 think the agency should undertake a transparent
7 sensitivity analysis that illustrates how a range of
8 reasonable assumptions pertaining to highly uncertain
9 but highly influential factors may impact the merits of
10 the proposed options.

11 And finally, it's important to emphasize that
12 trucking is enormously important to the U.S. economy.
13 The industry moves 72 percent of goods in America, and
14 is the foundation of a well-functioning supply chain.
15 When trucking costs go up, the cost of nearly all goods
16 go up with it. As the White House pointed out at an
17 event last week, trucking costs grew more than 20
18 percent last year, and we know that sharply increased
19 fuel costs thus far in 2022 have only exacerbated
20 economic burdens on the industry.

21 Therefore, when finalizing the rule we urge EPA to
22 take extra caution to avoid requirements that could

1 exacerbate the already challenging economic conditions
2 in the trucking industry. Thank you.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Marla DiBenedetto.

5 Marla, we do not currently see you listed among the
6 attendees. However, if you have joined using a
7 different name we would invite you to raise your hand
8 at this time, and if you have called in you may raise
9 your hand by dialing *9 on your phone.

10 [Pause.]

11 MS. THOMPSON: The next speaker will be Randolph
12 Lyon. You may now unmute, and please state your name
13 and affiliation for the record.

14 MR. LYON: Hi. Thank you for holding today's
15 hearing and developing the proposal. My name is
16 Randy Lyon, and I'm here as a private citizen, and the
17 message of my testimony is I'd like to encourage the
18 EPA to institute as strong as possible regulatory
19 framework for truck and bus emissions as is possible.

20 As far as my background, I have a PhD in
21 economics. I've taught at two leading universities.,
22 I've published in environmental economics journals, and

1 been on the editorial board of one of the leading
2 journals in the field. In addition, I served under
3 five presidential administrations as a federal
4 employee, first as a senior economist and eventually as
5 a senior executive. Among other things, I helped
6 develop the discount rate framework that underlies the
7 type of regulatory impact analysis that was done for
8 this regulation and others.

9 Finally, I am also currently a volunteer
10 legislative chair for the Sierra Club in the state of
11 Maryland. But importantly, my testimony today is just
12 my own personal, and it doesn't represent that of any
13 of the groups or entities that I've mentioned.

14 I'd like to speak from two perspectives today, the
15 first as a parent and regular member of the general
16 public, and the second as a professional. **Redacted for PII**

■ [REDACTED]

■ [REDACTED]

■ [REDACTED]

■ [REDACTED] This is a really frightening experience for
21 everybody involved -- the parents, the toddler -- and,
22 of course, there are millions of children that have

1 similar issues, often without first-rate medical care
2 as we were able to access.

3 Baltimore, as an example, has one of the highest
4 asthma rates in the country. About 20 percent of
5 children in Baltimore have asthma, which is just a
6 stunning figure. Disproportionately, asthma and these
7 kinds of impacts affect minority children and low-
8 income children, so there's really a strong social
9 equity component to what's going on here.

10 While I believe the new rule could go further than
11 it does, even the current rule, by 2045, would stop
12 18,000 new cases of asthma each year, and 1.1 million
13 lost school days each year. And if I leave you with
14 one thought, it is that those missed school days are
15 not snow days. Rather, it's a terrifying experience
16 where you've got a 20-something mother holding a
17 nebulizer to a young child's face, hoping the child is
18 going to get their breathing restored so that they
19 don't need to go to the hospital, and thinking more
20 long-term that the child will grow up healthy. So this
21 is a very serious matter.

22 As you know, there are other health effects that

1 EPA has identified, including carcinogenic, cardiac,
2 even neurological.

3 Fortunately, we can reduce these health impacts
4 and the social equity impacts, and amazingly come out
5 with positive net economic benefits. So a strong
6 regulatory framework is not a difficult decision.
7 Rather, it is an easy win-win type of decision for non-
8 economic and also economic perspective.

9 Speaking now as a professional, to me the key
10 question is whether the current proposal goes far
11 enough. EPA's analysis considers two options, and the
12 stronger option, Option 1, has greater net benefits
13 than the weaker option. And that raises the very
14 obvious question of what happens as we tighten the
15 regulation even further and come up with a stronger
16 reg. And I really urge you to do that analysis.

17 Second, I urge that the analysis consider at least
18 the volume of greenhouse gasses saved. Right now it
19 appears that the proposal puts zero weight on those
20 benefits, and I understand that there were some reasons
21 for doing that. But I think presenting the volume
22 saved would give policymakers a good understanding, and

1 I think that placing even a modest economic value on
2 those greenhouse gas reduction would lead you to a
3 stronger regulatory framework.

4 So, in conclusion, I think there are good
5 environmental, public health, and social equity reasons
6 to move to a faster adoption of zero-emission trucks,
7 along the lines of the California rule, and my
8 expectation is that the economics, meaning the net
9 benefits and the distributional impacts, will also
10 favor additional steps once you do that analysis. So I
11 encourage you to develop that analysis and, in turn,
12 develop a stronger rule.

13 I really appreciate the opportunity again to be
14 able to testify before you and for your work. Thank
15 you.

16 MS. THOMPSON: Thank you for your comment.

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

20 MR. SPEISER: Yes. Thank you for the opportunity
21 to testify. My name is Robert Speiser. I'm a retired
22 teacher in Salt Lake County, Utah, speaking as a

1 private citizen. I am here to urge you to adopt the
2 strongest possible standards for truck emissions.
3 Where I live, such standards, especially for diesel
4 fuels, literally save lives.

5 Last August 6th, I really had a shock. The sky
6 was dark with heavy smoke across the valley. I
7 couldn't see the mountains to the west. I could hardly
8 see the sun. I stepped outside that afternoon and
9 nearly choked. The next day I learned we had the worst
10 air in the world right here, worse than Jakarta and
11 Beijing.

12 Much of the pollution on August 6th came here from
13 fire in Northern California, extended drought, a
14 warming climate, and likely a lightning strike combined
15 to touch it off. But we already had bad air, well
16 beyond official standards for particulates and ozone, a
17 lot of that from vehicles. In other words, mainly from
18 diesel trucks.

19 Salt Lake is a transportation nexus for the
20 region. Truck emissions have huge impact here. We
21 need to clean that up.

22 And we are not alone. Like much of the West, we

1 share a huge, unprecedented drought, intensified by
2 climate change. Human impacts matter here. Burning
3 fossil fuel contributes greenhouse gasses that go far
4 beyond our region. Given the warming climate, the
5 entire ecosystem here and elsewhere needs protection.

6 Salt Lake is beautiful. The huge lake supports a
7 major flyway. Several million birds migrate through
8 each year. Both east and west, high mountains rise.
9 It's a very special place, but it's fragile too. As a
10 sheltered valley at high altitude, we get seasonal
11 inversions that can trap pollutants for weeks at a
12 time, and fire, and we have deep trouble, even like
13 last summer, if the fire is far away.

14 We are all in this together, and there is little
15 time to make the difference that we need. If we keep
16 on going in the same direction we will end up where
17 we're headed. Hence, I urge this administration to set
18 the strongest standards possible because our lives and
19 ways of life depend on it.

20 I'm grateful for this chance to testify. Thank
21 you very much.

22 MS. THOMPSON: Thank you for your comment.

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

4 MS. GELB: Thank you. Good afternoon. I'm
5 Jacqueline Gelb, Vice President of Government Relations
6 for Navistar. On behalf of the over 14,500 dedicated
7 employees of Navistar, including our 2,300 members of
8 the United Auto Workers union, thank you for the
9 opportunity to express our thoughts on the agency's
10 proposed rule. Navistar is the leading North American
11 manufacturer of commercial vehicles and diesel engines
12 underneath the International Truck and IC school bus
13 brands.

14 Navistar has a long history of working with the
15 EPA on robust technical rules that drive investment in
16 the cleanest, most cost-effective technology, and we
17 share President Biden and administrative rigorous goals
18 to reduce emissions from the transportation sector, and
19 believe we can build upon the 90 percent reductions
20 that the industry has already achieved.

21 While EPA has long heard from the commercial
22 vehicle industry that any rule should be

1 technologically feasible, cost-appropriate, and
2 customer-accepted, it is even more important now.
3 Navistar has been taking decisive action to live by our
4 values and develop industry-leading products that meet
5 the mandate caused by our world's changing climate. We
6 are investing in the next generation of clean diesel
7 engine, which is expected to be launched next year;
8 battery and hydrogen fuel cell technology. And today's
9 product offering of an electric school bus and electric
10 medium-duty delivery trucks are our latest offerings in
11 the electric market, but are not our last.

12 In the coming years, we will continue to invest to
13 offer our customers a full portfolio of electric
14 vehicles, and our goal is to transition to a zero-
15 emission feature. But to do that, policymakers and
16 regulators need to work with manufacturers and
17 customers to ensure that limited investment dollars are
18 not forced into developing technologies that will have
19 a limited lifespan.

20 The pending policy question is how best to
21 replicate another decade of steady advancements that
22 help the transportation industry decarbonize. The

1 EPA's heavy-duty NOx regulation must be restructured to
2 reflect the industry's history of technology adoption
3 and ensure that investments are able to realize in the
4 marketplace and environment.

5 First, it must avoid forcing industry to divert
6 development resources away from technology that will
7 achieve our zero-emission future.

8 Second, the rule must earn the trust of our
9 customers to buy our products in model year 2027. If
10 not, older, higher-emitting vehicles will be on the
11 road longer, negating the environmental benefits we are
12 all trying to achieve.

13 Third, as we are all painfully living through,
14 disruption in the transportation supply chain can cause
15 ripples across the economy. The rule must result in
16 affordable model year 2027 vehicles that make economic
17 sense for our customers to purchase and not force them
18 to forego any purchases and hold onto their older
19 vehicles longer. That result would impact truck sales,
20 operating costs, and employment.

21 Fourth, the emissions standards must realistically
22 reflect how far and fast technology improvements can be

1 developed and implemented in a five-year window.

2 And last, the rule must also preserve greenhouse
3 gas to stringency levels that Navistar first supported.
4 Rewriting a regulation in mid-cycle will penalize
5 product decisions that Navistar and other manufacturers
6 made years ago, to ensure that we would have a
7 competitive product that would meet our customer needs.

8 In closing, as currently written, Option 1 simply
9 won't work. Navistar is committed to working with EPA
10 on Option 2, to achieve a stringency level that does
11 not derail investment plans for electric technology,
12 deter customer participation, or disrupt employment.

13 Thank you.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Andy Su. Andy, you may
16 now unmute, and please state your name and affiliation
17 for the record.

18 MR. SU: Hello. My name is Andy Su. I am
19 speaking for the Environmental Defense Fund. Thank you
20 for the opportunity to testify today.

21 EDF supports EPA's proposal to strengthen the
22 heavy-duty vehicle emission standards and respectfully

1 urges the agency to further strengthen the proposal in
2 two respects. I'd like to focus my comments on the
3 urgency in setting protective standards that achieve
4 deep reductions in pollution from diesel vehicles and
5 that ensure greater pollution reductions through the
6 deployment of zero-emission technologies.

7 Near-term emissions reductions are vital to
8 mitigating the effects of climate change and to public
9 health, especially the health of low-income communities
10 and communities of color that are disproportionately
11 impacted by transportation air pollution. Standards
12 that ensure greater deployment of ZEVs are also
13 critically important to provide a strong foundation,
14 the future of Phase 3 standards that achieve 100
15 percent ZEV sales by 2035.

16 There is an overwhelming amount of data that
17 supports the feasibility of significant near-term
18 deployment of ZEVs. A recent study by Roush for EDF
19 found that by 2027, many electrified Class 4 through 7
20 work trucks, Class 8 short-haul trucks, and school and
21 transit buses will be less expensive on both a first
22 cost and the total cost of ownership basis, compared to

1 their internal combustion engine counterparts.

2 Major manufacturers have also made significant
3 investments to transitioning to ZEV, freight trucks,
4 and buses, and truck fleets across the country are
5 making significant commitments to electric heavy-duty
6 trucks.

7 Accordingly, we urge EPA to ensure its standards
8 help to achieve 80 percent ZEVs for new school and
9 transit buses by model year 2029, which will protect
10 America's children and transit riders and mobilize the
11 billions of dollars invested in buses through the
12 bipartisan infrastructure law. To protect the millions
13 of people afflicted by freight pollution, we similarly
14 encourage EPA to ensure its standards achieve 40
15 percent ZEV sales by model year 2029 for new Classes 4
16 through 7 vehicles and Class 8 short-haul trucks.

17 EDF also urges EPA to adopt the strongest possible
18 NOx standards that achieve reductions consistent with
19 the reductions that will be achieved by California's
20 NOx Omnibus Rule. Protective NOx standards must be
21 designed to prevent backsliding on diesel truck
22 emissions, and in particular, strengthen the approach

1 in the proposal by ensuring that any ZEV credits do not
2 result in higher-polluting diesel vehicles.

3 According to 2021 report from M.J. Bradley,
4 eliminating tailpipe pollution in heavy-duty vehicle
5 segments most ready for early deployment of ZEVs would
6 deliver significant public health benefits, including
7 up to 1,500 fewer premature deaths, 1,400 fewer
8 hospital visits, 890,000 incidents of exacerbated
9 respiratory conditions and lost or restricted workdays
10 annual.

11 Deploying zero-emission heavy-duty vehicles is
12 critical to reach our health and climate goals. We
13 urge EPA to move forward swiftly, with standards that
14 protect human health and the environment for all people
15 and for all communities by reducing harmful diesel
16 pollution and ensuring greater deployment of ZEVs,
17 actions that will save money for truckers and fleets,
18 strengthen our energy security, and help to support and
19 grow jobs. Thank you.

20 MS. THOMPSON: Thank you for your comment.

21 As a reminder if you are speaking today, you will
22 receive a notification on your screen that you are

1 being "promoted to the role of panelist shortly prior
2 to your speaking time. You must accept that invitation
3 to be able to unmute when you are called to testify.
4 This will also allow you to turn on your camera, which
5 we encourage you to do. Speakers connected by
6 telephone should unmute their phones when called to
7 testify. We ask that speakers speak slowly and clearly
8 so our court reporter and interpreters can capture
9 these proceedings accurately.

10 If you are having technical difficulties, please
11 send an email to public_hearing@abtassoc.com or call
12 919-294-7712.

13 If you are not registered to speak, but you would
14 like to, please send an email with your name and phone
15 number to public_hearing@abtassoc.com or call 919-294-
16 7712.

17 Out of respect for the other individuals providing
18 testimony today, please refrain from turning on your
19 camera or unmuting your microphone until it is your
20 turn to speak. Please keep your testimony to three
21 minutes.

22 The next speaker will be Bill McNally. Bill, we

1 do not currently see you listed among the attendees.

