



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

Thursday, April 14, 2022

EPA Hearing

This file has been redacted to remove potential Personally Identifiable Information (PII)

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

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VIRTUAL PUBLIC HEARING ON CONTROL OF AIR POLLUTION FROM

8

NEW MOTOR VEHICLES: HEAVY-DUTY ENGINE AND VEHICLE

9

STANDARDS

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DAY 3 OF 3

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

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9:02 A.M.

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April 14, 2022

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1 PARTICIPANTS

2 ENVIRONMENTAL PROTECTION AGENCY:

3 WILLIAM CHARMLEY, Director, Assessment and
4 Standards Division

5 ALEJANDRA NUNEZ, Deputy Assistant Administrator
6 for Mobile Sources

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

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

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15 ABT ASSOCIATES:

16 KAYLA THOMPSON, Abt Associates

17 LAUREN PHILLIPS-THORYN, Abt Associates

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PARTICIPANTS

TESTIFIERS (in order of appearance):

ATHENA MOTAVVEF, Earthjustice

ANGELLE BRADFORD, N/A

AMY GOLDSMITH, Clean Water Action & Clean Water

Fund

BRIAN DITZLER, concerned citizen

CAIA FARRELL, Moms Clean Air Force -- PA

DAWN FENTON, Volvo Group North America

LUCIA RODRIGUEZ, Hispanic Access Foundation

LINDA SMITHE, Sierra Club

SARAH CLARK, Colorado Sierra Club

EZRA FINKIN, Renewable Energy Group

DJ PORTUGAL, Chispa AZ

ALEJANDRO RAMIREZ-ZARATE, Chispa LCV

PATRICIA KEEFE, Franciscans of Rochester, MN

JEROME PAULSON, Pediatrician

DAWN FENTON, Volvo Group North America

JAMES EDWARDS, National Assoc. of Small Trucking

Companies

MARTIN HAVERLY, Renewable Energy Group

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 (continued):

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

6 CORALIE COOPER, NESCAUM

7 ANN JAWORSKI, Environmental Law & Policy Center

8 HEIDI ADELSMAN, Alliance of Nurses for Healthy
9 Environments

10 SYNDI SMALLWOOD, National Tribal Air Association

11 ALANA LANGDON, Nikola Corporation

12 ARIEL BETHUNE-CRAWFORD, D.C. Resident

13 ANASTASIA MONTGOMERY, Union of Concerned

14 Scientists

15 GERALD PYLE, N/A

16 EVAN BROCKMAN, Georgia Clinicians for Climate

17 Action

18 MARIANNE COMFORT, Sisters of Mercy of the Americas

19 Justice Team

20 MARCELA PINILLA, Zevin Asset Management

21 MELINA KENNEDY, Cummins Inc.

22 LYMAN WELCH, N/A

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 (continued):

4 GLEN KEDZIE, American Trucking Associations

5 MIHAI DOROBANTU, Eaton Vehicle Group

6 JENNIFER RENNICKS, World Resources Institute

7 MORGAN FOLGER, Environment America

8 FRANK COPPLE, Arizona Climate Action Coalition

9 JESSICA MENGISTAB, Alliance of Nurses for Health

10 Environments

11 JOAN SCHILLER, Moms Clean Air Force

12 STEPHEN WYMAN, Evolving Electric Motor Company

13 RONN KISTLER, Private citizen

14 MICHAEL SAUBER, N/A

15 GLORIA E. BARRERA, IASN

16 BRIAN DAUGHERTY, Motor and Equipment Manufacturers

17 Association

18 REV. J.D. GEE III, Eifort Elixers

19 BARBARA BAUER, Health issues writer

20 CATHERINE HORINE, RHA Advocate

21 EVA HERNANDEZ-THOMAS, Volunteer for Respiratory

22 Health Association

1 PARTICIPANTS

2 TESTIFIERS (in order of appearance)

3 (continued):

4 CLAIRE MORGAN, N/A

5 WILL ANDERSON, Sierra Club

6 NANCY DODGE, N/A

7 TAYLOR THOMAS, East Yard Communities for
8 Environmental Justice

9 DARIEN DAVIS, Climate & Clean Energy

10 YASSI KAVEZADE, Sierra Club

11 DOUGLAS GRUENAU, Consumer Reports member

12 DAVID OFFEN-BROWN, Consumer Reports

13 STACIE SLAY, N/A

14 FRANCISCO SAYU, RENEW Wisconsin

15 BILL MCNALLY, N/A

16 JOSEPH GILLIS, N/A

17 CEMELLI DE AZTLAN, N/A

18 ODILE COIRIER, INTERFAITH POWER AND LIGHT

19 JESSIE PARKS, Sierra Club

20 GEORGE AGORTSAS, Self

21 MICHELLE JORGENSEN

22 ROBERT SAUSED0, Carreras Tours LLC

1

PARTICIPANTS

2

TESTIFIERS (in order of appearance)

3

(continued):

4

APRIL GRIFFITH

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NEIL CARMAN

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WILLIAM COX

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

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

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

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

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

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

21 MS. NUNEZ: Good morning. On behalf of the U.S.
22 Environmental Protection Agency and the Office of Air

1 and Radiation, I would like to welcome you to the third
2 day of our virtual public hearing on EPA's proposed
3 heavy-duty engine and vehicle standards.

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

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

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

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

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

1 Motor Vehicles: Heavy-Duty Engine and Vehicle
2 Standards," which was published in the Federal Register
3 on March 28th, 2022.

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

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

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

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

22 Details on where to submit written comments can be

1 found in the Federal Register notice announcing the
2 proposal as well as on our website.

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

8 MR. NELSON: Thank you, Ale.

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

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

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

22 You may submit this additional testimony to the

1 same docket for this action by using one of the methods
2 described in the Federal Register notice announcing
3 this proposal.

