UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

VIRTUAL PUBLIC HEARING

DAY 2 of 3

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

Control of Air Pollution From New Motor Vehicles:

Heavy-Duty Engine and Vehicle Standards

9:00 A.M.

Wednesday, April 13, 2022
PARTICIPANTS

ENVIRONMENTAL PROTECTION AGENCY:

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

WILLIAM CHARMLEY, Director, Assessment and Standards Division, Office of Transportation and Air Quality

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

JESSICA MROZ, EPA

ABT ASSOCIATES:

LAUREN PHILLIPS-THORYN

KAYLA THOMPSON
PARTICIPANTS

TESTIFIERS (in order of appearance):

LIZ SCOTT, American Lung Association

GAIL GOOD, WI DNR

MAGGIE STRIZ CALNIN, Michigan Clean Cities Coalition and Southwest Detroit Environmental Vision

ANDREA MARPILLERO-COLOMINA, GreenLatinos

LUCIA VALENTINE, Moms Clean Air Force

JODIE TEUTON, American Truck Dealers, Division of NADA

RABBI DANIEL SWARTZ, National Religious Partnership for the Environment

CASSANDRA CARMICHAEL, National Religious Partnership for the Environment

JESSICA MOERMANN, Evangelical Environmental Network

RUSSELL MEYER, Florida Council of Churches

YASMINE AGELIDIS, EarthJustice

PATRICK QUINN, Advanced Engine Systems Institute

MEREDITH HAINES

BETH JACOBS

ANN BROWN, Tri-Valley Air Quality Community Alliance
PARTICIPANTS

TESTIFIERS (in order of appearance)

[continued):

MAX KIEFER, Retired (CDC NIOSH)
JOSEPH HOYDILLA, Sierra Club
KAREN MCELFISH, United Women in Faith
KEVIN GOSCILA, Sierra Club Massachusetts
DEBRA ROWE, U.S. Partnership for Education for Sustainable Development
KAYE ROMANS, NRDC Action Fund
JORGE VAZQUEZ, NRDC Action Fund
SEANA PARKER-DALTON
BRIAN RUSSO
MARGARITA CHAIDEZ, Chispa
SUSAN STANTON, League of Women Voters, Elder Climate Action
GREGG MAY, 1000 Friends of Wisconsin
CYNTHIA RIVES, UWF
ERICA DODT, Sierra Club
ADRIAN SHELLEY, Public Citizen
TOM JORDAN, San Joaquin Valley Air Pollution Control District
PARTICIPANTS

TESTIFIERS (in order of appearance)

[continued]:

BEN GRUMBLES, Maryland Department of the Environment

DARBY OSNAYA, Sierra Club

VANESSA LYNCH, Moms Clean Air Force

TRACY SABETTA, Moms Clean Air Force in Ohio

MILAGROS ELIA

RACHEL MEYER, Moms Clean Air Force

PHIL HERNICK

KATHRYN WESTMAN

ANASTASIA GORDON, WE ACT for Environmental Justice

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

KABYN VIKESLAND

MADISON LISLE

CARA COOK

SAM WILSON, Union of Concerned Scientists

KINDRA WEID, MI Air MI Health

MARIELA RUACHO, American Lung Association

KRISTIN ZIV, Moms Clean Air Force, Colorado
PARTICIPANTS

TESTIFIERS (in order of appearance)

[continued]:

JASMIN MARTINEZ, Central Valley Air Quality Coalition

LILY ZWAAN, Moms Clean Air Force

HEIDI LEATHWOOD, 350 Colorado

MARIA REYES, Chispa Nevada

MICHELLE UBERUAGA, Moms Clean Air Force

ALEX STAVIS

GRISelda SUTTON, Concerned parent

ERIC FEELEY, Oregon Department of Environmental Quality

TIFFANY HARTUNG, Interfaith Power & Light

PAUL CORT, Earthjustice

ERIC WILLADSEN, Sierra Club

ELIZABETH CHUN HYE LEE, United Women in Faith

LARRY FROMM, Achates Power, Inc.

BRANDON BUCHANAN, American Bus Association

ERANDI TREVINO, Moms Clean Air Force

MICHAEL MCCLAIN, National Baptist Convention USA, Inc
PARTICIPANTS

TESTIFIERS (in order of appearance)

[continued]:

DAN BYERS, U.S. Chamber of Commerce
RANDOLPH LYON, Sierra Club Maryland Chapter
ROBERT SPEISER, Private Citizen
JACQUELINE GELB, Navistar, Inc.
ANDY SU, Environmental Defense Fund
MAXINE LOBEL, Elders Climate Action, FL Chapter
RAMONA BLABER, Sierra Club Rio Grande Chapter
MATTHEW DUFFY, Ford Motor Company
MARLA DIBENEDITTO, Sierra Club
ATENAS MENA, CleanAirNow
ELISE GARD, CleanAirNow
ANA RAMOS, CleanAirNow
JAYLA ATKINSON, CleanAirNow
BETO LUGO MARTINEZ, CleanAirNow
MOLLY GREENBERG, Moving Forward Network
ERIC SIPPERT, Environmental Law & Policy Center
MICHELLE FREEMAN, Chispa Florida/Chispa LCV
JOHANA VICENTE, Chispa LCV
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 County, AL

10 MAYELA BUSTOS, Moms Clean Air Force

11 JENNIFER CANTLEY, Moms Clean Air Force

12 SHELLY FRANCIS, EVHybridNoire

13 ALEXANDRA TELLEZ

14 DOUG O'MALLEY, Environment New Jersey

15 CAROLINA CHACON

16 BLANCA ABARCA, Chispa Arizona

17 CANDIDO RAMIREZ, Chispa Nevada

18 HUDA ALKAFF, Wisconsin Green Muslims

19 TAKAYLA ANTONIO, Moms Clean Air Force

20 JOEY CANTLEY-SABA, Moms Clean Air Force

21 FRANK BELTRAN, Chispa LCV
PARTICIPANTS

TESTIFIERS (in order of appearance)

[continued]:

ELSA O'MALLEY

TIM GOULD, Sierra Club, Washington State Chapter
PROCEDINGS

MS. PHILLIPS-THORYN: Good morning, everyone.

Welcome to the United States Environmental Protection Agency's Virtual Public Hearing for the Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards. My name is Lauren Phillips-Thoryn from Abt Associates, contractor to the U.S. EPA.

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

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

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

MS. NUNEZ: Good morning. On behalf of the U.S. Environmental Protection Agency and the Office of Air and Radiation, I would like to welcome you to the
second day of our virtual public hearing on EPA's proposed Heavy-Duty Engine and Vehicle standards. I am grateful for everyone who is taking the time out of their day to testify and participate here today. I'm Alejandra Nunez, the Deputy Assistant Administrator for Mobile Sources with EPA's Office of Air and Radiation. With me today is Bill Charmley, Director of the Assessment and Standards Division within EPA's Office of Transportation and Air Quality. Bill will be the presiding officer for today's hearing. Also with me today and listening to the testimony on this proposed rule are several of my EPA colleagues who work on the heavy-duty engines and vehicles program.

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

The purpose of this hearing today is to receive comments from interested parties on the proposed rulemaking titled, "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards," which was published in the Federal Register on March 28, 2022.
This hearing provides interested persons the opportunity for the oral presentation of views and arguments. Witnesses will be allowed to make oral statements which they may later expand in writing for the record. When you are finished with your comments, members of this panel may ask clarifying questions.

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

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

I now will turn it over to Bill Charmley, the Presiding Officer for today's hearing. EPA looks forward to hearing from all stakeholders during this
public hearing, and through the submission of written
public comments.

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

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

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

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

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

Because of the large number of testifiers, we also will be going a little bit into the evening; and we also have a session later tonight. And I apologize, I
cannot remember the time right now, but later this
evening, Eastern time.

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

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

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

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

MS. PHILLIPS-THORYN: Before we begin we would
like to go over some logistics for today's public
As a reminder, all attendees are muted automatically.

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

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

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

Now we will begin our public testimony. The
expected speaking order is currently displayed on screen. We ask that each person limit their verbal testimony to three minutes. We encourage you to provide your full written testimony and any additional comments of any length to Docket Number EPA-HQ-OAR-2019-0055 on Regulations.gov.

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

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

MS. SCOTT: Good morning. My name is Liz Scott, and I am the National Director of Advocacy for the American Lung Association's Healthy Air Campaign.

Thank you for the opportunity to testify and for making signups to this hearing more accessible.

I am here to join my colleagues and others in calling for strong NOx emission standards for trucks to be finalized this year. Strengthening NOx standards to the strongest possible scenario, which is Option 1, will yield substantial health benefits. The proposal calculates up to 2,100 fewer premature deaths, 78,000
fewer lost workdays, and 1.1 million fewer missed school days. These benefits are achievable if EPA finalizes Option 1 by the end of this calendar year.

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

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

If all light-duty vehicles sales were zero-emission by 2035, and all medium- and heavy-duty vehicle sales were zero-emission by 2040, and they were powered by non-combustion electricity, 110,000 premature deaths would be prevented between 2020 and 2050. In that same time frame, $1.2 trillion in health
benefits and $1.7 trillion in climate benefits could be achieved.

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

It is well documented by now that communities of color face a disproportionate risk of breathing in dangerous transportation pollution, due to their proximity to major roads and other transportation hubs. The report looked at the 100 U.S. counties with the highest percentage of people of color. While these counties made up just 3 percent of all U.S. counties,
they would see 13 percent of the national benefits.

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

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

Thank you so much for your time.

MS. PHILLIPS-THORYN: Thank you for your comment. The next speaker will be Maggie Striz Calnin. You may now unmute and state your name and affiliation for the record.

[Pause.]

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

[Pause.]

MS. PHILLIPS-THORYN: Unfortunately, we cannot
hear you. Are you able to unmute?

[Pause.]

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

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

MS. PHILLIPS-THORYN: You may begin.

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

Wisconsin's Lake Michigan shoreline experiences complex persistent ozone issues due to a combination of emissions, meteorology, and geography as well as to transported pollution originating from out of state. Ensuring Wisconsin can attain current and future ozone
standards requires a multi-sector strategy that reduces region-wide oxides of nitrogen and volatile organic compound emissions, a critical component of which must be addressing NOx emissions from heavy-duty vehicles.

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

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

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

EPA's ozone transport rules have further reduced upwind NOx emissions that contribute to Wisconsin's ozone nonattainment issues. On February 28th, EPA proposed additional, more stringent requirements on stationary sources to address ozone transport under the 2015 ozone NAAQS. However, the minimal air quality
improvement expected from this proposal makes it clear that further controlling NOx emissions from stationary sources alone will not provide sufficient relief to downwind states impacted by ozone transport. The impact of mobile source emissions occurring outside of Wisconsin must not be ignored.

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

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

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

For the interpreter, can you please switch to the
Spanish channel?

The next speaker is Lucia Valentine. Lucia, unfortunately we do not see you in the attendee list. Sorry. For the Spanish interpreter can you please switch to the Spanish language channel?

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

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

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

MS. PHILLIPS-THORYN: Yes.

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

I think we are good.

MS. PHILLIPS-THORYN: Thank you.

The next speaker is Lucia Valentine.

Unfortunately, Lucia, we do not see you in the attendee list. If you have joined but you are under another name please press the Raise Hand button. If you have called in you can press *9 on your phone and that will raise your hand.
[Pause.]

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

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

MS. PHILLIPS-THORYN: We can hear you.

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

With Southwest Detroit Environmental Vision, it is a community-based organization that's programs are driven by resident input in southwest Detroit and neighboring communities. And residents in southwest
Detroit have brought diesel emission reduction as a key priority that folks want to see addressed.

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

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

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

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

It may seem like I'm asking for two different things. What we see is an opportunity to pair solutions that are available today while using
regulations and other governmental levers to drive that innovation that we are talking about, that other speakers have talked about, to see that every single market segment for transportation gets to zero-emission technology as soon as possible. And if there is any segment today that can't adopt zero-emission technology, but can do something that is more carbon neutral than what they are doing today, we have to do it. We can't say that it's acceptable for more kids to be born early, or more people to die early because they can't immediately see emissions reductions in their communities.

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

Thank you.

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

The next speaker is Andrea Marpillero-Colomina.

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

MS. MARPILLERO-COLOMINA: Good morning. Can
everyone hear me?

MS. PHILLIPS-THORYN: Yes, we can.

MS. MARPILLERO-COLOMINA: Thank you. My name is Andrea Marpillero-Colomina, and I am the Sustainable Communities Program Director at GreenLatinos. GreenLatinos is an active comunidad of Latino environmental and conservation champions. We fight against climate change and environmental degradation that intensifies the systemic social health and economic injustices in our communities.

Today, like so many others, I am here to urge the EPA to create the strongest possible limits on heavy-duty vehicle pollution. Everyone here today knows that strong heavy-duty vehicle emission standards are crucial for protecting the health of our children's lungs and the wellbeing of our most vulnerable communities.

Today we are also in an exciting and unprecedented moment when it comes to enacting new vehicle emission standards, because today vehicle manufacturers have the technology to meet strong standards. Electric trucks and buses are already capable of supporting the
majority of freight delivery and transit uses and needs. Cleaner trucks are not only available and ready now, they are also projected to deliver critical cost savings for operators and drivers. There are dozens of zero-emission medium- and heavy-duty trucks already available or coming onto the market in the next couple of years.

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

Just a snippet of data illustrates a dire reality.
A nationwide study found that Latino children are three times more likely than non-Hispanic white children to live in counties where the air quality standards are exceeded, and nearly one-third of Latino children live in counties where hazardous air pollutant concentrations exceed the 1-in-10,000 cancer risk level. Latino children are twice as likely to visit the emergency room for asthma, and they are twice as likely to die from asthma as their white counterparts.

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

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

Thank you for the opportunity to testify.

MS. PHILLIPS-THORYN: Thank you for your comment.
I am going to circle back to Lucia Valentine.

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

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

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

EPA's proposal to strengthen pollution standards for trucks is a welcome step forward but it does not go
far enough, so the proposal must be strengthened to better protect children, people with asthma, older adults, and other vulnerable groups from the health harms of air pollution. Moms and dads across the country want to see a rapid transition to zero-emitting trucks, and we need to cleaner air for our children and our communities.

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

And so the trucks covered by this rule will be on the road for decades, so these vehicles must be cleaned up as soon as possible. Families in diesel death zones and environmental justice communities have suffered long enough and cannot wait extra model years for clean
air, and drivers cannot wait extra model years for more efficient, pollution-free trucks.

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

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

Thank you again, EPA, for your time today.

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

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

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

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

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

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

We know that it is important that as we move forward that these emissions improvements, that they don't undermine what's needed for people in the truck industry to do our job. We need affordability. We
need reliability. We need fuel economy. We need serviceability. And it is not only important for us in our industry but also for the country as a whole, because we all know that we don't function without trucks. And I think the past couple of years has opened a lot of people's minds about the essential nature of transportation and how important trucks are to this country.

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

We think that reducing emissions should be more than just setting engine standards, that it should also consider turnover of the legacy fleet. New trucks are clean trucks, but we have to promote that, and in doing that we don't want to create a pre-buy situation, and we don't want customers to hang onto old trucks, and we don't want to drive up used truck prices and make customers want to go to used trucks, because those are traditionally not the clean trucks. We want them to buy new trucks to turn over the fleet. So that is extremely important.
You know, my personal opinion, I found that the carrot works and not the stick.

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

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

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

I apologize for interruption.

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

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

MS. TEUTON: Yep. Thank you.

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

The next speaker is Rabbi Daniel Swartz. You may now unmute and state your name and affiliation for the
RABBI SWARTZ: Hi. I'm Rabbi Daniel Swartz from the Coalition on the Environment and Jewish Life. COEJL is part of the broad array of faith groups working on environmental issues called the National Religious Partnership for the Environment. We work across faith lines and across our country to help promote a vision of our world where people and our planet are protected and recognizing the importance of environmental justice for all.

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

In these COVID times we have seen that these exposure disparities have even wider health consequences than we had previously recognized. For example, a recent study showed that Latinos, Asian
Americans, African Americans, and other non-white races were exposed 40 percent above average, and white populations 20 percent below average to transportation pollution in the Northeast and Mid-Atlantic. And just that exposure difference alone, of that one source of pollution, put residents of color at an 8 percent higher risk of death from COVID-19.

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

If we replace sheep with large trucks we see that this kind of situation is happening right now, where the air that people breathe, particularly the elderly and the young that are the most vulnerable in these areas has been muddied and polluted. And we need to do
our best, as a nation, to right these old environmental justice wrongs and the present and future generations that they are impacting.

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

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

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

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

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

MS. PHILLIPS-THORYN: You may begin.

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

The trucking industry is the leading source of air pollution and has an outsized climate impact, which is why I have chosen to testify today. This pollution for medium- and heavy-duty trucks is more keenly felt in
low-wealth communities and communities of color because they are often located near major transportation corridors, which I know some of the previous speakers have noted. Discriminatory land use and transportation policies have resulted in this burden of exposure to diesel pollution, and that is borne by communities of color.

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

I thank you very much for the opportunity to share our perspectives from some of the faith community and for being able to testify today. Thank you.
MS. PHILLIPS-THORYN: Thank you for your comment.

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

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

Ozone-forming nitrogen oxide harms the health of both children and adults. Pregnant people and babies are especially vulnerable to this. As evangelicals, we have a special care for children, both born and unborn. Medical research shows that ozone exposure increases the likelihood of reproductive and developmental harm, including reduced fertility, preterm birth, low birth weight, and even stillbirth.
And if you've been in Atlanta you know that at times the highway is more than 10 lanes wide, it cuts through the middle of the city, and it is filled with tractor-trailers day and night.

And medical research shows that exposure to diesel fumes, like those emitted from heavy-duty trucks, can contribute to ADHD. Like every parent, I want my child to reach their full, God-given potential, and the truth is that heavy-duty vehicle pollution robs children of this.

but safeguarding our children from heavy-duty truck pollution is beyond the control of one person and one parent. We need the strongest possible standards on
heavy-duty truck pollution to defend the health and
lives of our children.

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

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

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

The next speaker is Gabriella Da Silva.

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

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

[Pause.]

MS. PHILLIPS-THORYN: The next speaker will be Russell Meyer. You may now unmute and state your name and affiliation for the record.

REV. MEYER: I am the Reverend Doctor Russell Meyer, Executive Director of the Florida Council of Churches. Formed in 1947, the council includes the historic Protestant and Black church in Florida that totals some million Floridians. I am also a pastor ordained in the Evangelical Lutheran Church in America, and I serve its second-oldest congregation in the state, established in Jacksonville in 1877. We are a regional collaborator with the National Religious Partnership for the Environment.

I thank this administration for acting swiftly on clean trucks but urge the EPA to create the strongest
possible limits on heavy-duty vehicle pollution. The
EPA must put our national bus and truck fleet on a
clear path to 100 percent zero-emission, all-electric
vehicles by 2035. Life and breath depend on this
action.

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

Florida is home to nearly 22 million people, and
it is growing by 1,000 new residents a day. Almost half of Floridians live in the ten counties with the highest density of population, and thus the worst traffic congestion. Density can be determined in various ways. If one excludes land area with zero population, the ten most dense counties are, respectively, Broward, Pinellas, Miami-Dade, Palm Beach, Orange, Seminole, Hillsborough, Duval, Sarasota, and Lee. These counties also have significant historical populations of African descent and Latino populations who live in urban neighborhoods ringed by inner-city interstates and expressways. It has been well documented by scholars how the road systems were intentionally designed in conjunction with redlining to box these people in. They bear the brunt of exhaust pollution in Florida.

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

The city of St. Petersburg established a community garden at the Enoch Davis Center in the south-central
neighborhood, but had to put it in raised beds. The ground around the center was too toxic for a garden. The toxicity was the accumulation of exhaust pollution over the decades.

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

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

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

MS. AGELIDIS: Hi. Good morning. My name is Yasmine Agelidis, and I am an attorney with
EarthJustice, located in Los Angeles, California, where I work on electrifying our transportation system with the goal of addressing the health, air quality, and climate crises that millions of Americans across the country are facing in growing numbers.

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

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

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

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

But here, EPA's proposal does not reflect the greatest degree of emission reduction achievable or take into the account the cost, energy, and safety of this technology. Because if it did, the agency would have proposed a zero-emission sales mandate, or a requirement that manufacturers sell increasing percentages of zero-emission trucks, and ultimately zero-emission trucks only.
Had the agency given appropriate consideration to cost, energy, and safety factors it would have concluded that all of these factors are more favorable for almost all categories of zero-emission trucks as compared to combustion.

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

Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment.
As a reminder, if you are speaking today, you will receive a notification on your screen that you are being "promoted to the role of panelist" shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will also allow you to turn on your camera, which we encourage you to do. Speakers connected by telephone should unmute their phones when called to testify. We ask that speakers speak slowly and clearly so our court reporter and interpreter can capture these proceedings accurately.

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

Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please keep your testimony to three
The next speaker is Patrick Quinn. Patrick, unfortunately we do not see you in the attendee list. If you are here under a different name please raise your hand with the Raise Hand button.

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

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

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

AESI support technology-neutral standards which are performance-based and cost-efficient. We strongly support EPA proposed Option 1 to regulate NOx emissions and believe that it closely aligns with the California Omnibus Rule.
Recently published data suggests that the stringent standards proposed in Option 1 can be achieved with a significant margin for compliance. These data should be considered by EPA in shaping a final rule, which critically does not take effect for another 5 years, during which further innovation will occur. Option 2 is a completely unacceptable outcome for AESI members.

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

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

Third, the existing ZEV credit multipliers, contained in the Phase 2 Greenhouse Gas Rule, are far too generous and should be phased out quickly. These multipliers will diminish real CO2 reductions from
diesel trucks and they will hurt the sale of electric trucks.

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

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

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

Thanks for the opportunity to present these comments.

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

The next speaker will be Meredith Haines. You may now unmute and state your name and your affiliation for the record.
MS. HAINES: I would like to start my video but it is being disactivated, so I will continue. My name is Meredith Haines, and thank you for the opportunity to testify. I am a climate-alarmed resident of Vienna, Virginia.

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

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

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

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

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

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

There can be no more business as usual, and I challenge you to no more rulemaking as usual, with accommodations for the most powerful lobbying industries. The EPA's proposal is a welcome step
forward but it doesn't go far enough. We have the technology to do better.

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

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

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

[Pause.]

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

[Pause.]

MS. PHILLIPS-THORYN: The next speaker is Beth Jacobs. Unfortunately, we do not see you in the attendee list. If you have joined the hearing under
another name please click the Raise Hand button. If you have called in, please press *9 to raise your hand. Again, that is Beth Jacobs.
Okay. Beth, you may now unmute, state your name and affiliation for the record.
Will you please unmute?
MS. JACOBS: Unmute, okay.
MS. PHILLIPS-THORYN: We can hear you.
MS. JACOBS: Okay. So I am an old-fashioned environmentalist, so I don't believe you can techno-fix your way out of things. Because it is children and other people that dig the mines and create the microchips for these fancy new engines. And I've done work on my car engines, and I am poor.
So when we're done with the microchips and things that are in these new, fancy trucks, they're not really recyclable, and they are going to sit in a landfill. And so in my neck of the woods -- and it's wrong that they have to do it, but the people in Albany, near where the trucks are going though, and my neighborhood has become a truck road too, and I've been fighting the town but they don't care.
In Albany, the townspeople were able to, through a huge amount of work, to change the truck routes. So before you decide that it's okay for you to use microchips that are made by children, and that the materials come from -- now they're mining the bottom of the Pacific Ocean to get these chips, and they're made in China, and so those areas are polluted -- you ought to think about whether there's another way to do it.