2 However, if you have joined using a different name we
3 would invite you to raise your hand at this time.

4 [Pause.]

5 The next speaker is Maxine Lobel. Maxine, you may
6 now unmute, and please state your name and affiliation
7 for the record.

8 MS. LOBEL: Hello. My name is Maxine Lobel. I
9 live in West Palm Beach, Florida, where the air appears
10 mostly clear, the skies are blue, and the temperature
11 is very pleasant. I am one of the more fortunate ones
12 on Planet Earth, and I don't take that for granted, not
13 for one moment.

14 I am the co-leader of an organization called
15 Elders Climate Action. I am the co-leader in Florida
16 here. We are comprised of thousands of elder climate
17 activists, all committed to a nonpartisan effort to end
18 the climate crisis and to build a just and sustainable
19 future for our children, our grandchildren, and all
20 children. I was immediately drawn to this group and
21 its purpose as I am, first and foremost, a parent and a
22 grandparent of four grandsons. What keeps me working

1 every day on the climate crisis or climate issues, and
2 what keeps me up at night, is worrying about what type
3 of life we are leaving our children, our grandchildren,
4 and all children.

5 Many among those testifying today have been
6 focused on the science and health impacts of nitrous
7 oxides and the dreadful, severe impacts that that air
8 pollution has on this vulnerable population. I would
9 like to focus in the next minute or two on the equally
10 profound and consequential effects of carbon dioxide.

11 The IPCC 2022 report warns that we have crossed a
12 line. Climate impacts have become severe, and some are
13 irreversible, like the loss of water supplies from
14 melting glaciers, the thawing of permafrost, rising
15 seas from ice melt, extreme weather conditions, and the
16 desiccation of forests that create conditions for
17 catastrophic fires.

18 The current report acknowledges that these
19 irreversible impacts were not expected until after the
20 global temperature rose 1.5 degrees Celsius or more,
21 but they are happening now, at the 1.2-degree Celsius
22 above baseline, and we are expecting this to worsen

1 over the next decade.

2 We will not be able to impact these irreversible
3 changes, but there are still measures that we can and
4 we must do in order to protect life on Earth. Knowing
5 that the transportation sector contributes 27 percent
6 to greenhouse gas emissions in the U.S., making it the
7 largest contributor of U.S. gas emissions, it is
8 incumbent upon the EPA to chart a path to a zero-
9 emission future for the transportation sector by 2050.
10 Currently, this proposed rule does not.

11 The EPA's current proposal reflects neither the
12 urgency of the climate crisis nor the rapid advancement
13 in zero-emission truck technology. These proposed
14 standards will not accelerate the deployment of zero-
15 emission electric trucks. In fact, the market is
16 moving faster than what these rules are predicting. As
17 written, this rule would yield roughly 1.5 percent
18 zero-emission new truck sales by 2027, whereas existing
19 state policies would already deliver three times the
20 zero-emission vehicles proposed in this current
21 national law for 2027.

22 Trucks and buses regulated by these standards make

1 up roughly one-quarter of all greenhouse gas emissions
2 from the transportation sector, so rapidly phasing in
3 zero-emission fleet is critical.

4 The EPA's proposal is a very welcome step forward,
5 but it doesn't go far enough. The proposal must be
6 strengthened to better protect children and to ensure
7 that all children have the right to a thriving, healthy
8 life in a sustainable world.

9 Thank you so much for your time. I appreciate it.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Isabel Molina. Isabel,
12 we do not currently see you in the list of attendees.
13 However, if you have joined using a different name we
14 ask that you raise your hand at this time.

15 [Pause.]

16 MS. THOMPSON: The next speaker will be Takeia
17 Glass. Takeia, we do not currently see you listed
18 among the attendees. However, if you have joined using
19 a different name we would invite you to raise your hand
20 at this time.

21 [Pause.]

22 MS. THOMPSON: The next speaker is Ramona Blaber.

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

3 MS. BLABER: Hi. Thanks for listening to our
4 comments today. I'm Ramona Blaber. I work for the
5 Sierra Club but I am here as a mom. And I know that in
6 order to provide a livable future for our kids we have
7 to act now as urgently and as boldly as possible to
8 save our children from unconscionable consequences.

9 I live in Oak Park, Illinois, just outside of
10 Chicago, and two blocks from a highway that my daughter
11 and hundreds of her classmates walk over every day on
12 their way to and from school. The American Lung
13 Association has told us that we would avoid 4,600
14 deaths in the Chicago area by converting to zero-
15 emission transportation and electricity resources.

16 When an industry's pollution is responsible for
17 killing people, we know we have to end that pollution.
18 There is no safe level of exposure to diesel. Truck
19 drivers, delivery workers, and school bus drivers are
20 all exposed and suffer the health consequences for it.
21 Electric trucks and buses are already capable of
22 supporting the majority of freight delivery and transit

1 needs, and zero-emission electric trucks and buses are
2 projected to be cheaper to own and operate than their
3 traditional combustion engine counterparts within five
4 years.

5 I want to urge the EPA to enact standards that put
6 the American truck and bus fleet on a clear road to 100
7 percent zero-emission sales by 2035, which is in line
8 with scientists' guidance on reducing climate pollution
9 quickly enough to avoid catastrophe.

10 The EPA should not provide giveaways or
11 multipliers to manufacturers that erode these
12 safeguards and allow new dirty vehicles to pollute our
13 neighborhoods for decades.

14 Scientists have warned us that without immediate
15 and bold action in climate disruption we will have
16 catastrophic consequences, like agricultural
17 devastation and skyrocketing food prices, lack of clean
18 drinking water, and ever-worsening natural disasters.
19 That would be disastrous for our economy.

20 I've heard several industry representatives tell
21 you today that they can't afford to do this, as
22 industries always seem to do when facing policy that

1 requires them to protect people's health. I'm here to
2 tell you that this is for our kids, and for all the
3 reasons community members have given today we cannot
4 afford not to do this.

5 Thanks so much.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Yana Kalmyka. Yana, we
8 do not see you listed among the attendees. However, if
9 you have joined using a different name we would invite
10 you to raise your hand, using the Raise Hand button at
11 the bottom of your screen at this time.

12 [Pause.]

13 MS. THOMPSON: We'll move on to the next speaker.
14 The next speaker will be Matthew Duffy. Matthew, you
15 may now unmute, and please state your name and
16 affiliation for the record.

17 [Pause.]

18 MS. THOMPSON: Matthew, you're still muted.

19 MR. DUFFY: Thank you. Yeah, sorry. I'll start
20 again.

21 So good afternoon. My name is Matthew Duffy. I
22 am testifying today on behalf of Ford Motor Company.

1 At Ford, protecting the environment and combating
2 climate change is a strategic priority for our company,
3 and we are proud to be the only full-line American
4 automaker committed to doing our part to reduce CO2
5 emissions in line with the Paris Climate Agreement
6 while working with California for stronger vehicle
7 greenhouse gas standards. We believe that making great
8 vehicles, protecting the environment, and maintaining a
9 strong business depend on each other.

10 We are leading the electrification revolution with
11 personal use and commercial vehicles, including
12 nameplates like our fully electric E-Transit van, the
13 F-150 Lightning, and the Mustang Mach-E. We are
14 investing more than \$50 billion in electrification by
15 2026, and our recently announced BlueOval City
16 megacampus and BlueOval SK battery park will create
17 11,000 U.S. jobs and power the future of EVs.

18 Turning now to the proposed rulemaking, Ford Motor
19 Company manufactures heavy-duty spark and compression
20 ignition engines used in our world-class lineup of
21 heavy-duty vocational vehicles that are the subject of
22 today's rule.

1 Ford supports the adoption of EPA's proposed rule.
2 Specifically, Ford supports the adoption of regulatory
3 Option 1, which aligns with the most advanced emissions
4 control technology available to engine manufacturers in
5 2027 and beyond; produces significant environmental
6 benefits; and provides criteria mission regulatory
7 certainty to manufacturers for many years to come.

8 Option 1 also harmonizes emission standards with
9 California and provides for a national emissions
10 compliance program in 2031 model year and later.

11 Key elements of the proposed rule include lower
12 FTP and supplemental emission standards, low load
13 standards for compression ignition engines,
14 supplemental emission standards for spark emission
15 engines, revised in-use testing procedures and
16 standards for compression ignition engines, and the
17 option to certify compression ignition engines to clean
18 idle standards. Complying with these new requirements
19 will be challenging, but we believe that compliance is
20 technically feasible.

21 Additionally, Ford supports EPA's proposal to
22 update the greenhouse gas Phase 2 vocational vehicle

1 CO2 standards to account for zero-emission vehicles
2 expected to enter the heavy-duty fleet in 2024 model
3 year and later. Flexibility to manage compliance
4 within this fleet without diminishing the environmental
5 benefits will create opportunities for truck
6 manufacturers looking to, one, launch significant
7 quantities of zero-emission products into the market,
8 and to reduce or consolidate their internal combustion
9 engine offerings.

10 Ford appreciates this opportunity to provide our
11 input. We will also be submitting more technical
12 detailed comments aligned with this testimony in the
13 coming weeks, and we look forward to working with EPA
14 through implementation of the final rule. Thank you.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Marla DiBenedetto.

17 Maria, you will need to accept the invitation to become
18 a panelist in order to provide your testimony.

19 [Pause.]

20 MS. THOMPSON: Marla, I have given you permission
21 to unmute. If you are able to do so, you may now
22 provide your testimony.

1 [Pause.]

2 MS. DIBENEDETTO: Okay. Are you ready for me?

3 MS. THOMPSON: We are.

4 MS. DIBENEDETTO: Okay. I don't know why the
5 video's not working. Oh, here we go. Sorry. Zoom and
6 me sometimes get along just fine and other times it
7 doesn't.

8 Thank you very much for your patience with me this
9 afternoon. I did miss my original time.

10 Good afternoon. My name is Marla DiBenedetto, and
11 I'm an environmental activist, and today I'm testifying
12 on behalf of the Sierra Club, of which I am a member.

13 [REDACTED] Redacted for PII. I'm also a
14 student at KU in the master's certificate program in
15 environmental justice and assessment.

16 I used to live in Chicago, and the exhaust fumes
17 from diesel trucks was so overpowering that it actually
18 sent me to the ER on quite a few occasions. Now that I
19 live in the Liberty area, which is near Kansas City,
20 the exhaust here can be absolutely overwhelming. I, in
21 particular, of course, live in Liberty, as I mentioned,
22 which is about a mile away from the highway, the

1 interstate, Interstate 35, but I also live within just
2 a block of a very heavily traveled road that has a lot
3 of buses and a lot of trucks.

4 According to the EPA's own EJ screen tool, Liberty
5 overall, our particulate matter is 80 to 90 percent of
6 the national average. With the heavily traversed road
7 just a block away, it is in the 90 to 100 percent of
8 the national average. And I think about the children
9 who are out playing in the field over at the middle
10 school when they have physical education. What are
11 they breathing in, and all the bus exhaust that's right
12 there where they drop the students off? Or children
13 having to wait, standing out there waiting to get on
14 the bus. How much particulates are there going into
15 their lungs?

16 Several years ago, I was a substitute teacher for
17 a summer school program and was able to pick my own
18 curriculum as long as it fell within the state
19 guidelines. And one of the curriculums that I taught
20 was environmental science. And along with that there
21 was reading and writing, and there was also
22 experiments.

1 And one of the experiments that we did as a group,
2 each child had just a plain, white, garden variety
3 coffee filter that unfolds, and we went around and
4 tacked them up, anywhere from the field in the back
5 where the sports players had, you know, football and
6 soccer and things like that, to where the parents
7 picked up their children, and the buses picked up the
8 students that rode the bus.

9 We left them out there for a week and then went
10 back and collected them. Not only was I amazed at how
11 much was in the air from the buses but so were the
12 students and the parents, because we did have a show-
13 and-tell day at the last day of school. And I will say
14 that where the buses were, it was almost completely
15 covered in black soot.

16 In addition to that, a lot of these children live
17 very close to the interstate and to heavily trafficked
18 roads with big trucks and things. And three of them I
19 know for sure had asthma, but I'm thinking about how
20 many more of them are going to have lung or heart or
21 mental issues or something else due to all of the
22 chemicals that are spewed by the exhaust of diesel

1 trucks. It spews oxides of nitrogen, which contributes
2 to ground-forming smog and acid rain. It also reduces
3 hydrocarbons. Soot or particulate matter, PM 2.5,
4 carbon monoxide, HAPS's, and other air toxins.

5 In the Kansas City area there are already several
6 all-electric, heavy-duty truck manufacturers, and their
7 customers report that they have significant cost
8 reductions in their maintenance, repair costs, and
9 related diesel-related costs, and the elimination of
10 exhaust pollution.

11 MS. THOMPSON: Thank you for your comment, and I
12 apologize for interrupting.

13 MS. DIBENEDETTO: That's okay.

14 MS. THOMPSON: EPA does need to keep the
15 statements to three minutes so everyone --

16 MS. DIBENEDETTO: Okay. I wasn't sure. I
17 probably went a little over. Thank you.

18 MS. THOMPSON: Thank you for your comment.

19 We will now call on the names of speakers in the
20 speaker block who were unable to provide testimony when
21 called on. If you have arrived, please raise your hand
22 and we will promote you to the panelist role so you can

1 provide your testimony.

2 The first name is Tom Hermany. Bill McNally.

3 Isabel Molina. Takeia Glass. Yana Kalmyka.

4 I do not see any hands raise, so at this time we
5 will begin a brief recess. EPA, when would you like to
6 reconvene?

7 MR. CHARMLEY: We would like to take a 10-minute
8 break, and we'll start promptly at 4 p.m. Eastern time.
9 Thank you, everyone.

10 [Recess.]

11 MS. THOMPSON: Hello, everyone. This is Kayla
12 Thompson from Abt Associates, EPA's contractor. It is
13 4 p.m. Eastern time, and we are now rejoining EPA's
14 public hearing on the Control of Air Pollution From New
15 Motor Vehicles: Heavy-Duty Engine and Vehicle
16 Standards proposal.

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

1 listening to. For example, listening to English while
2 speaking in Spanish could prevent other participants
3 from hearing your statement in their language of
4 choice.

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

14 If you are having technical difficulties, send an
15 email to public_hearing@abtassoc.com or call 919-294-
16 7712."

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

20 Out of respect for the other individuals providing
21 testimony today, please refrain from turning on your
22 camera or unmuting your microphone until it is your

1 turn to speak.

2 I will be introducing each speaker in turn.

3 Please speak slowly and clearly so our court reporter
4 can record these proceedings accurately.

5 The first speaker will be Atenas Mena. You may
6 now unmute, and please state your name and affiliation
7 for the record. I am seeing a raised hand, so you'll
8 need to accept the invitation to become a panelist to
9 provide your testimony.