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

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

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

16 We appreciate everyone's cooperation in allowing
17 us to give everyone a chance to speak today. Please
18 note that the EPA has distributed a list and a
19 tentative order of those registered to speak today and
20 we will make we will make slight adjustments through
21 the hearing for accommodations.

22 We plan to take a 15-minute break this morning

1 around 11:00 a.m. and a 30-minute lunch break around
2 1:00 p.m. We expect to close the hearing at 3:30 p.m.
3 today.

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

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

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

19 MS. THOMPSON: Thank you.

20 Before we begin, we would like to go over some
21 logistics for today's public hearing. As a reminder,
22 all attendees are muted automatically. If you are

1 speaking today, you will receive a notification on your
2 screen that you are being promoted to the role of
3 panelist shortly prior to your speaking time. You must
4 accept that invitation to be able to unmute when you
5 are called to testify.

6 This will also allow you to turn on your camera,
7 which we encourage you to do. Speakers connected by
8 telephone should unmute their phones when called to
9 testify.

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

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

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

21 Now we will begin our public testimony. The
22 expected speaking order is currently displayed on

1 screen. We ask that each person limit their verbal
2 testimony to three minutes. We encourage you to
3 provide your full written testimony and any additional
4 comments of any length to Docket Number EPA-HQ-OAR-
5 2019-0055 on regulations.gov.

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

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

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

17 But this issue is really personal to me. Redacted for

[REDACTED] Throughout my
19 childhood, I was in and out of doctors' offices. I
20 often missed school for treatment and, as a result, I
21 often fell behind on my schoolwork.

22 My parents also took time off of work to take me

1 to these appointments, and during my school years I
2 rode the school bus. I was the first and last stop, so
3 I rode the school bus for many hours, and I lived near
4 a busy freeway.

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

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

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

19 To clean up our air we need to make vehicles on
20 our roads as clean as possible. Electric trucks and
21 buses are saving our lives today. The technology to
22 electrify the most polluting vehicles such as transit

1 buses, school buses, delivery trucks, and refuse trucks
2 are already available and in use. In fact, the
3 nation's first electric truck standards were adopted in
4 2020 in California and have since been adopted in other
5 states like New York, Oregon, and New Jersey.

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

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

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

1 healthier and brighter.

2 Thank you.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker is Angelle Bradford.

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

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

9 Again, that is Angelle Bradford.

10 (Pause.)

11 MS. THOMPSON: I see that Angelle has joined.

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

15 The next person in the list is Ean Tafoya.

16 Unfortunately, I do not see Ean's name in the
17 attendee list. If you are here but you have joined
18 under another name, please click the raise hand button.

19 If you've called in, please press *9 to raise your
20 hand. That is Ean Tafoye.

21 (No response.)

22 MS. THOMPSON: Okay. I am circling back to

1 Angelle Bradford.

2 Angelle, I'm promoting you to panelist.

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

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

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

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

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

21 And so our climate has, certainly, changed here
22 and we feel that on a daily basis, and so rules like

1 this are super important to us and to our communities
2 and to my family.

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

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

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

19 I'd love to see communities like mine, both in New
20 Orleans and in Baton Rouge, thriving and no longer
21 having to live with this sort of pollution, and being
22 in Louisiana, quite frankly, we rely on the federal

1 level to set the standard and the precedents because
2 our state's not going to do it.

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

5 MS. THOMPSON: Thank you for your comment.

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

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

12 My name is Amy Goldsmith. I'm the New Jersey
13 state director for Clean Water Action. I represent
14 150,000 New Jersey members and nearly a million members
15 nationwide.

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

20 Clean Water Action appreciates the EPA's focus on
21 diesel pollution and goods movement. But the EPA must
22 be bolder and more aggressive, leapfrogging from the

1 proposed rule that would require the sale and operation
2 of, quote, "cleaner" diesel -- dirty diesel vehicles to
3 mandating zero-emissions on an accelerated timeline.

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

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

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

21 I say scrapping because we don't want dirty diesel
22 to be taken off the road in one place and then put in

1 another neighborhood, primarily, communities that are
2 already overburdened.

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

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

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

22 Warehouses lack environmental and health

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

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

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

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

20 The next speaker is Brian Ditzler. You may now
21 unmute and state your name and affiliation for the
22 record.

1 MR. DITZLER: Hello, my name is Brian Ditzler.

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

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

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

17 The particulate matter, together with nitrogen
18 oxides and other pollutants in our air that come,
19 largely, from diesel truck tailpipe emissions, are
20 quite hazardous to human health and are linked to
21 cancers, heart disease, asthma, and other respiratory
22 diseases that can lead to premature death.

1 Trucks also contribute 30 percent of the carbon
2 emissions from the transportation sector. I don't need
3 to tell this audience about the climate catastrophe
4 caused by carbon emissions that already is underway and
5 continues to get worse as time passes because the
6 necessary measures to control our emissions aren't
7 being taken fast enough.

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

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

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

22 So my request is that you also look at having the

1 rule impose penalties or fines annually on the most
2 polluting vehicles now on the road to encourage
3 existing trucks to be replaced or retrofitted.
4 Providing tax credits to encourage current truck owners
5 to replace their high-polluting vehicles with zero-
6 emission vehicles also would help.

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

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

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

21 Thank you.

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

1 The next speaker is Teena Halbig.

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

7 (No response.)

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

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

15 (No response.)

16 MS. PHILLIPS-THORYN: As a reminder, if you are
17 speaking today, you will receive a notification on your
18 screen that you are being promoted to the role of
19 panelist shortly prior to your speaking time.

20 You must accept that invitation to be able to
21 unmute when you are called to testify. This will also
22 allow you to turn on your camera, which we encourage

1 you to do.

2 Speakers connected by telephone should unmute
3 their phones when called to testify. If you are having
4 technical difficulties, please send an email to
5 public_hearing@abtassoc.com or call (919) 294-7712.