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

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

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

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

[Pause.]

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

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

[Pause.]

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

[Pause.]

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

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

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

[Recess.]

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

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

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

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

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

I will be introducing each speaker in turn. Please speak slowly and clearly so our court reporter can record these proceedings accurately. The first speaker will be Ann Brown. Please state your name and affiliation for the record.
MS. BROWN: Hello. Greetings. My name is Ann Brown. I am representing the Tri-Valley Air Quality Community Alliance. We are located in the Eastern Bay Area, communities of Livermore, Pleasanton, Dublin, and San Ramon.

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

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

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

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

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

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

It is heartening to see the administration acting
on clean truck standards, and I would very much like to see the EPA establish stronger limits on heavy-duty vehicle pollution.

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

In addition to reducing the significant contribution of greenhouse gasses, the public health code benefits of strong regulation to reduce or eliminate emissions from heavy-duty trucks cannot be overstated. Without further reductions, heavy-duty
vehicles will continue to be one of the largest contributors to mobile source emissions of oxides of nitrogen, greenhouse gasses, and particulate matter.

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

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

It is important that this proposed rule protects both people from both oxides of nitrogen pollution and puts us on a path to having all trucks sold be zero-emission by 2035. Electric trucks and buses are already available and capable of supporting most freight, delivery, and transit uses and needs. Across nearly every vehicle class, zero-emission electric
trucks and buses are projected to be cheaper to own and
operate than their combustion engine counterparts
within five years.

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

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

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

MS. PHILLIPS-THORYN: Thank you for your comment.
The next speaker is Adeline René Singleton.

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

[Pause.]

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

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

MS. PHILLIPS-THORYN: We can hear you.

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

I am really concerned about the climate and about the lack of any action that we have done. And part of
the thing that's really upsetting me is the feedback loops that we have never, I guess, a lot of the computer algorithms have only recently come to understand that is being released up in the Arctic right now.

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

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

So that is about all I have to say and I thank you
for your time.

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

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

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

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

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

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

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

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

I call upon the EPA to set the strongest standards possible, because many lives depend on it. EPA must 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, we do not see you in the attendee list. If you have joined the hearing under another name -- okay, I will promote you now. You can now unmute and state your name and your affiliation for the record.

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

6 Here in Massachusetts, we need these standards to provide relief from diesel fumes and air pollution. Massachusetts recently adopted the Advanced Clean Trucks and Heavy-Duty Omnibus Regulations that will reduce toxic air pollution and increase the number of zero-emission, medium- and heavy-duty trucks on our roads. The technology to meet strong standards is here now, and recent analyses have shown that fully zero-
emission trucks will be cheaper to buy and run than diesel trucks within the strongest standards time frames.

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

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

The transportation industry needs a clear signal that the government is committed and in support of the new technology if industry stakeholders are to commit
to the investment. I ask EPA to send this signal.

Immediate action is required to address NOx and particulate matter emissions. Any new trucks going out on the road now will be out there unnecessarily emitting these poisons for the decades of their lifespan. The greenhouse gas problem has to be addressed now.

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

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

Thank you very much.

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

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

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

Out of respect for the other individuals providing testimony today please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please keep your testimony to three minutes.
The next speaker is Debra Rowe. You may now unmute and state your name and affiliation for the record.

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

MS. PHILLIPS-THORYN: You can begin.

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

As a life-long resident of Detroit and a professor of sustainable energies for 44 years, I know the technology is available for the EPA to create the strongest possible standards to reduce air pollution and diesel fumes. Many analyses have supported the cost-effectiveness of these zero-emission trucks as the cheaper alternative for the U.S., as we build a healthier population and a stronger economy.
I am also here today because I have worked with environmental justice organizations in Detroit and I have been a convener and facilitator of the Detroit Green Skills Alliance, where we came together across NGOs, government corporations, small businesses, and neighborhoods to create the environmental and climate action plan for Detroit to reduce the existing pollution that is highlighted in our famous Toxins Tour, and advocate for the necessary policies.

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

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

Just some additional points. The trucks regulated by this rule will be on the road for decades, so now is the time. They have to be cleaned up as soon as possible. And today I have a son who runs a
manufacturing facility that builds these electric trucks. These electric trucks and buses are already capable of supporting the majority of freight, delivery, transit use and needs, and they are cost-effective.

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

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

So because low NOx and electric trucks are already available and cost-effective, the proposed credits and multipliers, these are giveaways. They just allow for the dirtiest trucks to continue to be sold, and that
really should be eliminated. The benefits are obvious. I suggest you make these changes because they are so logical and smart.

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

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

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

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

I am also coming to you today as a young woman who still has another 50 to 60 years on this planet, who wants to have children, on this planet, and wants to see them be happy and successful. The climate crisis
is going to make that considerably more difficult, and it is our job to mitigate these problems as much as possible.

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

By the EPA's estimates themselves, the most ambitious plan brought forward before this panel will result in 2,100 fewer premature deaths every year, 18,000 fewer cases of asthma onset in children, and 3.1 million fewer cases of asthma symptoms and allergic rhinitis symptoms. I don't know how many of you are parents, [Redacted for PII] I don't think anybody wants to hear their children struggling to breathe ever, especially not
because of something that we have the power to fix. We can do something to fix that, here and now, and by 2045, we won't have as many children suffering from asthma.

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

Thank you for your time and consideration.

MS. PHILLIPS-THORYN: Thank you for your comment. The next speaker is Jorge Vasquez. Unfortunately, we do not see your name in the attendee list. All right. I will promote you. You can now unmute and state your name and affiliation for the record.

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

As a video game developer working from home, I am very fortunate to live my daily life without the excessive exposure to air pollution. I have lived in
the city of Whiting, Indiana, my whole life, which has
always been a comfortable place to live. This lakeside
community, while beautiful in some ways, isn't safe
from the effects of air pollution.

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

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

As the entire world has witnessed the effects of
the current pandemic, it is difficult to imagine any
form of inaction. COVID-19 has showed us how fragile
our health care system truly is, and it has left
millions of people around the country with long-term
health effects. According to the CDC, both the lungs
and heart can become heavily damaged from severe cases
of COVID-19. These two organs can also be heavily
affected by air pollution and long-term exposure, leading to various illnesses. We do not know how extensive the long-term health effects of the pandemic are, but it should be in our best interests as a nation to protect those that are vulnerable or living and working in hazardous places.

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

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

I strongly urge the EPA to take action now. Aim to eliminate NOx and heavy-duty vehicle emissions by or before 2035, and hopefully prevent unnecessary deaths and suffering from air pollution. With the EPA leading the way for stronger heavy-duty vehicle emissions, I
I hope that the rest of the transportation industry will eventually follow in the footsteps made today. Thank you so much for the opportunity to speak.

MS. PHILLIPS-THORYN: Thank you for your comment. The next speaker is Adrian Shelley.

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

[Pause.]

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

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

MS. PHILLIPS-THORYN: We can.

MS. PARKER-DALTON: Thank you. My name is Seana Parker-Dalton. Redacted for PII, like many others, has already been exposed to unacceptable levels of air pollution.

We know that emissions from heavy-duty trucks
cause greenhouse gases and harmful particulate emissions. They injure everyone exposed to them, including children, workers, and historically marginalized communities who have been deliberately targeted by highway construction for decades and are suffering the cultural, economic, and health consequences.

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

Fortunately, we have the ability and the technology to correct this problem. I am asking the EPA to adopt the most stringent standards possible and to convert the U.S. fleet quickly to an all-electric, zero-emission requirement. We know that we have a very limited time to reduce global greenhouse gases in order to hold to a 1.5-degree Celsius warming limit. We are already at an unacceptable level of warming from the standpoint of human suffering, property loss, and agricultural instability. An aggressive federal
standard, bringing us quickly to zero-emission, all-electric requirement for heavy-duty trucks is our moral imperative.

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

MS. PHILLIPS-THORYN: Thank you for your comment. The next speaker is Brian Russo. Unfortunately, I do not see your name in the attendee list. Okay. I am going to promote you, Brian.

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

[Pause.]

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

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

MS. PHILLIPS-THORYN: We can.

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

My name is Brian Russo. I am a member of the Green Party, volunteer for Greenpeace, Green New Deal Network, Sierra Club, NRDC, EarthJustice, and a couple
more. I am 40 years old, I am in the best shape of my life, and I became a climate activist because I realize that I am not going to die of old age. Like all of you, we are going to die from catastrophic climate events caused by our own activity.

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

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

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

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

Thank you.

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

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

[Pause.]

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

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

MS. CHAIDEZ: Okay.

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

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

MS. PHILLIPS-THORYN: Okay. Thank you.

Margarita, you may begin.

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

I appreciate the efforts of this administration or
agency in its efforts to establish the most stringent standards for heavy-duty vehicles. Removing or reducing the emissions and air pollution is extremely necessary, and we need the strictest standards possible.

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

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

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

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

Again, I appreciate this opportunity to testify.

Thank you. That would be all.

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

I will pause for the interpreter to switch back to the Spanish-speaking channel.

[Pause.]  

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

[Pause.]  

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

Susan, you are muted.

MS. STANTON: Good morning.

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

[Pause.]

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

I am going to talk about three emergencies that I faced in my life, and the family of Robert Schreier [Professor Henderson], who was a Guadalcanal marine,
and those of you who may know about the Neptune's Inferno that he faced in Guadalcanal know that the sacrifices and the actions that were taken at that time were unimaginable.

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

In 1995, our community faced the emergency of enforcing the Dayton Peace Accords and I served as a member of the community as a teacher while the military went to Bosnia to support the accords. And we had a good outcome in the typhoon. We had a good outcome in the Bosnia Peace Accords, and now I'm living in Florida and we have an emergency here. A number of the former speakers have talked about the problems of air pollution and the consequences of the noxious air pollution, and we are experiencing it in Florida.
And so with the other speakers I am supporting the increased strength of Option 1. I am also supporting moving faster. We have 10 years to make this change, and we can use this emergency to take rapid action. We all have work to do and we are all doing the work, and we can do it together.

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

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

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

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

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

And so I am here today to mention that this truck rule is a good start, but I am urging you to go further
and to adopt stricter standards. I mean, I have attended a number of electric vehicle conferences and seen with my own eyes, and been inside these large trucks and buses. I know that the technology exists. I have seen it and I have been inside of it. So I know it's not in some distant future. It exists now.

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

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

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
7 So anyway, thank you for the opportunity and have
8 a wonderful day.
9
10 MS. PHILLIPS-THORYN: Thank you for your comment.
11
12 The next speaker is Cindy Carter. Unfortunately,
13 I do not see you in the attendee list. If you are here
14 but under another name please click the Raise Hand
15 button. If you have called in, please press *9 to raise
16 your hand.
17
18 [Pause.]
19
20 MS. PHILLIPS-THORYN: The next speaker is Cynthia
21 Rives. You may now unmute and state your name and
22 affiliation for the record.
23
24 MS. RIVES: Thank you for this opportunity to
25 testify. My name is Cynthia Rives and I am a member of
26 United Women in Faith. It is my honor to serve as
27 United Women in Faith National Vice President, and I
28 also serve on the board of directors of Texas Impact, a
justice advocacy organization that works to ensure just public policy in the state of Texas. But today I am speaking to you as an individual concerned about our environment, our health, our children, and our future.

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

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

The trucks on our highways make for big trouble.
The trucking industry is the leading source of deadly air pollution and has a huge negative impact on the climate. Trucks are the major source of harmful --

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

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

We need to give them cover to do the right thing.

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

As a responsible steward of God's creation, we
I have the opportunity to put in place strong standards to accelerate the transportation industry's transition towards zero-emission vehicles and work towards justice and equity. The EPA needs to put our national bus and truck fleets on the highway 100 percent zero-emission, all-electric vehicles by 2035.

I thank you for this opportunity to testify.

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

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

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

I know that transportation is the leading cause of global warming, and that people, particularly children, who live next to busy highways are disproportionately suffering from developmental delays and health issues. Trucks and buses make up only 10 percent of the vehicles on the road, yet they provide 45 percent of the nitrogen oxide emissions polluting the air we breathe, and they are making our climate crisis much
My family lives next to a busy road in Chicago, Illinois. We are privileged enough not to live next to a highway. Regardless, I worry a great deal about pollution, especially for my family, as well as the problems of the type of world that my children are going to inherit. I also care a great deal about the families living in the Diesel Death Zones who face lung, heart, and mental issues because of their exposure to this air pollution.

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

We know the technology is available to achieve cleaner trucks, and public health demands an immediate future where vehicles don't pollute the air we breathe. It matters what we do today to harness a better outcome for our future generations. Please strengthen this rule. Thank you.
At this time I will now recall the names of the folks that missed their original timing. When I recall your name, please raise your hand in the attendee list or press *9 if you have called in. Adeline René Singleton. Adrian Shelley.

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

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

I want to just start by noting that truck traffic is typically concentrated in what we think of as environmental justice communities, low-income, communities of color, and the presence of traffic, particularly heavy truck traffic, is often the result
of structural racism, redlining, you know, a history of geographic marginalization of communities of color. So those impacts are still felt today. In my own work I have seen this in communities like Pasadena, in the East Harris County area, Galena Park, La Porte, Morgan's Point, Channelview. These are communities that deal with this truck traffic every single day.

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

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

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

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

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

So, in conclusion, I support the strongest rule possible, mindful of the inequitable health impacts of
heavy truck pollution in communities today. I encourage a transition toward electric vehicles, a good investment in zero-emission technologies and equitable investment in electrification in communities, and a swift transition away from polluting heavy trucks.

Thank you.

MS. PHILLIPS-THORYN: Thank you for your comment. I will continue to call the names of people who were not here when we called them either. If you are here but under a different name please press the Raise Hand button, or if you have dialed in from your phone please press *9 to raise your hand.

Jesse N. Marquez. Cindy Carter.

[Pause.]

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

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

[Recess.]

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

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

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

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

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

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

I will be introducing each speaker in turn.

Please speak slowly and clearly so our court reporter can record these proceedings accurately.

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

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

The San Joaquin Valley is a 25,000-square-mile valley surrounded by mountains in the middle of California. The valley frequently experiences inversions and periods of stagnation which lead to significant air quality challenges. The valley is home to approximately 4 million people, and just to give you
a little bit of context, our air basin is about three
times the size as the South Coast air basin, and we
have about a quarter of the population, yet we
experience similar air quality readings.

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

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

The valley is the most productive agriculture
region in the nation, and provides agricultural goods
to the rest of the country and throughout the world.
Over 95 percent of these materials are carried by
truck. The district's primary regulatory authority is
the regulation that stationary sources and through
district regulation stationary source emissions have
been reduced by over 90 percent over the past two to
three decades.

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

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

Because of this, in 2016, the district submitted a
petition to EPA requesting action on a new heavy-duty
truck standard. Federal action to adopt a standard
that is equivalent to the California standard is
critical to the valley's ability to meet national Clean
Air Act requirements and provide clean air to valley
residents, particularly those living in disadvantaged communities. Lack of federal action can put the valley in jeopardy of sanctions under the Federal Clean Air Act.

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

Thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Francisco Sayu. Francisco, we do not see you in the attendee list. However, if you have joined the hearing using a different name we would invite you to raise your hand at this time, and if you have called in, please press *9 to raise your hand on your phone.

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

[Pause.]

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

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

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

Maryland has implemented aggressive NOx reduction
measures such as adopting the California Light-Duty Vehicle Emission program and pursuing strong reduction measures on stationary sources such as our Healthy Air Act in the state.

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

In addition, due to Maryland's geographic location, Maryland is very vulnerable to the effects of climate change and is the fourth most vulnerable state to the effects of sea level rise. As a result, Maryland will have to implement new programs to reduce both ground-level ozone and greenhouse gas emissions. In Maryland and in the Northeast region, medium- and heavy-duty trucks are the second-leading contributor to both NOx and greenhouse gas emissions. So to achieve among the nation's most aggressive greenhouse gas reduction goals and to attain the federal ozone
standards, emissions reductions from medium- and heavy-duty vehicle trucks will surely be needed.

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

There have been significant advances in both engine and emission control technologies to warrant adopting new standards. Ample data exists on the feasibility of introducing and achieving these new standards. Maryland has been a leader in efforts to reduce vehicle emissions from medium- and heavy-duty vehicles across the board, including being an original signatory state on the milestone Medium- and Heavy-Duty ZEB MOU, that committed to a goal of transitioning to zero-emission from the medium- and heavy-duty vehicle sector. Unfortunately, due to the interstate travel of these trucks, the benefits of these actions are limited, and it is important, very important, that there be a national policy so all trucks are cleaner.
Because of this, Maryland strongly supports phasing in standards that are consistent with California. By doing this, it will create one national standard which will make it easier for states to regulate and for manufacturers to produce trucks to just one standard as opposed to several. Working toward a national standard will also produce the largest emissions reductions possible.

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

Thank you so much for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

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

MR. OSNAYA: Hello. Good morning, and maybe good
afternoon for some of you all. This is Darby Osnaya here in Colton, California, a member of the Sierra Club here.

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

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

You know, right now I've been getting horrible -- a lot of sinus infections and a lot of that has to do with my allergies as well as to do with the pollution in the air. I live right next to the train tracks,
right between two freeways, so it is nothing but pollution out here.

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

So I just come on here asking you all to please listen to everybody, listen to the scientists, listen to environmental scientists telling you all what needs to be done. We are not really asking you all to reinvent the wheel here. Because the hardest thing is actually making it happen. You know, electrification is one thing but then we're going to figure out how it's problematic and how we can do better. But that's what we've got to do. We've just got to do better. You know, that's just what we do. Anybody will tell you that, in any company, like you're the best of the best and you have the best policies and what have you.
Great. Now go and do better, because that's just how you maintain and stay on top of it. That's how you -- what's it called? -- that's just how you do better.

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

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

So please, you know, right now the disease is pollution. Right now the disease is folks putting profits over people, and I'm just here as one of many members that is done with it. I'm somebody from
Colton, California, in San Bernadino County, you know, 60 miles east of L.A. ports. And, you know, we are affected big time, you know. So this decision will be monumental for us.

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

Thank you for this time.

MS. THOMPSON: Thank you for your comment.

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

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

The EPA's proposed air pollution controls for heavy-duty engine and vehicle standards are a good step forward, though the proposal must be strengthened. Protecting the health of children and other vulnerable populations requires stronger action. A rapid transition to zero-emission trucks, powered by zero-emission electric power sources is what parents across the country want to see. We need cleaner air for our children and our communities.

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

From 2010 to 2020, Pennsylvania experienced 37 extreme weather events, costing the state up to $10 billion in damages, illustrating the increasing financial burden climate change is becoming for Pennsylvania's families. The largest source of climate
pollution in the U.S.? The transportation sector, responsible for 29 percent of all climate pollution. Within the transportation sector, heavy-duty vehicles are the second-largest contributor, at 23 percent.

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

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

Finally, the greenhouse gas portion of EPA's heavy-duty truck proposal is weak. It reflects neither the urgency of the climate crisis nor the rapid advancement in zero-emission truck technology. The six
states that have adopted the Advanced Clean Truck Rule
have already committed to a certain percentage of EV
tucks and buses, and those commitments alone will
deliver three times what the EPA is saying will be
required across the whole U.S. That means that
existing state policies would already deliver three
times the zero-emission vehicles that the proposed rule
currently calls for nationally, in 2027.

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

MS. THOMPSON: Thank you for your comment.
The next speaker will be Tracy Sabetta. Tracy,
you may now unmute, and please state your name and
affiliation for the record.

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

Good afternoon, and thank you for the opportunity
to testify today. As you've heard, my name is Tracy
Sabetta. I am an organizer with Moms Clean Air Force
in Pickerington, Ohio, which is just outside of
Columbus. I'm a mother and someone who has worked in public health and advocacy for nearly three decades. I was thrilled when President Biden promised strong rules and standards to reduce pollution from the transportation sector. We are pleased to see that the administration is moving now to updated standards for heavy-duty vehicles.

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

Tailpipe pollution from commercial trucks and buses has a particularly outsized impact on public health. Trucks contribute to smog and particulate pollution, which cause a host of health problems, from irritation, inflammation of the lungs, to worsening asthma and coughing, to lowering resistance to lung infections, to even premature death.
As of 2021, your own EPA data shows that air pollution from transportation accounts for about 29 percent of total U.S. air pollution, making it currently the largest contributor. More than 72 million people live within 200 meters of a truck freight route. People of color and those with lower incomes are more likely to live in larger cities near trucks routes, bearing the brunt of transportation pollution.

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

We're getting some of that help from municipal elected officials and business leaders in Ohio. They are working hard to transition to zero-emission fleets
on their own. This includes larger entities like the NASA Glenn Research Center, Giant Eagle grocery, the City of Columbus, and the Greater Dayton Regional Transit Authority, as well as smaller groups like the Mt. Eaton Pallet Company and the Wood County District Public Library.

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

Unfortunately, Ohio does not have an existing state policy so we need your help with a strong national standard. There is no time to waste. The proposed heavy-duty NOx and greenhouse gas standards must be finalized this year. We strongly urge you to enact standards to put American truck and bus fleets on a clear roadway to 100 percent zero-emission sales by 2035. The current proposal is weak and reflects neither the urgency of the climate crisis nor the rapid
advancement in zero-emission truck technology. In fact, the market is moving faster than what these rules are proposing.

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

MS. THOMPSON: Thank you for your comment.

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

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

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

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

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

I thank this administration for acting swiftly on clean trucks. I would urge EPA to create the strongest possible limits on heavy-duty vehicle pollution. Here in New York, where I live, these standards will provide much-needed relief from the burden of diesel fuels, fumes, and air pollution. Vehicle manufacturers have
the technology to meet strong standards, and many recent analyses have shown that fully zero-emission trucks will be cheaper to purchase and operate than diesel trucks within the time frame of these standards.

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

Clean Trucks Proposal contains a standard that will reduce NOx, a known component of harmful, ground-level ozone, from onroad heavy-duty trucks. This standard will also reduce greenhouse gas emissions admitted by transit buses, school buses, last-mile delivery trucks, and day tractors. The Environmental Protection Agency will implement the Clean Trucks Proposal beginning with the model year 2027, and include the standard to reduce NOx pollutions from heavy-duty trucks, as I said, and would reduce greenhouse gas emissions.
Although trucks make up less than 10 percent of vehicles on the road, they spewed the majority of hazardous air pollutants, 63 percent of NOx and nearly 25 percent of transportation sector's greenhouse gasses.

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

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

In conclusion, once again, I urge this administration to set the strongest standard possible because many lives depend on it. These standards must accomplish two things: one, reducing deadly NOx pollution 90 percent by 2027, and two, putting our
national bus and truck fleet on a clear path to 100 percent zero-emission, all-electric vehicle by 2035.

Thank you for this opportunity to testify.

MS. THOMPSON: Thank you for your comment.