10 MS. MENA: Hi, everyone. Can you hear me?

11 MS. THOMPSON: We can.

12 MS. MENA: Okay. Perfect. Thank you.

13 Thank you for the opportunity to testify. My name
14 is Atenas Mena and I am here today as a Kansas City
15 resident, co-Executive Director and Environmental
16 Health Director of CleanAirNow, as a nurse, and member
17 of the Alliance of Nurses for Healthy Environments. I
18 thank this administration for acting swiftly on clean
19 trucks, but I am urging EPA to reconsider their ruling
20 to be more stringent and health focused.

21 The time for purposeful action is now. The
22 Armourdale neighborhood in Kansas City, Kansas, is

1 already experiencing a shorter life expectancy by 22
2 years as compared to other nearby neighborhoods.
3 Kansas City, Kansas, is not siloed in this large and
4 impactful discrepancy. Our nation has overburdened
5 environmental justice communities by having them bear
6 the brunt of systemic racism with the legacy of
7 redlining, zoning, and dumping practices that have left
8 families without access to clean air, water, and land.

9 I ask, how many more lives is this lack of ruling
10 going to cost us? How many more preterm babies,
11 developmental disorders, cognitive disorders, asthma
12 attacks, heart disease, lung disease, or cancer will
13 occur in our communities as a result of poisonous
14 diesel emissions?

15 Environmental justice communities and frontline
16 workers are being buried day in and day out with a
17 multitude of polluting sources from the transportation
18 freight sector. This is not accounting for the toll
19 plans, Toxics Release Inventory sites, and scrap metal
20 facilities already primarily located in BIPOC and low-
21 income communities.

22 EJ communities are at the fence line and are

1 inhaling the mixture of dirty air, compromising their
2 immunity, and resulting in higher risk for health
3 problems. As we have seen first-hand during this
4 pandemic, they are the same communities with higher
5 hospitalizations and deaths from COVID-19.

6 The Lancet reports climate change as the number
7 one environmental health crisis in the world, and the
8 World Health Organization's latest research states that
9 air pollution is the cause for 7 million premature
10 deaths. Heavy-duty vehicles make up just 5 percent of
11 the vehicles now on the road, yet they generate more
12 than 25 percent of the total global warming emissions
13 from the transportation sector.

14 Diesel trucks emit high levels of carbon dioxide,
15 methane, nitrous oxide, and most hazardous, black
16 carbon, all of which perpetuate climate change, pollute
17 our air, and negatively impact our health. I do not
18 support the false solutions that come from non-
19 renewable and heavy-polluting sources like natural gas
20 and biomass in the heavy-duty truck rule and other
21 emissions standards. Our communities do not need the
22 false promises of cleaner trucks. We need zero

1 emissions.

2 I am asking for the EPA to have 100 percent zero
3 emissions across the freight sector by 2035, and retire
4 all combustion trucks, trains, and ships, by 2045. The
5 answer zero, actually meaning zero. It's a win-win for
6 climate and for the hardworking people of this nation,
7 because as we know, justice delayed is justice denied,
8 and haven't we had enough injustice?

9 Thank you.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Elise Gard. Elise, we do
12 not currently see you listed among the attendees.
13 However, if you have joined -- it looks like there is a
14 raised hand, so you can feel free to unmute and provide
15 your testimony at any time. And as a reminder, please
16 state your name and affiliation for the record.

17 MS. GARD: Hi. My name is Elise Gard. I am an
18 intern with CleanAirNow and a senior in environmental
19 studies at the University of Kansas. Thank you for the
20 opportunity --

21 MS. THOMPSON: It looks like we may have lost you.
22 Oh, it looks like you may have mistakenly been moved to

1 "attendee." Elise, I will re-promote you so you can
2 provide your testimony.

3 MS. GARD: Hello. Sorry for whatever just
4 happened. I'll just start from the top.

5 My name is Elise Gard. I am an intern with
6 CleanAirNow and a senior in environmental studies at
7 KU. Thank you for the opportunity to comment today.

8 The current proposed rule is not stringent enough
9 to protect frontline communities because reducing NOx
10 emissions is not eliminating them. And while it does
11 take beneficial steps, promoting clean air is not
12 ensuring clean air in our communities.

13 The EPA news release from March 7th of this year
14 states that you guys support the transition to a zero-
15 emissions future, but there are millions of individuals
16 today whose health is affected because of these
17 emissions. We need to consider the premature deaths
18 and missed school days and asthma cases that will
19 happen before 2027, before 2045.

20 The EPA must take actionable steps to not only
21 protect but listen to communities affected most, listen
22 to their voices when making these rules. The more

1 stringent standards that the ruling proposes are still
2 not enough to ensure that the health of our communities
3 will improve. And while reading the estimates of the
4 benefits of the proposal, I can only wonder how many
5 more premature deaths, how many more asthma cases in
6 children or lost days of work or school could be
7 avoided if we had true, 100 percent, zero emissions
8 rather than just a 60 percent reduction or 45 percent
9 reduction.

10 I urge that the EPA considers this as well in
11 making the ruling and begins to prioritize the
12 country's overburdened communities, all while advancing
13 equity, environmental justice, economic justice in this
14 rule. Thank you.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Ana Ramos. Ana, you may
17 now unmute, and please state your name and affiliation
18 for the record.

19 MS. RAMOS: [Via interpreter.] Like I said, my
20 name is Ana Ramos, and I'm a community organizer with
21 CleanAirNow. I live in the state of Kansas, in the
22 neighborhood of Armourdale, and I appreciate the

1 opportunity to speak in front of you and your attention
2 to speak about a most vulnerable community. In
3 Armourdale, it is a neighborhood where people live, and
4 we have a very polluted industry. Our parks are next
5 to railroads, are next to hubs for trucks, and they
6 deposit these ultra-fine particulates in our system and
7 in our lungs.

8 Most of the people in my community are low-income.
9 They work every day so they can bring home the
10 essentials to live. These are people that they really
11 don't have health insurance that could cover these
12 emergency room visits. The contaminants produce in our
13 kids the cardiovascular problems and the cancer
14 problems, just to mention a few. These are caused by
15 the pollution in my community.

16 We need a response that's swift and urgent. We
17 need a change in the air that we are breathing every
18 day. Zero emissions is the answer. We don't need
19 anything else. Our kids, our grandparents, and all the
20 people that have compromised health systems, they
21 should be able to go out to a park without the worry
22 that they have to go to the emergency room if they go

1 out and play.

2 We need clean air now, and I appreciate and thank
3 you for your time.

4 MS. THOMPSON: Thank you for your comment.

5 The next speaker will be Jayla Atkinson. Jayla,
6 we do not currently see you listed among the attendees.
7 I see that you have raised your hand. When you are
8 ready please unmute, and state your name and
9 affiliation for the record.

10 MS. ATKINSON: Hello. Can you hear me?

11 MS. THOMPSON: Yes.

12 MS. ATKINSON: Hi. My name is Jayla Atkinson, and
13 I'm here today as a climate justice organizer for
14 CleanAirNow and a resident of Kansas City, Missouri.
15 Thank you for this opportunity to testify.

16 Here in Kansas City, Missouri, and in many other
17 cities, we live with the legacy of environmental
18 racism, and many overburdened communities are still
19 suffering from the effects of redlining and
20 segregation. People of color are often located closer
21 to highways and polluting facilities, causing a
22 cumulative impact on their health.

1 EPA data shows that by 2023, diesel emissions from
2 vehicles are projected to cause 8,882 premature deaths,
3 and 3,728 heart attacks. Data also shows that
4 transportation is 29 percent of the total greenhouse
5 gasses, making it the largest contributor, and 24
6 percent of transportation's greenhouse gasses come from
7 medium- to heavy-duty vehicles.

8 Community members are often advised to drive less,
9 ride bikes, or carpool to reduce emissions, but not
10 everyone has the privilege to do these things in our
11 communities, and there is currently more opportunities
12 for trucks to move to zero emissions than there are for
13 everyday working people.

14 Implementing strong limits on heavy-duty vehicle
15 production would lengthen the lives of community
16 members in Kansas City, Missouri, and many others who
17 have been victims to environmental racism. This is a
18 chance to improve the health and quality of life for
19 millions of people. I encourage this administration to
20 implement the strongest standards possible by
21 transitioning to zero emissions immediately, not false
22 alternative like natural gas, biomass, or offset

1 trading.

2 Thank you again for this opportunity to testify.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Beto Lugo Martinez. We
5 do not -- oh, and it looks like your hand is raised.
6 When you are ready you may unmute, and please state
7 your name and affiliation for the record.

8 MR. MARTINEZ: [Via interpreter.] Good afternoon.

9 My name is Beto Lugo Martinez and I am an executive
10 with CleanAirNow in Kansas City. Thank you for the
11 opportunity to let me give this testimony right now on
12 this proposal of zero emissions. These are my
13 comments.

14 Our effort to protect the community in a racism
15 and to also -- we are asking -- we can't exaggerate the
16 importance that this needs for the big trucks, because
17 we need to accelerate the production of zero-emission
18 trucks, be we need to save lives. We need to improve
19 the health in our communities.

20 Due to the market of zero emissions, it is
21 growing, and EPA has the role and it is fundamental, so
22 that this technology gets implemented for all types of

1 trucks and buses, so that we can be on the right track
2 so all vehicles could be zero emissions, starting in
3 2035. The rule should be able to enforce what the EPA
4 is asking and with the successes in the ACT [ph] trucks
5 that six states have already applied. And let's have
6 that same expectation. And 50 percent of all the sales
7 should be in zero emissions by 2030, putting the United
8 States on the right path so that in 2035, we can all be
9 on the right track and so that the trucks can operate
10 in the cleaner way and we can improve the health of our
11 people and our communities.

12 I attach my comment to my other colleagues that
13 speak. We don't want false promises. We don't want
14 proposals for natural gas or other technologies that
15 really don't bring any benefit to our communities, that
16 they struggle every day to survive, to breathe. We
17 don't want you guys to forget these communities,
18 because for a long time and for many years and decades
19 we have been in front of these hearings, asking the EPA
20 to do better for our communities. We need to be
21 updated with zero emissions, because this is a priority
22 that should be fundamental for every person.

1 And another thing that we've heard is that the
2 EPA, that they can do this, or that they can do that.
3 No. If the EPA has the law and a regulation, they
4 could have a unified program to provide equality in the
5 whole country. That would reduce the complexities that
6 they always tell us, or we don't have a regulator in
7 the department to do this or that. No, that stops.
8 See, this unified effort, I would like to see it
9 nationwide, and the complexities of the regulatory
10 systems should be to reduce costs and the necessary
11 paperwork to create this.

12 There is a necessity right now, so we can have a
13 future with zero emissions to protect the health and
14 the social racism, and we agree that you can help us
15 achieve this goal. We appreciate it. Thank you.

16 MS. THOMPSON: 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
20 to your speaking time. You must accept that invitation
21 to be able to unmute when you are called to testify.
22 This will also allow you to turn on your camera, which

1 we encourage you to do. Speakers connected by
2 telephone should unmute their phones when called to
3 testify.

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5 send an email to public_hearing@abtassoc.com or call
6 919-294-7712.

7 If you are not registered to speak, but you would
8 like to do so, please send an email with your name and
9 phone number to public_hearing@abtassoc.com or call
10 919-294-7712.

11 Out of respect for the other individuals providing
12 testimony today, please refrain from turning on your
13 camera or unmuting your microphone until it is your
14 turn to speak. Please keep your testimony to three
15 minutes.

16 The next speaker will be Molly Greenberg. Molly,
17 you may now unmute, and please state your name and
18 affiliation for the record.

19 MS. GREENBERG: Good afternoon. My name is Molly
20 Greenberg. I am the campaign manager with the Moving
21 Forward Network. MFN is a national network of over 50
22 member organizations that centers grassroots, frontline

1 community knowledge, expertise, and engagement from
2 communities across the U.S. that bear the negative
3 impacts from the freight transportation system.

4 Communities across the country are living in the
5 shadow of freight operation. These communities are
6 often working-class, poor communities of color that are
7 caught in a dangerous intersection -- toxic pollution,
8 racism, poverty, and climate disasters. The added
9 burden of freight pollution from the whole freight
10 transportation system, including trucks, exacerbates
11 the existing health inequalities already faced by these
12 communities.

13 With ports constantly proposing expansions,
14 increasing in hours of operation, unregulated,
15 underregulated sprawl of warehousing happening across
16 the country, MFN and its members are looking to EPA to
17 propose much-needed regulations to curb dangerous
18 diesel pollution, protect communities and workers, and
19 move a just transition to zero emissions that takes
20 into account the systemic impacts of a changing
21 infrastructure.

22 The American Association of State and Highways

1 transportation officials forecast that for every two
2 trucks on the road there will be one more additional
3 truck by 2030. By 2040, U.S. truck freight
4 transportation is expected to expand by 43 percent.

5 Option 1 would implement NOx standards in two
6 steps by 2031. How does this rule address expected
7 growth? What is the current draft proposing? Why is
8 the current draft proposing falling behind the market,
9 falling behind technological advancements? Why are
10 expansions and 24-hour operations of ports seemingly
11 easier to allow while protective standards and proposed
12 solutions are so far behind? And while we wait for
13 these limited regulations to go into place, the health
14 and climate impacts are happening now, and to delay
15 more stringent and protective standards leaves already
16 vulnerable communities to suffer for more generations
17 to come.

18 Besides the slow timeline, Option 1 falls short
19 and should be strengthened. While it is based on
20 California's Omnibus Rule, the EPA should be applying
21 the rule, as a base, a minimum, proposing regulations
22 that go further. For Option 2, it is unclear why those

1 who are responsible for public health and environment
2 across the country are even entertaining a weaker
3 regulation option.

4 On October 26th, we sent a letter to EPA detailing
5 recommendations and regulations across the freight
6 transportation system that included for trucks
7 stringent emissions standards, zero-emission sales
8 mandates, retirement of old combustion engines, not
9 allowing for false solutions like natural gas, and
10 finalizing the NOx and greenhouse gas standards by the
11 end of this year. We will be submitted detailed final
12 comments to the rule.

13 I want to end with the fact that the EPA and the
14 administration have lifted up the importance of
15 addressing a legacy of environmental racism which
16 affects communities every day. We urge the
17 administration to take the comments and feedback heard
18 over these hearings and ensure that the final rule
19 provides the most protective standards, including a
20 just transition to zero emissions, and ensure that all
21 communities have access to one of the most basic
22 rights, the right to breathe clean air now.

1 Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Eric Sippert. Eric, you
4 may now unmute, and please state your name and
5 affiliation for the record.

6 MR. SIPPERT: Hello. My name is Eric Sippert, and
7 I am a policy analyst at the Environmental Law and
8 Policy Center, the Midwest's leading environmental
9 advocacy organization, where my work focuses on
10 equitable solutions to climate change. I also
11 facilitate the Alliance for Electric School Buses
12 Equity Committee.