6 If you are not registered to speak but you would
7 like to, please note that we have limited availability
8 today. Please send an email with your name and phone
9 number to public_hearing@abtassoc.com or call (919)
10 294-7712.

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

15 The next speaker is Caia Farrell.

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

21 MS. FARRELL: My name is Caia Farrell and I am
22 speaking on behalf of Moms Clean Air Force.

1 I am almost 13 years old, I am in seventh grade,
2 and I live in South Philadelphia with my mom, dad, and
3 little sister. Thank you for the opportunity to speak
4 today about the need for stronger protections from
5 pollutions from heavy-duty trucks and other large
6 vehicles.

7 Since I started volunteering with Moms Clean Air
8 Force when I was eight years old, I have met with my
9 elected officials in city, state and federal
10 government, attended other EPA hearings and spoken at
11 rallies in our state capital about the need for better
12 policies to protect the air for kids [Redacted for PII]
[Redacted] and everyone who
14 breathes.

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

19 In fact (technical issue) the national average and
20 data shows that my Black and brown friends with asthma
21 suffer more severe complications than my white friends
22 with asthma.

1 In Philadelphia, we frequently get alerts that our
2 air is dangerous to breathe. On those days, I know
3 it's not safe for some of my friends to come out to the
4 park or take a walk with me because the bad air can
5 trigger an asthma attack, which could lead to doctor or
6 hospital visits, lots of medications and missing
7 school. Here in my neighborhood, I regularly see,
8 smell, and hear the impacts of heavy-duty truck and bus
9 traffic.

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

16 Every Saturday, I go running with my school's
17 running team as I train to run a 10-mile race next
18 month, and sometimes we pass giant idling trucks.

19 We cross the street to try and get away from the
20 exhaust fumes but crossing the street does not get us
21 far enough away from this toxic pollution to keep us
22 safe.

1 We need regulators, scientists, and policy experts
2 like you at EPA to make sure you can finalize the
3 strongest rule possible to limit pollution from heavy-
4 duty vehicles so we can look forward to a healthy
5 future, clean air, and a livable planet.

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

11 That is all. Thank you.

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

13 The next speaker is the Sabellys Silvestrini.

14 Unfortunately (technical issue) the attendee list.

15 If you are here but you have joined under a different
16 name, please press the raised hand button. If you have
17 called in, please press *9 to raise your hand.

18 Again, that is Sabellys Silvestrini.

19 (No response.)

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

22 Unfortunately, I do not see you in the attendee

1 list. If you are here but you have joined under a
2 different name, please press the raised hand button.
3 If you have called in, please press *9 to raise your
4 hand. That is Kenya Quiala.

5 (No response.)

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

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

13 (No response.)

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

17 MS. RODRIGUEZ: Hello, my name is Lucia Rodriguez
18 and I'm the government affairs manager at Hispanic
19 Access Foundation, a national nonprofit that is Latino
20 led and Latino serving, looking to elevate Latino
21 voices to ensure equity and representation in all areas
22 of life.

1 It is important for us and the communities that we
2 serve that the EPA create the strongest possible limits
3 on heavy-duty vehicle pollution to protect public
4 health and reduce the climate impacts that we and our
5 future generations will face.

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

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

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

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

22 Additionally, the virus that causes COVID-19

1 spreads more quickly in areas with more air pollution,
2 which are disproportionately inhabited by Latino and
3 other community of colors.

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

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

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

21 MS. RODRIGUEZ: Sorry. It is imperative that the
22 EPA create the strongest possible limits on heavy-duty

1 vehicle pollution to protect public health and reduce
2 the climate impacts that we and the future generations
3 will face.

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

7 Thank you for this opportunity.

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

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

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

17 My question is if we can save lives and bring down
18 \$1.2 trillion -- that's with a T -- in public health
19 benefits and create a more equitable healthy
20 environment for all, even nature's often ignored plants
21 and animals, why wouldn't we do it?

22 I probably can't say anything new or be extra

1 persuasive. There's been a lot of very persuasive
2 testimony and you've heard it before. I appreciate you
3 taking the time to listen.

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

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

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

20 Thank you for your time.

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

22 The next speaker is Erik Pettersen.

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

6 (No response.)

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

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

13 (No response.)

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

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

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

1 the Arapaho, Cheyenne, and Ute people.

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

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

19 Without the implementation of strong rules on
20 truck pollution, communities located in areas of
21 commerce will continue to face the impacts of toxic
22 pollution and our state will move further away from

1 meeting our greenhouse gas reduction goals.

2 The time to act is now. We can't afford to wait.

3 Thank you for your time and consideration. I look
4 forward to ongoing collaboration and discussion on this
5 issue.

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

7 The next speaker is Ezra Finkin. You may now
8 unmute and state your name and affiliation for the
9 record.

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

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

18 I would like to state our support for EPA in its
19 finding included in this proposed rule that the pool of
20 biodiesel available to fleets across the country is of
21 very high quality and that biodiesel blends about 5
22 percent, or B5, are expected to operate in future

1 catalysts and filters developed to meet this proposed
2 standard.

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

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

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

19 EPA's proposed renewable volume obligation for
20 2022 recognizes the availability of feedstock and
21 production capacity to expand volumes of biomass-based
22 diesel this year.

1 Three billion gallons of biomass-based diesel
2 equates to about 21 million tons of greenhouse gas
3 emission reductions. In a single year the benefits of
4 the switch to biomass-based diesel represents the
5 emissions generated from nearly 4.5 million passenger
6 vehicles or switching them overnight to a truly zero-
7 emission option, according to EPA's greenhouse gas
8 equivalencies calculator.

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

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

22 We encourage other engine manufacturers to

1 consider support for higher blends above 20 percent, or
2 B20.

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

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

13 Thank you.

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

15 As a reminder, if you are speaking today you will
16 receive a notification on your screen that you are
17 being promoted to the role of panelist.

18 You must accept this invitation in order to unmute
19 when you are called to testify. This will also allow
20 you to turn on your camera, which we encourage you to
21 do.