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

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

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

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

I lived near a highway, and I thought I would escape the pollution from the traffic when I moved to a rural township. The trucks followed me. Here we have heavy-duty vehicle traffic due to the presence of the oil and gas industry. Where I live there are six wells and a compressor station with a mile, and numerous other oil and gas facilities within a few more miles. Now I worry that my two-year-old daughter's health is being affected by pollutants in our air.
Beyond the more immediate negative health impacts from the pollution emitted by heavy-duty vehicles, there is also their contribution to climate change. The largest source of climate pollution in the U.S. is the transportation sector, which is responsible for 29 percent of all climate pollution. It is crucial that we have stronger standards for these vehicles, and it is imperative that we act now. The trucks covered by this rule will be on the road for decades, so these vehicles must be cleaned up as soon as possible.

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

EPA's proposal is on the right track, but it needs to go further to better protect children and other vulnerable groups. We need these standards now, not
only for the protection from the ill health effects of pollution from heavy-duty vehicles but also to protect everyone from the dire effects of climate change. A rapid transition to zero-emission trucks and buses is a great opportunity to make a huge, positive impact.

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

MS. THOMPSON: Thank you for your comment.

The next speaker will be Patricia Keefe.

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

[Pause.]

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

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

[Pause.]

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

[Pause.]

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

[Pause.]

MS. THOMPSON: Phil, we are --

MR. HERNICK: Okay. I see I have to use your -- well, let's see here. Anyway, can I start over? My name is Phil Hernick, and I am not directly
I affiliated with any of the organizations but somewhat active with Nature Conservancy, Sierra Club, Greenpeace. And the reason why I am testifying today is because I have children and grandchildren who live in Wisconsin, Maryland, and California, and I'm very concerned about their well-being. Also because of my life experience, I spent two years in the Peace Corps in Liberia, West Africa, and two years in the Peace Corps in Ecuador, Guayaquil, Ecuador, and I see very clearly the impact of climate on marginal third-world people.

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

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

MS. THOMPSON: Thank you for your comment.

The next speak will be Kathryn Westman. Kathryn,
you may now unmute, and please state your name and affiliation for the record.

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

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

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

The transportation industry is one of the largest contributors to this dangerous pollution, and I appreciate the EPA making these proposals to address the truck and bus pollution. I believe that when we know better we must do better. The technology is available. A new federal standard is essential. It
will help deliver on President Biden's and the administration's promise of climate commitments, environmental justice, and health equity.

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

Thank you to the EPA for allowing my testimony.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Anastasia Gordon.

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

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

Transportation is the largest share of greenhouse gases within the United States. The medium- and heavy-duty sector in particular is the leading source of smog and soot-forming NOx emissions and fine particulates. Due to a legacy of discriminatory transportation planning and zoning, low-income communities and communities of color are not only on the frontlines of the climate crisis but are
High exposure rates to NOx and PM from these vehicles are a stark reality for predominantly black and Latino residents of northern Manhattan, where WE ACT is headquartered, and environmental justice communities across the country who live, work, and go to school in close proximity to high-traffic roadways and trucking routes, bus depots, and goods movement facilities, areas scientists are literally calling Diesel Death Zones, as exposure to diesel exhaust is linked to asthma, heart attacks, lung damage, even cancer and premature death. The environmental justice communities have been bombarded by these dirty diesel trucks and other sources of pollution for far too long.

The Clean Trucks Rule is a critical opportunity to reduce truck pollution and address climate change, improve air quality, and save lives. While it is a commendable start, we urge the agency to enact strong protective standards by the end of the year, that puts us on a pathway towards 100 percent zero-emission electric trucks and buses by 2035, and to deliver on
federal climate and environmental justice commitments. Specifically regarding the NOx portion of the proposal, Option 1 is preferred. However, it should be enhanced to achieve the most emission reduction and public health benefits for affected communities who need them the most. The California Heavy-Duty Omnibus Rule should be the minimum baseline, requiring 90 percent NOx emissions reductions by 2027, as opposed to delaying these life-saving reductions until 2031.

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

The EPA needs to set a stringent standard that spurs market development and the transition to electric trucks and buses. This will eliminate harmful emissions from the sector, improve air quality and health in overburdened communities, and begin to address longstanding environmental injustices.
Thank you for the opportunity to testify, and I look forward to continued engagement and working with the EPA to set the strongest possible clean truck standards.

MS. THOMPSON: Thank you for your comment.

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

[Pause.]

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

[Pause.]

MS. THOMPSON: The next speaker is Zhenya
Polozova. We do not currently see you listed among the attendees. However, if you have joined using a different name we would ask that you raise your hand at this time. And if you have called in you may raise your hand by dialing *9 on your phone.

[Pause.]

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

[Pause.]

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

The first speaker is Francisco Sayu. Ana Gonzalez. Rachel Meyer. And Rachel, I see you in the 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.

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

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

8 Apologies.

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

10 MS. THOMPSON: No. Thank you.

11 The next speaker will be Patricia Keefe.

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

15 [Pause.]

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

20 [Pause.]
MS. THOMPSON: The next speaker is Stacie Slaly. Stacie, if you've arrived I would invite you to raise your hand at this time.

[Pause.]

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

[Pause.]

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

[Pause.]

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

[Pause.]

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

[Pause.]

MS. THOMPSON: The next speaker is Kabyn
1 Vikesland. If you have joined we would invite you to
2 raise your hand.
3
4 [Pause.]
5
6 MS. THOMPSON: The next speaker will be Cara Cook.
7 Cara, you may now unmute, and please state your name
8 and affiliation for the record.
9
10 MR. CHARMLEY: You can go ahead and speak.
11
12 MS. OWENS-WHITE: Was that Cara or myself?
13
14 MR. CHARMLEY: It is yourself.
15
16 MS. OWENS-WHITE: Thank you so much. Technology
17 is such a trip.
18
19 Thank you for the opportunity to testify. My name
20 is LaVaida Owens-White, and I'm here today as a member
21 of the Alliance of Nurses for Healthy Environments. I
22 am very appreciative of this administration for
23 implementing standards on clean trucks, but I would
24 like to encourage EPA to establish the strongest
25 possible limits on heavy-duty vehicle pollution.
26
27 Here in Delaware, these standards will provide
28 much-needed relief from the burden of diesel fumes and
29 air pollution, as our Department of Natural Resources
30 and Environmental Control provides some plans and
funding for emission reduction projects for medium- and heavy-duty vehicles.

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

Need I emphasize, as a person of color, the significant disparities in the prevalence of these conditions by race and ethnicity? I am extremely disturbed when I see mothers with their babies and toddlers in open strollers, walking or waiting at the bus stops, having to breathe in these noxious fumes of buses, cars, and trucks.
I want you to take the time, a minute, to imagine the toddlers in strollers sitting closest to those gas emissions as they wait for their rides to pick them up, on a daily basis, two, maybe three times a day.

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

I see the limitation on heavy-duty pollution as an opportunity for training our clean energy job. We could create equity that would decrease high unemployment as a byproduct to reduce harmful gas emissions. The health benefits would be cleaner air, greenhouse gas reductions, and climate benefits, justice and equity for frontline communities that I live in, the majority of whom are low-income and communities of color, which have been targets of environmental racism. And these standards would be a significant in improving quality of life throughout our lifespan.
As I reiterate what the other nurses and Alliance of Nurses for Healthy Environments have testified, zero-emission for heavy-duty vehicles are the best possible technology to reduce these harmful, NOx and greenhouse gas emissions. EPA can and should use these standards to accelerate the transition to electric trucks to put the country's medium- and heavy-duty fleets on a pathway to 100 percent zero-emission, electric vehicles by 2035.

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

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

MS. THOMPSON: Thank you for your comment.

The next speaker will be Kabyn Vikesland. Kabyn, you will need to accept the invitation to become a panelist in order to give your testimony. When you are
ready you may unmute, and please state your name and
affiliation for the record.

[Pause.]

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

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

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

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

A friend of mine once took another young man home after an event. He noticed the lights were out and asked about it. The young man explained that his mom, despite having a full-time job, couldn't afford the power bill. Many months they were faced with the cost
of rent, utilities, and food, and got to pick two. I wonder which I would pick in that situation, and wonder which you would pick if faced with that situation.

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

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

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

Thank you again for your time.

MS. THOMPSON: Thank you for your comment.
The next speaker will be Madison Lisle. Madison, you may now unmute, and please state your name and affiliation for the record.

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

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

Last summer, Warehouse Workers for Justice organizers and local residents set out to explore the impact of diesel emissions on air quality in a study that measured air pollution in the form of particulate
matter 2.5. We also counted the number of medium- and heavy-duty trucks that drove through Joliet's neighborhoods.

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

The EPA needs to take this into consideration and strengthen the proposed Clean Truck Rule to immediately put truck and bus sales on a pathway to 100 percent zero-emissions by 2035, to address the deadly impacts of both NOx and PM pollution that make up the tailpipe emissions. To adequately address pollution from freight systems, working communities need the EPA to lower their allowable pollution thresholds to be more consistent with existing public health data, to hold wealthy-parent-polluting companies accountable for the
full scope of their pollution, and to mandate a just
transition to zero-emission freight that prioritizes
the needs of workers and frontline residents.

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

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

MS. THOMPSON: Thank you for your comment.

INTERPRETER: [Speaks in Spanish.]

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

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

MR. CHARMLEY: Let me double-check, Brian. 1:30,
is that correct for the next session?

MR. NELSON: That is correct.

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

[Recess.]

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

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

Before we resume the hearing we would like to go over some logistics. As a reminder, all attendees are muted automatically. If you are speaking today, you
will receive a notification on your screen that you are being "promoted to the role of panelist" shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify. This will allow you to turn on your camera, which we encourage you to do. Speakers connected by telephone should unmute their phones when called to testify.

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

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

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

Now we will continue our public testimony. The expected speaking order is currently displayed on the screen. We ask that each person limit their verbal testimony to three minutes. We encourage you to provide your full written testimony and any additional
comments of any length to Docket Number EPA-HQ-OAR-2019-0055 on regulations.gov.

I will be introducing each speaker in turn. Please speak slowly and clearly so our court reporter can record these proceedings accurately. The first speaker will be Cara Cook. Please state your name and affiliation for the record.

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

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

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

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

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

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

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

MS. THOMPSON: Thank you for your comment.

The next speaker will be Sam Wilson. You may now unmute, and please state your name and affiliation for the record.
MR. WILSON: Hi. Good afternoon and thanks for
the opportunity to comment today. My name is Sam
Wilson and I'm a Senior Vehicles Analyst with Union of
Concerned Scientists. We are a group that advocates
for science-based regulations on behalf of our nearly
half a million supporters.

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

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

Zero-emission vehicles are key to both reducing
emissions from the transportation sector and the long-
term success of this heavy-duty NOx regulation. EPA should be prioritizing electrification in its efforts to reduce transportation pollution at all turns. Zero-emission vehicles bypass the need for costly emissions controls that degrade over a vehicle's lifetime as they produce no tailpipe emissions.

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

The availability of zero-emission trucks continues to grow rapidly, and in some cases they are more cost-effective to own and operate today than in their combustion counterparts, and this is especially true in California and New York. A February 2022 study from
Roche Industries shows that electric drivetrain Class 5 delivery trucks will have the most favorable cost of ownership in the next two years, and a white paper published by the California Air Resources Board this past summer estimates a favorable TCO for all heavy-duty EVs compared to their diesel counterparts in all classes by 2030.

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

Although electric trucks make up a fraction of the market today, EPA has an opportunity with this rule to both accelerate the market for heavy-duty EVs and provide a baseline of certainty for industry on the national level. California and Section 177 states just can't move the nation forward alone on electrification. The federal government has to step up here. Our research shows that absent federal action, the market share for heavy-duty EVs could remain as low as 15 percent in 2030. EPA must act on President Biden's
promises and goals to reduce climate warming and toxic air pollution by including electrification provisions in this rule.

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

Thank you very much.

MS. THOMPSON: Thank you for your comment.

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

MS. WEID: Thank you. My name is Kindra Weid.

Good afternoon. I am here as a concerned citizen, a critical care registered nurse, and the coalition coordinator for MI Air MI Health. We are an advocacy group of health professionals that believes everyone deserves to breathe clean and healthy air wherever they
work, live, and play. Part of our advocacy centers around decreasing air pollution from the transportation sector. So thank you for allowing us this time to voice our support for the heavy-duty engine and vehicle standards and encourage you to push further and to push stronger.

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

I am testifying today for three reasons. Heavy-duty truck pollution impacts public health negatively,
it disproportionately does so, and it contributes to climate change while we are facing a climate crisis. As many before me have highlighted, diesel emissions contribute to NOx and particulate matter pollution, which have several known negative health impacts and contribute to climate change. Diesel emissions are a known trigger for asthma, attacks on other respiratory inflammation and irrigation. Exposure to diesel emissions has been linked to an increased risk of certain heart conditions, premature death, and lung cancer.

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

A swift transition to electrification for medium- and heavy-duty trucks is critical to improving air in
In closing, these standards must go further in reducing deadly NOx pollution, and they must put our national bus and truck fleet on a clear path to 100 percent zero-emission, all-electric vehicles as quickly as possible. Please strengthen the final standards to better protect our most vulnerable groups from the health impacts of air pollution. Everyone has the right to breathe clean air.

Thank you for your time. Thank you for listening.

MS. THOMPSON: Thank you for your comment.

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

MS. RUACHO: Good afternoon. My name is Mariela Ruacho. I am the Clean Air Advocacy Manager for the American Lung Association in Sacramento, California. Thank you for the opportunity to comment here today in support of the strongest possible standard to eliminate emissions of NOx and greenhouse gasses from heavy-duty vehicles. I urge you to finalize these standards into
law this year, in 2022, and to choose and strengthen Option 1 from the proposal when developing the final rules to maximize the benefits for public health.

Over 90 percent of Californians live in communities with unhealthy smog levels, a byproduct of NOx and VOCs. The largest category of mobile source emissions is medium- and heavy-duty trucks. The California Air Resources Board has approved regulations to reduce NOx and greenhouse gasses from these trucks.

In California, CARB is working on regulations to transition our transportation sector, especially the high emitters, medium- and heavy-duty trucks, to cleaner, non-combustion trucks.

In coordination with CARB's NOx rule, California needs U.S. EPA to implement regulations to transition trucks traveling around the U.S. and to and from California to be cleaner, more fuel-efficient trucks, and eventually provide a pathway to a nationwide, zero-emission future. Even with the regulations CARB has approved, California communities are still having difficulty meeting national ambient air quality standards for ozone and other pollutants.
Communities across the U.S. that are most impacted by diesel truck pollution are communities of color and low-income communities. People of color living and working in these communities experience negative health impacts solely because of where they live. For these reasons, EPA needs to move forward with more stringent rules to reduce emission, especially for particle and small pollutants.

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

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

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

Thank you.

MS. THOMPSON: Thank you for your comment.

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

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

Trucks are a big source of this pollution, but they are part of a larger toxic blend in and around
Denver. Residents here have to suffer with emissions from cars, oil and gas wells, refineries, and industries. Our mountains then trap bad air in the city. Add to that wildfire smoke and you're talking about a serious health threat, unbreathable air.

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

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

Thank you in advance for your prompt action.

MS. THOMPSON: Thank you for your comment.

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

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Out of respect for the other individuals providing testimony today, please refrain from turning on your camera or unmuting your microphone until it is your turn to speak. Please keep your testimony to three minutes.
The next speaker will be Jasmin Martinez. Jasmin, you may now unmute, and please state your name and affiliation for the record.

MS. MARTINEZ: Good afternoon. I'm Jasmin Martinez, Kern County resident, and coordinator with the Central Valley Air Quality Coalition, or CVAC.

CVAC is a diverse coalition, unified in our advocacy to restore clean air to California's San Joaquin Valley on unseeded Yokuts and Noo ah lands. CVAC urges a focus on reducing air pollution and climate gases from the largest sources and freight and goods movement as a significant contributor.

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

PM 2.5 exposure is directly correlated with heart attacks, heart disease, stroke, and premature deaths.
Twelve hundred people die in our region each year due to PM 2.5 pollution.

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

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

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

Thank you.

MS. THOMPSON: Thank you for your comment.

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

MS. ZWAAN: Hi, everyone, and thank you for the
opportunity to comment today. My name is Lily Zwaan, and I'm a field coordinator at Moms Clean Air Force. I live in Atlanta, Georgia, in Fulton County, which currently holds an F in air quality grade from the American Lung Association.

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

The kids in my neighborhood, my elderly neighbors, and my friends with chronic health conditions, can't afford to live in Atlanta without stronger protections against pollution. The children in our communities are breathing dirty air. A 2014 study found that more than half of the public schools in Fulton County sit within a half mile of a major highway. And in Atlanta it is no surprise that traffic pollution further exacerbates
I am pleased the EPA is addressing this issue but this proposal doesn't go far enough. Our community deserves clean air now. The market is already moving towards cleaner trucks, and the EPA needs to help us move faster. The trucks covered by this rule will be on the road affecting my community for decades, so we need them cleaned up immediately. We need standards that will put this country's fleets on a pathway to 100 percent zero-emission electric vehicles.

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

Thank you for the opportunity to speak.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Heidi Leathwood. Heidi,
affiliation for the record.

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

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

Here is my specific ruling representing 350 Colorado. Greenhouse gas standards should be made more stringent in model years 2027 to 2029 and beyond. The
goal is to get gas and diesel vehicles off the road as soon as possible, but in the meantime adopt the strongest technologies for reducing pollution from these vehicles and for state-of-the-art monitoring and communication about the pollution.

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

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

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

Cost should not be considered higher than protection of health.

We support longer emissions warranty periods, and we support the strongest possible rules to prevent tampering and to detect system failures, also to ensure adequate maintenance of the vehicles and to ensure
engine rebuilding does not result in higher pollution.

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

Thank you again for hearing comments today.

MS. THOMPSON: Thank you for your comment.

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

I see a raised hand so I will promote you to panelist now. When you are ready you may unmute, and please state your name and affiliation for the record.
MS. REYES: [Via interpreter.] I'm ready. Good morning. My name is Maria Reyes. I am part of Chispa Nevada, president of the City of New Mexico in Las Vegas. Thank you for this opportunity to testify today. I am married, I have two children, and four grandchildren, and they go to school in the area of Las Vegas. In the mornings I am a hairstylist. In the afternoons I am myself.

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

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

I am here because I am concerned about the air that our children breathe. I am concerned about the
pollution. It affects their health considerably. It goes into their lungs and it leads to very strong allergies, and very frequently they cannot go outside to play. One of my grandchildren constantly has an eye irritation. It is very important for us that those who represent us pay attention to us.

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

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

Again, I urge this agency to establish stricter standards as soon as possible because many lives depend on it. This way, pollution, which is deadly, would
decrease by 90 percent by 2027, and the only way to do this is for our bus fleets and truck fleets to have a better future with zero-emission.

Thank you so much.

MS. THOMPSON: Thank you for your comment.

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

[Pause.]

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

[Pause.]

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

[Pause.]

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

The next speaker is Richard Sigler. Richard, we do not currently see you listed among the attendees. However, if you have joined using a different name we
would ask that you raise your hand at this time, and if
you have called in you may raise your hand by dialing
*9 on your phone.

[Pause.]

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

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

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

I am testifying today to encourage EPA to
strengthen the proposed rules. This proposal is a step
in the right direction to address the urgent climate
emergency that we are living in right now, but it
doesn't go far enough. We need to rapidly transition
to zero-pollution vehicles. As many speakers have already stated, we are at a tipping point. Every decision you make to reduce pollution today matters.

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

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

So for these reasons I am urging you to set the strongest possible federal truck standards that you can. We need to keep automakers on track to meet ambitious pollution reduction goals as soon as possible.
I am also testifying today because my family, like many Montana families, are impacted from truck pollution. Livingston is a small town, where I live, in a rural county. You might imagine we have pretty good air quality, and we do. But like every other place we experience local pollution from vehicles. It is inescapable.

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

My kids are impacted from pollution at the schools. Like many places, vehicles idle and children are running around at pickups and drop-offs. That's happening on the playground. It is really alarming to
see playgrounds flanked on all sides by idling cars and pollution.

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

We need your help. Local families and communities can work together to protect ourselves from dangerous pollution, but we shouldn't have to. And many especially vulnerable communities just don't have the resources or time. We need your leadership to protect
vulnerable children across our country from air pollution and climate change.

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

So thank you again for your time and your consideration.

MS. THOMPSON: Thank you for your comment.

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

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

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

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

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

MR. STAVIS: Good afternoon. My name is Alex Stavis, S-t-a-v as in Victor-i-s. I am an environmental engineer and I have worked as an environmental safety engineer for almost 40 years, and
I have seen the damage when I have done work in the field, reading reports, going and analyzing information, how trucks and buses, because of the diesels, from the NOx, toxins, and particulate matter, have been so harmful, how they do not meet standards. Yes, we cannot undo the past, but we can use the past, the information from the past, to guide us in the future. As such, we should take Option 1 and alter it to be as strong as California has done. They have had remarkable success with cleaning up the air there. We should do that nationally. We should do it before the end of this year, to finalize the EPA rule, so everyone benefits, so we do not repeat the past.

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

MS. THOMPSON: Thank you for your comment.

The next speaker will be Griselda Sutton.

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

[Pause.]

MR. STAVIS: Again, my name is Alex Stavis. Thank you for listening, and I hope you are incorporating my comments into the testimony. Thank you much. Have a
good one. Bye-bye.

MS. THOMPSON: Thank you.

MS. SUTTON: Hello?

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

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

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

A trucking industry's slogan is, "Pretty much everything we buy comes in a truck, so thank a trucker."

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

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

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

Thank you for listening.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Eric Feeley. Eric, you may now unmute, and please state your name and affiliation for the record.
MR. FEELEY: Good afternoon. My name is Eric Feeley, and I am testifying on behalf of the Oregon Department of Environmental Quality, who I am an air quality planner. I want to thank EPA and EPA staff for putting forward such a comprehensive proposal, and I hope that through the comment process you identify a path forward to make the needed improvements.

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

First, some background. After many years of effort, California has demonstrated, through work on their Omnibus regulation, the feasibility and cost-effectiveness of a 90 percent reduction in NOx emissions for engine model year 2027. This significant reduction is necessary for communities in Oregon that continue to face disproportionate impacts from diesel emissions within our state. Onroad diesel engines have a significant impact on neighborhoods close to warehouses, ports, railyards, construction activity, and major roadways. These neighbors are often where larger percentages of black, indigenous, and people of
color live, due to economic, social, and historical factors. These communities need the strongest possible standards to reduce their outsized pollution burden. EPA described these disproportionate impacts in its Clean Trucks Plan announcement last summer, and mentions those impacts in the current proposal as well.

For these and many other reasons, EPA's final rule should meet or exceed the CARB low-NOx standards in all significant areas, starting with model year 2027. Doing this is necessary to complement the action that a growing number of states have taken to adopt these CARB standards, including Oregon. And, of course, if trucks can be made cleaner for California and other states that adopt California standards, then the rest of the nation deserves the cleanest internal combustion engine trucks as well.

If EPA's final rule is less stringent than CARB's rule, that calls into question whether the EPA rule is technology forcing, as is required under the Clean Air Act. In addition, last August, President Biden directed EPA to coordinate with California and other states that are leading the way in this area and
specifically consider adoption of California standards. Now over the years, Oregon has had difficulty reducing emissions in the medium- and heavy-duty sector because we have limited tools at the state level. Oregon relies on California and our federal counterparts at EPA to develop and maintain the most advanced new vehicle emission standards possible, which can complement bold action at the state level.