13 Vehicle pollution affects everyone, but it doesn't
14 affect everyone equally. I know from my current policy
15 work, international research, and my childhood in
16 Flint, Michigan, that the effects of leaving
17 communities behind are devastating. If it does not set
18 the strongest possible limits on pollution, EPA risks
19 doing further harm to disadvantaged communities.

20 To give two examples of the disproportionate
21 effects of pollution from heavy-duty vehicles,
22 according to the Union of Concerned Scientists, here in

1 Illinois people of color are exposed to PM 2.5
2 pollution 24 percent higher than the state average. On
3 the other hand, white people are, on average, exposed
4 to 13 percent less PM 2.5 pollution than the state
5 average. In Cook County, where Chicago is located, the
6 average PM 2.5 exposure is 90 percent higher, or nearly
7 double the average for the continental U.S.

8 It doesn't have to be this way, and this
9 administration has made admirable claims about righting
10 these historical wrongs, particularly in the Justice40
11 initiative, which calls on agencies to, and I quote,
12 "make achieving environmental justice part of their
13 mission by developing programs, policies, and
14 activities to address disproportionately high and
15 adverse human health, environmental, climate-related,
16 and other cumulative impacts on disadvantaged
17 communities."

18 By setting the strongest possible limits on heavy-
19 duty vehicle pollution, EPA not only has the
20 opportunity to adhere to the goals of the Justice40
21 initiative but to lead. Some states have set strong,
22 effective NOx and greenhouse gas reduction standards,

1 but strong standards on one side of the country won't
2 help Midwestern children in communities impacted by air
3 pollution. Disadvantaged communities need the EPA to
4 be a leader on air pollution so that their health is
5 protected too.

6 I know from my work on electric school buses that
7 zero tailpipe emission electric heavy-duty vehicles are
8 not only possible, they are already benefitting kids in
9 communities with clean rides to school.

10 We urge that EPA issue final standards that
11 accomplish two things. First, reduce deadly NOx
12 pollution 90 percent by 2027, and second, put our
13 national bus and truck fleet on a clear path to 100
14 percent zero-emission, all-electric vehicles by 2035.

15 Thank you for the opportunity to testify.

16 MS. THOMPSON: Thank you for your comment.

17 The next speaker will be Griselda Rodriguez.

18 Griselda, we do not currently see you listed among the
19 attendees. However, if you have joined using a
20 different name we would invite you to raise your hand
21 at this time by clicking the Raise Hand button at the
22 bottom of your screen.

1 [Pause.]

2 MS. THOMPSON: The next speaker will be Bianca
3 Santiago. Bianca, we also do not currently see you
4 listed among the attendees. However, if you have
5 joined using a different name we would invite you to
6 raise your hand at this time.

7 [Pause.]

8 MS. THOMPSON: The next speaker is Michelle
9 Freeman. Michelle, you may now unmute, and please
10 state your name and affiliation for the record.

11 MS. FREEMAN: Hello. My name is Michelle Freeman.
12 I am with Chispa Florida. I came here to talk about
13 the green buses and the air pollution.

14 The EPA has the power to say zero-emission clean
15 trucks that would clean up our air. By transitioning
16 the electric trucks and buses we could remove life-
17 threatening pollution from our communities. For the
18 health of our community and future generations, we must
19 call on EPA to pass the rule.

20 Air pollution is the leading environmental cause
21 of disease, especially for people of color who are
22 disproportionately more likely to breathe hazardous air

1 and suffer from health issues of the consequence. Low-
2 income and communities of color are more impacted by
3 air pollution with every breath they take. Children
4 and families of color are getting sicker in polluted
5 neighborhoods. Transitioning to electric trucks and
6 buses would address centuries of environmental racism.

7 As a teenager, I do take the bus to school, and a
8 lot of the buses there are, like the air is just not
9 good, there is a lot of trash. It's very messy and it
10 does not smell good. So for you guys to help us to
11 just clean up the buses and clean up the air and just
12 get more cleaner trucks and especially school buses
13 too, like green buses and better trucks.

14 Thank you.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Paola Zaraga. Paola, we
17 do not currently see you listed among the attendees.
18 However, if you have joined using a different name we
19 would ask you to raise your hand using the Raise Hand
20 button at the bottom of your screen.

21 [Pause.]

22 MS. THOMPSON: The next speaker will be Johana

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

5 MS. VICENTE: Can you hear me?

6 MS. THOMPSON: We can.

7 MS. VICENTE: Good afternoon. My name is Johana
8 Vicente, and I am a Maryland resident and Chispa's
9 National Senior Director. Chispa's mission is to build
10 the power of low-income communities of color across the
11 country to achieve climate justice, community health,
12 and environmental protection. These efforts include
13 our Clean Buses for Healthy Ninos campaign, which
14 continues to be a national leader in the movement to
15 transition from dirty diesel school buses to electric.

16 We also co-founded the Alliance for Electric
17 School Buses, a coalition of diverse, non-governmental
18 organizations committed to an equitable electrification
19 of the school bus fleet.

20 Chispa urges the EPA to adopt the strictest
21 standards possible to provide relief for polluted
22 communities of color. The EPA can and should use the

1 standards to accelerate the transition to electric and
2 put the country's truck and bus fleets on the pathway
3 to 100 percent zero-emission electric vehicles by 2035.
4 This technology is already available to accelerate the
5 transition to 100 percent electric and brings us closer
6 to achieving our clean energy goals. Across nearly
7 every vehicle class, zero-emission trucks and buses are
8 projected to be cheaper to own and operate than their
9 combustion engine counterparts within five years.

10 And this is not just about technology. It is also
11 about public health. Air pollution is the leading
12 environmental cause of disease and death, especially
13 for people of color who are more likely to breathe
14 dirty air and suffer from heart disease among
15 communities of color.

16 Studies have found that if people of color are
17 breathing the lower NO2 levels that were experienced by
18 whites in 2010 it would have prevented an estimated
19 5,000 premature deaths from heart disease among
20 communities of color.

21 Racist and discriminatory policies and practices
22 of the past, such as redlining, have meant that people

1 of color are more likely to live closer to
2 environmental hazards, highways, and traffic corridors,
3 that further place them in harm's way. Research also
4 shows that although low-income and communities of color
5 tend to own fewer vehicles, drive less, and use public
6 transit more often than other groups, they are still
7 exposed to higher levels of traffic-related pollution.
8 None of this is coincidental, and highlights that we
9 still operate in a system intentionally designed to
10 exclude people of color and prevent better policies and
11 life outcomes.

12 Because the government plays a significant role in
13 creating and/or perpetuating deep racial disparities
14 through practices like redlining, they must play an
15 equal and existential role in combatting and remedying
16 these injustices. Anything less than the cleanest
17 standards means upholding the status quo that benefits
18 polluters with impunity.

19 The EPA must go beyond the bare minimum to achieve
20 the transformation change our communities need.

21 Standards that do not go far enough in regulating
22 emissions means that communities of color will continue

1 to breathe dirty air for longer periods of time. This
2 will result in greater health disparities and poorer
3 life outcomes.

4 Again, we urge the EPA to play a proactive role in
5 cleaning our air, addressing these pollution
6 disparities by adopting the strictest standards
7 possible and transitioning to 100 percent electric by
8 2035, at the latest. Thank you.

9 MS. THOMPSON: Thank you for your comment.

10 The next speaker will be LaTricea Adams. We do
11 not currently see you listed on the list of attendees.
12 However, if you have joined using a different name we
13 would invite you to raise your hand using the Raise
14 Hand feature at this time.

15 [Pause.]

16 MS. THOMPSON: The next speaker will be Jacob
17 Jones. Jacob, we also do not see you on the list of
18 attendees. I can see that you raised your hand, and
19 we'll promote you to the panelist role now. When you
20 are ready please unmute, and please state your name and
21 affiliation for the record.

22 MR. JONES: Sorry. I was on mute.

1 Hi. I'm Jacob Jones. I'm an organizer with NRDC
2 Action Fund, but I come to speak at this panel as a
3 private citizen, a 26-year-old from Sayre,
4 Pennsylvania. As a child, my family grew up in a low-
5 income neighborhood in Indiana. I can vividly remember
6 the neon glow of our local gas station ever-present in
7 my bedroom window.

8 [REDACTED] Redacted for PII

■ [REDACTED]
10 My mother taught me how to use an inhaler before she
11 could teach me how to read. As a nurse, she tried to
12 do everything and give me everything that I needed to
13 grow up big and healthy -- vitamins, minerals, protein
14 shakes, exercise, the cleanest water -- but what she
15 couldn't control were the fumes pouring over the
16 neighborhood from the major intersection less than a
17 block away.

18 Looking back now, as an adult, the connection
19 between my sickly childhood and traffic buzzing around
20 my neighborhood feels clear as day. I now have the
21 privilege to live outside of high-traffic areas and
22 delivery routes, and my health reflects that.

1 Unfortunately, my childhood neighborhood still exists
2 with the same gas station and an increased flow of
3 traffic. It, like many low-income communities,
4 experiences the negative health effects of NOx
5 concentrated around high-traffic shipping routes.

6 We know. We protect folks across the country from
7 the negative effects of NOx emissions by passing the
8 strongest version of the NOx rule. And that is why I
9 urge you to pass an enhanced version of Option 1 and a
10 national zero-emissions truck requirement and ZEV sales
11 mandate by 2035. I also urge you to set stringency
12 levels that more accurately reflect the electric
13 vehicle market for model year 2027, and I also urge you
14 to pass stringency levels that heavily incentivize
15 electrification. The health benefits from these
16 changes will help everyone, which is why I, like many
17 people who have shared their stories with you, urge you
18 to adopt the strongest standards possible.

19 Thank you for your time and consideration.

20 MS. THOMPSON: Thank you for your comment.

21 As a reminder If you are speaking today, you will
22 receive a notification on your screen that you are

1 being "promoted to the role of panelist" shortly prior
2 to your speaking time. You must accept that invitation
3 to be able to unmute when you are called to testify.
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7 testify. We ask that speakers speak slowly and clearly
8 so our court reporter and interpreter can capture these
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12 919-294-7712.

13 If you are not registered to speak, but you would
14 like to, please send an email with your name and phone
15 number to public_hearing@abtassoc.com or call 919-294-
16 7712.

17 Out of respect for the other individuals providing
18 testimony today, please refrain from turning on your
19 camera or unmuting your microphone until it is your
20 turn to speak. Please keep your testimony to three
21 minutes.

22 The next speaker will be Shana'e Clay. We do not

1 currently see you listed among the attendees. However,
2 if you have joined using a different name we would
3 invite you to raise your hand using the Raise Hand
4 feature at this time.

5 [Pause.]

6 MS. THOMPSON: The next speaker will be Avi
7 Mersky. Avi, you may now unmute, and please state your
8 name and affiliation for the record.

9 MR. MERSKY: Thank you. I am Avi Mersky, speaking
10 on behalf of the American Council for an Energy
11 Efficient Economy. ACEEE welcomes the opportunity to
12 comment on the EPA's proposed heavy-duty vehicle
13 regulations. Our comments today will be focused on the
14 greenhouse gas components of the proposal, but ACEEE
15 supports limiting NOx emissions as much as possible to
16 protect the health of our communities.

17 Eliminating greenhouse gas emissions is important
18 as global climate change remains a major economic and
19 national security threat. Stricter greenhouse gas
20 limits for heavy-duty vehicles will also decrease oil
21 consumption, which is key to supporting vital U.S.
22 security interests, including limiting oil prices and

1 ensuring a stable oil supply for the U.S. and allied
2 nations.

3 EPA's proposed increases in greenhouse gas
4 stringency are insufficient, given that EV sales
5 greatly exceed the levels that the EPA has projected.
6 In setting the stringency standards, the EPA did not
7 consider the effects of other states adopting
8 California's ACT rule.

9 If EV sales were to occur only in the states that
10 have already adopted the ACT, then EV sales would make
11 up more than 3 percent of the nationwide market in
12 fiscal year 2027, which would cover more than double
13 the proposed 1.5 percent increase in greenhouse gas
14 stringency. However, ACEEE estimates that EV market
15 share will be a minimum of 5 percent, as other states
16 adopt the ACT and nationwide markets adjust.
17 Manufacturers have also announced accelerated schedules
18 for heavy-duty EV production. EPA needs to not only
19 account for all of these actions and their effects but
20 should also set standards that further accelerate ZEV
21 sales.

22 At the same time, EPA should set a stringency that

1 delivers, at a minimum, the reductions in internal
2 combustion emission rates that were expected from the
3 original rule, even as the EV market grows.

4 Additionally, the EPA has proposed increases in
5 stringency for only some regulated vehicles,
6 unnecessarily excluding many significant classes of
7 vehicles that could experience substantial
8 electrification during the life of this rule. They do
9 not propose any changes for the Class 2b to 3 vehicles,
10 or for any gasoline-powered vehicles, despite gasoline
11 vehicles accounting for 60 percent of Class 4
12 locational vehicles and more than 30 percent of Class 5
13 and Class 6 vehicles. EPA should correct this omission
14 and increase the stringency of emission limits for all
15 of these vehicles.

16 The advanced vehicle technology credit endangers
17 the emissions reductions from the standards, even with
18 proposed stringency increases, and should be eliminated
19 as quickly as possible. The EPA requested comment on
20 three ideas to limit the effects of this credit. ACEEE
21 believes that Option 3, the phaseout of this credit, is
22 best of the options offered to mitigate the [inaudible]

1 credit. That said, we also believe that this action
2 alone would be insufficient, and suggest that the EPA
3 also exclude any vehicle certified for ACT compliance
4 and sold in any ACT-adopting state from eligibility for
5 this credit, effectively combining the proposed Options
6 1 and 3. This will ensure that manufacturers'
7 compliance with state regulations does not result in
8 reduced emission benefits from the federal rule.

9 ACEEE would like to once again thank the EPA for
10 the opportunity to speak today. More detailed input
11 will be available in our submitted written comments.
12 If EPA has any questions, please do not hesitate to
13 contact us. Thank you.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Amy Rogghe. Amy, we do
16 not currently see you listed among the attendees.
17 However, if you have joined using a different name we
18 would invite you to raise your hand using the Raise
19 Hand -- and it looks like you have raised your hand, so
20 I will promote you to panelist now. When you are ready
21 please unmute, and state your name and affiliation for
22 the record.

1 MS. ROGGHE: Hello. My name is Amy Rogghe. I'm a
2 physician assistant. I've worked in the ER in many
3 areas across the country, and I'm currently working in
4 Michigan in ear, nose, and throat. I'm a member and
5 co-founder of Michigan Electric Vehicle Alliance and
6 also a member of Michigan Clinicians for Climate
7 Action. Thank you for allowing me to testify and
8 speaker here today, and thank you to the EPA.