22 Speakers connected by telephone should unmute

1 their phones when called to testify. If you are having
2 technical difficulties, please send an email to
3 public_hearing@abtassoc.com or call (919) 294-7712.

4 If you are not registered to speak but you would
5 like to, please note that we have limited availability
6 today. Please send an email with your name and phone
7 number to public_hearing@abtassoc.com or call (919)
8 294-7712.

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

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

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

19 I am a community organizer with Chispa Arizona and
20 a father of four beautiful children. I was born and
21 raised in Los Angeles, California, and, unfortunately,
22 some of my earliest memories are of me sitting in front

1 of a fan in the middle of the night [REDACTED] Redacted for PII

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

As it has already been
6 cited here several times, I, again, want to echo and
7 stress the connection between asthma and high pollution
8 areas.

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

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

22 I urge the EPA to create the strongest limits on

1 heavy-duty vehicle pollution. Here in Phoenix,
2 Arizona, these standards will provide much needed
3 relief from the burden of diesel fumes and air
4 pollution.

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

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

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

22 Thank you for the opportunity to testify.

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

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

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

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

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

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

20 So I'm also calling as a woman of color, immigrant
21 from Guatemala, and longtime resident of Southern
22 California, home to many environmental justice

1 communities, where the pollution burden approaches a
2 100th percentile, including Boyle Heights, Wilmington,
3 and Pacoima.

4 California has six of the 10 most polluted U.S.
5 cities, and while our state government has made
6 tremendous gains in cleaning our communities and
7 advancing progressive policies that have provided
8 relief to communities that look like me and my family
9 -- Black and brown, low income, immigrant, undocumented
10 people -- we need the federal government to do much
11 more to complement these state policies.

12 My family and I grew up in Panorama City in low
13 wealth predominantly Latinx neighborhoods within the
14 city of L.A., breathing dirty air, facing health
15 disparities, that were exacerbated by our undocumented
16 status and inability to access health care.

17 The census tract in which I'm now raising my brown
18 Zapotecan and Guatemalan kids is 65.9 percent people of
19 color and has a 93 percent pollution burden percentile.

20 [REDACTED] Redacted for PII [REDACTED]

[REDACTED]

22 and many more family members have been impacted by

1 health issues exacerbated by pollution and dirty air
2 and the COVID-19 academic.

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

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

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

15 Lives, so many lives, are depending on you and
16 your actions and we all collectively must do better.
17 Thank you so much for the opportunity to testify.

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

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

22 MS. KEEFE: My name is Patricia Keefe. I live in

1 Rochester, Minnesota.

2 MS. PHILLIPS-THORYN: You may begin.

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

4 MS. PHILLIPS-THORYN: Yes.

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

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

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

21 So I would suggest that the EPA not only address
22 nitrogen oxide in the proposed rules but also strongly

1 address greenhouse gases caused by gas engines in
2 trucks.

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

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

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

17 Thank you.

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

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

22 DR. PAULSON: Hello. My name is Dr. Jerome

1 Paulson. I'm a pediatrician and an emeritus professor
2 of pediatrics at the George Washington University
3 School of Medicine and Health Sciences, and an emeritus
4 professor of environmental and occupational health at
5 the George Washington University Milken Institute
6 School of Public Health.

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

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

17 Diesel trucks are the leading source of dangerous
18 tailpipe pollution that causes tens of thousands of
19 premature deaths nationwide each year, especially in
20 Black and Latino communities and other marginalized
21 communities near ports, rail hubs, and freight
22 corridors.

1 According to a series of studies by Gauderman,
2 Avol, and colleagues, children who grew up in areas of
3 greater air pollution will have decreased lung capacity
4 as adults.

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

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

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

22 The electrification of heavy-duty trucks and buses

1 is no dream. It's a reality. Electric truck
2 technology is here, and in a study done by the Roche
3 Institute for the Environmental Defense Fund shows that
4 clean-energy trucks will be cost competitive with
5 harmful diesel technology by 2027.

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

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

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

18 Finally, EPA must promulgate a rule that
19 recognizes the climate emergency confronting the world.

20 The EPA must promulgate a rule that results in reduced
21 greenhouse gases from heavy-duty trucks and buses.

22 Thank you.

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

2 As a reminder, if you are speaking today, you will
3 receive a notification on your screen that you are
4 being promoted to the role of panelist shortly prior to
5 your speaking time.

6 You must accept that invitation to be able to
7 unmute when you are called to testify. This will also
8 allow you to turn on your camera, which we encourage
9 you to do. Speakers connected by telephone should
10 unmute their phones when called to testify.

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

14 If you are not registered to speak but you would
15 like to, please note that we have limited availability
16 today. Please send an email with your name and phone
17 number to public_hearing@abtassoc.com or call (919)
18 294-7712.

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

1 At this time, I am going to circle to the top of
2 the list and recall folks that we missed earlier. When
3 I call your name, please raise your hand if you have
4 joined the meeting or press *9 if you have joined the
5 meeting by phone.

6 The first person is Ean Tafoya.

7 (No response.)

8 MS. PHILLIPS-THORYN: Teena Halbig?

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

12 (No response.)

13 MS. PHILLIPS-THORYN: Dawn Fenton?

14 I'm promoting you now and allowing you to speak.
15 Please unmute and state your name and affiliation for
16 the record.

17 MS. FENTON: Hello. Can you hear me?

18 MS. PHILLIPS-THORYN: We can.

19 MS. FENTON: Okay, great. Thank you.

20 My name is Dawn Fenton, vice president of
21 government relations and public affairs for Volvo Group
22 North America. We employ over 13,000 people in the

1 United States including 7,500 members of the UAW.

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

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

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

17 If we are to truly maximize emission reductions,
18 it is critical that this new federal NOx standard be
19 stringent enough to improve air quality, particularly
20 in environmental justice communities, without creating
21 unintended consequences that could postpone market
22 adoption of cleaner technology and, thereby, undermine

1 the goals the regulation is seeking to achieve.