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

But state action alone will not be enough. In Oregon we have seen the decades-long downward trend in ambient ozone concentrations stabilize. Despite Oregon's status as a Section 177 state and our adoption of several California rules, it remains likely that we will see increases in these concentrations due to ongoing climate warming and increased interstate transportation. Pair those inevitable increases with
the strong likelihood that we will see a reduction to
the national ambient air quality standard for ozone in
the short term and Oregon would be at greater risk of
losing its attainment status in several communities.

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

Thank you for your attention.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Tiffany Hartung.

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

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

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

I am here today to speak on behalf of our organization as well as our state affiliate and more than 6.5 million people of faith who are part of our national network. It is our moral obligation and our moral opportunity to cut carbon emissions and other pollutants that harm our health and our communities.

We are grateful to the EPA and EPA staff for your work on this proposal.

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

President Biden's larger climate agenda cannot be accomplished without a strong rule on America's 13 million heavy-duty trucks and buses. The trucks that
will be regulated by this rule will be on our roads for years to come. Zero-emission electric trucks are the best available technology to both reduce harmful NOx and carbon pollution emissions.

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

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

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

We urge the EPA to set the strongest possible standards, recognizing the health and well-being of our current and future generations will be impacted by this.
It is essential that the final standards reduce dangerous NOx pollution 90 percent by 2027, and put our buses and trucks on a path to 100 percent zero-emission, all-electric vehicles by 2035.

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

MS. THOMPSON: Thank you for your comment.

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

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

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

As you heard earlier, a 2021 report by California
Air Regulation found that by 2030 there is not a single truck category where zero emissions doesn't outcompete diesel on a total cost of ownership basis, and a more recent 2020 Roush study found that in almost every case, electric trucks and buses are projected to have lower upfront costs than their diesel counterparts as early as 2027. These rapid advancements are why a Department of Energy study, released on the same day as EPA's proposed rule, found that based on economics alone, zero-emission trucks should rationally represent 42 percent of sales by 2030.

EPA proposal includes none of this information. In fact, its technology assessment of electrification does not really cite any reports post 2019. Since 2019, California and five other states have adopted advanced Clean Truck Rule, mandating minimum zero-emission truck sales beginning in model year 2024. Seventeen states and the District of Columbia signed an MOU committed to a target of 30 percent zero-emission sales by 2030. Canada has mandated 35 percent zero-emission truck sales by 2030. Manufacturers like Volvo and Scania have committed 50 percent electric sales in
Europe by 2030 as well. Yet EPA's proposal does not require any zero-emission truck sales. In fact, it actually allows zero-emission truck sales to weaken the already weak proposed NOx standards.

Instead of a NOx standard that averages all truck emissions together, the prime goal should split the standards for trucks and combustion engines similar to the approach for greenhouse gas standards. I will highlight three reasons why separate zero-emission requirements are important.

First, manufacturers are only committing to the zero-emission transition where regulations demand it. Delay is in their interests because it extends the return on investments and conventional manufacturing, and it extends the current business models that rely on rich service and maintenance contracts.

Second, clear sales mandates allow for better planning of investments in manufacturing, supply chains, and infrastructure. Clear market signals create virtuous investment cycles that will lower costs and accelerate the transition.

And finally, if designed correctly, mandates can
drive electrification without undermining the technology forcing requirements for combustion engines the way the current proposal does.

The current proposal is inadequate, and we urge EPA to finalize a rule that includes strong requirements for zero-emission trucks and buses.

Thank you.

MS. THOMPSON: Thank you for your comment.

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

MR. WILLADSEN: Hi. My name is Eric Willadsen and I live in Boise, Idaho. I'm also a campaign representative with the Sierra Club's Clean Transportation for All campaign. I want to voice my support for stronger standards than those already proposed in order to achieve 100 percent electrification of heavy-duty vehicles in order to reduce the public health and environmental impact on communities and our climate.

Myself, my partner, and our one-year-old daughter live about 1,000 from State Street in Boise. State
Street is the most northerly east-west vehicular travel corridor in the Treasure Valley of Idaho, the fastest-growing metropolitan area in the country per capita. We are glad that it is not currently a highway where we know public health impacts are worse, although there are plans to expand the road from four to seven lanes in the county's capital improvement plan.

One of our family's greatest concerns, living so close to State Street, is the concentration of air pollutants and respiratory disease that many residents in our neighborhood wrestle with. The region received an F from the American Lung Association last year, and over 15 percent of residents that live along the corridor have asthma or other respiratory disease. In the complete absence of heavy industry development on State Street it is safe to assume that these poor public health outcomes are due mainly to transportation-related emissions.

Unfortunately, this impact will only worsen without strong intervention. As the number of people traveling along State Street grows, especially northwest Ada County, where populations are projected
to grow over 40 percent by the 2030 census, we know
that the number of heavy-duty vehicles utilizing the
corridor to make deliveries will grow.

And it is not just our daughter being exposed.
Four schools, including three elementary schools, and
four early childhood daycare centers, along with some
of the lowest-income and most racially diverse
neighborhoods in the state are located along the State
Street corridor.

Why should some of the most vulnerable and
disadvantaged members of our community suffer when the
technology exists to clean up adverse impacts from
heavy-duty vehicle emissions?

Ensuring an aggressive onramp for complete, 100
percent electrification of all new heavy-duty vehicles
by 2035 to help protect the environment, and most
importantly for our communities' health and freedom to
breathe.

Thank you for your time and consideration.

MS. THOMPSON: Thank you for your comment.

I will now call the names of speakers in this
speaker block who were unable to provide testimony when
called on. If you have arrived, please raise your hand and we will promote you to the panelist role to provide your testimony.

The first name is Richard Sigler. Richard, if you have joined, we would invite you to raise your hand at this time. And you can raise your hand if you've called in by dialing *9 on your phone.

[Pause.]

MS. THOMPSON: I would like to return to Janet Bernabe. Janet, you should have the ability to unmute in Zoom. You can do so by clicking the Unmute button at the bottom of your screen, and you can provide your testimony.

[Pause.]

MS. THOMPSON: Okay. At this time we will begin a brief recess. EPA, when would you like to reconvene?

MR. NELSON: We can reconvene at 2:45 p.m. Eastern time.

[Recess.]

MS. THOMPSON: Hello, everyone. This is Kayla Thompson from Abt Associates, EPA's contractor. It is currently 2:45 p.m. Eastern time, and we are now
rejoining EPA's public hearing on the Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards proposal.

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

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

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

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

I will be introducing each speaker in turn.

Please speak slowly and clearly so our court reporter can record these proceedings accurately. The first speaker will be Elizabeth Chun Hye Lee. Elizabeth, we do not currently see you among the attendees. However, if you have joined using a different name we would invite you to raise your hand at this time, and if you have called in -- oh, and it looks like you just raised your hand so I will promote you to panelist now. When you are ready you may unmute, and please state your name and affiliation for the record.

MS. LEE: Hello. Are you able to hear me?

MS. THOMPSON: We can.
MS. LEE: Thank you. Elizabeth Chun Hye Lee, affiliated with United Women in Faith.

MS. THOMPSON: You may begin.

MS. LEE: Thank you for the opportunity to testify. My name is Elizabeth Chun Hye, or Liz Lee. I serve as the Executive for Economic and Environmental Justice at United Women in Faith, formerly known as United Methodist Women.

We are a faith-based women's organization with members in every state in the U.S. Our scripture informs us to be stewards of God's creation and to love our neighbors as ourselves. I thank this administration for acting on clean trucks and urge EPA to create the strongest possible limits on heavy-duty vehicle pollution. These standards have the potential to provide much-needed relief from the burden of diesel fumes and air pollution for our members and their communities throughout the U.S.

I live in Jackson Heights, Queens, New York, an environmental justice community. I live two blocks from Northern Boulevard that is lined with local stores, restaurants, bodegas, libraries, and with over
20 schools on or near Northern Boulevard, where thousands of students and community members cross the street every day.

Northern Boulevard is also a state highway known as 25A, where heavy-duty trucks and buses run and idle on it, introducing massive amounts of air pollution, dirtying our air, leading to elevated asthma rates. According to the ALA State of the Air Report, my county of Queens, of over 2.2 million people, the majority of whom are people of color, has an ozone grade of F, putting our community's health at risk. In our county alone, over 200,000 children and adults have asthma, 

Our communities are already suffering because of weak regulations on trucks and buses, and we cannot wait extra model years for clean air. Proposed Option 1 would result in higher emissions of smog and soot, causing nitrogen oxide pollution. Credit giveaways should be eliminated, and the standards must reduce deadly nitrogen oxide pollution by 90 percent by 2027. Furthermore, the rule must be strengthened so that our
national bus and truck fleet are on a clear path to 100 percent zero-emission and all-electric vehicles by 2035.

As 4 percent of the world's population, the producer of over 25 percent of cumulative emissions, the U.S. must do its fair share and set ambitious targets to drastically reduce emissions from trucks and buses.

The good news is that cleaner trucks are available and recent analyses note that fully zero-emission trucks will be cheaper to purchase and operate than diesel trucks within the time frame of those standards. Implementing the strongest standards would be better for the climate, our air, and health, and be cheaper in the long run. Our communities depend on it.

Thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Larry Fromm. You may now unmute, and please state your name and affiliation for the record.

MR. FROMM: Hi. I'm Larry Fromm with Achates Power. Thank you for your time.
Achates Power is a technology company based in California that develops enabling technology for opposed-piston engines. We work with established engine companies to bring new, advanced engines that incorporate our technology to market. An example of how this works in practice is that Achates Power is working with Cummins to develop a 1,000-horsepower advanced combat engine that is now being tested by the U.S. Army.

I am here to comment on the result of a heavy-duty diesel demonstration project funded by CARB, South Coast and San Joaquin Air Districts, and other organizations. For the project we developed and demonstrated a 10.6-liter, heavy-duty diesel opposed-piston engine. The demonstration includes both dynamometer testing against EPA and CARB regulatory test cycles as well as in-use testing, as the truck was extensively used in service by a major retailer. The dyno test used engines' measurements, combined with analysis and models from catalyst partner BASF, using their fully aged, 435,000-mile, after-treatment system models. The engine was tested on the emissions
certification cycles, including low load and idle.

The engine showed a comfortable compliance margin to the NAAQS requirements on all cycles, even in the fully aged case. The margin with the fully aged after-treatment system was at least 30 percent and much higher on some of the cycles.

Notably, the opposed-piston engine in these tests used only conventional, under-floor, after-treatment systems. No additional emissions control technology is required over current production system. This reduces complexity cost and compliance rates versus other ultra-low-NOx solutions. These dynamometer tests also showed a 4 to 8 percent compliance margin to the 2027 EPA greenhouse gas CO2 requirements.

The in-use NOx emissions were measured by the University of California, Riverside on a Peterbilt heavy-duty truck equipped with the opposed-piston heavy-duty engine in fleet service. The engine achieved at least a 52 percent margin to the most stringent 2031 EPA proposal against all three in-use NOx spins. The fleet operator also measured a greater than 10 percent fuel economy improvement versus a
referred truck using the same routes and loads.

Again, the opposed-piston engine only used under-floor after-treatment system.

These demonstration results show that the most stringent proposed EPA NOx and greenhouse gas rules are feasible and can be met in a robust and cost-effective manner, especially given the nine years before the most stringent rules apply.

A study by FED concludes that an opposed-piston engine that can meet the most stringent planned and proposed carbon EPA rules will have a base engine cost 7 percent below today's heavy-duty engines, and only uses current model after-treatment systems. The opposed-piston engine avoids the $35,000 cost increase projected by some.

The truck industry has a long record of incorporating advanced technologies to achieve striking improvements in emissions and efficiencies, including engine control modules, high-pressure common rail fuel systems, EGR, and SER. After a period of gestation, each of these technologies has been robustly applied.

Opposed-piston engines continue the path to advance
engine technology to enable more sustainable transportation.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Brandon Buchanan. You may now unmute, and please state your name and affiliation for the record.

[Pause.]

MS. THOMPSON: Brandon, we can't hear you just yet.

MR. BUCHANAN: Sorry about that. Hope you can hear me now.

MS. THOMPSON: We can.

MR. BUCHANAN: Good afternoon. My name is Brandon Buchanan, and I am the Directory of Regulatory Affairs for the American Bus Association based here in Washington, D.C. The ABA represents the private, over-the-road bus industry, with approximately 800 bus and motor coach operator members. Our members provide nearly 600 million passenger trips annually through a variety of different service offerings, including scheduled service along with fixed routes, trucker and
tour operations, commuter transportation to work, airport shuttle operations, as well as contracted public transportation services across the nation, primarily before the pandemic. We are currently in a recovery mode, with almost 30 percent of the industry being shut down during the pandemic.

Our members operate roughly 60 percent of the motor coach vehicles on the road, which is about in the range of 30,000. There are also ABA members who provide all members of all [audio malfunction] as well as a number of motor coach manufacturers, who are also members.

The motor coach industry appreciates the opportunity to participate and be involved with this rulemaking process as well as offer some comments with respect to both the vehicle and fleet operators as well as the manufacturers.

As an industry, we do support the pursuit of environmental initiatives. In fact, frequently we present ourselves as an environmental solution as motor coaches are one of [audio malfunction] between 35 and 81 passengers, depending on the model of vehicle, and
taking just that many passenger cars off of the road and contributing to a reduce in congestion as well as mobile-source emissions.

We also are one of the primary modes of interstate transportation for low-income and economically disadvantaged communities as well as the majority of rural America. While our contributions to the transportation landscape are sizeable, they are often overlooked and unnoticed, as our industry is primarily composed of family-owned, mom-and-pop small businesses with small fleets consisting of between 5 and 10 vehicles. These essential businesses, which have been a workhorse during the pandemic, often function with little government subsidy, are not brand names, while providing fuel-efficient as well as energy-efficient movements for critical segments of our society, often serving in times of need, such as during evacuations from wildfire emergencies, hurricanes, and floods, as well as when our military needs to be deployed.

Very few of these benefits, particularly the environmental ones which we provide are real-world carbon offsets, not figurative or tradable constructs.
Thus, in addition, we would like to talk a little bit about receiving an exclusion from the inducements outcome that often accompanies these kinds of rulemakings, very similar to what you have seen in the past with ambulances and other emergency service vehicles who serve a similarly important role of directly serving the public and providing emergency transportation services that impact human lives.

On the topic of inducements, we do have no problem with emissions monitoring or even emissions-based components added to the annual inspections, but the breakdowns that are often incurring enroute, as you have heard from others who have testified earlier, are a considerable safety concern as well as an expensive operational problem for our industry. According to some results from the survey which we have shared with some of the staff in the EPA in the past, that we conducted last year, more than 75 percent of the inducements or delayed occurrences are directly related to a sensor-related malfunction and do not require any kind of in-depth repair. The ability for small businesses to bear the cost of unreliable equipment,
the cost of a tow, a one- or two-week down period for
diagnostics, without any revenue, the cost of bringing
in a replacement vehicles, usually by hiring another
nearby company, because it is rare for these small
fleet operators to have extra vehicles in their fleet
that are available to spare, and then compensating any
groups of passengers for any missed activities, just
because it was due to a faulty sensor, is tough to
bear.

We do have a couple of very specific concerns
about the proposal, which we will expand upon in our
written comments, but whose deadline we hope that you
will extend in order to allow small businesses like
these small mom-and-pops to dive through the extensive
docket with a number of differing attachments and
additional supplemental materials which have been added
since this rulemaking has been posted.

We are concerned about the extended warranty
component and the significant increase in the cost that
it will represent to our manufacturers, as well as --

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

MR. BUCHANAN: As was stated by some of our trucking industry colleagues, in 2006 and 2007, purchasing behavior changed due to the regulations and leading to members of the industry holding onto equipment longer, perhaps even longer than its useful life, and in some cases putting people at further risk.

And so we hope that you will look at Option 2 down the road, and we look forward to participating to help push more resources towards zero-emission vehicles as well as other greenhouse gas or equivalent development.

Thank you for your time, and we look forward to additional chances to comment.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Erandi Trevino. You may now unmute, and please state your name and affiliation
for the record.

MS. TREVINO: Good afternoon. My name is Erandi Trevino. I am the Texas state organizer for Moms Clean Air Force, and I live in Southeast Houston.

The EPA's proposal is a positive step forward but it doesn't go far enough. The proposal must be strengthened to better protect children, people with asthma, older adults, and other vulnerable groups from harm through their pollution. Parents across the country want to see a rapid transition to zero-emitting trucks to provide cleaner air for our children and for our communities.

Southeast Houston is known to have poor air quality. The location of the Houston Ship Channel, the refineries, and other industrial facilities make the region vulnerable to excessive pollution. For a while I felt lucky that no longer lived close to the ship channel, as I did when I was a kid. Children who live two miles within the ship channel are 56 percent more likely to contract leukemia than children who live more than 10 miles away. We now live just over 10 miles away, but the truth is our family is still suffering.
because of where we live.

Houston does not have zoning laws, which allows an excessive number of heavy-duty trucks to surround my home. Air pollution from trucks is a major public health problem. According to EPA, more than 45 million people in the U.S. live within 300 feet of a major roadway or transportation facility, and 72 million people live within 200 meters of a truck freight route. People of color and those with lower incomes are more likely to live near truck routes.

My house sits immediately next to an 18-wheeler parking lot on one side. I can easily see them over the fence. To the other side there is a large demolition company, and on the other a crate company. The fourth side is a small road that sees a lot of movement from heavy-duty trucks all day long, trucks that are going to and from companies in my neighborhood. My home is surrounded on all four sides and the airport is less than five miles away.

As I worked on preparing my notes for today I could hear crates beeping and trucks moving things. Some days a big wave of dust from their activities
washes over our home, and every day we hear the heavy-
duty trucks operating and 18-wheelers idling next door.

When I bought this house I felt proud, an 
immigrant Latina woman buying a house, with a pool, no 
less. I felt like I had made it. Now that decision 
and accomplishment gives me fear for the health of my 
family.

As an EcoMadres organizer and advocate, I speak 
out on behalf of those who are most affected by air 
pollution and work with communities to help them 
strengthen their voice and speak out for their 
children. But the truth is I'm also speaking out for 
myself and my family.

My home is multigenerational. My youngest niece 
is 3, and she has severe allergies and breathing 
problems that sometimes disrupt her sleep. My 7-year-
old niece has eczema, and in her young life already has 

Of course, these issues make me consider whether
or not we should just move, but that's not the answer
because more than 40 percent of Americans, over 135 million people live in places with unhealthy levels of air pollution. Moving is not the solution. The solution is addressing the root of the problem.

The two proposed options for the rule represent, respectively, a bare minimum floor for regulations and a weak, industry-friendly solution that is full of giveaways and accommodations to the worst polluting truck companies.

We urge the EPA to consider the urgency of a stronger heavy-duty proposal, especially because when I say this I speak about the suffering that people go through every day because of the health impacts of living so close to this activity.

Thank you to the EPA for listening to us today. In conclusion, I just want to emphasize that these standards need to go further in reducing deadly NOx pollution, and they must put our national bus and truck fleet on a clear path to 100 percent zero-emission, all-electric vehicles as quickly as possible, because some of our communities are bearing an extra-large burden from being just so close to these activities.
Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Michael McClain. You may now unmute, and please state your name and affiliation for the record.

MR. MCCLAIN: I am Michael A. McClain. I represent the National Baptist Convention USA, and I am the Deputy Director General for a national Baptist congress of Christian education.

I want to thank the administration for swiftly acting on clean trucks, but I urge the EPA to create the strongest possible limits on heavy-duty vehicle pollution. As a person of faith, I know that it is important that we take care of God's creation and protect mankind. I am here because I am concerned about the oversized impact that heavy-duty truck pollution on African American and brown families, because highways and transportation depots are place more often in and through communities of color. We bear an unequal air pollution burden from these trucks. This is why more than 5,000 African American pastors sent in comments urging the EPA to enact strong
I strongly urge this administration to set the strongest standards possible, because many lives, particularly communities of color, depend upon it. The EPA must put our national bus and truck fleet on a clear path to 100 percent zero-emission, all-electric vehicles by 2035.

I thank you for this opportunity to speak before you, and may God bless you and your work. Thank you.

Good afternoon.

MS. THOMPSON: Thank you for your comment.

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

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

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

The next speaker will be Tom Herman. Tom, we do not currently see you listed among the list of attendees. However, if you have joined using a different name we ask that you raise your hand at this time, and if you have called in you may raise your hand by dialing *9 on your phone.

[Pause.]

MS. THOMPSON: The next speaker will be Dan Byers. Dan, you may now unmute, and please state your name and affiliation for the record.

MR. BYERS: Yes. Thank you. Dan Byers, the U.S. Chamber of Commerce. I appreciate the opportunity to make comments today.
Since 1990, economy-wide NOx emissions from highway vehicles have declined 75 percent, even as overall vehicle miles traveled have increased by nearly 50 percent. Continued improvements and advanced technology diesel engines are a key driver of this success and one of many reasons U.S. air quality is among the cleanest in the world.

While this progress has been remarkable, opportunities exist to drive even greater reductions in the future through achievable, cost-effective standards that reflect the latest available emissions control technologies, and the Chamber stands ready to work closely with other stakeholders to ensure a workable, effective final rule that provides regulatory certainty and is good for both the economy and the environment.

Unfortunately, we have serious concerns that the rule, as proposed, particularly EPA's preferred Option 1, both other aspects of the proposal as well, fails to do this. Our formal written comments will detail these concerns, but today I will focus on discrepancies regarding the proposal's forecast and compliance costs that we believe must be addressed.
In short, there is an enormous disparity, approximately one quarter of magnitude, between EPA's compliance cost estimates and those projected by engine manufacturers, which are forecast to be up to $35,000 per truck. If EPA's cost estimates are too low, then other key factors influencing the proposal will be affected in turn.

Specifically, we are concerned that the agency's projection of extremely modest technology and warranty costs associated with the rule result in a significant overestimation of future fleet turnover and underestimation of the negative emissions consequences associated with large-scale pre-buys prior to compliance deadlines.

To its credit, EPA openly admits that its projections are guesswork, that it does not quantitatively explore how underestimating costs could drive higher pre-buy behavior that could significantly delay and undermine emissions reductions benefits that are the central purpose of the rule.

So before finalizing the rule we urge EPA to work collaboratively with industries, states, and other
affected stakeholders to resolve discrepancies related
to technology costs and achievability, warranty
impacts, and corresponding fleet turnover and
environmental impact of the proposal. And to the
extent that such discrepancies can't be resolve, with
think the agency should undertake a transparent
sensitivity analysis that illustrates how a range of
reasonable assumptions pertaining to highly uncertain
but highly influential factors may impact the merits of
the proposed options.

And finally, it's important to emphasize that
trucking is enormously important to the U.S. economy.
The industry moves 72 percent of goods in America, and
is the foundation of a well-functioning supply chain.
When trucking costs go up, the cost of nearly all goods
go up with it. As the White House pointed out at an
event last week, trucking costs grew more than 20
percent last year, and we know that sharply increased
fuel costs thus far in 2022 have only exacerbated
economic burdens on the industry.

Therefore, when finalizing the rule we urge EPA to
take extra caution to avoid requirements that could
exacerbate the already challenging economic conditions in the trucking industry. Thank you.