9 I wanted to start off with highlight that the two
10 options that the EPA is currently proposing
11 unfortunately are very disappointing. As a health care
12 provider I've seen the detrimental impacts of climate
13 change, specifically from these noxious gasses that
14 trucks and buses spew on a daily basis.

15 So I would strongly encourage you -- I would beg
16 you, implore you -- to make a stronger proposal. We
17 need to move forward to zero-emission vehicles in this
18 sector. You know, transportation is the largest sector
19 for global warming in the entire United States, and
20 trucks and buses are the second-highest within that
21 sector, only beat out by passenger and light-duty
22 vehicles.

1 So to see the proposal as it stands now, it's just
2 not adequate for myself, for your own health, and for
3 my patients.

4 Now everybody has said all of these, you know,
5 main things about the IPCC. We've all read this data.
6 We all know the facts and figures from climate change
7 in general. But let me give you a little personal
8 story.

9 When I lived in the Seattle area I lived there
10 during the huge wildfires, and I had -- I think she was
11 four or five years old, come in, a little girl, with
12 her family, and she was almost in respiratory arrest.
13 We had to intubate her, which means we had to put a
14 breathing tube down her throat. She ended up in the
15 ICU, because she was breathing red air, and this is a
16 direct result from climate change, you know, causing
17 these wildfires.

18 And so this is just one instance where one family,
19 one child was affected. So I strongly urge you to
20 please make stronger proposals. We need to phase out
21 to a completely zero-emission vehicle, hopefully by
22 2030, at the latest by 2035, and we need an adequate

1 plan that environmentally conscious and conscience for
2 environmental justice as well. Industry opposition to
3 these types of proposal should never bear more
4 importance than public health and breathable air.

5 So I encourage you again, for your own health, to
6 take this a little bit more seriously and put forth a
7 stronger proposal. Thank you.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Will Barrett. Will, you
10 may now unmute, and please state your name and
11 affiliation for the record.

12 MR. BARRETT: Thank you and good afternoon. My
13 name is Will Barrett. I'm the National Senior Director
14 for Clean Air Advocacy with the American Lung
15 Association. [REDACTED] Redacted for PII

16 Today too many Americans breathe unhealthy air,
17 and too many continue to face the impacts of heavy-duty
18 trucking emissions at the local and regional levels.
19 The proposed rules, and specifically a stronger Option
20 1, are critical to charting a path to healthier air
21 across the United States, and especially for those
22 communities who are most impacted by trucking

1 pollution.

2 We appreciate that EPA recently noted that there
3 are 71 million Americans living along trucking routes
4 and that they tend to be lower-income communities and
5 people of color. Environmental justice really needs to
6 be central to this rulemaking discussion. We know that
7 combustion-based trucks are sorely overdue for change
8 and that the transition to zero emissions must be a
9 national priority for health equity and a healthy
10 environment for all Americans.

11 The state of California and a growing number of
12 states have taken action to implement rules that
13 protect the health of residents through more stringent
14 NOx controls for heavy-duty engines and for zero-
15 emission truck standards. California Low-NOx Omnibus
16 Rule was supported by the American Lung Association and
17 20 leading health and medical organizations in 2020,
18 who see the advancement of clean truck technologies as
19 a public health imperative. The hallmarks of the cost-
20 effective and technologically feasible California rules
21 are that the stringency, the timing, the durability,
22 and the warranty requirements all align to achieve

1 real-world reductions in all operating conditions and
2 across the lifetime of the truck. These really should
3 be the outcomes of the U.S. EPA rules as well.

4 Californians like me and my family, my daughters,
5 we are relying on this rule to achieve major pollution
6 benefits, given the large share of out-of-state trucks
7 operating in California. In fact, the rule represents
8 over a quarter of all of the identified NOx emission
9 reduction strategies in the draft state implement plan
10 that the California Air Resources Board is looking at
11 now. That is 47 tons per day. It is a huge amount of
12 the pollution benefits we're looking to get out of the
13 state implementation plan for ozone, and really
14 encourage you to meet that requirement that California
15 is going to need.

16 We note that the pathway to alignment with the
17 California standards must begin with a stringency that
18 achieves a 90 percent improvement in NOx output, but we
19 also recognize that there are other details that really
20 matter to meeting that stringency and actually seeing
21 those benefits in the real world. EPA, we are calling
22 on you to strengthen Option 1 to align the stringency,

1 the timelines, and the durability of the real-world
2 engine performance requirements with the California
3 rules as a minimum baseline. And similarly, the test
4 procedures, the SCR inducement schedules, these must be
5 designed to ensure that vehicles are thoroughly tested
6 and that any malfunctions in the system are addressed
7 immediately to provide real-world protection against
8 excess emissions or extended operation with known
9 failures on the vehicle.

10 EPA should also ensure that the final standards
11 cover engines during all of their operating
12 environments and not just at peak highway running
13 capacity. The rules have to apply to all operating
14 conditions, including low-load operation and idle,
15 which can cause excess emissions that threaten
16 community health and add to our regional air pollution
17 burdens.

18 And then finally, the EPA standard should set a
19 pathway to zero-emission technologies and must not
20 understate the trajectory of the growing zero-emission
21 truck market. Zero-emission trucks are a growing
22 market, and the rule really must adequately account for

1 this growth to avoid any excess crediting or balancing
2 of zero-emission technologies against combustion
3 technologies.

4 The details matter in the rule, as you all know,
5 and we appreciate all of the hard work that's gone into
6 it. But we really feel that the final rule must build
7 off of Option 1 with these additional improvements
8 really to ensure that real-world pollution benefits
9 occur, especially in our most impacted communities.
10 And finally, we urge you to adopt the rule this year so
11 that we are hitting the earliest possible model years
12 with tighter standards and more durable standards.

13 Thank you very much for taking our time.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Columba Sainz. You may
16 now unmute, and please state your name and affiliation
17 for the record.

18 MS. SAINZ: Thank you for the opportunity to
19 testify. My name is Columbia Sainz, and I am the
20 Arizona State Organizer for Moms Clean Air Force and
21 EcoMadres. EcoMadres is a program that Latina mothers,
22 like me, have the opportunity to take action for safe

1 Latina communities and environmental justice.

2 Here in Arizona we have more than 21,000 members
3 speaking up for our right to have clean air and healthy
4 climate. We educate ourselves about how air quality
5 impacts the health of our families, and we are fighting
6 pollution and air quality together.

7 I have three children, ages 2, 5, and 7, and I'm
8 also a new aunt to a 1-year-old. I am a teacher to
9 young children and a wife. As a kid, I spent all of my
10 childhood outdoors. It has been really challenging to
11 raise my kids indoors, due to poor air quality. My
12 family and I have experienced the impacts of climate
13 change in our community, from wheezing episodes to
14 allergies.

15 I live in one of the most polluted cities,
16 according to the American Lung Association, and I don't
17 know what the health consequences are going to be for
18 my children -- and these words mean a lot. We need to
19 listen to science and prioritize our planet's well-
20 being and the health of our children and the elderly.

21 Heavy-duty vehicles are significant contributors
22 to the carbon pollution causing climate change. Summer

1 is just around the corner, and I cannot stop thinking
2 about wildfires, flooding, extreme heat, and heat
3 waves. This is one of the reasons I'm here today, and
4 I urge you to finalize a proposal and make these
5 necessary adjustments to strengthen the pollution
6 standards for trucks. This will help protect families
7 from pollution that we already know that this is
8 harmful pollution that can cause cancer, lung disease,
9 brain damage in children, and other serious health
10 harms.

11 We need to do all that is necessary to protect our
12 Earth and our children and future generations to come.
13 Thank you.

14 MS. THOMPSON: Thank you for your comment.

15 We will now go back to a speaker from a previous
16 block, John Sonin. You will need to accept the
17 invitation to become a panelist in order to provide
18 your testimony. When you are ready please unmute, and
19 state your name and affiliation for the record.

20 MR. SONIN: I'm so happy to make it in here. I
21 was on two previous panels, I think, and now I'm too
22 late for either one of them.

1 Thanks for taking this testimony. I hope its
2 value is thoughtfully considered, especially for that
3 option that they're calling the greatest control of
4 vehicle emissions. If I had my [inaudible] that would
5 be everything needs to be cleaned up within the next
6 five years. I mean, everything, complete, not in a
7 gradual. All these trucks need to have zero emissions
8 in the next five years.

9 But other than that, I heard the scientific review
10 report a few nights ago. They were saying 10 years
11 change there will be no civilization as we know it,
12 that we now appreciate it and now enjoy it, for our
13 kids to be able to survive in. They're saying that
14 living will be a value that does not allow the
15 opportunities and the imagination that it allows us to
16 capitalize, and each individually, working together,
17 which is what we're doing right now, to move ahead. I
18 mean, right now, actually, we're at odds with each
19 other and things are not going forward but just kind of
20 wandering in mediocrity.

21 Let me publicly necessary, prioritize is the mean.
22 These private capitalists devalued the synergistic

1 means of civil relationships in producing and creating
2 together. The livable system of energy is finite.
3 Money theoretically signifies the transfer of energy
4 from one subsystem to another on the planet here, and
5 the nations here, everything, everything else, but
6 we're all ultimately a subset of the planet, of our
7 ecosystem, the planet.

8 When we fabricate that energy by just printing
9 money, and not borrowing it from some other subsystem
10 that has access, the value of everything is cheapened.
11 The projects that require energy in the finite system,
12 it's unable to maintain its efficient functioning.
13 Until we can rectify the energy injustice, how will it
14 be possible [inaudible] in the climate reclamation
15 battle. I mean, we're not going to be able to progress
16 trying to rectify the climate disarray if we can't live
17 within our means.

18 For myself, as an example, I know what this is
19 like living with dirty trucks. I worked for a
20 temporary employment service 35 years ago, and did a
21 job in an import-export warehouse, near O'Hare Airport
22 in Chicago. I had large cargo vans and box trucks

1 running in out throughout the eight-hour shift. For 10
2 years prior to that I had been honing some good habits
3 of behavior, and some not so, I guess, but a lot of
4 good ones. One of those good ones was regular
5 exercise, elevating my heart rate and respiration for
6 at least an hour a day. A lot of times you get in a
7 meditative state and you can sweat for three hours,
8 sweat running off you for three hours a day, which, I
9 mean, change through the months of this [inaudible],
10 while working in the warehouse.

11 And thankfully, over the subsequent 35 years now
12 of my productive life, I've been able to enjoy it, at
13 least, if for no other reason than the cardiovascular
14 exercise. And that's why I've been able to enjoy the
15 last 35 years. But due to cellular expansion,
16 especially after my shift at the warehouse --

17 MS. THOMPSON: Thank you for your comment. I
18 apologize for interrupting. EPA does need to keep
19 statements to three minutes so everyone has a chance to
20 testify. You have reached the three-minute limit.
21 Please complete your testimony in the next 30 seconds.
22 And we encourage you to provide your full written

1 testimony and any additional comments at any length to
2 Docket Number EPA-Haqqani-OAR-2019-0055 on
3 regulations.gov.

4 MR. SONIN: 0055.

5 MS. THOMPSON: Yes.

6 MR. SONIN: Just to wind it up, I need to have the
7 least vehicle emissions put into our system, the system
8 that applies to all of us, now that we are implementing
9 that system, so we need to start living within our
10 means, and that means no more pollution, no more
11 wasteful energy. Waste is a big killer. Wasting
12 anything unnecessarily is just using up that energy to
13 be discarded, and that's throwing everything away.

14 All right. Thank you for taking my testimony.
15 I'm sorry again I missed the first initial time I was
16 ready.

17 And by the way, my name is John Sonin. I live in
18 Douglas, Alaska now. And I'm affiliated with many of
19 the groups, like Moms Horizon, Moms Clean Air Force,
20 and Center for biological Diversity, and there's many
21 more, et cetera. As I said, though, it's all about
22 living within our means. Thanks. Waste not. Thank

1 you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Riva Fralick. Riva, you
4 may now unmute, and please state your name and
5 affiliation for the record.

6 MS. FRALICK: Good afternoon. Can you hear me?

7 MS. THOMPSON: We can.

8 MS. FRALICK: Okay. Thank you. Thank you for
9 holding this hearing and thank you to everyone who has
10 spoken. My name is Riva Fralick. I'm with the Baldwin
11 County, Alabama, chapter of Citizens Climate Lobby.
12 Baldwin County is on the eastern shore of the Mobile
13 Tensaw River Delta in southwestern Alabama. This area
14 of the country is known as America's Amazon. We are
15 directly on the Gulf Coast, between Florida and
16 Mississippi.

17 We are on the front lines of the climate crisis
18 down here. We will be the first affected by increasing
19 sea level rise, storm surges, and stronger and more
20 frequent hurricanes, and flooding caused by heavier
21 rainfalls. Additionally, ocean warming, acidification,
22 and deoxygenation will cause coral reefs to die off by

1 2050.

2 This is all a result of human-caused global
3 warming and climate change. Attempts to ban these
4 terms does not make the problem go away. You, EPA, are
5 the only firewall between the politics of government
6 and protecting U.S. citizens from these same politics.
7 Conservatives blame administrative rules and
8 regulations for hampering the free rein of fossil fuel
9 and energy companies. All these years, the fossil fuel
10 and energy companies have denied, delayed, and
11 obstructed any and all attempts at controlling the
12 greenhouse gas pollution caused by energy production,
13 processing, transportation of, and burning of fossil
14 fuels.

15 Vehicles are the number one source of greenhouse
16 gas emissions in the United States. Power plants and
17 energy production are the second-largest source of
18 pollution in the United States. We cannot allow big
19 oil and auto companies to write and enforce the rules
20 and regulations of the EPA. That is your job.

21 The EPA must transform the electricity sector by
22 putting a refundable price on carbon where the polluter

1 pays, imposing energy tax credits, creating incentives
2 for investments in all-electric vehicles and charging
3 stations, and requiring the entire auto and truck fleet
4 be 50 percent electric vehicles by 2030. Any objection
5 to the above, as adversely affecting jobs and the
6 economy, is false flag operation.

7 EPA has the administrative power to regulate
8 emissions from power plants and vehicles, and you can
9 do it without Congress. Congress is at an impasse and
10 refuses to face the facts of the coming climate
11 reality. They are paid off by donations from these
12 same for-profit big oil and fossil fuel companies.

13 You have the power -- use it. Right now Americans
14 are upset about the cost of a gallon of gas or diesel.
15 What if they never had to buy another gallon of fuel
16 and could still drive an affordable, sustainable, made-
17 in-America vehicle with amazing mileage, style,
18 durability, reliability, and zero emissions?

19 Earth Day is April 22nd. Please take this
20 opportunity to help save the Earth and thus, ourselves.
21 We don't have much time but we can do it in time if you
22 make it happen.