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

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

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

21 It must not encourage fleets to hold on to older
22 trucks and impede the integration of new-generation

1 trucks in the marketplace, similar to what we see
2 today, with approximately 50 percent of previous
3 generation trucks still operating more than 12 years
4 after the beginning of the last NOx regulation.

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

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

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

19 Thank you very much.

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

21 As a reminder, I am calling folks who were not
22 here when we called their name earlier. If you are

1 here but under a different name, please press the raise
2 hand button, or if you have called in please press *9.

3 The next speaker is Sabellys Silvestrini.

4 (No response.)

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

7 (No response.)

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

10 (No response.)

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

13 (No response.)

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

17 The last speaker is Regan Mozingo.

18 (No response.)

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

21 EPA, when would you like to reconvene?

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

1 Eastern Time.

2 (Recess.)

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

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

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

19 As a reminder, if you are speaking today, you will
20 receive a notification on your screen that you are
21 being promoted to the role of panelist shortly prior to
22 your speaking time. You must accept that invitation to

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

5 If you are having technical difficulties, send an
6 email to public_hearing@abtassoc.com or call (919) 294-
7 7712. If you are not registered to speak but would
8 like to, please note that we have limited availability
9 today. Please send an email to
10 public_hearing@abtassoc.com or call (919) 294-7712.

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

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

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

21 MR. EDWARDS: This is James Edwards. Can you hear
22 me?

1 MS. PHILLIPS-THORYN: We can.

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

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

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

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

13 Inducement reforms are critical. Here's a sample
14 of comments from our NASTC member survey. On emission
15 system failures, "the DEF pump continually failed. I
16 replaced it 11 times in three years and it cost me
17 \$44,700."

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

22 "OEM shops tend to replace the part that has

1 failed without taking the time to diagnose an upstream
2 issue. This can cost thousands of dollars while never
3 solving the problem."

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

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

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

22 So NASTC applauds separate inducement schedules

1 for high- and low-speed vehicles, a derate schedule
2 that better fits long-haul trucking, a more reasonable,
3 safe 65- to 50-mile-per hour derate schedule,
4 overriding faulty sensor derates when the system is
5 still reducing NOx, easing repairs with generic scan
6 tools and providing more specific information like
7 diagnostic codes.

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

15 Thank you for this opportunity.

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

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

20 MR. HAVERLY: Good morning. My name is Martin
21 Haverly and I'm the senior manager of research and
22 development and innovation with Renewable Energy Group.

1 As you've already heard from my colleague earlier,
2 Renewable Energy Group is an industry leader delivering
3 high-quality low-carbon biodiesel and renewable diesel
4 fuel to markets in the U.S. and abroad.

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

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

18 The vast majority of fuel samples show the
19 presence of impurities far below specified and
20 allowable levels. We support EPA in its proposal to
21 require engine manufacturers to provide detailed
22 evidence to document claims of off-spec biodiesel when

1 seeking an exemption of test results as part of an end-
2 use compliance.

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

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

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

19 Blends of 20 percent biodiesel, or B20, should be
20 the norm and we encourage engine manufacturers to work
21 alongside fuel producers like Renewable Energy Group to
22 support blends above B20.

1 The diesel commercial trucks of the future can
2 deliver cleaner air through the next-generation after
3 treatment devices while delivering even greater climate
4 benefits when operating using higher blends of low-
5 carbon bio-based diesel fuels.

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

14 Thank you very much.

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

16 The next speaker is Odile Coirier.

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

21 (No response.)

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

1 Hampton.

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

6 (No response.)

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

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

13 (No response.)

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

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

22 I appreciate the opportunity to testify this

1 morning and support the EPA's proposed rule for heavy-
2 duty vehicles.

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

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

17 The United Methodist Church affirms in its energy
18 policy statement, Resolution 1001, the need to, quote,
19 "conserve energy and increase energy efficiency,
20 understanding that a just transition to energy
21 efficiency and renewable energy sources will combat
22 global warming, protect human health, create new jobs,

1 and ensure a secure affordable energy future," end
2 quote.

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

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

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

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

20 The General Board of Church and Society supports
21 standards set at a pace that would achieve 100 percent
22 zero-emission truck sales by 2035. We believe it is

1 our moral responsibility to address the adverse effects
2 of greenhouse gases from the transportation industry on
3 our planet and do what is in our power to protect those
4 people and communities that are most vulnerable to
5 climate change's worst effects.

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

11 Thank you for your time this morning.

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

13 The next speaker is John O. Oluwaleye.

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

18 (No response.)

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

22 MS. COOPER: Good morning. My name is Coralie

1 Cooper and I'm deputy director at the Northeast States
2 for Coordinated Air Use Management, or NESCAUM.
3 NESCAUM is the regional association of state air
4 quality agencies in New England, New York, and New
5 Jersey.

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

11 Stringent emissions standards for heavy-duty
12 engines and vehicles are essential to the fulfillment
13 of that mission. Most of our member states are also
14 signatories to the medium and heavy-duty zero-emission
15 vehicle Memorandum of Understanding, a collaboration of
16 18 jurisdictions committed to fostering a self-
17 sustaining market for zero-emission trucks and buses.

18 A large portion of the NESCAUM region is
19 designated as being in nonattainment with the 2015
20 eight-hour averages on NOx of 70 parts per billion, or
21 ppb. NOx emissions are a primary precursor to the
22 formation of ozone and onroad heavy-duty diesel

1 vehicles are among the largest collective source of NOx
2 emissions in the Northeast.

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

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

13 Specifically, NESCAUM supports the adoption of a
14 0.020 gram NOx engine standard in 2027 at intermediate
15 useful life and a 0.035 gram NOx standard at full
16 useful life, as specified in the omnibus regulation.