MS. THOMPSON: Thank you for your comment.

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

[Pause.]

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

MR. LYON: Hi. Thank you for holding today's hearing and developing the proposal. Many name is Randy Lyon, and I'm here as a private citizen, and the message of my testimony is I'd like to encourage the EPA to institute as strong as possible regulatory framework for truck and bus emissions as is possible.

As far as my background, I have a PhD in economics. I've taught at two leading universities, and I've published in environmental economics journals, and
been on the editorial board of one of the leading journals in the field. In addition, I served under five presidential administrations as a federal employee, first as a senior economist and eventually as a senior executive. Among other things, I helped develop the discount rate framework that underlies the type of regulatory impact analysis that was done for this regulation and others.

Finally, I am also currently a volunteer legislative chair for the Sierra Club in the state of Maryland. But importantly, my testimony today is just my own personal, and it doesn't represent that of any of the groups or entities that I've mentioned.

I'd like to speak from two perspectives today, the first as a parent and regular member of the general public, and the second as a professional. Redacted for PII

This is a really frightening experience for everybody involved -- the parents, the toddler -- and, of course, there are millions of children that have
similar issues, often without first-rate medical care as we were able to access.

Baltimore, as an example, has one of the highest asthma rates in the country. About 20 percent of children in Baltimore have asthma, which is just a stunning figure. Disproportionately, asthma and these kinds of impacts affect minority children and low-income children, so there's really a strong social equity component to what's going on here.

While I believe the new rule could go further than it does, even the current rule, by 2045, would stop 18,000 new cases of asthma each year, and 1.1 million lost school days each year. And if I leave you with one thought, it is that those missed school days are not snow days. Rather, it's a terrifying experience where you've got a 20-something mother holding a nebulizer to a young child's face, hoping the child is going to get their breathing restored so that they don't need to go to the hospital, and thinking more long-term that the child will grow up healthy. So this is a very serious matter.

As you know, there are other health effects that
EPA has identified, including carcinogenic, cardiac, even neurological.

Fortunately, we can reduce these health impacts and the social equity impacts, and amazingly come out with positive net economic benefits. So a strong regulatory framework is not a difficult decision. Rather, it is an easy win-win type of decision for non-economic and also economic perspective.

Speaking now as a professional, to me the key question is whether the current proposal goes far enough. EPA's analysis considers two options, and the stronger option, Option 1, has greater net benefits than the weaker option. And that raises the very obvious question of what happens as we tighten the regulation even further and come up with a stronger reg. And I really urge you to do that analysis.

Second, I urge that the analysis consider at least the volume of greenhouse gasses saved. Right now it appears that the proposal puts zero weight on those benefits, and I understand that there were some reasons for doing that. But I think presenting the volume saved would give policymakers a good understanding, and
I think that placing even a modest economic value on those greenhouse gas reduction would lead you to a stronger regulatory framework.

So, in conclusion, I think there are good environmental, public health, and social equity reasons to move to a faster adoption of zero-emission trucks, along the lines of the California rule, and my expectation is that the economics, meaning the net benefits and the distributional impacts, will also favor additional steps once you do that analysis. So I encourage you to develop that analysis and, in turn, develop a stronger rule.

I really appreciate the opportunity again to be able to testify before you and for your work. Thank you.

MS. THOMPSON: Thank you for your comment.

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

MR. SPEISER: Yes. Thank you for the opportunity to testify. My name is Robert Speiser. I'm a retired teacher in Salt Lake County, Utah, speaking as a
I am here to urge you to adopt the strongest possible standards for truck emissions. Where I live, such standards, especially for diesel fuels, literally save lives.

Last August 6th, I really had a shock. The sky was dark with heavy smoke across the valley. I couldn't see the mountains to the west. I could hardly see the sun. I stepped outside that afternoon and nearly choked. The next day I learned we had the worst air in the world right here, worse than Jakarta and Beijing.

Much of the pollution on August 6th came here from fire in Northern California, extended drought, a warming climate, and likely a lightning strike combined to touch it off. But we already had bad air, well beyond official standards for particulates and ozone, a lot of that from vehicles. In other words, mainly from diesel trucks.

Salt Lake is a transportation nexus for the region. Truck emissions have huge impact here. We need to clean that up.

And we are not alone. Like much of the West, we...
share a huge, unprecedented drought, intensified by climate change. Human impacts matter here. Burning fossil fuel contributes greenhouse gasses that go far beyond our region. Given the warming climate, the entire ecosystem here and elsewhere needs protection.

Salt Lake is beautiful. The huge lake supports a major flyway. Several million birds migrate through each year. Both east and west, high mountains rise. It's a very special place, but it's fragile too. As a sheltered valley at high altitude, we get seasonal inversions that can trap pollutants for weeks at a time, and fire, and we have deep trouble, even like last summer, if the fire is far away.

We are all in this together, and there is little time to make the difference that we need. If we keep on going in the same direction we will end up where we're headed. Hence, I urge this administration to set the strongest standards possible because our lives and ways of life depend on it.

I'm grateful for this chance to testify. Thank you very much.

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

MS. GELB: Thank you. Good afternoon. I'm Jacqueline Gelb, Vice President of Government Relations for Navistar. On behalf of the over 14,500 dedicated employees of Navistar, including our 2,300 members of the United Auto Workers union, thank you for the opportunity to express our thoughts on the agency's proposed rule. Navistar is the leading North American manufacturer of commercial vehicles and diesel engines underneath the International Truck and IC school bus brands.

Navistar has a long history of working with the EPA on robust technical rules that drive investment in the cleanest, most cost-effective technology, and we share President Biden and administrative rigorous goals to reduce emissions from the transportation sector, and believe we can build upon the 90 percent reductions that the industry has already achieved.

While EPA has long heard from the commercial vehicle industry that any rule should be
technologically feasible, cost-appropriate, and customer-accepted, it is even more important now. Navistar has been taking decisive action to live by our values and develop industry-leading products that meet the mandate caused by our world's changing climate. We are investing in the next generation of clean diesel engine, which is expected to be launched next year; battery and hydrogen fuel cell technology. And today's product offering of an electric school bus and electric medium-duty delivery trucks are our latest offerings in the electric market, but are not our last.

In the coming years, we will continue to invest to offer our customers a full portfolio of electric vehicles, and our goal is to transition to a zero-emission feature. But to do that, policymakers and regulators need to work with manufacturers and customers to ensure that limited investment dollars are not forced into developing technologies that will have a limited lifespan.

The pending policy question is how best to replicate another decade of steady advancements that help the transportation industry decarbonize. The
EPA's heavy-duty NOx regulation must be restructured to reflect the industry's history of technology adoption and ensure that investments are able to realize in the marketplace and environment.

First, it must avoid forcing industry to divert development resources away from technology that will achieve our zero-emission future.

Second, the rule must earn the trust of our customers to buy our products in model year 2027. If not, older, higher-emitting vehicles will be on the road longer, negating the environmental benefits we are all trying to achieve.

Third, as we are all painfully living through, disruption in the transportation supply chain can cause ripples across the economy. The rule must result in affordable model year 2027 vehicles that make economic sense for our customers to purchase and not force them to forego any purchases and hold onto their older vehicles longer. That result would impact truck sales, operating costs, and employment.

Fourth, the emissions standards must realistically reflect how far and fast technology improvements can be
developed and implemented in a five-year window.

And last, the rule must also preserve greenhouse gas to stringency levels that Navistar first supported. Rewriting a regulation in mid-cycle will penalize product decisions that Navistar and other manufacturers made years ago, to ensure that we would have a competitive product that would meet our customer needs.

In closing, as currently written, Option 1 simply won't work. Navistar is committed to working with EPA on Option 2, to achieve a stringency level that does not derail investment plans for electric technology, deter customer participation, or disrupt employment.

Thank you.

MS. THOMPSON: Thank you for your comment.

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

MR. SU: Hello. My name is Andy Su. I am speaking for the Environmental Defense Fund. Thank you for the opportunity to testify today.

EDF supports EPA's proposal to strengthen the heavy-duty vehicle emission standards and respectfully...
urges the agency to further strengthen the proposal in two respects. I'd like to focus my comments on the urgency in setting protective standards that achieve deep reductions in pollution from diesel vehicles and that ensure greater pollution reductions through the deployment of zero-emission technologies.

Near-term emissions reductions are vital to mitigating the effects of climate change and to public health, especially the health of low-income communities and communities of color that are disproportionately impacted by transportation air pollution. Standards that ensure greater deployment of ZEVs are also critically important to provide a strong foundation, the future of Phase 3 standards that achieve 100 percent ZEV sales by 2035.

There is an overwhelming amount of data that supports the feasibility of significant near-term deployment of ZEVs. A recent study by Roush for EDF found that by 2027, many electrified Class 4 through 7 work trucks, Class 8 short-haul trucks, and school and transit buses will be less expensive on both a first cost and the total cost of ownership basis, compared to
their internal combustion engine counterparts.

Major manufacturers have also made significant investments to transitioning to ZEV, freight trucks, and buses, and truck fleets across the country are making significant commitments to electric heavy-duty trucks.

Accordingly, we urge EPA to ensure its standards help to achieve 80 percent ZEVs for new school and transit buses by model year 2029, which will protect America's children and transit riders and mobilize the billions of dollars invested in buses through the bipartisan infrastructure law. To protect the millions of people afflicted by freight pollution, we similarly encourage EPA to ensure its standards achieve 40 percent ZEV sales by model year 2029 for new Classes 4 through 7 vehicles and Class 8 short-haul trucks.

EDF also urges EPA to adopt the strongest possible NOx standards that achieve reductions consistent with the reductions that will be achieved by California's NOx Omnibus Rule. Protective NOx standards must be designed to prevent backsliding on diesel truck emissions, and in particular, strengthen the approach
in the proposal by ensuring that any ZEV credits do not result in higher-polluting diesel vehicles.

According to 2021 report from M.J. Bradley, eliminating tailpipe pollution in heavy-duty vehicle segments most ready for early deployment of ZEVs would deliver significant public health benefits, including up to 1,500 fewer premature deaths, 1,400 fewer hospital visits, 890,000 incidents of exacerbated respiratory conditions and lost or restricted workdays annual.

Deploying zero-emission heavy-duty vehicles is critical to reach our health and climate goals. We urge EPA to move forward swiftly, with standards that protect human health and the environment for all people and for all communities by reducing harmful diesel pollution and ensuring greater deployment of ZEVs, actions that will save money for truckers and fleets, strengthen our energy security, and help to support and grow jobs. Thank you.

MS. THOMPSON: Thank you for your comment.

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we encourage you to do. Speakers connected by
telephone should unmute their phones when called to
testify. We ask that speakers speak slowly and clearly
so our court reporter and interpreters can capture
these proceedings accurately.

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919-294-7712.

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7712.

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

The next speaker will be Bill McNally. Bill, we
do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand at this time.

[Pause.]

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

MS. LOBEL: Hello. My name is Maxine Lobel. I live in West Palm Beach, Florida, where the air appears mostly clear, the skies are blue, and the temperature is very pleasant. I am one of the more fortunate ones on Planet Earth, and I don't take that for granted, not for one moment.

I am the co-leader of an organization called Elders Climate Action. I am the co-leader in Florida here. We are comprised of thousands of elder climate activists, all committed to a nonpartisan effort to end the climate crisis and to build a just and sustainable future for our children, our grandchildren, and all children. I was immediately drawn to this group and its purpose as I am, first and foremost, a parent and a grandparent of four grandsons. What keeps me working
every day on the climate crisis or climate issues, and
what keeps me up at night, is worrying about what type
of life we are leaving our children, our grandchildren,
and all children.

Many among those testifying today have been
focused on the science and health impacts of nitrous
oxides and the dreadful, severe impacts that that air
pollution has on this vulnerable population. I would
like to focus in the next minute or two on the equally
profound and consequential effects of carbon dioxide.

The IPCC 2022 report warns that we have crossed a
line. Climate impacts have become severe, and some are
irreversible, like the loss of water supplies from
melting glaciers, the thawing of permafrost, rising
seas from ice melt, extreme weather conditions, and the
desiccation of forests that create conditions for
catastrophic fires.

The current report acknowledges that these
irreversible impacts were not expected until after the
global temperature rose 1.5 degrees Celsius or more,
but they are happening now, at the 1.2-degree Celsius
above baseline, and we are expecting this to worsen
over the next decade.

We will not be able to impact these irreversible changes, but there are still measures that we can and we must do in order to protect life on Earth. Knowing that the transportation sector contributes 27 percent to greenhouse gas emissions in the U.S., making it the largest contributor of U.S. gas emissions, it is incumbent upon the EPA to chart a path to a zero-emission future for the transportation sector by 2050. Currently, this proposed rule does not.

The EPA's current proposal reflects neither the urgency of the climate crisis nor the rapid advancement in zero-emission truck technology. These proposed standards will not accelerate the deployment of zero-emission electric trucks. In fact, the market is moving faster than what these rules are predicting. As written, this rule would yield roughly 1.5 percent zero-emission new truck sales by 2027, whereas existing state policies would already deliver three times the zero-emission vehicles proposed in this current national law for 2027.

Trucks and buses regulated by these standards make
up roughly one-quarter of all greenhouse gas emissions from the transportation sector, so rapidly phasing in zero-emission fleet is critical.

The EPA's proposal is a very welcome step forward, but it doesn't go far enough. The proposal must be strengthened to better protect children and to ensure that all children have the right to a thriving, healthy life in a sustainable world.

Thank you so much for your time. I appreciate it.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Isabel Molina. Isabel, we do not currently see you in the list of attendees. However, if you have joined using a different name we ask that you raise your hand at this time.

[Pause.]

MS. THOMPSON: The next speaker will be Takeia Glass. Takeia, we do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand at this time.

[Pause.]

MS. THOMPSON: The next speaker is Ramona Blaber.
Ramona, you may now unmute, and please state your name and affiliation for the record.

MS. BLABER: Hi. Thanks for listening to our comments today. I'm Ramona Blaber. I work for the Sierra Club but I am here as a mom. And I know that in order to provide a livable future for our kids we have to act now as urgently and as boldly as possible to save our children from unconscionable consequences.

I live in Oak Park, Illinois, just outside of Chicago, and two blocks from a highway that my daughter and hundreds of her classmates walk over every day on their way to and from school. The American Lung Association has told us that we would avoid 4,600 deaths in the Chicago area by converting to zero-emission transportation and electricity resources.

When an industry's pollution is responsible for killing people, we know we have to end that pollution. There is no safe level of exposure to diesel. Truck drivers, delivery workers, and school bus drivers are all exposed and suffer the health consequences for it. Electric trucks and buses are already capable of supporting the majority of freight delivery and transit
needs, and zero-emission electric trucks and buses are projected to be cheaper to own and operate than their traditional combustion engine counterparts within five years.

I want to urge the EPA to enact standards that put the American truck and bus fleet on a clear road to 100 percent zero-emission sales by 2035, which is in line with scientists' guidance on reducing climate pollution quickly enough to avoid catastrophe.

The EPA should not provide giveaways or multipliers to manufacturers that erode these safeguards and allow new dirty vehicles to pollute our neighborhoods for decades.

Scientists have warned us that without immediate and bold action in climate disruption we will have catastrophic consequences, like agricultural devastation and skyrocketing food prices, lack of clean drinking water, and ever-worsening natural disasters. That would be disastrous for our economy.

I've heard several industry representatives tell you today that they can't afford to do this, as industries always seem to do when facing policy that
requires them to protect people's health. I'm here to
tell you that this is for our kids, and for all the
reasons community members have given today we cannot
afford not to do this.

Thanks so much.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Yana Kalmyka. Yana, we
do not see you listed among the attendees. However, if
you have joined using a different name we would invite
you to raise your hand, using the Raise Hand button at
the bottom of your screen at this time.

[Pause.]

MS. THOMPSON: We'll move on to the next speaker.
The next speaker will be Matthew Duffy. Matthew, you
may now unmute, and please state your name and
affiliation for the record.

[Pause.]

MS. THOMPSON: Matthew, you're still muted.

MR. DUFFY: Thank you. Yeah, sorry. I'll start
again.

So good afternoon. My name is Matthew Duffy. I
am testifying today on behalf of Ford Motor Company.
At Ford, protecting the environment and combating climate change is a strategic priority for our company, and we are proud to be the only full-line American automaker committed to doing our part to reduce CO2 emissions in line with the Paris Climate Agreement while working with California for stronger vehicle greenhouse gas standards. We believe that making great vehicles, protecting the environment, and maintaining a strong business depend on each other.

We are leading the electrification revolution with personal use and commercial vehicles, including nameplates like our fully electric E-Transit van, the F-150 Lightning, and the Mustang Mach-E. We are investing more than $50 billion in electrification by 2026, and our recently announced BlueOval City megacampus and BlueOval SK battery park will create 11,000 U.S. jobs and power the future of EVs.

Turning now to the proposed rulemaking, Ford Motor Company manufactures heavy-duty spark and compression ignition engines used in our world-class lineup of heavy-duty vocational vehicles that are the subject of today's rule.
Ford supports the adoption of EPA's proposed rule. Specifically, Ford supports the adoption of regulatory Option 1, which aligns with the most advanced emissions control technology available to engine manufacturers in 2027 and beyond; produces significant environmental benefits; and provides criteria mission regulatory certainty to manufacturers for many years to come.

Option 1 also harmonizes emission standards with California and provides for a national emissions compliance program in 2031 model year and later.

Key elements of the proposed rule include lower FTP and supplemental emission standards, low load standards for compression ignition engines, supplemental emission standards for spark emission engines, revised in-use testing procedures and standards for compression ignition engines, and the option to certify compression ignition engines to clean idle standards. Complying with these new requirements will be challenging, but we believe that compliance is technically feasible.

Additionally, Ford supports EPA's proposal to update the greenhouse gas Phase 2 vocational vehicle
CO2 standards to account for zero-emission vehicles expected to enter the heavy-duty fleet in 2024 model year and later. Flexibility to manage compliance within this fleet without diminishing the environmental benefits will create opportunities for truck manufacturers looking to, one, launch significant quantities of zero-emission products into the market, and to reduce or consolidate their internal combustion engine offerings.

Ford appreciates this opportunity to provide our input. We will also be submitting more technical detailed comments aligned with this testimony in the coming weeks, and we look forward to working with EPA through implementation of the final rule. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Marla DiBenedetto.

Maria, you will need to accept the invitation to become a panelist in order to provide your testimony.

[Pause.]

MS. THOMPSON: Marla, I have given you permission to unmute. If you are able to do so, you may now provide your testimony.
[Pause.]

MS. DIBENEDETTO: Okay. Are you ready for me?

MS. THOMPSON: We are.

MS. DIBENEDETTO: Okay. I don't know why the video's not working. Oh, here we go. Sorry. Zoom and me sometimes get along just fine and other times it doesn't.

Thank you very much for your patience with me this afternoon. I did miss my original time.

Good afternoon. My name is Marla DiBenedetto, and I'm an environmental activist, and today I'm testifying on behalf of the Sierra Club, of which I am a member.

I'm also a student at KU in the master's certificate program in environmental justice and assessment.

I used to live in Chicago, and the exhaust fumes from diesel trucks was so overpowering that it actually sent me to the ER on quite a few occasions. Now that I live in the Liberty area, which is near Kansas City, the exhaust here can be absolutely overwhelming. I, in particular, of course, live in Liberty, as I mentioned, which is about a mile away from the highway, the
interstate, Interstate 35, but I also live within just
a block of a very heavily traveled road that has a lot
of buses and a lot of trucks.

According to the EPA's own EJ screen tool, Liberty
overall, our particulate matter is 80 to 90 percent of
the national average. With the heavily traversed road
just a block away, it is in the 90 to 100 percent of
the national average. And I think about the children
who are out playing in the field over at the middle
school when they have physical education. What are
they breathing in, and all the bus exhaust that's right
there where they drop the students off? Or children
having to wait, standing out there waiting to get on
the bus. How much particulates are there going into
their lungs?

Several years ago, I was a substitute teacher for
a summer school program and was able to pick my own
curriculum as long as it fell within the state
guidelines. And one of the curriculums that I taught
was environmental science. And along with that there
was reading and writing, and there was also
experiments.
And one of the experiments that we did as a group, each child had just a plain, white, garden variety coffee filter that unfolds, and we went around and tacked them up, anywhere from the field in the back where the sports players had, you know, football and soccer and things like that, to where the parents picked up their children, and the buses picked up the students that rode the bus.

We left them out there for a week and then went back and collected them. Not only was I amazed at how much was in the air from the buses but so were the students and the parents, because we did have a show-and-tell day at the last day of school. And I will say that where the buses were, it was almost completely covered in black soot.

In addition to that, a lot of these children live very close to the interstate and to heavily trafficked roads with big trucks and things. And three of them I know for sure had asthma, but I'm thinking about how many more of them are going to have lung or heart or mental issues or something else due to all of the chemicals that are spewed by the exhaust of diesel
trucks. It spews oxides of nitrogen, which contributes to ground-forming smog and acid rain. It also reduces hydrocarbons. Soot or particulate matter, PM 2.5, carbon monoxide, HAPS's, and other air toxins.

In the Kansas City area there are already several all-electric, heavy-duty truck manufacturers, and their customers report that they have significant cost reductions in their maintenance, repair costs, and related diesel-related costs, and the elimination of exhaust pollution.

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

MS. DIBENEDETTO: That's okay.

MS. THOMPSON: EPA does need to keep the statements to three minutes so everyone --

MS. DIBENEDETTO: Okay. I wasn't sure. I probably went a little over. Thank you.

MS. THOMPSON: Thank you for your comment.

We will now call on the names of speakers in the speaker block who were unable to provide testimony when called on. If you have arrived, please raise your hand and we will promote you to the panelist role so you can
provide your testimony.

The first name is Tom Hermany. Bill McNally. Isabel Molina. Takeia Glass. Yana Kalmyka.

I do not see any hands raise, so at this time we will begin a brief recess. EPA, when would you like to reconvene?

MR. CHARMLEY: We would like to take a 10-minute break, and we'll start promptly at 4 p.m. Eastern time. Thank you, everyone.

[Recess.]

MS. THOMPSON: Hello, everyone. This is Kayla Thompson from Abt Associates, EPA's contractor. It is 4 p.m. Eastern time, and we are now rejoining EPA's public hearing on the Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards proposal.

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

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

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

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

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

I will be introducing each speaker in turn.

Please speak slowly and clearly so our court reporter can record these proceedings accurately.

The first speaker will be Atenas Mena. You may now unmute, and please state your name and affiliation for the record. I am seeing a raised hand, so you'll need to accept the invitation to become a panelist to provide your testimony.

MS. MENA: Hi, everyone. Can you hear me?

MS. THOMPSON: We can.


Thank you for the opportunity to testify. My name is Atenas Mena and I am here today as a Kansas City resident, co-Executive Director and Environmental Health Director of CleanAirNow, as a nurse, and member of the Alliance of Nurses for Healthy Environments. I thank this administration for acting swiftly on clean trucks, but I am urging EPA to reconsider their ruling to be more stringent and health focused.

The time for purposeful action is now. The Armourdale neighborhood in Kansas City, Kansas, is
already experiencing a shorter life expectancy by 22 years as compared to other nearby neighborhoods. Kansas City, Kansas, is not siloed in this large and impactful discrepancy. Our nation has overburdened environmental justice communities by having them bear the brunt of systemic racism with the legacy of redlining, zoning, and dumping practices that have left families without access to clean air, water, and land.