1 EPA, we can't count on corporations, politicians,
2 or individuals to do the right thing. Only you can
3 protect the environment. Thank you.

4 MS. THOMPSON: Thank you for your comment.

5 I will now call the names of speakers in this
6 speaker block who were unable to provide testimony when
7 initially called on. If you have arrived, please raise
8 your hand and we will promote you to the panelist role
9 to provide your testimony.

10 Griselda Rodriguez. Bianca Santiago. Paola
11 Zaraga. LaTricea Adams. Shana'e Clay.

12 I do not see any raised hands at this time. At
13 this time we will begin a scheduled recess. EPA, when
14 would you like to reconvene?

15 MR. CHARMLEY: Brian and Christy, I actually
16 cannot remember, but I want to say, was it 8:30 p.m.?

17 MR. NELSON: 8:30.

18 MR. CHARMLEY: 8:30. Thank you, Brian. So,
19 everyone, we established a later time this evening,
20 Eastern time, to accommodate some requests from folks
21 across the country that are on Mountain and Pacific.
22 So we're going to do one last block of testimony today,

1 but we won't be starting until 8:30 p.m. Eastern time.

2 So we'll reconvene at 8:30 p.m. Eastern time today.

3 Thank you for all of the folks and citizens who
4 are still on and listening. We appreciate all of your
5 input today. Thank you.

6 MR. NELSON: And Bill, maybe mention that we are
7 closing this webinar in 15 minutes.

8 MR. CHARMLEY: Oh, is that right?

9 MR. NELSON: They will need to reopen it.

10 MR. CHARMLEY: Okay. Thank you. Brian, do you
11 mind just repeating that a little bit louder? Your
12 voice was just a little faint.

13 MR. NELSON: Yeah. We will be closing this
14 particular webinar in about 15 minutes, and reopening
15 it 15 minutes prior to the 8:30 start time.

16 MR. CHARMLEY: Great. Thank you, Brian. Thank
17 you, everyone.

18 [Whereupon, at 5:06 p.m., the hearing recessed, to
19 reconvene at 8:30 p.m. Eastern time.]

20

21

22

AFTERNOON SESSION

1 8:30 P.M.

2 MS. THOMPSON: Hello, everyone. This is Kayla
3 Thompson from Abt Associates, EPA's contractor. It is
4 currently 8:33 p.m. Eastern time, and we are now
5 rejoining EPA's public hearing on the Control of Air
6 Pollution From New Motor Vehicles: Heavy-Duty Engine
7 and Vehicle Standards proposal.

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 button at the bottom of your screen.

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

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
21 to your speaking time. You must accept that invitation
22 to be able to unmute when you are called to testify.

1 This will also allow you to turn on your camera, which
2 we encourage you to do. Speakers connected by
3 telephone should unmute their phones when called to
4 testify.

5 If you are having technical difficulties, please
6 send an email to public_hearing@abtassoc.com or call
7 919-294-7712.

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

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

15 I will be introducing each speaker in turn.
16 Please speak slowly and clearly so our court reporter
17 and interpreters can capture these proceedings
18 accurately.

19 The first speaker will be Shelly Francis.
20 Shelly, we do not currently see you listed among the
21 attendees. However, if you have joined using a
22 different name we would invite you to raise your hand

1 at this time by using the Raise Hand button at the
2 bottom of your screen.

3 [Pause.]

4 MS. THOMPSON: The next speaker will be Mayela
5 Bustos. Mayela, we do not -- oh, I see a raised hand
6 so I will go ahead and promote you.

7 If you are providing testimony in Spanish today,
8 the interpreter will switch their channel to provide
9 translation. Mayela, you have noted that you planned
10 to give testimony in Spanish so our interpreter will
11 now change their channel to translate your testimony
12 into English for our panel and attendees listening in
13 English.

14 MS. BUSTOS: [Via interpreter.] I would like to
15 speak in Spanish.

16 MS. THOMPSON: Yes. You may provide your
17 testimony in Spanish.

18 MS. BUSTOS: [Via interpreter.] My name is Mayela
19 Bustos and I am a volunteer for Moms Clean Air Force.
20 I am the organizer for some people that we can raise
21 consciousness about this pollution problem in my area.
22 The pollution problem is very strong. It is caused by

1 big trucks, what they call the big rigs. Next to my
2 house is a big yard, a parking lot, for these types of
3 trucks, and sometimes they stay on and they don't move
4 for up to half an hour. That causes a lot of
5 pollution. And not counting that we are surrounded
6 also by small companies that use these types of trucks
7 for their businesses. It is a fact that the pollution
8 from the big vehicles is very hard, and it also
9 aggravates all the problems, the health problems that I
10 have, and skin problems because of the pollution, and
11 also asthma or breathing problems.

12 It is also something that I saw one day. I was
13 walking with my granddaughter and these trucks provide
14 a lot of pollution, and you see if those trucks will be
15 electric the pollution wouldn't be this bad, wouldn't
16 be this way. And obviously, the big trucks, also like
17 the school buses, and also when we leave the students
18 those buses and those trucks are still on and they let
19 a lot of pollution out. Also, this affects the
20 students and also the school personnel because people
21 are breathing all that pollution that is around. And I
22 would love that they would propose better rules to

1 control these standards of pollution.

2 That is it. Thank you for listening to me.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Jennifer Cantley.

5 Jennifer, we do not currently see you in the list of
6 attendees, but I can see a raised hand so I will go
7 ahead and promote you to panelist. When you are ready
8 you may unmute, and please state your name and
9 affiliation for the record.

10 MS. CANTLEY: Can you hear me or see me?

11 MS. THOMPSON: We can.

12 MS. CANTLEY: Okay. Perfect. Thank you for the
13 opportunity for me to testify today. My name is
14 Jennifer Cantley and I am the Nevada consultant for
15 Moms Clean Air Force. I am a born-and-raised Nevadan
16 who currently lives in the capital of Carson City.
17 Pollution was something that I never thought of as a
18 child, growing up in a rural community right below the
19 beautiful Lake Tahoe. I never suffered with allergies
20 and rarely had colds, though in my early 20s I started
21 getting reoccurring sinus infections that would quickly
22 move into bronchitis and would turn into pneumonia

1 within a week.

2 I couldn't understand why this kept happening to
3 me as a young athlete in my community, [Redacted for PII]

4 [Redacted] and

5 explained to me that this was because of climate
6 change, as the climate was changing in our area due to
7 drought and high heat and longer allergy seasons and
8 longer fire seasons, that were all connected to car
9 pollution and heavy-duty diesel trucks that were
10 commuting in our community along U.S. 395, and also due
11 to the high mining in our area, and that my body was
12 having a hard time adjusting to the new climate.

13 [Redacted for PII]

14 [Redacted]

15 [Redacted] This makes
16 me even more upset when I think about my three
17 beautiful boys who have been born into this world, two
18 of which have asthma, who don't even have a chance that
19 I had as a child. With these constant wildfires every
20 summer now, they don't even get to enjoy their summers
21 because we're trapped inside because of our asthma and
22 the dirty air.

1 Last year we had almost two full weeks of purple
2 air and high ground ozone days, and we know that this
3 is because of climate change and we are told here in
4 Nevada that car pollution and heavy-duty diesel truck
5 pollution is the number one cause.

6 This last year I learned that Nevada would be the
7 number one energy state with the new EV sector. This
8 is because Nevada holds 25 percent of the world's
9 lithium for the new electric vehicle circuit. I
10 learned that not only the mining highly affect our
11 pollution with our air quality from the sulfuric acid
12 plants that are coming to our communities all across
13 Nevada, with over 8,000 claims as of now that will
14 produce about 5,800 tons of sulfuric acid per day just
15 to extract the lithium, which means there will be even
16 more heavy diesel trucks going in and out of our
17 communities to move the soil, the sulfur from the oil
18 refineries, and also move the lithium out of the mines.

19 This struck fear into my heart, that Nevada is
20 going to be stuck in between this battle with the
21 transition from oil and gas to the electricity sector.
22 To the frontline communities again in the rural, low-

1 income, Native and Latinos, communities will be right
2 in the middle of this process.

3 I have been working hard with the State of Nevada
4 to ensure rural communities have the EPA-certified air
5 monitoring systems because most communities don't have
6 these systems. And as the air reports of 2020 and 2021
7 have confirmed, Douglas County and the county I live
8 in, Carson City and Lyon County, all rural counties,
9 have now shown more red air days than the biggest
10 cities, Reno and Las Vegas, have in Nevada.

11 So while the EPA proposal is a welcome first step,
12 for now for communities I have to say it doesn't go far
13 enough. The proposal must be strengthened to better
14 protect our children, people with asthma, older adults,
15 and other vulnerable communities who have health harms
16 from air pollution. Moms and dads like myself across
17 this country who want to see a rapid transition to
18 zero-emitting trucks with maybe another alternative
19 battery because we all need cleaner air for our
20 children and our communities, because there is justice
21 in every breath. Thank you.

22 MS. THOMPSON: Thank you for your comment.

1 We will return to a previous speaker on our list.
2 The next speaker will be Shelly Francis. Shelly, you
3 may now unmute, and please state your name and
4 affiliation for the record.

5 DR. FRANCIS: Thank you. My name is Dr. Shelly A.
6 Francis, and I am affiliated with EVHybridNoire, where
7 I am the co-founder and executive director. Thank you
8 for the opportunity to testify this evening.

9 As I said, I am the co-founder and executive
10 director of EVHybridNoire. We are a membership-based
11 national 501(c)(3) nonprofit with thousands of members
12 across the United States as well as globally. Our
13 mission is to increase awareness of electric vehicles
14 and accelerate the adoption of those vehicles so that
15 all communities have access to this new mobility.

16 Our membership is made up of people and members
17 who identify as black and brown, so our organization is
18 the voice of this technology. I live in Atlanta,
19 Georgia, but today, interestingly enough, I'm sitting
20 in Cancer Alley in New Orleans, Louisiana, meeting with
21 key stakeholders from around the country who look like
22 me, along with many names you would recognize. We are

1 also here with a number of allies who don't look like
2 me, and we're discussing ways to further climate
3 justice and environmental justice.

4 This evening I am here first as a concerned
5 citizen and then, second, as a public health and
6 mobility expert. I want to thank the administration
7 for making it a priority to update these outdated rules
8 and urge the EPA to create the strongest possible
9 ruling on heavy-duty vehicle pollution. These
10 standards here in the states where we live and work
11 will begin to provide the much-needed relief from the
12 burden of diesel fumes and air pollution.

13 Vehicle manufacturers have had the technology to
14 meet stronger standards but have failed to act on their
15 own without the guiding hand of the EPA. I am
16 particularly concerned about transportation air
17 pollution. As a child I was very active and loved to
18 play outside with friends, and played a lot of sports,
19 and it was only a few years ago that I began to use an
20 inhaler and experience respiratory issues. I don't
21 live next to a transportation corridor. I don't live
22 next to a refinery or waste facility, but imagine if I

1 did. I have to be careful when the air quality is poor
2 because I will have respiratory programs.

3 So this issue is critically important to me from a
4 public health and justice perspective, but it is also
5 very personal for me.

6 This rule will set the standard for vehicles which
7 will be on the road for decades to come. Families in
8 diesel death zones and in environmental justice
9 communities, whether they are in West Oakland
10 [inaudible] or Cancer Alley, Houston, or eastern North
11 Carolina, they have suffered for far too long and as a
12 result they have increased risk for cardiovascular
13 disease, lung cancer, and other respiratory health
14 illness.

15 Diesel emissions cause nearly 21,000 premature
16 deaths each year and impact nearly 135 million
17 Americans, with these majority of these individuals
18 belonging to BIPOC communities, and that is black and
19 indigenous people of color. I like to refer to this as
20 the public health crisis that not enough people are
21 talking about.

22 So I conclusion, once again I want to strongly

1 urge and encourage this administration to enact the
2 strongest standards possible. Every day we fail to act
3 more families are falling victim to preventable health
4 diseases. Clean air is a necessity, and not a luxury.
5 It's a human right. We need to reduce deadly NOx
6 pollution by 90 percent within five years, and fully
7 realize the positive health impacts of a 100 percent
8 zero-emission vehicle fleet. If this administration
9 wants to make good on its bold climate goals it will
10 really have to prioritize people and communities first,
11 not industry standard.

12 Thank you for the opportunity to share my
13 perspective.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Diana Yankes. Diana, we
16 do not currently see you listed among the attendees.
17 However, if you have joined using a different name we
18 would invite you to raise your hand at this time by
19 clicking the Raise Hand button at the bottom of your
20 screen.

21 [Pause.]

22 MS. THOMPSON: The next speaker will be Alexandra

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

3 MS. TELLEZ: Hello. My name is Alex Tellez. I am
4 a veteran of the U.S. Army where I was a transportation
5 officer. I'm a graduate of the University of
6 Washington with master's degrees in public
7 administration as well as environmental affairs, and I
8 currently work in energy policy.

9 Thank you for following through on President
10 Biden's promise to confront pollution from heavy-duty
11 vehicles by proposing this rule. However, the rule's
12 two proposed options don't go far enough. In
13 accordance with its mission to protect human health and
14 environment you must strengthen the proposal to better
15 protect vulnerable populations from air pollution. We
16 need cleaner air for our communities as soon as
17 possible and less loopholes for the highest-polluting
18 truck companies.

19 Until six months ago I lived in Seattle, which the
20 American Lung Association ranks 14 out of 216
21 metropolitan areas in the U.S. for 24-hour particle
22 pollution. The Port of Seattle is the fourth-largest

1 container gateway in North America, which means there's
2 an enormously high throughput of trucks hauling
3 containers through the city's industrial areas near the
4 Duwamish River, where many children, low-income,
5 indigenous, and communities of color reside.

6 The Duwamish River Cleanup Coalition has been
7 documenting the lethal effects of air pollution in
8 Seattle's industrial corridor for decades. In their
9 2013 report, they calculated that childhood asthma
10 hospitalization rates in South Park and Georgetown were
11 more than double that of the surrounding neighborhoods,
12 and that residents in that ZIP code can expect to live
13 eight years less than the Seattle average and 13 years
14 less than comparatively wealthier neighborhoods of
15 Laurelhurst and North Seattle.

16 While I did not live in South Park or Georgetown I
17 lived near them, and on days when air quality was
18 especially bad [REDACTED] Redacted for PII

19 [REDACTED] Since moving outside of the city, my partner
20 has not had a single asthma attack. We were fortunate
21 to be able to afford a house outside the city and
22 escape unhealthy air pollution, but many do not have

1 that ability.

2 The EPA has a duty to protect every American,
3 especially those most vulnerable, from harmful
4 environmental impacts. Eliminating pollution from
5 heavy-duty vehicles, especially through a rapid
6 transition to zero-emission vehicles, is essential for
7 making strides towards desperately needed cleaner air
8 in these communities. Zero-emission electric trucks
9 are the best available technology to reduce harmful NOx
10 and climate pollution. The EPA can and should use
11 these truck standards to accelerate the transition to
12 electric trucks as soon as possible. People living
13 close proximity to freight corridors have suffered long
14 enough and cannot wait for clean air.