17 Ample data exists supporting the feasibility of
18 introducing these standards for model year 2027. The
19 Northeast will be subject to new attainment deadlines
20 in 2027 and likely 2033. The Clean Air Act requires
21 ozone NOx attainment as expeditiously as possible, and
22 EPA's proposed options one and two do not meet this

1 requirement.

2 Establishing a .02 gram for brake horsepower or a
3 NOx standard at intermediate useful life for model year
4 2027 is the most expeditious as possible path called
5 for by the Clean Air Act, and anything less than this
6 will not be acceptable.

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

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

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

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

22 The next speaker is Ann Jaworski. You may now

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

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

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

16 The proposal also does not go far enough to
17 promote the adoption of electric and other zero-
18 emission vehicles. ELPC urges EPA to set -- ELPC urges
19 EPA to set NOx emission standards stricter than its
20 proposed option one and supports standards that would
21 quickly align with California's heavy-duty omnibus
22 standards in a single step.

1 The proposal would allow manufacturers to earn NOx
2 emissions credits for zero-emission vehicles even
3 though the agency didn't take these vehicles into
4 account when setting the level of the NOx standard.

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

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

17 Emissions controls on diesel trucks work the least
18 efficiently at low speeds. This means that when trucks
19 are traveling on urban streets, pulling into and out of
20 warehouses or idling, times when they are closest to
21 pedestrians, homes, schools and workplaces, they may be
22 emitting many times higher the amount of dangerous NOx

1 pollution than they would at highway speeds. A
2 mandatory idle standard and low-load test cycle can
3 help protect people from these emissions.

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

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

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

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

22 Thank you for your time this morning.

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

2 As a reminder, if you are speaking today you will
3 receive a notification on your screen that you are
4 being promoted to the role of panelist shortly prior to
5 your speaking time.

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

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

1 The next speaker is Jeffrey Gustafson.

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

6 (No response.)

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

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

13 (No response.)

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

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

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

21 Diesel emissions are a threat to public health, as
22 you know, and I've seen this impact upon my community

1 as a nurse who's grown up less than a mile away from
2 Highway 35-W in south Minneapolis, Minnesota.

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

8 While one could argue this is irrelevant history
9 as covenants were banned in the 1940s, the legacy lives
10 on. How does this translate to today? It must first
11 be noted that many of my peers in their 50s and 60s who
12 have grown up nearest to Highway 35-W were infants as
13 the highway was constructed and opened in the 1950s and
14 1960s.

15 Over half a century of living near a highway
16 exposed to diesel emissions and more has resulted in
17 premature everything: heart disease, cancers,
18 hypertension, stroke, neurological disorders, and more.

19 My friends and community are not well.

20 In January 2020, a University of British Columbia
21 at Vancouver study confirmed that there are
22 associations between road proximity and impaired

1 cognitive function and neurological disorders, drawing
2 a definitive connection between Alzheimer's, dementia,
3 multiple sclerosis, and Parkinson's to living near
4 major roadways and freeways.

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

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

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

1 are today.

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

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

8 Thank you.

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

10 The next speaker is Karin Stein.

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

15 (No response.)

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

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

22 (No response.)

1 MS. PHILLIPS-THORYN: The next speaker is Jack
2 Holmgreen.

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

7 (No response.)

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

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

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

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

22 NTAA is a member-based organization that is an

1 information conduit for 155 member tribes. NTAA seeks
2 to build consensus but does not represent the opinions
3 of all tribes. NTAA was founded by a resolution vote
4 of the annual meeting of the National Congress of
5 American Indians in 2002.

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

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

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

20 These criteria pollutants cause exposure to ozone
21 and fine particles and are found in the emissions from
22 heavy-duty trucks. As the U.S. EPA has documented,

1 trucks, buses, and large engines generally remain major
2 contributors to these unacceptable conditions.

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

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

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

19 NTAA recently conducted a baseline needs
20 assessment of 170 tribes and found that 80 percent of
21 the tribes agreed or strongly agreed that insufficient
22 air quality funding impacts their tribes' capacity to

1 prevent adverse health effects such as asthma,
2 allergies, lung, and heart disease. Increased federal
3 funding for tribal air quality programs helps tribes
4 co-regulate air quality with their federal, state, and
5 local partners.

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

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

20 Yet, quote, "as clean as possible," end quote, for
21 new vehicles in 2027, the focus of this rule means
22 recognizing continuously improving technology --

1 MS. PHILLIPS-THORYN: Thank you for your comment,
2 and I apologize for interrupting.

3 MS. SMALLWOOD: Sorry.

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

7 MS. SMALLWOOD: Thank you.

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

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

13 Thank you for this opportunity.

14 MS. PHILLIPS-THORYN: Thank you for your comment.
15 The next speaker is Alana Langdon.

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

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

22 MS. LANGDON: Good morning, everyone. My name is

1 Alana Langdon and I am the head of government affairs
2 and global policy at Nikola Corporation.

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

7 Founded in 2015, Nikola has now grown over to
8 1,000 employees headquartered in Phoenix, Arizona, with
9 manufacturing operations in Coolidge, Arizona.

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

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

18 Our products and services are built to deliver on
19 those core commitments by manufacturing BEV and fuel
20 cell electric vehicle trucks plus working with
21 strategic business partners and suppliers to build a
22 complete infrastructure ecosystem that will support the

1 transition to zero-emissions trucking.

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

9 Nikola's truck portfolio of BEV and fuel cell
10 offerings aims to address the short-, medium-, and
11 long-haul applications of heavy trucking. Our current
12 manufacturing capacity in Coolidge is up to 2,400
13 trucks per year and we are in the process of expanding
14 our manufacturing facilities to be capable of
15 manufacturing up to 20,000 trucks per year in late
16 2023.

17 We delivered the first of several pre-series
18 battery electric Tre BEV class eight trucks to our
19 launch customer, Total Transportation Services, in
20 December 2021 at the Port of Los Angeles, and started
21 production of the Tre BEVs at our manufacturing
22 facility on March 21st, 2022.