I ask, how many more lives is this lack of ruling going to cost us? How many more preterm babies, developmental disorders, cognitive disorders, asthma attacks, heart disease, lung disease, or cancer will occur in our communities as a result of poisonous diesel emissions?

Environmental justice communities and frontline workers are being buried day in and day out with a multitude of polluting sources from the transportation freight sector. This is not accounting for the toll plans, Toxics Release Inventory sites, and scrap metal facilities already primarily located in BIPOC and low-income communities.

EJ communities are at the fence line and are
inhaling the mixture of dirty air, compromising their immunity, and resulting in higher risk for health problems. As we have seen first-hand during this pandemic, they are the same communities with higher hospitalizations and deaths from COVID-19.

The Lancet reports climate change as the number one environmental health crisis in the world, and the World Health Organization’s latest research states that air pollution is the cause for 7 million premature deaths. Heavy-duty vehicles make up just 5 percent of the vehicles now on the road, yet they generate more than 25 percent of the total global warming emissions from the transportation sector.

Diesel trucks emit high levels of carbon dioxide, methane, nitrous oxide, and most hazardous, black carbon, all of which perpetuate climate change, pollute our air, and negatively impact our health. I do not support the false solutions that come from non-renewable and heavy-polluting sources like natural gas and biomass in the heavy-duty truck rule and other emissions standards. Our communities do not need the false promises of cleaner trucks. We need zero
I am asking for the EPA to have 100 percent zero emissions across the freight sector by 2035, and retire all combustion trucks, trains, and ships, by 2045. The answer zero, actually meaning zero. It's a win-win for climate and for the hardworking people of this nation, because as we know, justice delayed is justice denied, and haven't we had enough injustice?

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Elise Gard. Elise, we do not currently see you listed among the attendees. However, if you have joined -- it looks like there is a raised hand, so you can feel free to unmute and provide your testimony at any time. And as a reminder, please state your name and affiliation for the record.

MS. GARD: Hi. My name is Elise Gard. I am an intern with CleanAirNow and a senior in environmental studies at the University of Kansas. Thank you for the opportunity --

MS. THOMPSON: It looks like we may have lost you. Oh, it looks like you may have mistakenly been moved to
"attendee." Elise, I will re-promote you so you can provide your testimony.

MS. GARD: Hello. Sorry for whatever just happened. I'll just start from the top.

My name is Elise Gard. I am an intern with CleanAirNow and a senior in environmental studies at KU. Thank you for the opportunity to comment today.

The current proposed rule is not stringent enough to protect frontline communities because reducing NOx emissions is not eliminating them. And while it does take beneficial steps, promoting clean air is not ensuring clean air in our communities.

The EPA news release from March 7th of this year states that you guys support the transition to a zero-emissions future, but there are millions of individuals today whose health is affected because of these emissions. We need to consider the premature deaths and missed school days and asthma cases that will happen before 2027, before 2045.

The EPA must take actionable steps to not only protect but listen to communities affected most, listen to their voices when making these rules. The more
stringent standards that the ruling proposes are still not enough to ensure that the health of our communities will improve. And while reading the estimates of the benefits of the proposal, I can only wonder how many more premature deaths, how many more asthma cases in children or lost days of work or school could be avoided if we had true, 100 percent, zero emissions rather than just a 60 percent reduction or 45 percent reduction.

I urge that the EPA considers this as well in making the ruling and begins to prioritize the country's overburdened communities, all while advancing equity, environmental justice, economic justice in this rule. Thank you.

MS. THOMPSON: Thank you for your comment.

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

MS. RAMOS: [Via interpreter.] Like I said, my name is Ana Ramos, and I'm a community organizer with CleanAirNow. I live in the state of Kansas, in the neighborhood of Armourdale, and I appreciate the
opportunity to speak in front of you and your attention to speak about a most vulnerable community. In Armourdale, it is a neighborhood where people live, and we have a very polluted industry. Our parks are next to railroads, are next to hubs for trucks, and they deposit these ultra-fine particulates in our system and in our lungs.

Most of the people in my community are low-income. They work every day so they can bring home the essentials to live. These are people that they really don't have health insurance that could cover these emergency room visits. The contaminants produce in our kids the cardiovascular problems and the cancer problems, just to mention a few. These are caused by the pollution in my community.

We need a response that's swift and urgent. We need a change in the air that we are breathing every day. Zero emissions is the answer. We don't need anything else. Our kids, our grandparents, and all the people that have compromised health systems, they should be able to go out to a park without the worry that they have to go to the emergency room if they go
We need clean air now, and I appreciate and thank you for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Jayla Atkinson. Jayla, we do not currently see you listed among the attendees. I see that you have raised your hand. When you are ready please unmute, and state your name and affiliation for the record.

MS. ATKINSON: Hello. Can you hear me?

MS. THOMPSON: Yes.

MS. ATKINSON: Hi. My name is Jayla Atkinson, and I'm here today as a climate justice organizer for CleanAirNow and a resident of Kansas City, Missouri. Thank you for this opportunity to testify.

Here in Kansas City, Missouri, and in many other cities, we live with the legacy of environmental racism, and many overburdened communities are still suffering from the effects of redlining and segregation. People of color are often located closer to highways and polluting facilities, causing a cumulative impact on their health.
EPA data shows that by 2023, diesel emissions from vehicles are projected to cause 8,882 premature deaths, and 3,728 heart attacks. Data also shows that transportation is 29 percent of the total greenhouse gasses, making it the largest contributor, and 24 percent of transportation's greenhouse gasses come from medium-to-heavy-duty vehicles.

Community members are often advised to drive less, ride bikes, or carpool to reduce emissions, but not everyone has the privilege to do these things in our communities, and there is currently more opportunities for trucks to move to zero emissions than there are for everyday working people.

Implementing strong limits on heavy-duty vehicle production would lengthen the lives of community members in Kansas City, Missouri, and many others who have been victims to environmental racism. This is a chance to improve the health and quality of life for millions of people. I encourage this administration to implement the strongest standards possible by transitioning to zero emissions immediately, not false alternative like natural gas, biomass, or offset
Thank you again for this opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Beto Lugo Martinez. We do not -- oh, and it looks like your hand is raised. When you are ready you may unmute, and please state your name and affiliation for the record.

MR. MARTINEZ: [Via interpreter.] Good afternoon. My name is Beto Lugo Martinez and I am an executive with CleanAirNow in Kansas City. Thank you for the opportunity to let me give this testimony right now on this proposal of zero emissions. These are my comments.

Our effort to protect the community in a racism and to also -- we are asking -- we can't exaggerate the importance that this needs for the big trucks, because we need to accelerate the production of zero-emission trucks, be we need to save lives. We need to improve the health in our communities.

Due to the market of zero emissions, it is growing, and EPA has the role and it is fundamental, so that this technology gets implemented for all types of
trucks and buses, so that we can be on the right track so all vehicles could be zero emissions, starting in 2035. The rule should be able to enforce what the EPA is asking and with the successes in the ACT [ph] trucks that six states have already applied. And let's have that same expectation. And 50 percent of all the sales should be in zero emissions by 2030, putting the United States on the right path so that in 2035, we can all be on the right track and so that the trucks can operate in the cleaner way and we can improve the health of our people and our communities.

I attach my comment to my other colleagues that speak. We don't want false promises. We don't want proposals for natural gas or other technologies that really don't bring any benefit to our communities, that they struggle every day to survive, to breathe. We don't want you guys to forget these communities, because for a long time and for many years and decades we have been in front of these hearings, asking the EPA to do better for our communities. We need to be updated with zero emissions, because this is a priority that should be fundamental for every person.
And another thing that we've heard is that the EPA, that they can do this, or that they can do that. No. If the EPA has the law and a regulation, they could have a unified program to provide equality in the whole country. That would reduce the complexities that they always tell us, or we don't have a regulator in the department to do this or that. No, that stops. See, this unified effort, I would like to see it nationwide, and the complexities of the regulatory systems should be to reduce costs and the necessary paperwork to create this.

There is a necessity right now, so we can have a future with zero emissions to protect the health and the social racism, and we agree that you can help us achieve this goal. We appreciate it. Thank you.

MS. THOMPSON: Thank you for your comment.

As a reminder If you are speaking today, you will receive a notification on your screen that you are being "promoted to the role of panelist" shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify.

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

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

MS. GREENBERG: Good afternoon. My name is Molly Greenberg. I am the campaign manager with the Moving Forward Network. MFN is a national network of over 50 member organizations that centers grassroots, frontline
community knowledge, expertise, and engagement from communities across the U.S. that bear the negative impacts from the freight transportation system.

Communities across the country are living in the shadow of freight operation. These communities are often working-class, poor communities of color that are caught in a dangerous intersection -- toxic pollution, racism, poverty, and climate disasters. The added burden of freight pollution from the whole freight transportation system, including trucks, exacerbates the existing health inequalities already faced by these communities.

With ports constantly proposing expansions, increasing in hours of operation, unregulated, underregulated sprawl of warehousing happening across the country, MFN and its members are looking to EPA to propose much-needed regulations to curb dangerous diesel pollution, protect communities and workers, and move a just transition to zero emissions that takes into account the systemic impacts of a changing infrastructure.

The American Association of State and Highways
transportation officials forecast that for every two trucks on the road there will be one more additional truck by 2030. By 2040, U.S. truck freight transportation is expected to expand by 43 percent.

Option 1 would implement NOx standards in two steps by 2031. How does this rule address expected growth? What is the current draft proposing? Why is the current draft proposing falling behind the market, falling behind technological advancements? Why are expansions and 24-hour operations of ports seemingly easier to allow while protective standards and proposed solutions are so far behind? And while we wait for these limited regulations to go into place, the health and climate impacts are happening now, and to delay more stringent and protective standards leaves already vulnerable communities to suffer for more generations to come.

Besides the slow timeline, Option 1 falls short and should be strengthened. While it is based on California's Omnibus Rule, the EPA should be applying the rule, as a base, a minimum, proposing regulations that go further. For Option 2, it is unclear why those
who are responsible for public health and environment across the country are even entertaining a weaker regulation option.

On October 26th, we sent a letter to EPA detailing recommendations and regulations across the freight transportation system that included for trucks stringent emissions standards, zero-emission sales mandates, retirement of old combustion engines, not allowing for false solutions like natural gas, and finalizing the NOx and greenhouse gas standards by the end of this year. We will be submitted detailed final comments to the rule.

I want to end with the fact that the EPA and the administration have lifted up the importance of addressing a legacy of environmental racism which affects communities every day. We urge the administration to take the comments and feedback heard over these hearings and ensure that the final rule provides the most protective standards, including a just transition to zero emissions, and ensure that all communities have access to one of the most basic rights, the right to breathe clean air now.
Thank you.

MS. THOMPSON: Thank you for your comment.

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

MR. SIPPERT: Hello. My name is Eric Sippert, and I am a policy analyst at the Environmental Law and Policy Center, the Midwest's leading environmental advocacy organization, where my work focuses on equitable solutions to climate change. I also facilitate the Alliance for Electric School Buses Equity Committee.

Vehicle pollution affects everyone, but it doesn't affect everyone equally. I know from my current policy work, international research, and my childhood in Flint, Michigan, that the effects of leaving communities behind are devastating. If it does not set the strongest possible limits on pollution, EPA risks doing further harm to disadvantaged communities.

To give two examples of the disproportionate effects of pollution from heavy-duty vehicles, according to the Union of Concerned Scientists, here in
Illinois people of color are exposed to PM 2.5 pollution 24 percent higher than the state average. On the other hand, white people are, on average, exposed to 13 percent less PM 2.5 pollution than the state average. In Cook County, where Chicago is located, the average PM 2.5 exposure is 90 percent higher, or nearly double the average for the continental U.S.

It doesn't have to be this way, and this administration has made admirable claims about righting these historical wrongs, particularly in the Justice40 initiative, which calls on agencies to, and I quote, "make achieving environmental justice part of their mission by developing programs, policies, and activities to address disproportionately high and adverse human health, environmental, climate-related, and other cumulative impacts on disadvantaged communities."

By setting the strongest possible limits on heavy-duty vehicle pollution, EPA not only has the opportunity to adhere to the goals of the Justice40 initiative but to lead. Some states have set strong, effective NOx and greenhouse gas reduction standards,
but strong standards on one side of the country won't help Midwestern children in communities impacted by air pollution. Disadvantaged communities need the EPA to be a leader on air pollution so that their health is protected too.

I know from my work on electric school buses that zero tailpipe emission electric heavy-duty vehicles are not only possible, they are already benefiting kids in communities with clean rides to school.

We urge that EPA issue final standards that accomplish two things. First, reduce deadly NOx pollution 90 percent by 2027, and second, put our national bus and truck fleet on a clear path to 100 percent zero-emission, all-electric vehicles by 2035.

Thank you for the opportunity to testify.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Griselda Rodriguez.

Griselda, we do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand at this time by clicking the Raise Hand button at the bottom of your screen.
MS. THOMPSON: The next speaker will be Bianca Santiago. Bianca, we also do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand at this time.

[Pause.]

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

MS. FREEMAN: Hello. My name is Michelle Freeman. I am with Chispa Florida. I came here to talk about the green buses and the air pollution.

The EPA has the power to say zero-emission clean trucks that would clean up our air. By transitioning the electric trucks and buses we could remove life-threatening pollution from our communities. For the health of our community and future generations, we must call on EPA to pass the rule.

Air pollution is the leading environmental cause of disease, especially for people of color who are disproportionately more likely to breathe hazardous air.
and suffer from health issues of the consequence. Low-income and communities of color are more impacted by air pollution with every breath they take. Children and families of color are getting sicker in polluted neighborhoods. Transitioning to electric trucks and buses would address centuries of environmental racism.

As a teenager, I do take the bus to school, and a lot of the buses there are, like the air is just not good, there is a lot of trash. It's very messy and it does not smell good. So for you guys to help us to just clean up the buses and clean up the air and just get more cleaner trucks and especially school buses too, like green buses and better trucks.

Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Paola Zaraga. Paola, we do not currently see you listed among the attendees. However, if you have joined using a different name we would ask you to raise your hand using the Raise Hand button at the bottom of your screen.

[Pause.]

MS. THOMPSON: The next speaker will be Johana
Vicente. Johana, you will need to accept the invitation to become a panelist in order to provide your testimony. When you are ready, please unmute, and please state your name and affiliation for the record.

MS. VICENTE: Can you hear me?

MS. THOMPSON: We can.

MS. VICENTE: Good afternoon. My name is Johana Vicente, and I am a Maryland resident and Chispa's National Senior Director. Chispa's mission is to build the power of low-income communities of color across the country to achieve climate justice, community health, and environmental protection. These efforts include our Clean Buses for Healthy Ninos campaign, which continues to be a national leader in the movement to transition from dirty diesel school buses to electric.

We also co-founded the Alliance for Electric School Buses, a coalition of diverse, non-governmental organizations committed to an equitable electrification of the school bus fleet.

Chispa urges the EPA to adopt the strictest standards possible to provide relief for polluted communities of color. The EPA can and should use the
standards to accelerate the transition to electric and put the country's truck and bus fleets on the pathway to 100 percent zero-emission electric vehicles by 2035. This technology is already available to accelerate the transition to 100 percent electric and brings us closer to achieving our clean energy goals. Across nearly every vehicle class, zero-emission trucks and buses are projected to be cheaper to own and operate than their combustion engine counterparts within five years.

And this is not just about technology. It is also about public health. Air pollution is the leading environmental cause of disease and death, especially for people of color who are more likely to breathe dirty air and suffer from heart disease among communities of color.

Studies have found that if people of color are breathing the lower NO2 levels that were experienced by whites in 2010 it would have prevented an estimated 5,000 premature deaths from heart disease among communities of color.

Racist and discriminatory policies and practices of the past, such as redlining, have meant that people
of color are more likely to live closer to environmental hazards, highways, and traffic corridors, that further place them in harm’s way. Research also shows that although low-income and communities of color tend to own fewer vehicles, drive less, and use public transit more often than other groups, they are still exposed to higher levels of traffic-related pollution. None of this is coincidental, and highlights that we still operate in a system intentionally designed to exclude people of color and prevent better policies and life outcomes.

Because the government plays a significant role in creating and/or perpetuating deep racial disparities through practices like redlining, they must play an equal and existential role in combatting and remedying these injustices. Anything less than the cleanest standards means upholding the status quo that benefits polluters with impunity.

The EPA must go beyond the bare minimum to achieve the transformation change our communities need. Standards that do not go far enough in regulating emissions means that communities of color will continue
to breathe dirty air for longer periods of time. This will result in greater health disparities and poorer life outcomes.

Again, we urge the EPA to play a proactive role in cleaning our air, addressing these pollution disparities by adopting the strictest standards possible and transitioning to 100 percent electric by 2035, at the latest. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be LaTricea Adams. We do not currently see you listed on the list of attendees. However, if you have joined using a different name we would invite you to raise your hand using the Raise Hand feature at this time.

[Pause.]

MS. THOMPSON: The next speaker will be Jacob Jones. Jacob, we also do not see you on the list of attendees. I can see that you raised your hand, and we'll promote you to the panelist role now. When you are ready please unmute, and please state your name and affiliation for the record.

MR. JONES: Sorry. I was on mute.
Hi. I'm Jacob Jones. I'm an organizer with NRDC Action Fund, but I come to speak at this panel as a private citizen, a 26-year-old from Sayre, Pennsylvania. As a child, my family grew up in a low-income neighborhood in Indiana. I can vividly remember the neon glow of our local gas station ever-present in my bedroom window.

My mother taught me how to use an inhaler before she could teach me how to read. As a nurse, she tried to do everything and give me everything that I needed to grow up big and healthy -- vitamins, minerals, protein shakes, exercise, the cleanest water -- but what she couldn't control were the fumes pouring over the neighborhood from the major intersection less than a block away.

Looking back now, as an adult, the connection between my sickly childhood and traffic buzzing around my neighborhood feels clear as day. I now have the privilege to live outside of high-traffic areas and delivery routes, and my health reflects that.
Unfortunately, my childhood neighborhood still exists with the same gas station and an increased flow of traffic. It, like many low-income communities, experiences the negative health effects of NOx concentrated around high-traffic shipping routes.

We know. We protect folks across the country from the negative effects of NOx emissions by passing the strongest version of the NOx rule. And that is why I urge you to pass an enhanced version of Option 1 and a national zero-emissions truck requirement and ZEV sales mandate by 2035. I also urge you to set stringency levels that more accurately reflect the electric vehicle market for model year 2027, and I also urge you to pass stringency levels that heavily incentivize electrification. The health benefits from these changes will help everyone, which is why I, like many people who have shared their stories with you, urge you to adopt the strongest standards possible.

Thank you for your time and consideration.

MS. THOMPSON: Thank you for your comment.

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

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

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

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

The next speaker will be Shana'e Clay. We do not
currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand using the Raise Hand feature at this time.

[Pause.]

MS. THOMPSON: The next speaker will be Avi Mersky. Avi, you may now unmute, and please state your name and affiliation for the record.

MR. MERSKY: Thank you. I am Avi Mersky, speaking on behalf of the American Council for an Energy Efficient Economy. ACEEE welcomes the opportunity to comment on the EPA's proposed heavy-duty vehicle regulations. Our comments today will be focused on the greenhouse gas components of the proposal, but ACEEE supports limiting NOx emissions as much as possible to protect the health of our communities.

Eliminating greenhouse gas emissions is important as global climate change remains a major economic and national security threat. Stricter greenhouse gas limits for heavy-duty vehicles will also decrease oil consumption, which is key to supporting vital U.S. security interests, including limiting oil prices and
ensuring a stable oil supply for the U.S. and allied nations.

EPA's proposed increases in greenhouse gas stringency are insufficient, given that EV sales greatly exceed the levels that the EPA has projected. In setting the stringency standards, the EPA did not consider the effects of other states adopting California's ACT rule.

If EV sales were to occur only in the states that have already adopted the ACT, then EV sales would make up more than 3 percent of the nationwide market in fiscal year 2027, which would cover more than double the proposed 1.5 percent increase in greenhouse gas stringency. However, ACEEE estimates that EV market share will be a minimum of 5 percent, as other states adopt the ACT and nationwide markets adjust. Manufacturers have also announced accelerated schedules for heavy-duty EV production. EPA needs to not only account for all of these actions and their effects but should also set standards that further accelerate ZEV sales.

At the same time, EPA should set a stringency that
delivers, at a minimum, the reductions in internal combustion emission rates that were expected from the original rule, even as the EV market grows.

Additionally, the EPA has proposed increases in stringency for only some regulated vehicles, unnecessarily excluding many significant classes of vehicles that could experience substantial electrification during the life of this rule. They do not propose any changes for the Class 2b to 3 vehicles, or for any gasoline-powered vehicles, despite gasoline vehicles accounting for 60 percent of Class 4 locational vehicles and more than 30 percent of Class 5 and Class 6 vehicles. EPA should correct this omission and increase the stringency of emission limits for all of these vehicles.

The advanced vehicle technology credit endangers the emissions reductions from the standards, even with proposed stringency increases, and should be eliminated as quickly as possible. The EPA requested comment on three ideas to limit the effects of this credit. ACEEE believes that Option 3, the phaseout of this credit, is best of the options offered to mitigate the [inaudible]
credit. That said, we also believe that this action alone would be insufficient, and suggest that the EPA also exclude any vehicle certified for ACT compliance and sold in any ACT-adopting state from eligibility for this credit, effectively combining the proposed Options 1 and 3. This will ensure that manufacturers' compliance with state regulations does not result in reduced emission benefits from the federal rule.

ACEEE would like to once again thank the EPA for the opportunity to speak today. More detailed input will be available in our submitted written comments. If EPA has any questions, please do not hesitate to contact us. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Amy Rogghe. Amy, we do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand using the Raise Hand -- and it looks like you have raised your hand, so I will promote you to panelist now. When you are ready please unmute, and state your name and affiliation for the record.
MS. ROGGHE: Hello. My name is Amy Rogghe. I'm a physician assistant. I've worked in the ER in many areas across the country, and I'm currently working in Michigan in ear, nose, and throat. I'm a member and co-founder of Michigan Electric Vehicle Alliance and also a member of Michigan Clinicians for Climate Action. Thank you for allowing me to testify and speak here today, and thank you to the EPA.

I wanted to start off with highlight that the two options that the EPA is currently proposing unfortunately are very disappointing. As a health care provider I've seen the detrimental impacts of climate change, specifically from these noxious gasses that trucks and buses spew on a daily basis.

So I would strongly encourage you -- I would beg you, implore you -- to make a stronger proposal. We need to move forward to zero-emission vehicles in this sector. You know, transportation is the largest sector for global warming in the entire United States, and trucks and buses are the second-highest within that sector, only beat out by passenger and light-duty vehicles.
So to see the proposal as it stands now, it's just not adequate for myself, for your own health, and for my patients.

Now everybody has said all of these, you know, main things about the IPCC. We've all read this data. We all know the facts and figures from climate change in general. But let me give you a little personal story.

When I lived in the Seattle area I lived there during the huge wildfires, and I had -- I think she was four or five years old, come in, a little girl, with her family, and she was almost in respiratory arrest. We had to intubate her, which means we had to put a breathing tube down her throat. She ended up in the ICU, because she was breathing red air, and this is a direct result from climate change, you know, causing these wildfires.