15 Thank you for listening to my testimony.

16 MS. THOMPSON: Thank you for your comment.

17 The next speaker will be Doug O'Malley. Doug, I
18 am promoting you to panelist now, and when you are
19 ready you may unmute, and please state your name and
20 affiliation for the record.

21 MR. O'MALLEY: All right. There we go. My name
22 is Doug O'Malley, D-o-u-g, O'Malley, O-apostrophe-

1 capital M-a-l-l-e-y. I serve as the Director of
2 Environment New Jersey, which is a state-based
3 environmental organization representing more than
4 80,000 environmentalists and activists across the
5 state, as well as working with an umbrella organization
6 of 30 other state groups through Environment America.

7 And I wanted to testify today because, one, just
8 kudos for having just an amazing length of virtual
9 hearings, and then even better, having the actual list
10 of folks who are going to speak. We clearly wanted to
11 weigh in on this rule because there is a clear need,
12 not only to clean up pollution from the dirtiest trucks
13 on the road but to move towards an electric future.
14 This is something that you've heard again and again,
15 yesterday and then again today.

16 But, you know, the Advanced Clean Truck Rule, as
17 you well know, has been sweeping the country in some of
18 the nation's largest truck markets, and we have seen
19 numerous states, New Jersey included, adopt a
20 regulatory structure which is, honestly, not exactly
21 pushing the envelope, in the sense that we are giving
22 manufacturers ample to meet an electric truck mandate,

1 and over the course of models years 2025 to 2035, to
2 ramp up their share of the markets from a variety of
3 heavy- and medium-duty vehicles, to be able to meet an
4 electric future.

5 And I just want to kind of note just the critical
6 nature of the EPA heavy-duty rule to fully accommodate
7 and adopt a similar electrification mandate. That is
8 one of, I think, the critical realities, that clean
9 trucks are not just going to happen tomorrow and the
10 next year, but they are available and ready now, and we
11 need to make sure that we're delivering them for the
12 air pollution benefits that they provide as well as the
13 cost savings for operators and drivers.

14 And so right now there are dozens of zero-emission
15 medium- and heavy-duty trucks that are available and on
16 the market, and more will be coming, and really we are
17 looking towards EPA to be setting the market of
18 requirements of what the market will look like. And if
19 we are only settling for cleaner diesel we are locking
20 ourselves into a world of increased nitrogen oxide
21 pollution as well as additional PM 2.5 as well as
22 additional greenhouse gasses. We need to adopt an

1 electrification future as quickly as possible.

2 And I just want to reiterate that the long-term
3 ownership costs of these vehicles are cheaper for the
4 owners and operators. So yes, there is an upfront
5 cost, but we need a mandate to be able to force the
6 industry to change, and then, over time, obviously
7 there are reduced costs, to say nothing of the health
8 benefits, which are never fully accommodated for.

9 You've heard from, honestly, dozens and dozens of
10 parents -- I'm a father of two young children -- and I
11 can't tell you how many kids in New Jersey, more than
12 160,000, suffer from asthma. More than 600,000
13 residents suffer from asthma. Obviously, the quality
14 of the air that they breathe in, especially in the
15 summertime, is directly related to the number of trucks
16 that are on our road. And trust me, that is not going
17 to change unless EPA is working to strengthen this
18 rule.

19 So we understand that this is a start but it's not
20 sufficient and it needs to be significantly
21 strengthened. It is going to result in higher
22 emissions of smog and soot-causing NOx. California

1 Heavy-Duty Omnibus Rule, which really should be the
2 bare minimum baseline. You know, California is setting
3 the bar. EPA should be meeting that bar and even going
4 further, and EPA must eliminate the credit giveaways
5 that significantly erode the standard.

6 And we obviously have huge concerns about Option 2
7 as being a gift to the highest polluters and the engine
8 manufacturing industry, and this should not be a
9 serious consideration.

10 Finally I just want to note, on the greenhouse gas
11 part of the rule, the minor adjustments to existing
12 Phase 2 greenhouse gas standards are weak. They don't
13 reflect the urgency of a climate crisis, which, let me
14 remind everybody, the Jersey Shore is one of the most
15 vulnerable areas to climate change in the entire
16 nation, with billions of real estate at risk, and
17 obviously millions of lives. We lost 30 lives during
18 Hurricane Ida last fall. It hit parts of the state,
19 not just the shore, it hit parts of the state that
20 weren't ready for it. And so we cannot accept a
21 greenhouse gas standard that is not as aggressive as it
22 can be.

1 So I just want to kind of conclude my testimony --
2 I know there are others waiting -- just by saying that
3 EPA should follow the lead of the states. As Louis
4 Brandeis said, the states are laboratories and they are
5 experimenting and making things work. The California
6 truck standards aren't just in California anymore.
7 They are across the country. And New Jersey is proud
8 to join, and we want EPA to strengthen this rule to be
9 able to move towards an electrification future.

10 Thank you so much.

11 MS. THOMPSON: 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
15 to your speaking time. You must accept that invitation
16 to be able to unmute when you are called to testify.
17 This will also allow you to turn on your camera, which
18 we encourage you to do. Speakers connected by
19 telephone should unmute their phones when called to
20 testify. We ask that speakers speak slowly and clearly
21 so our court reporter and interpreters can capture
22 these proceedings accurately.

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

4 If you are not registered to speak, but you would
5 like to, please send an email with your name and phone
6 number to public_hearing@abtassoc.com or call 919-294-
7 7712.

8 Out of respect for the other individuals providing
9 testimony today, please refrain from turning on your
10 camera or unmuting your microphone until it is your
11 turn to speak. Please keep your testimony to three
12 minutes.

13 The next speaker will be Carolina Chacon. You may
14 now unmute, and please state your name and affiliation
15 for the record.

16 MS. CHACON: Thank you. Hello. My name is
17 Carolina Chacon, and I am the Coalition Manager for the
18 Alliance for Electric School Buses. We are a national
19 coalition of not-for-profit groups united by our
20 commitment to the electrification of the nation's
21 school bus fleet, starting in the communities most
22 affected by diesel pollution. I am here today to

1 represent our over two dozen members, all who want to
2 see the EPA enact the strongest possible air pollution
3 standards for medium- and heavy-duty trucks and buses,
4 which includes school buses.

5 I am a resident of Las Vegas, Nevada. I live just
6 one mile from Interstate 15, which crosses the entire
7 country, from the very bottom of California all the way
8 to the northernmost edge of Montana. I'm also just 1.7
9 miles from U.S. Highway 95, a major artery of our
10 state. Every day, thousands of polluting medium- and
11 heavy-duty trucks pass by my home, as well as dozens of
12 diesel school buses. It's no surprise then that my ZIP
13 code is in the 97th percentile for diesel particulate
14 matter exposure, according to the EPA.

15 Clark County has also been ranked as the 17th most
16 polluted place to live in the United States by the
17 American Lung Association. I see this pollution in the
18 smog that forms over the Las Vegas valley and the air
19 quality advisories that we're placed under, and the
20 soot that spews out of so many trucks and buses as we
21 drive or walk behind them.

22 These vehicles are everywhere in my community,

1 which is predominantly low- or medium-income, and black
2 and brown. But worst of all, some of these vehicles
3 are carrying precious cargo. Children as young as
4 toddlers and as old as high schoolers are riding in
5 fossil-fueled buses that emit toxins that can be up to
6 10 times higher than what they would breathe in had
7 they been riding in a normal car. This diesel
8 pollution has been linked not only to respiratory
9 ailments like asthma but also to deadly diseases like
10 lung cancer, as well as impacting cognitive
11 development. These buses put our children's health at
12 risk and they affect their ability to do well in
13 school.

14 So it's time that the EPA provides a clean ride
15 for our kids and cleaner air for our communities. We
16 ask you to enact standards that put the American truck
17 and bus fleet industry on a clear path to 100 percent
18 zero-emission sales by 2035. A strong Clean Trucks
19 Rule would also ensure that the Biden-Harris
20 administration is delivering on their promise to
21 electrify the nation's school bus fleet and to
22 prioritize the health and safety of low-income, black,

1 indigenous, Latinx communities as well as immigrants
2 and other people of color.

3 The technology is here, as many speakers have
4 said, but our communities are waiting now to breathe
5 free. You have the power to act.

6 Thank you so much for your time.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Jimmie Lunsford. Jimmie,
9 we do not currently see you listed among the attendees.
10 However, if you have joined using a different name we
11 ask that you raise your hand using the Raise Hand
12 button at this time.

13 [Pause.]

14 MS. THOMPSON: The next speaker will be Blanca
15 Abarca. Blanca, we do not currently see you listed
16 among the attendees. However, if you have joined using
17 a different name we would invite you to raise your
18 hand, and you can do so by clicking the Raise Hand
19 button at the bottom of your screen.

20 I can see you have raised your hand so I will
21 promote you to panelist at this time. Blanca, you have
22 noted that you plan to give testimony in Spanish so our

1 interpreter will now change their channel to translate
2 your testimony into English for our panel and attendees
3 listening in English. When you are ready you may
4 unmute, and please state your name and affiliation for
5 the record.

6 MS. ABARCA: [Via interpreter.] Can you hear me?

7 Good afternoon. Thank you to the committee to
8 listen to my voice. My name is Blanca Abarca. I am
9 promoter with Chispa Arizona, I'm a mother, and a
10 daughter. I'm thankful for this administration for
11 acting swiftly, and I am asking EPA to create more
12 strict rules that have to do with heavy vehicles.
13 These are very necessary because they will cause relief
14 in the pollutants that are in the air. The technology
15 is very advanced but we have the capability to create
16 manufactured vehicles with the standards that are with
17 zero emissions, and they have shown that with a good
18 time framework they could function and be available in
19 the market. But climate change is advancing at a very
20 fast pace and we are not keeping up with pollution.

21 I live in Phoenix, Arizona, and I have been living
22 there 22 years, since the year 2000, and I know that

1 most of the population on the south side are Hispanics
2 and African American. And we have 70 days out of the
3 year that are very hot and very polluted, and we can't
4 really go outside. We have to pay a lot of money for
5 electricity since we have to keep the air conditioning
6 on all day, and it's almost like paying two mortgages.
7 It's almost like paying for two houses.

8 We fight all the time for our community and for
9 the children in our community, the problems that they
10 have. The quality of the air in the area where I live
11 is one of the worst in our nation, and it affects, in a
12 negative way, the safety and health of our community.

13 Today we are having the race. We could be able to
14 win this race because we have the technology so we can
15 advance in a way to go to the moon. But we don't even
16 try or do the right effort so that our kids can get
17 fresh air and that our communities are safe with fresh
18 air.

19 We are taking too long to act. We could put solar
20 panels that are at a cheaper price so that we can all
21 have it, so it can be affordable in Arizona. We are
22 dealing a lot with the heat and the pollutants. We

1 want in Arizona that our buses are electric so that our
2 kids can go on safe, clean buses to school. We are
3 asking the EPA so that they could put the standards at
4 a stricter pace so that our children, our future, could
5 be better.

6 I am here so my daughter and my granddaughter can
7 have clean air, and these standards will achieve two
8 things. Number one, it would be for the 2027, clean
9 air at 90 percent and creating our fleets, our buses
10 and trucks, could be 100 percent electric, zero
11 emissions for 2035.

12 Thank you for the opportunity to listen to me.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker will be Candido Ramirez. You
15 have also indicated that you will give your testimony
16 in Spanish, so our interpreter will remain on the
17 English channel, so our panel and attendees listening
18 in English can hear the testimony in English.

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

21 [Pause.]

22 MS. THOMPSON: Candido, you should be able to

1 unmute at this time and provide your testimony.

2 [Pause.]

3 MS. THOMPSON: Yes, we can hear you.

4 MR. RAMIREZ: [Via interpreter.] As you
5 mentioned, my name is Candido. I am a Nevada resident.
6 I am really concerned about the air that my family
7 breathes every day, because I have very close family
8 but I think that it's been affected by asthma that has
9 to do a lot with the air that is contaminated. I
10 believe that with a better effort we could have cleaner
11 air. In my case, in particular, I would love to see a
12 change in more short-term benefits. If that isn't
13 possible then something for the [inaudible] they could
14 benefit in this way.

15 These complications that I'm talking about are
16 pretty strong. I see my family going to the hospital
17 continuous. They go to the hospital a lot because the
18 air is just not favorable. I want to understand that
19 all of it has to do a lot with the trucks, and the
20 trucks that use diesel, and if it's possible whether we
21 can change them to electric trucks, because those have
22 no smog and they have no pollution. That would be

1 beneficial for our way of living and the quality of
2 life. I think that it's in your hands to improve the
3 weather and improve the climate change.

4 I am from the Nevada state, and I have family, and
5 I am also a member of Chispa Nevada, because I am
6 falling in love with it, because they're trying to do
7 justice when it comes to climate. Perhaps it won't be
8 done in the short term, but these regulations can be
9 done. But we need to start now so that we can all
10 benefit from this.

11 I could be telling you a lot more but this is what
12 I have for you right now and this is what I feel, and
13 I'm willing to participate, and I will do my best to do
14 the best effort. Thank you so much. Gracias.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker will be Marilyn Elie. Marilyn,
17 we do not currently see you listed among the attendees.
18 However, if you have joined using a different name we
19 would ask that you raise your hand at this time.

20 [Pause.]

21 MS. THOMPSON: The next speaker will be Ann Yates.

22 Ann, we do not currently see you among the list of

1 attendees. However, if you have joined using a
2 different name we would invite you to raise your hand
3 at this time.

4 [Pause.]

5 MS. THOMPSON: The next speaker will be Huda
6 Alkaff. You may now unmute, and please state your name
7 and affiliation for the record.

8 [Pause.]

9 MS. THOMPSON: You are still muted.

10 MS. ALKAFF: Yes. My name is Huda Alkaff, H-u-d-
11 a, A-l-k-a-f-f, with Wisconsin Green Muslims. In the
12 name of God, the most merciful, most compassionate, I
13 greet you with the Islamic greeting, As-salaam alaikum,
14 peace be with you.

15 I am an ecologist, environmental educator, and the
16 founder of Wisconsin Green Muslims, a grassroots
17 environmental justice group formed in 2005, for 17
18 years now, connecting faith, environmental justice,
19 sustainability, and healing through education and
20 service.

21 Muslims are now in the midst of Ramadan, the
22 Islamic holy month of daily fasting from dawn until

1 dusk. A few minutes ago I broke my fast with a sip of
2 water and a simple meal at sunset with my family, so I
3 very much appreciate the opportunity to testify
4 virtually and in the evening time.