1 Nikola has begun delivering the Tre BEV to
2 customers in our dealer network across the country,
3 anticipating between 300 to 500 Tre BEVs to be
4 completed this year.

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

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

18 These vehicles were fueled at our headquarters
19 facility in Phoenix and made the over 350-mile trek to
20 Ontario, California, with hydrogen fuel to spare,
21 showing that hydrogen fuel cell heavy-duty trucks are
22 just around the corner.

1 And finally, the Nikola Two sleeper cab fuel cell
2 will arrive in 2025, addressing the long-haul
3 commercial needs supported by a national hydrogen
4 network of production and fueling facilities being
5 developed by Nikola and our partners.

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

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

17 Thank you very much.

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

19 As a reminder, if you are speaking today, you will
20 receive a notification on your screen that you are
21 being promoted to the role of panelist shortly prior to
22 your speaking time. You must accept that invitation to

1 be able to unmute when you are called to testify. This
2 will also allow you to turn on your camera, which we
3 encourage you to do.

4 Speakers connected by telephone should unmute
5 their phones when called to testify. If you are having
6 technical difficulties, please send an email to
7 public_hearing@abtassoc.com or call (919) 294-7712.

8 If you are not registered to speak but you would
9 like to speak, please send an email with your name and
10 phone number to public_hearing@abtassoc.com or call
11 (919) 294-7712.

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

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

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

22 MS. BETHUNE-CRAWFORD: Good morning. My name is

1 Ariel Bethune-Crawford and I'm 11 years old and a
2 student at D.C. International School here in
3 Washington, D.C. I am here today to share some
4 thoughts on this proposed rule for heavy-duty vehicles.

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

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

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

21 As a young Black girl, I'm painfully aware of the
22 air quality concerns within the city I call home and

1 the color of my skin makes me and my peers more likely
2 to suffer from health issues like asthma. I'm here
3 today on this 80-degree April day on my spring vacation
4 begging you to act quickly to protect my health and the
5 health of my younger brothers.

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

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

9 The next speaker is George Agortsas.

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

15 (No response.)

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

19 (No response.)

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

22 MR. PYLE: I am able to speak but my screen has

1 expanded and I cannot get to the text that I am trying
2 to read. So I think I will simply have to decline.

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

6 MR. PYLE: Thank you.

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

13 The first speaker is Odile Coirier.

14 (No response.)

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

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

19 (No response.)

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

22 (No response.)

1 MS. PHILLIPS-THORYN: The next speaker is John
2 Oluwaleye.

3 (No response.)

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

6 (No response.)

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

9 (No response.)

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

12 (No response.)

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

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

20 But I also do some work with the Union of
21 Concerned Scientists, and I'm here today testifying in
22 my individual capacity to talk about this proposed NOx

1 emissions ruling.

2 As I'm getting my Ph.D., studying the effects of
3 air pollution on human health and the environment, I'm
4 a little bit more aware than the average U.S. resident
5 to the ways that air pollution infiltrates our lives
6 and, as such, I'm constantly reflecting upon my own and
7 my community's exposure to air pollution.

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

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

22 This allows for people like me in the cheap

1 apartments along major throughways to not constantly be
2 bombarded by toxic particles in the safety of our own
3 homes, and I'm speaking from a place of immense
4 privilege, as the kids and retirees in my building have
5 an increased susceptibility to respiratory illnesses
6 and diminished lung function from the exact same
7 vehicle pollution that's happening right outside our
8 homes.

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

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

21 Only with more stringent requirements on vehicle
22 emissions can this policy reflect the scale of the

1 public health crisis and climate emergency that is
2 associated with these emissions.

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

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

5 The next speaker is Jack Holmgreen. If you are
6 here but you have joined under a different name, please
7 press the raise hand button or if you have called in
8 please press *9.

9 (No response.)

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

14 (No response.)

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

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

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

21 Some years ago, I lived in a town in southeastern
22 Virginia in a house on a corner around which, turning

1 left, went the westbound lanes of a major highway, U.S.
2 Route 58.

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

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

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

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

21 I am here to protest on behalf of my daughter's
22 lungs, in particular, many other such organs in general

1 and, indeed, even my own antique ones in favor of
2 emissions requirements based on human health rather
3 than commercial profit and convenience.

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

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

7 At this time, we will begin a brief recess.

8 EPA, when would you like to reconvene?

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

11 (Recess.)

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

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

22 If you are providing testimony today, please make

1 sure that you are speaking the language of the channel
2 you are listening to. For example, listening to
3 English while speaking in Spanish could prevent other
4 participants from hearing your statement in their
5 language of choice.

6 As a reminder, if you are speaking today you will
7 receive a notification on your screen that you are
8 being promoted to the role of panelist shortly prior to
9 your speaking time.

10 You must accept that invitation to be able to
11 unmute when you are called to testify. This will also
12 allow you to turn on your camera which we encourage you
13 to do. Speakers connected by telephone should unmute
14 their phones when called to testify.

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16 send an email to public_hearing@abtassoc.com or call
17 (919) 294-7712.

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

21 Out of respect for the other individuals providing
22 testimony today, please refrain from turning on your

1 camera or unmuting your microphone until it is your
2 turn to speak. I will be introducing each speaker in
3 turn. Please speak slowly and clearly so our court
4 reporter and interpreters can capture these proceedings
5 accurately.

6 The first speaker will be Evan Brockman.

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

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

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

19 Transportation is the single largest contributor
20 of greenhouse gas emissions in the U.S., accounting for
21 29 percent of emissions in 2019, and medium and heavy-
22 duty trucks cause 24 percent of that total.

1 Improving the standard for emissions from these
2 vehicles so they emit less pollution will improve air
3 quality, which will then improve health.