And so this is just one instance where one family, one child was affected. So I strongly urge you to please make stronger proposals. We need to phase out to a completely zero-emission vehicle, hopefully by 2030, at the latest by 2035, and we need an adequate
plan that environmentally conscious and conscience for environmental justice as well. Industry opposition to these types of proposal should never bear more importance than public health and breathable air.

So I encourage you again, for your own health, to take this a little bit more seriously and put forth a stronger proposal. Thank you.

MS. THOMPSON: Thank you for your comment.

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

MR. BARRETT: Thank you and good afternoon. My name is Will Barrett. I'm the National Senior Director for Clean Air Advocacy with the American Lung Association. Redacted for PII

Today too many Americans breathe unhealthy air, and too many continue to face the impacts of heavy-duty trucking emissions at the local and regional levels. The proposed rules, and specifically a stronger Option 1, are critical to charting a path to healthier air across the United States, and especially for those communities who are most impacted by trucking
pollution.

We appreciate that EPA recently noted that there are 71 million Americans living along trucking routes and that they tend to be lower-income communities and people of color. Environmental justice really needs to be central to this rulemaking discussion. We know that combustion-based trucks are sorely overdue for change and that the transition to zero emissions must be a national priority for health equity and a healthy environment for all Americans.

The state of California and a growing number of states have taken action to implement rules that protect the health of residents through more stringent NOx controls for heavy-duty engines and for zero-emission truck standards. California Low-NOx Omnibus Rule was supported by the American Lung Association and 20 leading health and medical organizations in 2020, who see the advancement of clean truck technologies as a public health imperative. The hallmarks of the cost-effective and technologically feasible California rules are that the stringency, the timing, the durability, and the warranty requirements all align to achieve
real-world reductions in all operating conditions and
across the lifetime of the truck. These really should
be the outcomes of the U.S. EPA rules as well.

Californians like me and my family, my daughters,
we are relying on this rule to achieve major pollution
benefits, given the large share of out-of-state trucks
operating in California. In fact, the rule represents
over a quarter of all of the identified NOx emission
reduction strategies in the draft state implement plan
that the California Air Resources Board is looking at
now. That is 47 tons per day. It is a huge amount of
the pollution benefits we're looking to get out of the
state implementation plan for ozone, and really
encourage you to meet that requirement that California
is going to need.

We note that the pathway to alignment with the
California standards must begin with a stringency that
achieves a 90 percent improvement in NOx output, but we
also recognize that there are other details that really
matter to meeting that stringency and actually seeing
those benefits in the real world. EPA, we are calling
on you to strengthen Option 1 to align the stringency,
the timelines, and the durability of the real-world engine performance requirements with the California rules as a minimum baseline. And similarly, the test procedures, the SCR inducement schedules, these must be designed to ensure that vehicles are thoroughly tested and that any malfunctions in the system are addressed immediately to provide real-world protection against excess emissions or extended operation with known failures on the vehicle.

EPA should also ensure that the final standards cover engines during all of their operating environments and not just at peak highway running capacity. The rules have to apply to all operating conditions, including low-load operation and idle, which can cause excess emissions that threaten community health and add to our regional air pollution burdens.

And then finally, the EPA standard should set a pathway to zero-emission technologies and must not understate the trajectory of the growing zero-emission truck market. Zero-emission trucks are a growing market, and the rule really must adequately account for
this growth to avoid any excess crediting or balancing of zero-emission technologies against combustion technologies.

The details matter in the rule, as you all know, and we appreciate all of the hard work that's gone into it. But we really feel that the final rule must build off of Option 1 with these additional improvements really to ensure that real-world pollution benefits occur, especially in our most impacted communities. And finally, we urge you to adopt the rule this year so that we are hitting the earliest possible model years with tighter standards and more durable standards.

Thank you very much for taking our time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Columba Sainz. You may now unmute, and please state your name and affiliation for the record.

MS. SAINZ: Thank you for the opportunity to testify. My name is Columbia Sainz, and I am the Arizona State Organizer for Moms Clean Air Force and EcoMadres. EcoMadres is a program that Latina mothers, like me, have the opportunity to take action for safe
Latina communities and environmental justice.

Here in Arizona we have more than 21,000 members speaking up for our right to have clean air and healthy climate. We educate ourselves about how air quality impacts the health of our families, and we are fighting pollution and air quality together.

I have three children, ages 2, 5, and 7, and I'm also a new aunt to a 1-year-old. I am a teacher to young children and a wife. As a kid, I spent all of my childhood outdoors. It has been really challenging to raise my kids indoors, due to poor air quality. My family and I have experienced the impacts of climate change in our community, from wheezing episodes to allergies.

I live in one of the most polluted cities, according to the American Lung Association, and I don't know what the health consequences are going to be for my children -- and these words mean a lot. We need to listen to science and prioritize our planet's well-being and the health of our children and the elderly.

Heavy-duty vehicles are significant contributors to the carbon pollution causing climate change. Summer
is just around the corner, and I cannot stop thinking about wildfires, flooding, extreme heat, and heat waves. This is one of the reasons I'm here today, and I urge you to finalize a proposal and make these necessary adjustments to strengthen the pollution standards for trucks. This will help protect families from pollution that we already know that this is harmful pollution that can cause cancer, lung disease, brain damage in children, and other serious health harms.

We need to do all that is necessary to protect our Earth and our children and future generations to come.

Thank you.

MS. THOMPSON: Thank you for your comment.

We will now go back to a speaker from a previous block, John Sonin. You will need to accept the invitation to become a panelist in order to provide your testimony. When you are ready please unmute, and state your name and affiliation for the record.

MR. SONIN: I'm so happy to make it in here. I was on two previous panels, I think, and now I'm too late for either one of them.
Thanks for taking this testimony. I hope its value is thoughtfully considered, especially for that option that they're calling the greatest control of vehicle emissions. If I had my [inaudible] that would be everything needs to be cleaned up within the next five years. I mean, everything, complete, not in a gradual. All these trucks need to have zero emissions in the next five years.

But other that, I heard the scientific review report a few nights ago. They were saying 10 years change there will be no civilization as we know if, that we now appreciate it and now enjoy it, for our kids to be able to survive in. They're saying that living will be a value that does not allow the opportunities and the imagination that it allows us to capitalize, and each individually, working together, which is what we're doing right now, to move ahead. I mean, right now, actually, we're at odds with each other and things are not going forward but just kind of wandering in mediocrity.

Let me publicly necessity, prioritize is the mean. These private capitalists devalued the synergistic
means of civil relationships in producing and creating together. The livable system of energy is finite. Money theoretically signifies the transfer of energy from one subsystem to another on the planet here, and the nations here, everything, everything else, but we're all ultimately a subset of the planet, of our ecosystem, the planet.

When we fabricate that energy by just printing money, and not borrowing it from some other subsystem that has access, the value of everything is cheapened. The projects that require energy in the finite system, it's unable to maintain its efficient functioning. Until we can rectify the energy injustice, how will it be possible [inaudible] in the climate reclamation battle. I mean, we're not going to be able to progress trying to rectify the climate disarray if we can't live within our means.

For myself, as an example, I know what this is like living with dirty trucks. I worked for a temporary employment service 35 years ago, and did a job in an import-export warehouse, near O'Hare Airport in Chicago. I had large cargo vans and box trucks
running in out throughout the eight-hour shift. For 10 years prior to that I had been honing some good habits of behavior, and some not so, I guess, but a lot of good ones. One of those good ones was regular exercise, elevating my heart rate and respiration for at least an hour a day. A lot of times you get in a meditative state and you can sweat for three hours, sweat running off you for three hours a day, which, I mean, change through the months of this [inaudible], while working in the warehouse.

And thankfully, over the subsequent 35 years now of my productive life, I've been able to enjoy it, at least, if for no other reason than the cardiovascular exercise. And that's why I've been able to enjoy the last 35 years. But due to cellular expansion, especially after my shift at the warehouse --

MS. THOMPSON: Thank you for your comment. I apologize for interrupting. EPA does need to keep statements to three minutes so everyone has a chance to testify. You have reached the three-minute limit. Please complete your testimony in the next 30 seconds.

And we encourage you to provide your full written
testimony and any additional comments at any length to
Docket Number EPA-Haqqani-OAR-2019-0055 on
regulations.gov.

MR. SONIN: 0055.

MS. THOMPSON: Yes.

MR. SONIN: Just to wind it up, I need to have the
least vehicle emissions put into our system, the system
that applies to all of us, now that we are implementing
that system, so we need to start living within our
means, and that means no more pollution, no more
wasteful energy. Waste is a big killer. Wasting
anything unnecessarily is just using up that energy to
be discarded, and that's throwing everything away.

All right. Thank you for taking my testimony.
I'm sorry again I missed the first initial time I was
ready.

And by the way, my name is John Sonin. I live in
Douglas, Alaska now. And I'm affiliated with many of
the groups, like Moms Horizon, Moms Clean Air Force,
and Center for biological Diversity, and there's many
more, et cetera. As I said, though, it's all about
living within our means. Thanks. Waste not. Thank
MS. THOMPSON: Thank you for your comment.

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

MS. FRALICK: Good afternoon. Can you hear me?

MS. THOMPSON: We can.

MS. FRALICK: Okay. Thank you. Thank you for holding this hearing and thank you to everyone who has spoken. My name is Riva Fralick. I'm with the Baldwin County, Alabama, chapter of Citizens Climate Lobby. Baldwin County is on the eastern shore of the Mobile Tensaw River Delta in southwestern Alabama. This area of the country is known as America's Amazon. We are directly on the Gulf Coast, between Florida and Mississippi.

We are on the front lines of the climate crisis down here. We will be the first affected by increasing sea level rise, storm surges, and stronger and more frequent hurricanes, and flooding caused by heavier rainfalls. Additionally, ocean warming, acidification, and deoxygenation will cause coral reefs to die off by
This is all a result of human-caused global warming and climate change. Attempts to ban these terms does not make the problem go away. You, EPA, are the only firewall between the politics of government and protecting U.S. citizens from these same politics. Conservatives blame administrative rules and regulations for hampering the free rein of fossil fuel and energy companies. All these years, the fossil fuel and energy companies have denied, delayed, and obstructed any and all attempts at controlling the greenhouse gas pollution caused by energy production, processing, transportation of, and burning of fossil fuels.

Vehicles are the number one source of greenhouse gas emissions in the United States. Power plants and energy production are the second-largest source of pollution in the United States. We cannot allow big oil and auto companies to write and enforce the rules and regulations of the EPA. That is your job.

The EPA must transform the electricity sector by putting a refundable price on carbon where the polluter
pays, imposing energy tax credits, creating incentives for investments in all-electric vehicles and charging stations, and requiring the entire auto and truck fleet be 50 percent electric vehicles by 2030. Any objection to the above, as adversely affecting jobs and the economy, is false flag operation.

EPA has the administrative power to regulate emissions from power plants and vehicles, and you can do it without Congress. Congress is at an impasse and refuses to face the facts of the coming climate reality. They are paid off by donations from these same for-profit big oil and fossil fuel companies.

You have the power -- use it. Right now Americans are upset about the cost of a gallon of gas or diesel. What if they never had to buy another gallon of fuel and could still drive an affordable, sustainable, made-in-America vehicle with amazing mileage, style, durability, reliability, and zero emissions?

Earth Day is April 22nd. Please take this opportunity to help save the Earth and thus, ourselves. We don't have much time but we can do it in time if you make it happen.
EPA, we can't count on corporations, politicians, or individuals to do the right thing. Only you can protect the environment. Thank you.

MS. THOMPSON: Thank you for your comment.

I will now call the names of speakers in this speaker block who were unable to provide testimony when initially called on. If you have arrived, please raise your hand and we will promote you to the panelist role to provide your testimony.


I do not see any raised hands at this time. At this time we will begin a scheduled recess. EPA, when would you like to reconvene?

MR. CHARMLEY: Brian and Christy, I actually cannot remember, but I want to say, was it 8:30 p.m.?

MR. NELSON: 8:30.

MR. CHARMLEY: 8:30. Thank you, Brian. So, everyone, we established a later time this evening, Eastern time, to accommodate some requests from folks across the country that are on Mountain and Pacific.

So we're going to do one last block of testimony today,
but we won't be starting until 8:30 p.m. Eastern time.

So we'll reconvene at 8:30 p.m. Eastern time today.

Thank you for all of the folks and citizens who are still on and listening. We appreciate all of your input today. Thank you.

MR. NELSON: And Bill, maybe mention that we are closing this webinar in 15 minutes.

MR. CHARMLEY: Oh, is that right?

MR. NELSON: They will need to reopen it.

MR. CHARMLEY: Okay. Thank you. Brian, do you mind just repeating that a little bit louder? Your voice was just a little faint.

MR. NELSON: Yeah. We will be closing this particular webinar in about 15 minutes, and reopening it 15 minutes prior to the 8:30 start time.

MR. CHARMLEY: Great. Thank you, Brian. Thank you, everyone.

[Whereupon, at 5:06 p.m., the hearing recessed, to reconvene at 8:30 p.m. Eastern time.]
8:30 P.M.

MS. THOMPSON: Hello, everyone. This is Kayla Thompson from Abt Associates, EPA's contractor. It is currently 8:33 p.m. Eastern time, and we are now rejoining EPA's public hearing on the Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards proposal.

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

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

As a reminder, if you are speaking today, you will receive a notification on your screen that you are being "promoted to the role of panelist" shortly prior to your speaking time. You must accept that invitation to be able to unmute when you are called to testify.
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If you are not registered to speak, but you would like to, please send an email to public_hearing@abtassoc.com or call 919-294-7712.

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

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

The first speaker will be Shelly Francis. Shelly, we do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand
at this time by using the Raise Hand button at the
bottom of your screen.

[Pause.]

MS. THOMPSON: The next speaker will be Mayela
Bustos. Mayela, we do not -- oh, I see a raised hand
so I will go ahead and promote you.

If you are providing testimony in Spanish today,
the interpreter will switch their channel to provide
translation. Mayela, you have noted that you planned
to give testimony in Spanish so our interpreter will
now change their channel to translate your testimony
into English for our panel and attendees listening in
English.

MS. BUSTOS: [Via interpreter.] I would like to
speak in Spanish.

MS. THOMPSON: Yes. You may provide your
testimony in Spanish.

MS. BUSTOS: [Via interpreter.] My name is Mayela
Bustos and I am a volunteer for Moms Clean Air Force.
I am the organizer for some people that we can raise
consciousness about this pollution problem in my area.
The pollution problem is very strong. It is caused by
big trucks, what they call the big rigs. Next to my house is a big yard, a parking lot, for these types of trucks, and sometimes they stay on and they don't move for up to half an hour. That causes a lot of pollution. And not counting that we are surrounded also by small companies that use these types of trucks for their businesses. It is a fact that the pollution from the big vehicles is very hard, and it also aggravates all the problems, the health problems that I have, and skin problems because of the pollution, and also asthma or breathing problems.

It is also something that I saw one day. I was walking with my granddaughter and these trucks provide a lot of pollution, and you see if those trucks will be electric the pollution wouldn't be this bad, wouldn't be this way. And obviously, the big trucks, also like the school buses, and also when we leave the students those buses and those trucks are still on and they let a lot of pollution out. Also, this affects the students and also the school personnel because people are breathing all that pollution that is around. And I would love that they would propose better rules to
control these standards of pollution.

That is it. Thank you for listening to me.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Jennifer Cantley.

Jennifer, we do not currently see you in the list of attendees, but I can see a raised hand so I will go ahead and promote you to panelist. When you are ready you may unmute, and please state your name and affiliation for the record.

MS. CANTLEY: Can you hear me or see me?

MS. THOMPSON: We can.

MS. CANTLEY: Okay. Perfect. Thank you for the opportunity for me to testify today. My name is Jennifer Cantley and I am the Nevada consultant for Moms Clean Air Force. I am a born-and-raised Nevadan who currently lives in the capital of Carson City.

Pollution was something that I never thought of as a child, growing up in a rural community right below the beautiful Lake Tahoe. I never suffered with allergies and rarely had colds, though in my early 20s I started getting reoccurring sinus infections that would quickly move into bronchitis and would turn into pneumonia.
within a week.

I couldn't understand why this kept happening to me as a young athlete in my community, and explained to me that this was because of climate change, as the climate was changing in our area due to drought and high heat and longer allergy seasons and longer fire seasons, that were all connected to car pollution and heavy-duty diesel trucks that were commuting in our community along U.S. 395, and also due to the high mining in our area, and that my body was having a hard time adjusting to the new climate.

This makes me even more upset when I think about my three beautiful boys who have been born into this world, two of which have asthma, who don't even have a chance that I had as a child. With these constant wildfires every summer now, they don't even get to enjoy their summers because we're trapped inside because of our asthma and the dirty air.
Last year we had almost two full weeks of purple air and high ground ozone days, and we know that this is because of climate change and we are told here in Nevada that car pollution and heavy-duty diesel truck pollution is the number one cause.

This last year I learned that Nevada would be the number one energy state with the new EV sector. This is because Nevada holds 25 percent of the world's lithium for the new electric vehicle circuit. I learned that not only the mining highly affect our pollution with our air quality from the sulfuric acid plants that are coming to our communities all across Nevada, with over 8,000 claims as of now that will produce about 5,800 tons of sulfuric acid per day just to extract the lithium, which means there will be even more heavy diesel trucks going in and out of our communities to move the soil, the sulfur from the oil refineries, and also move the lithium out of the mines.

This struck fear into my heart, that Nevada is going to be stuck in between this battle with the transition from oil and gas to the electricity sector. To the frontline communities again in the rural, low-
income, Native and Latinos, communities will be right in the middle of this process.

I have been working hard with the State of Nevada to ensure rural communities have the EPA-certified air monitoring systems because most communities don't have these systems. And as the air reports of 2020 and 2021 have confirmed, Douglas County and the county I live in, Carson City and Lyon County, all rural counties, have now shown more red air days than the biggest cities, Reno and Las Vegas, have in Nevada.

So while the EPA proposal is a welcome first step, for now for communities I have to say it doesn't go far enough. The proposal must be strengthened to better protect our children, people with asthma, older adults, and other vulnerable communities who have health harms from air pollution. Moms and dads like myself across this country who want to see a rapid transition to zero-emitting trucks with maybe another alternative battery because we all need cleaner air for our children and our communities, because there is justice in every breath. Thank you.

MS. THOMPSON: Thank you for your comment.
We will return to a previous speaker on our list. The next speaker will be Shelly Francis. Shelly, you may now unmute, and please state your name and affiliation for the record.

DR. FRANCIS: Thank you. My name is Dr. Shelly A. Francis, and I am affiliated with EVHybridNoire, where I am the co-founder and executive director. Thank you for the opportunity to testify this evening.

As I said, I am the co-founder and executive director of EVHybridNoire. We are a membership-based national 501(c)(3) nonprofit with thousands of members across the United States as well as globally. Our mission is to increase awareness of electric vehicles and accelerate the adoption of those vehicles so that all communities have access to this new mobility.

Our membership is made up of people and members who identify as black and brown, so our organization is the voice of this technology. I live in Atlanta, Georgia, but today, interestingly enough, I'm sitting in Cancer Alley in New Orleans, Louisiana, meeting with key stakeholders from around the country who look like me, along with many names you would recognize. We are
also here with a number of allies who don't look like me, and we're discussing ways to further climate justice and environmental justice.

This evening I am here first as a concerned citizen and then, second, as a public health and mobility expert. I want to thank the administration for making it a priority to update these outdated rules and urge the EPA to create the strongest possible ruling on heavy-duty vehicle pollution. These standards here in the states where we live and work will begin to provide the much-needed relief from the burden of diesel fumes and air pollution.

Vehicle manufacturers have had the technology to meet stronger standards but have failed to act on their own without the guiding hand of the EPA. I am particularly concerned about transportation air pollution. As a child I was very active and loved to play outside with friends, and played a lot of sports, and it was only a few years ago that I began to use an inhaler and experience respiratory issues. I don't live next to a transportation corridor. I don't live next to a refinery or waste facility, but imagine if I
I have to be careful when the air quality is poor because I will have respiratory programs. So this issue is critically important to me from a public health and justice perspective, but it is also very personal for me. This rule will set the standard for vehicles which will be on the road for decades to come. Families in diesel death zones and in environmental justice communities, whether they are in West Oakland [inaudible] or Cancer Alley, Houston, or eastern North Carolina, they have suffered for far too long and as a result they have increased risk for cardiovascular disease, lung cancer, and other respiratory health illness. Diesel emissions cause nearly 21,000 premature deaths each year and impact nearly 135 million Americans, with these majority of these individuals belonging to BIPOC communities, and that is black and indigenous people of color. I like to refer to this as the public health crisis that not enough people are talking about. So I conclusion, once again I want to strongly
urge and encourage this administration to enact the strongest standards possible. Every day we fail to act more families are falling victim to preventable health diseases. Clean air is a necessity, and not a luxury. It's a human right. We need to reduce deadly NOx pollution by 90 percent within five years, and fully realize the positive health impacts of a 100 percent zero-emission vehicle fleet. If this administration wants to make good on its bold climate goals it will really have to prioritize people and communities first, not industry standard.

Thank you for the opportunity to share my perspective.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Diana Yankes. Diana, we do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand at this time by clicking the Raise Hand button at the bottom of your screen.

[Pause.]

MS. THOMPSON: The next speaker will be Alexandra
Tellez. Alexandra, you may now unmute, and please state your name and affiliation for the record.

MS. TELLEZ: Hello. My name is Alex Tellez. I am a veteran of the U.S. Army where I was a transportation officer. I'm a graduate of the University of Washington with master's degrees in public administration as well as environmental affairs, and I currently work in energy policy.

Thank you for following through on President Biden's promise to confront pollution from heavy-duty vehicles by proposing this rule. However, the rule's two proposed options don't go far enough. In accordance with its mission to protect human health and environment you must strengthen the proposal to better protect vulnerable populations from air pollution. We need cleaner air for our communities as soon as possible and less loopholes for the highest-polluting truck companies.

Until six months ago I lived in Seattle, which the American Lung Association ranks 14 out of 216 metropolitan areas in the U.S. for 24-hour particle pollution. The Port of Seattle is the fourth-largest
container gateway in North America, which means there's an enormously high throughput of trucks hauling containers through the city's industrial areas near the Duwamish River, where many children, low-income, indigenous, and communities of color reside.

The Duwamish River Cleanup Coalition has been documenting the lethal effects of air pollution in Seattle's industrial corridor for decades. In their 2013 report, they calculated that childhood asthma hospitalization rates in South Park and Georgetown were more than double that of the surrounding neighborhoods, and that residents in that ZIP code can expect to live eight years less than the Seattle average and 13 years less than comparatively wealthier neighborhoods of Laurelhurst and North Seattle.

While I did not live in South Park or Georgetown I lived near them, and on days when air quality was especially bad Redacted for PII. Since moving outside of the city, my partner has not had a single asthma attack. We were fortunate to be able to afford a house outside the city and escape unhealthy air pollution, but many do not have
that ability.