5 Wisconsin Green Muslims is based in Milwaukee, one
6 of the top most-segregated cities in the U.S., and
7 ranked in the top 24th most polluted cities nationally
8 for ozone, receiving a failing grade by American Lung
9 Association State of the Air Report 2021. We are still
10 breathing unhealthy air, mostly driven by vehicle
11 emissions and extreme heat, as a result of climate
12 change which places our health and lives at risk.

13 Transportation is the leading source of air and
14 climate pollutants that threatens health. The
15 transition to zero-emission vehicles, powered by zero-
16 emission electricity, would benefit residents in
17 Wisconsin and across the United States, especially
18 those most burdened by power plants and transportation
19 hubs like highways, ports, and warehouses.

20 Due to a legacy of discriminatory transportation
21 planning and zoning, low-wealth communities and
22 communities of color are not only on the front lines of

1 the climate crisis but are disproportionately
2 overburdened by the health-damaging effects of
3 pollution from trucks and buses.

4 During these last days of Ramadan I pray. Oh
5 Lord, pour your love into our hearts and fill us with
6 compassion to answer the call of the marginalized,
7 underserved, and impacted environmental justice
8 communities. Grant us clear thinking, bright action,
9 and a gentle lifestyle. Enable the finalization of
10 stronger standards this year, in 2022, to limit
11 emissions of NOx and greenhouse gasses from heavy-duty
12 vehicles and other means of transportation, to deliver
13 environmental justice and maximize the cumulative
14 benefits for public health. Amen.

15 Thank you for the opportunity to testify. Please
16 as-salaam.

17 MS. THOMPSON: 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
21 to your speaking time. You must accept that invitation
22 to be able to unmute when you are called to testify.

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3 telephone should unmute their phones when called to
4 testify. We ask that speakers speak slowly and clearly
5 so our court reporter and interpreters can capture
6 these proceedings accurately.

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10 If you are not registered to speak, but you would
11 like to, please send an email with your name and phone
12 number to public_hearing@abtassoc.com or call 919-294-
13 7712.

14 Out of respect for the other individuals providing
15 testimony today, please refrain from turning on your
16 camera or unmuting your microphone until it is your
17 turn to speak. Please keep your testimony to three
18 minutes.

19 The next speaker will be Takayla Antonio. You may
20 now unmute, and please state your name and affiliation
21 for the record.

22 MS. ANTONIO: Hi. Can you hear me?

1 MS. THOMPSON: We can.

2 MS. ANTONIO: Okay, great. Thank you for the
3 opportunity to testify. My name is Takayla Antonio,
4 also known to my people as Morningsong Birdwoman [ph].
5 I am a Paiute-Shoshone woman from the Fort McDermitt
6 Tribe in McDermitt, Nevada. I am also a part of Moms
7 Clean Air Force.

8 Just from sitting on my mom's front porch I can
9 see semi trucks passing every day through our small
10 community, which is Highway 91, where semis carry goods
11 from Canada through the U.S. and back. On average, you
12 can count three semis going by every 10 minutes.

13 This year, my community has had to learn a lot
14 about air quality due to Nevada holding 25 percent of
15 the world's lithium for the new electric vehicle
16 circuit, and I will tell you that not only will the
17 mining highly affect the pollution with our air quality
18 from the sulfuric acid plants that are coming to our
19 community that are needed to extract the lithium but so
20 will the extra heavy-duty diesel trucks that are coming
21 our way to move the sulfur from the oil refineries and
22 the products in and out of the mines. In fact, as we

1 speak they have begun construction with widening the
2 roads for the trucks now, before any of the final
3 approvals for the air have even gone through.

4 For native citizens like myself, this is
5 terrifying. Not only is this disrespectful to my
6 ancestral land where a lack of consultation happened
7 and this has gone against our native religious rights
8 but I am highly concerned for the youth and elderly in
9 my community with heart and asthma conditions. We
10 already have a coal plant in Humboldt County, along
11 with a cyanide plant, that are not being monitored by
12 EPA certified air monitor systems, which make me worry
13 even more when you learn this information that can be
14 found on your own site.

15 The rate of asthma in the Native American and
16 tribal population is almost double the national
17 average, compared to other children. Thirteen percent
18 of indigenous children have asthma, compared with 8.6
19 percent of children of non-indigenous descendants, and
20 air pollution is a well-established trigger of asthma
21 attacks. It can cause the development of asthma and
22 interfere with lung growth, delay in brain development,

1 and so much more. And with a community like mine, with
2 being over an hour from a hospital, with only one
3 ambulance and the high rates of poverty with that
4 inadequate access to health care, then compound the
5 impacts that asthma has, it is a tremendous amount of
6 mental health impact on our whole community, especially
7 our elderly and our young indigenous children.

8 So while the EPA's proposal is a welcome step
9 forward for so many communities, I have to say it
10 doesn't go far enough. The proposal must be
11 strengthened to better protect children, people with
12 asthma, older adults, and other vulnerable groups from
13 the health harms of air pollution.

14 Moms and dads, aunties like myself across this
15 country who want to see a rapid transition to zero-
16 emitting trucks with maybe another alternative battery,
17 because we all need cleaner air for our children and
18 our communities, because there is justice in every
19 breath. Thank you.

20 MS. THOMPSON: Thank you for your comment.

21 The next speaker will be Joey Cantley-Saba. Joey,
22 you may now unmute, and please state your name and

1 affiliation for the record.

2 MR. SABA: Hello. My name is Joey Saba, and my
3 name is spelled J-o-e-y S-a-b-a. Thank you for the
4 opportunity to testify today. My name is Joey and I'm
5 a part of the Kids Clean Air Force, with Moms Clean Air
6 Force, and was born and raised in Nevada, who currently
7 lives in the capital of Carson City, **Redacted for PII**

8 Pollution is a dirty word. It is a word that
9 makes me sad, and it's sad to think about -- it's a
10 word that I wish my generation did not even have to say
11 or think about. But the sad fact is that we do think
12 about it.

13 **Redacted for PII**

Redacted for PII But it also means that I was
15 born on Earth Day. Ever since I was a little boy I
16 told my mom that I wanted to protect the Earth. But
17 now that I'm getting older I think that my generation
18 has no choice but to protect the Earth, because we keep
19 hearing that we only have so many years to stop the
20 pollution that we are creating on this planet, before
21 there is no way to stop the devastating storms, fires,
22 and scary things that has been happening to all of us.

1 That brings me to the point why I'm here to speak
2 to you today. You are supposed to be the ones to help
3 protect us, the ones to make rules, the ones that make
4 big companies follow the rules. At least that's the
5 way I understand it. And when I live almost every
6 summer of my childhood with constant wildfires, when we
7 don't even get to enjoy our summers because we're
8 trapped inside, because of our asthma and the horrible.
9 I mean, we've only had two weeks of purple air and high
10 ozone days.

11 And then I hear about our politicians and leaders
12 here in Nevada say that the number one reason our
13 climate is changing here in Nevada is because of car
14 pollution and because of heavy diesel truck pollution,
15 and that they are the number one cause that leads me to
16 my question of what we can do to stop it. What can we
17 do to make it better? How can me and my two little
18 brothers and I have a safer world? How can all the
19 children in the world be sure that we have a safe life
20 and our families of our own?

21 It also makes me think of how we can protect the
22 animals. We all live on this planet. How are we going

1 to work together and protect every single creature?

2 Nevada is going to have lithium mines coming our
3 way, and I am really hoping to see the adults stop just
4 for a second and see that these minerals will run out
5 like oil and gas will. Are we learning from our
6 mistakes? There are golden eagles, which are
7 endangered, and sage grouse, which are also endangered.
8 And really old sagebrush that is older than some of the
9 giant redwood forests and sequoia trees, that are going
10 to be destroyed for something that will not last. But
11 this will also hurt our lungs and destroy our
12 environment. Have we learned anything?

13 My goals is to protect the planet and everything
14 that lives on it. These mines will need heavy diesel
15 trucks coming in and out all day, and are just creating
16 the same problems again. So while the EPA proposal is
17 a welcome step forward for so many communities, I have
18 to say it doesn't go far enough. The proposal must be
19 strengthened to better protect children, people with
20 asthma, older adults, and other vulnerable groups from
21 the health harms of air pollution, moms and dads and
22 kids like myself across the country, who want to see

1 rapid transmission to zero-emitting trucks, with maybe
2 another alternative battery, because we all need
3 cleaner air because there is justice in every single
4 breath.

5 Thank you. My name is Joseph Saba, J-o-s-e-p-h S-
6 a-b-a.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Ana Otero. Ana, we do
9 not currently see you listed among the attendees.
10 However, if you have joined using a different name we
11 would invite you to raise your hand at this time.

12 [Pause.]

13 MS. THOMPSON: The next speaker will be Frank
14 Beltran. Frank, we do not currently see you listed
15 among the attendees. However, if you have joined using
16 a different name -- and it looks like you've raised
17 your hand so I will promote you to the panelist role.

18 Frank, you did note that you plan to give
19 testimony in Spanish so our interpreter will now change
20 their channel to translate your testimony into English
21 for our panel and attendees listening in English.

22 When you are ready you may unmute, and please

1 state your name and affiliation for the record.

2 MR. BELTRAN: [Via interpreter.] Good afternoon.

3 My name is Frank Beltran. I'm part of Chispa Nevada.

4 Thank you to the agency for acting quickly in terms of
5 the clean trucks. I also urge the EPA to create
6 stricter standards, due to the harm that these heavy-
7 duty trucks mean for all of us. They have implications
8 for our health, our cardiovascular health, our lungs,
9 our breathing, et cetera.

10 We deserve something stricter in terms of these
11 vehicles. I'd like to see something new. I'd love to
12 see electric vehicles. You have this authority, I
13 would say, or this responsibility to protect the
14 community. It would be great if you could support us.

15 In addition, we see a lot of people, as other
16 panelists said, that are suffering from diseases
17 because they live close to freeways or because they are
18 constantly close to heavy-duty vehicles and because of
19 many other causes.

20 So today I'd like to request something. As an
21 agency, please help us and support us in this
22 transition so that we can all be benefitted and for

1 there to not be as much pollution from these vehicles.

2 Thank you so much.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Tim Gould. Tim, we do

5 not currently see you among the list of attendees.

6 However, if you have joined using a different name we

7 would invite you to raise your hand at this time.

8 [Pause.]

9 MS. THOMPSON: The next speaker is Elsa Vargas.

10 Elsa, we do not currently see you among the list of

11 attendees. However, if you have joined using a

12 different name we ask that you raise your hand at this

13 time.

14 [Pause.]

15 MS. THOMPSON: The next speaker will be Elsa

16 O'Malley. Elsa, you may now unmute, and please state

17 your name and affiliation for the record.

18 MS. O'MALLEY: Hi. My name is Elsa O'Malley. My

19 video is not able to turn on so I'll just be speaking

20 from the microphone today.

21 I am a proud American, but too many times have I

22 had to see my friends with asthma be taken to the

1 hospital, and all due from colors from pink to purple
2 to blue. Thousands of kids die every year from asthma.
3 We could limit that and make it less common if we
4 switched to electric trucks. [Inaudible] trucks are
5 something that use diesel fuel. Diesel fuel is
6 basically chemicals, and when the truck releases the
7 diesel fumes it goes into the air, and kids that have
8 asthma breathe it in, and that can cause them to have
9 asthma attacks. That's why we should switch to
10 electric trucks.

11 Hi. My name is Elsa. Thank you for allowing me
12 to testify. It is such a great honor. Goodbye.

13 MS. THOMPSON: Thank you for your comment.

14 I will now call the names of speakers who were not
15 able to testify when they were originally called on.
16 If you have arrived and hear your name called please
17 raise your hand and we will promote you to the role of
18 panelist so you can provide your testimony.

19 Diana Yankes. Jimmie Lunsford. Marilyn Elie.
20 Ann Yates. Ana Otero. Tim Gould. Elsa Vargas.

21 We will give you a moment to raise your hand if
22 you heard your name.

1 [Pause.]

2 MS. THOMPSON: I do not see any hands raised.

3 Therefore, we are now at the end of our evening
4 session. EPA, are you ready to adjourn this session of
5 the virtual hearing?

6 MR. CHARMLEY: Yes, Kayla. I think that we can be
7 all done for today, and for the members, the assistants
8 and stakeholders who stayed on this long and joined us
9 for this evening, thank you very much for taking the
10 time. So we can close the hearing for today, and we'll
11 start again tomorrow morning for the third and final
12 day at 9 a.m. Eastern time. So thank you, Everyone.

13 Hold on. I see one hand. Kayla, can you see
14 that, that there is one? Did we miss someone?

15 MS. THOMPSON: It looks like Tim Gould, you have
16 your hand raised. Tim, I will promote you to the
17 panelist group so you can provide your testimony. When
18 you are ready please unmute, and state your name and
19 affiliation for the record.

20 MR. GOULD: Thank you for the opportunity to
21 speak. I had another obligation and was just able to
22 finally join right at the end, so I'm glad to be able

1 to get into this speaker block.

2 My name is Tim Gould. I serve as volunteer chair
3 of the Sierra Club Washington State Chapter,
4 Transportation and Land Use Committee, and I would just
5 like to emphasize the need to make sure that the
6 standards that are adopted will really push the heavy
7 trucking sector to zero-emission vehicles.

8 We have an urgent climate crisis that needs to be
9 observed, as well as a lot of health impacts in
10 communities that are affected by a lot of heavy truck
11 traffic, especially around port facilities. And it is
12 very important that not only we be reducing the
13 nitrogen oxide emissions and PM emissions but also to
14 cut down on CO2 emissions, getting to the point of
15 decarbonization of these large trucks.

16 And if the standards are set in a stringent
17 fashion like that we actually should expect that there
18 would be mode shift of the very long-haul freight from
19 trucks to freight rail, and that actually, I think, a
20 good thing, and that should not be used as an excuse
21 not to set standards that are that strict.

22 So thank you for the opportunity to testify, and

1 have a good evening.

2 MS. THOMPSON: Thank you for your comment.

3 I would like to make one last call for any
4 speakers who were scheduled to speak during this
5 speaker block but have not yet had the chance to do so.
6 If that is the case we would ask that you raise your
7 hand at this time.

8 [Pause.]

9 MS. THOMPSON: Okay. I do not currently see any
10 hands raised, so I think we are now at the end of our
11 evening session. EPA, are you ready to adjourn this
12 session of the virtual hearing?

13 MR. CHARMLEY: Yes, Kayla. I think this time
14 hopefully we are not jumping the gun too quickly here,
15 but I think if we don't have any speakers left we can
16 end for today. And we will begin our final day of the
17 hearing tomorrow at 9 a.m. Eastern time. So thank you.

18 [Whereupon, at 9:41 p.m., the hearing was
19 adjourned.]

20

21

22

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