The EPA has a duty to protect every American, especially those most vulnerable, from harmful environmental impacts. Eliminating pollution from heavy-duty vehicles, especially through a rapid transition to zero-emission vehicles, is essential for making strides towards desperately needed cleaner air in these communities. Zero-emission electric trucks are the best available technology to reduce harmful NOx and climate pollution. The EPA can and should use these truck standards to accelerate the transition to electric trucks as soon as possible. People living close proximity to freight corridors have suffered long enough and cannot wait for clean air.

Thank you for listening to my testimony.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Doug O'Malley. Doug, I am promoting you to panelist now, and when you are ready you may unmute, and please state your name and affiliation for the record.

MR. O'MALLEY: All right. There we go. My name is Doug O'Malley, D-o-u-g, O'Malley, O-apostrophe-
capital M-a-l-l-e-y. I serve as the Director of Environment New Jersey, which is a state-based environmental organization representing more than 80,000 environmentalists and activists across the state, as well as working with an umbrella organization of 30 other state groups through Environment America.

And I wanted to testify today because, one, just kudos for having just an amazing length of virtual hearings, and then even better, having the actual list of folks who are going to speak. We clearly wanted to weigh in on this rule because there is a clear need, not only to clean up pollution from the dirtiest trucks on the road but to move towards an electric future. This is something that you've heard again and again, yesterday and then again today.

But, you know, the Advanced Clean Truck Rule, as you well know, has been sweeping the country in some of the nation's largest truck markets, and we have seen numerous states, New Jersey included, adopt a regulatory structure which is, honestly, not exactly pushing the envelope, in the sense that we are giving manufacturers ample to meet an electric truck mandate,
and over the course of models years 2025 to 2035, to
ramp up their share of the markets from a variety of
heavy- and medium-duty vehicles, to be able to meet an
electric future.

And I just want to kind of note just the critical
nature of the EPA heavy-duty rule to fully accommodate
and adopt a similar electrification mandate. That is
one of, I think, the critical realities, that clean
trucks are not just going to happen tomorrow and the
next year, but they are available and ready now, and we
need to make sure that we're delivering them for the
air pollution benefits that they provide as well as the
cost savings for operators and drivers.

And so right now there are dozens of zero-emission
medium- and heavy-duty trucks that are available and on
the market, and more will be coming, and really we are
looking towards EPA to be setting the market of
requirements of what the market will look like. And if
we are only settling for cleaner diesel we are locking
ourselves into a world of increased nitrogen oxide
pollution as well as additional PM 2.5 as well as
additional greenhouse gasses. We need to adopt an
electrification future as quickly as possible.

And I just want to reiterate that the long-term ownership costs of these vehicles are cheaper for the owners and operators. So yes, there is an upfront cost, but we need a mandate to be able to force the industry to change, and then, over time, obviously there are reduced costs, to say nothing of the health benefits, which are never fully accommodated for.

You've heard from, honestly, dozens and dozens of parents -- I'm a father of two young children -- and I can't tell you how many kids in New Jersey, more than 160,000, suffer from asthma. More than 600,000 residents suffer from asthma. Obviously, the quality of the air that they breathe in, especially in the summertime, is directly related to the number of trucks that are on our road. And trust me, that is not going to change unless EPA is working to strengthen this rule.

So we understand that this is a start but it's not sufficient and it needs to be significantly strengthened. It is going to result in higher emissions of smog and soot-causing NOx.
Heavy-Duty Omnibus Rule, which really should be the bare minimum baseline. You know, California is setting the bar. EPA should be meeting that bar and even going further, and EPA must eliminate the credit giveaways that significantly erode the standard.

And we obviously have huge concerns about Option 2 as being a gift to the highest polluters and the engine manufacturing industry, and this should not be a serious consideration.

Finally I just want to note, on the greenhouse gas part of the rule, the minor adjustments to existing Phase 2 greenhouse gas standards are weak. They don't reflect the urgency of a climate crisis, which, let me remind everybody, the Jersey Shore is one of the most vulnerable areas to climate change in the entire nation, with billions of real estate at risk, and obviously millions of lives. We lost 30 lives during Hurricane Ida last fall. It hit parts of the state, not just the shore, it hit parts of the state that weren't ready for it. And so we cannot accept a greenhouse gas standard that is not as aggressive as it can be.
So I just want to kind of conclude my testimony --
I know there are others waiting -- just by saying that
EPA should follow the lead of the states. As Louis
Brandeis said, the states are laboratories and they are
experimenting and making things work. The California
truck standards aren't just in California anymore.
They are across the country. And New Jersey is proud
to join, and we want EPA to strengthen this rule to be
able to move towards an electrification future.

Thank you so much.

MS. THOMPSON: Thank you for your comment.

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telephone should unmute their phones when called to
testify. We ask that speakers speak slowly and clearly
so our court reporter and interpreters can capture
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The next speaker will be Carolina Chacon. You may now unmute, and please state your name and affiliation for the record.

MS. CHACON: Thank you. Hello. My name is Carolina Chacon, and I am the Coalition Manager for the Alliance for Electric School Buses. We are a national coalition of not-for-profit groups united by our commitment to the electrification of the nation's school bus fleet, starting in the communities most affected by diesel pollution. I am here today to
represent our over two dozen members, all who want to see the EPA enact the strongest possible air pollution standards for medium- and heavy-duty trucks and buses, which includes school buses.

I am a resident of Las Vegas, Nevada. I live just one mile from Interstate 15, which crosses the entire country, from the very bottom of California all the way to the northernmost edge of Montana. I'm also just 1.7 miles from U.S. Highway 95, a major artery of our state. Every day, thousands of polluting medium- and heavy-duty trucks pass by my home, as well as dozens of diesel school buses. It's no surprise then that my ZIP code is in the 97th percentile for diesel particulate matter exposure, according to the EPA.

Clark County has also been ranked as the 17th most polluted place to live in the United States by the American Lung Association. I see this pollution in the smog that forms over the Las Vegas valley and the air quality advisories that we're placed under, and the soot that spews out of so many trucks and buses as we drive or walk behind them.

These vehicles are everywhere in my community,
which is predominantly low- or medium-income, and black and brown. But worst of all, some of these vehicles are carrying precious cargo. Children as young as toddlers and as old as high schoolers are riding in fossil-fueled buses that emit toxins that can be up to 10 times higher than what they would breathe in had they been riding in a normal car. This diesel pollution has been linked not only to respiratory ailments like asthma but also to deadly diseases like lung cancer, as well as impacting cognitive development. These buses put our children's health at risk and they affect their ability to do well in school.

So it's time that the EPA provides a clean ride for our kids and cleaner air for our communities. We ask you to enact standards that put the American truck and bus fleet industry on a clear path to 100 percent zero-emission sales by 2035. A strong Clean Trucks Rule would also ensure that the Biden-Harris administration is delivering on their promise to prioritize the health and safety of low-income, black,
indigenous, Latinx communities as well as immigrants and other people of color.

The technology is here, as many speakers have said, but our communities are waiting now to breathe free. You have the power to act.

Thank you so much for your time.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Jimmie Lunsford. Jimmie, we do not currently see you listed among the attendees. However, if you have joined using a different name we ask that you raise your hand using the Raise Hand button at this time.

[Pause.]

MS. THOMPSON: The next speaker will be Blanca Abarca. Blanca, we do not currently see you listed among the attendees. However, if you have joined using a different name we would invite you to raise your hand, and you can do so by clicking the Raise Hand button at the bottom of your screen.

I can see you have raised your hand so I will promote you to panelist at this time. Blanca, you have 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
daughter. I'm thankful for this administration for
10 acting swiftly, and I am asking EPA to create more
11 strict rules that have to do with heavy vehicles.
12 These are very necessary because they will cause relief
13 in the pollutants that are in the air. The technology
14 is very advanced but we have the capability to create
15 manufactured vehicles with the standards that are with
16 zero emissions, and they have shown that with a good
17 time framework they could function and be available in
18 the market. But climate change is advancing at a very
19 fast pace and we are not keeping up with pollution.
20 I live in Phoenix, Arizona, and I have been living
21 there 22 years, since the year 2000, and I know that
most of the population on the south side are Hispanics and African American. And we have 70 days out of the year that are very hot and very polluted, and we can't really go outside. We have to pay a lot of money for electricity since we have to keep the air conditioning on all day, and it's almost like paying two mortgages. It's almost like paying for two houses.

We fight all the time for our community and for the children in our community, the problems that they have. The quality of the air in the area where I live is one of the worst in our nation, and it affects, in a negative way, the safety and health of our community.

Today we are having the race. We could be able to win this race because we have the technology so we can advance in a way to go to the moon. But we don't even try or do the right effort so that our kids can get fresh air and that our communities are safe with fresh air.

We are taking too long to act. We could put solar panels that are at a cheaper price so that we can all have it, so it can be affordable in Arizona. We are dealing a lot with the heat and the pollutants. We
I want in Arizona that our buses are electric so that our kids can go on safe, clean buses to school. We are asking the EPA so that they could put the standards at a stricter pace so that our children, our future, could be better.

I am here so my daughter and my granddaughter can have clean air, and these standards will achieve two things. Number one, it would be for the 2027, clean air at 90 percent and creating our fleets, our buses and trucks, could be 100 percent electric, zero emissions for 2035.

Thank you for the opportunity to listen to me.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Candido Ramirez. You have also indicated that you will give your testimony in Spanish, so our interpreter will remain on the English channel, so our panel and attendees listening in English can hear the testimony in English.

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

[Pause.]

MS. THOMPSON: Candido, you should be able to
unmute at this time and provide your testimony.

[Pause.]

MS. THOMPSON: Yes, we can hear you.

MR. RAMIREZ: [Via interpreter.] As you mentioned, my name is Candido. I am a Nevada resident. I am really concerned about the air that my family breathes every day, because I have very close family but I think that it's been affected by asthma that has to do a lot with the air that is contaminated. I believe that with a better effort we could have cleaner air. In my case, in particular, I would love to see a change in more short-term benefits. If that isn't possible then something for the [inaudible] they could benefit in this way.

These complications that I'm talking about are pretty strong. I see my family going to the hospital continuous. They go to the hospital a lot because the air is just not favorable. I want to understand that all of it has to do a lot with the trucks, and the trucks that use diesel, and if it's possible whether we can change them to electric trucks, because those have no smog and they have no pollution. That would be
beneficial for our way of living and the quality of life. I think that it's in your hands to improve the weather and improve the climate change.

I am from the Nevada state, and I have family, and I am also a member of Chispa Nevada, because I am falling in love with it, because they're trying to do justice when it comes to climate. Perhaps it won't be done in the short term, but these regulations can be done. But we need to start now so that we can all benefit from this.

I could be telling you a lot more but this is what I have for you right now and this is what I feel, and I'm willing to participate, and I will do my best to do the best effort. Thank you so much. Gracias.

MS. THOMPSON: Thank you for your comment.

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

[Pause.]

MS. THOMPSON: The next speaker will be Ann Yates. Ann, we do not currently see you among the list of
attendees. However, if you have joined using a
different name we would invite you to raise your hand
at this time.

[Pause.]

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

[Pause.]

MS. THOMPSON: You are still muted.

MS. ALKAFF: Yes. My name is Huda Alkaff, H-u-d-
a, A-l-k-a-f-f, with Wisconsin Green Muslims. In the
name of God, the most merciful, most compassionate, I
greet you with the Islamic greeting, As-salaam alaikum,
peace be with you.

I am an ecologist, environmental educator, and the
founder of Wisconsin Green Muslims, a grassroots
environmental justice group formed in 2005, for 17
years now, connecting faith, environmental justice,
sustainability, and healing through education and
service.

Muslims are now in the midst of Ramadan, the
Islamic holy month of daily fasting from dawn until
dusk. A few minutes ago I broke my fast with a sip of water and a simple meal at sunset with my family, so I very much appreciate the opportunity to testify virtually and in the evening time.

Wisconsin Green Muslims is based in Milwaukee, one of the top most-segregated cities in the U.S., and ranked in the top 24th most polluted cities nationally for ozone, receiving a failing grade by American Lung Association State of the Air Report 2021. We are still breathing unhealthy air, mostly driven by vehicle emissions and extreme heat, as a result of climate change which places our health and lives at risk.

Transportation is the leading source of air and climate pollutants that threatens health. The transition to zero-emission vehicles, powered by zero-emission electricity, would benefit residents in Wisconsin and across the United States, especially those most burdened by power plants and transportation hubs like highways, ports, and warehouses.

Due to a legacy of discriminatory transportation planning and zoning, low-wealth communities and communities of color are not only on the front lines of
the climate crisis but are disproportionately overburdened by the health-damaging effects of pollution from trucks and buses.

During these last days of Ramadan I pray. Oh Lord, pour your love into our hearts and fill us with compassion to answer the call of the marginalized, underserved, and impacted environmental justice communities. Grant us clear thinking, bright action, and a gentle lifestyle. Enable the finalization of stronger standards this year, in 2022, to limit emissions of NOx and greenhouse gases from heavy-duty vehicles and other means of transportation, to deliver environmental justice and maximize the cumulative benefits for public health. Amen.

Thank you for the opportunity to testify. Please as-salaam.

MS. THOMPSON: Thank you for your comment.

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The next speaker will be Takayla Antonio. You may now unmute, and please state your name and affiliation for the record.

MS. ANTONIO: Hi. Can you hear me?
MS. THOMPSON: We can.

MS. ANTONIO: Okay, great. Thank you for the opportunity to testify. My name is Takayla Antonio, also known to my people as Morningsong Birdwoman [ph]. I am a Paiute-Shoshone woman from the Fort McDermitt Tribe in McDermitt, Nevada. I am also a part of Moms Clean Air Force.

Just from sitting on my mom's front porch I can see semi trucks passing every day through our small community, which is Highway 91, where semis carry goods from Canada through the U.S. and back. On average, you can count three semis going by every 10 minutes.

This year, my community has had to learn a lot about air quality due to Nevada holding 25 percent of the world's lithium for the new electric vehicle circuit, and I will tell you that not only will the mining highly affect the pollution with our air quality from the sulfuric acid plants that are coming to our community that are needed to extract the lithium but so will the extra heavy-duty diesel trucks that are coming our way to move the sulfur from the oil refineries and the products in and out of the mines. In fact, as we
speak they have begun construction with widening the roads for the trucks now, before any of the final approvals for the air have even gone through.

For native citizens like myself, this is terrifying. Not only is this disrespectful to my ancestral land where a lack of consultation happened and this has gone against our native religious rights but I am highly concerned for the youth and elderly in my community with heart and asthma conditions. We already have a coal plant in Humboldt County, along with a cyanide plant, that are not being monitored by EPA certified air monitor systems, which make me worry even more when you learn this information that can be found on your own site.

The rate of asthma in the Native American and tribal population is almost double the national average, compared to other children. Thirteen percent of indigenous children have asthma, compared with 8.6 percent of children of non-indigenous descendants, and air pollution is a well-established trigger of asthma attacks. It can cause the development of asthma and interfere with lung growth, delay in brain development,
and so much more. And with a community like mine, with being over an hour from a hospital, with only one ambulance and the high rates of poverty with that inadequate access to health care, then compound the impacts that asthma has, it is a tremendous amount of mental health impact on our whole community, especially our elderly and our young indigenous children.

So while the EPA's proposal is a welcome step forward for so many communities, I have to say it doesn't go far enough. The proposal must be strengthened to better protect children, people with asthma, older adults, and other vulnerable groups from the health harms of air pollution.

Moms and dads, aunties like myself across this country who want to see a rapid transition to zero-emitting trucks with maybe another alternative battery, because we all need cleaner air for our children and our communities, because there is justice in every breath. Thank you.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Joey Cantley-Saba. Joey, you may now unmute, and please state your name and
affiliation for the record.

MR. SABA: Hello. My name is Joey Saba, and my name is spelled J-o-e-y S-a-b-a. Thank you for the opportunity to testify today. My name is Joey and I'm a part of the Kids Clean Air Force, with Moms Clean Air Force, and was born and raised in Nevada, who currently lives in the capital of Carson City, Redacted for PII

Pollution is a dirty word. It is a word that makes me sad, and it's sad to think about -- it's a word that I wish my generation did not even have to say or think about. But the sad fact is that we do think about it.

Redacted for PII

But it also means that I was born on Earth Day. Ever since I was a little boy I told my mom that I wanted to protect the Earth. But now that I'm getting older I think that my generation has no choice but to protect the Earth, because we keep hearing that we only have so many years to stop the pollution that we are creating on this planet, before there is no way to stop the devastating storms, fires, and scary things that has been happening to all of us.
That brings me to the point why I'm here to speak to you today. You are supposed to be the ones to help protect us, the ones to make rules, the ones that make big companies follow the rules. At least that's the way I understand it. And when I live almost every summer of my childhood with constant wildfires, when we don't even get to enjoy our summers because we're trapped inside, because of our asthma and the horrible. I mean, we've only had two weeks of purple air and high ozone days.

And then I hear about our politicians and leaders here in Nevada say that the number one reason our climate is changing here in Nevada is because of car pollution and because of heavy diesel truck pollution, and that they are the number one cause that leads me to my question of what we can do to stop it. What can we do to make it better? How can me and my two little brothers and I have a safer world? How can all the children in the world be sure that we have a safe life and our families of our own?

It also makes me think of how we can protect the animals. We all live on this planet. How are we going
to work together and protect every single creature?

Nevada is going to have lithium mines coming our way, and I am really hoping to see the adults stop just for a second and see that these minerals will run out like oil and gas will. Are we learning from our mistakes? There are golden eagles, which are endangered, and sage grouse, which are also endangered. And really old sagebrush that is older than some of the giant redwood forests and sequoia trees, that are going to be destroyed for something that will not last. But this will also hurt our lungs and destroy our environment. Have we learned anything?

My goals is to protect the planet and everything that lives on it. These mines will need heavy diesel trucks coming in and out all day, and are just creating the same problems again. So while the EPA proposal is a welcome step forward for so many communities, I have to say it doesn't go far enough. The proposal must be strengthened to better protect children, people with asthma, older adults, and other vulnerable groups from the health harms of air pollution, moms and dads and kids like myself across the country, who want to see
rapid transmission to zero-emitting trucks, with maybe
another alternative battery, because we all need
cleaner air because there is justice in every single
breath.

Thank you. My name is Joseph Saba, J-o-s-e-p-h S-
a-b-a.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Ana Otero. Ana, we do
not currently see you listed among the attendees.
However, if you have joined using a different name we
would invite you to raise your hand at this time.

[Pause.]

MS. THOMPSON: The next speaker will be Frank
Beltran. Frank, we do not currently see you listed
among the attendees. However, if you have joined using
a different name -- and it looks like you've raised
your hand so I will promote you to the panelist role.

Frank, you did note that you plan to give
testimony in Spanish so our interpreter will now change
their channel to translate your testimony into English
for our panel and attendees listening in English.

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

MR. BELTRAN: [Via interpreter.] Good afternoon. My name is Frank Beltran. I'm part of Chispa Nevada. Thank you to the agency for acting quickly in terms of the clean trucks. I also urge the EPA to create stricter standards, due to the harm that these heavy-duty trucks mean for all of us. They have implications for our health, our cardiovascular health, our lungs, our breathing, et cetera.

We deserve something stricter in terms of these vehicles. I'd like to see something new. I'd love to see electric vehicles. You have this authority, I would say, or this responsibility to protect the community. It would be great if you could support us.

In addition, we see a lot of people, as other panelists said, that are suffering from diseases because they live close to freeways or because they are constantly close to heavy-duty vehicles and because of many other causes.

So today I'd like to request something. As an agency, please help us and support us in this transition so that we can all be benefitted and for
there to not be as much pollution from these vehicles.

Thank you so much.

MS. THOMPSON: Thank you for your comment.

The next speaker will be Tim Gould. Tim, we do not currently see you among the list of attendees. However, if you have joined using a different name we would invite you to raise your hand at this time.

[Pause.]

MS. THOMPSON: The next speaker is Elsa Vargas. Elsa, we do not currently see you among the list of attendees. However, if you have joined using a different name we ask that you raise your hand at this time.

[Pause.]

MS. THOMPSON: The next speaker will be Elsa O'Malley. Elsa, you may now unmute, and please state your name and affiliation for the record.

MS. O'MALLEY: Hi. My name is Elsa O'Malley. My video is not able to turn on so I'll just be speaking from the microphone today.

I am a proud American, but too many times have I had to see my friends with asthma be taken to the
hospital, and all due from colors from pink to purple to blue. Thousands of kids die every year from asthma. We could limit that and make it less common if we switched to electric trucks. [Inaudible] trucks are something that use diesel fuel. Diesel fuel is basically chemicals, and when the truck releases the diesel fumes it goes into the air, and kids that have asthma breathe it in, and that can cause them to have asthma attacks. That's why we should switch to electric trucks.

Hi. My name is Elsa. Thank you for allowing me to testify. It is such a great honor. Goodbye.

MS. THOMPSON: Thank you for your comment.

I will now call the names of speakers who were not able to testify when they were originally called on. If you have arrived and hear your name called please raise your hand and we will promote you to the role of panelist so you can provide your testimony.


We will give you a moment to raise your hand if you heard your name.
[Pause.]

MS. THOMPSON: I do not see any hands raised. Therefore, we are now at the end of our evening session. EPA, are you ready to adjourn this session of the virtual hearing?

MR. CHARMLEY: Yes, Kayla. I think that we can be all done for today, and for the members, the assistants and stakeholders who stayed on this long and joined us for this evening, thank you very much for taking the time. So we can close the hearing for today, and we'll start again tomorrow morning for the third and final day at 9 a.m. Eastern time. So thank you, Everyone.

Hold on. I see one hand. Kayla, can you see that, that there is one? Did we miss someone?

MS. THOMPSON: It looks like Tim Gould, you have your hand raised. Tim, I will promote you to the panelist group so you can provide your testimony. When you are ready please unmute, and state your name and affiliation for the record.

MR. GOULD: Thank you for the opportunity to speak. I had another obligation and was just able to finally join right at the end, so I'm glad to be able
to get into this speaker block.

My name is Tim Gould. I serve as volunteer chair of the Sierra Club Washington State Chapter, Transportation and Land Use Committee, and I would just like to emphasize the need to make sure that the standards that are adopted will really push the heavy trucking sector to zero-emission vehicles.

We have an urgent climate crisis that needs to be observed, as well as a lot of health impacts in communities that are affected by a lot of heavy truck traffic, especially around port facilities. And it is very important that not only we be reducing the nitrogen oxide emissions and PM emissions but also to cut down on CO2 emissions, getting to the point of decarbonization of these large trucks.

And if the standards are set in a stringent fashion like that we actually should expect that there would be mode shift of the very long-haul freight from trucks to freight rail, and that actually, I think, a good thing, and that should not be used as an excuse not to set standards that are that strict.

So thank you for the opportunity to testify, and
have a good evening.

MS. THOMPSON: Thank you for your comment.

I would like to make one last call for any speakers who were scheduled to speak during this speaker block but have not yet had the chance to do so. If that is the case we would ask that you raise your hand at this time.

[Pause.]

MS. THOMPSON: Okay. I do not currently see any hands raised, so I think we are now at the end of our evening session. EPA, are you ready to adjourn this session of the virtual hearing?

MR. CHARMLEY: Yes, Kayla. I think this time hopefully we are not jumping the gun too quickly here, but I think if we don't have any speakers left we can end for today. And we will begin our final day of the hearing tomorrow at 9 a.m. Eastern time. So thank you.

[Whereupon, at 9:41 p.m., the hearing was adjourned.]
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