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

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

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

21 We all know air pollution causes lung inflammation
22 and damage, which can lead to COPD and emphysema,

1 triggering asthma, and research published in The Lancet
2 shows that long-term exposure to air pollution also
3 inflames our blood vessels, increasing likelihood for
4 heart attacks and strokes.

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

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

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

21 The realtor had told her she should get this home
22 because it was so much more affordable. But both those

1 children have asthma and this family is just one of
2 many who are in a bind with limited choices.

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

9 Thank you so much for your time.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Marianne Comfort.

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

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

20 The EPA can address both of these mandates by
21 instituting the strongest possible limits on pollution
22 from heavy-duty vehicles. This will reduce greenhouse

1 gas emissions that are contributing to the climate
2 crisis and, at the same time, reduce toxic emissions
3 that disproportionately harm Black, brown, and low
4 income communities.

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

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

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

21 Their concerns make me wonder about my own risk.
22 My husband and I choose not to own a car for our

1 commitment to the Earth and we often wait at bus stops
2 in similarly high-traffic areas, breathing in fumes
3 from heavy-duty vehicles carrying goods to local
4 stores.

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

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

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

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

22 MS. THOMPSON: Thank you for your comment.

1 The next speaker will be Marcela Pinilla.

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

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

8 MS. THOMPSON: We can hear you.

9 MS. PINILLA: Can you -- thank you.

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

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

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

1 vehicle standards.

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

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

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

17 We are seeing increased demand for zero-emissions
18 trucks as more and more companies seek to reduce their
19 operating costs and meet climate goals. For example, a
20 recent survey of corporate Electric Vehicle Alliance
21 members demonstrates that the demand for zero-emissions
22 vehicle is there.

1 In our view and many investors' views, the
2 proposed standards are not quite stringent enough to
3 accelerate that transition at the necessary rate and
4 scale.

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

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

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

19 In conclusion, strengthening the proposed
20 standards will mitigate the climate, public health, and
21 economic concerns associated with heavy-duty vehicles.
22 A zero-emission vehicle mandate, which has also been

1 adopted by California and at least five other states,
2 will be necessary to accelerate the transition to
3 electric trucks at the rate and scale needed to meet
4 climate goals.

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

9 Thank you.

10 MS. THOMPSON: Thank you for your comment.

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

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

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

21 We, as a company, are committed to helping our
22 customers reach net-zero greenhouse gas emissions and

1 to further reduce NOx to improve air quality, and our
2 vision for a zero-emissions future includes electric
3 vehicles, both battery powered and fuel cell electric,
4 as well as internal combustion engines running on net-
5 zero carbon fuels.

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

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

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

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

1 solution.

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

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

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

22 In short and in closing, Cummins supports tough,

1 clear, and enforceable standards that deliver real-
2 world environmental benefits and are feasible with
3 reliable technologies that our customers can readily
4 adopt.

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

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

13 We look forward to doing our part. Thank you.

14 MS. THOMPSON: Thank you for your comment.

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

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

21 I'm here today to ask you to strengthen the
22 proposed rule so that we can put heavy-duty vehicles on

1 the road to transition to a zero-emission status by
2 2035.

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

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

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

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

1 MS. THOMPSON: Thank you for your comment.

2 As a reminder, if you are speaking today, you will
3 receive a notification on your screen that you're being
4 promoted to the role of panelist shortly prior to your
5 speaking time.

6 You must accept that invitation to be able to
7 unmute when you are called to testify. This will also
8 allow you to turn on your camera, which we encourage
9 you to do. Speakers connected by telephone should
10 unmute their phones when called to testify.

11 If you're having technical difficulties, please
12 send an email to public_hearing@abtassoc.com or call
13 (919) 294-7712. If you are not registered to speak but
14 would like to, please send an email to
15 public_hearing@abtassoc.com or call (919) 294-7712.

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

1 The next speaker will be Mary Linn.

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

7 (No response.)

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

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

12 MR. KEDZIE: I'm Glen Kedzie and I serve as the
13 American Trucking Association's energy and
14 environmental counsel. Directly and through our
15 affiliated organizations, ATA represents more than
16 34,000 companies, encompassing every type and class of
17 motor carrier in the U.S. and Canada.

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

21 First, we all desire cleaner modes of
22 transportation to protect our environment and

1 disparately impacted communities as we all rely on
2 trucks in our daily lives to deliver everything from
3 groceries to mail to packages. As everyone knows, if
4 you've got it, a truck most likely brought it.

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

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

20 Ninety-seven percent of trucking fleets are small
21 businesses that operate on slim profit margins and are
22 disproportionately impacted by the slightest financial

1 changes.

2 The equipment and warranty cost increases, the
3 push towards the purchase of zero-emission vehicles in
4 addition to unprecedented increase in insurance
5 premiums, fuel prices, driver and technician pay, and
6 labor technician shortages stand to threaten the very
7 supply chain that every American relies upon every day
8 and takes for granted.

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

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

19 Let me turn to the issue of purchasing mandatory
20 extended warranties. I'd like to emphasize that
21 requiring the purchase of costly mandatory extended
22 warranties does not prevent tampering or the purchase

1 of illicit emission to peak devices. Enforcement of
2 emission standards under the Clean Air Act do.

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

7 Finally, with respect to the phase two rule,
8 reopening any rule is not good public policy. After
9 having worked with the EPA in good faith, changing a
10 final rule midstream sets a bad precedent and upends
11 the lead time, planning, and resources necessary for
12 manufacturers to design technologies for the future.
13 There will be abundant opportunities for stakeholder
14 input on further tightening truck greenhouse gas
15 standards as the agency develops its phase three rule
16 required to be finalized by the summer of 2024.

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

21 Thanks to the EPA staff and leadership for this
22 hearing and for listening to the fleet perspective.

1 Our more formalized comments will be submitted into the
2 docket.

3 MS. THOMPSON: Thank you for your comment.

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

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

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

20 Eaton fully supports the EPA in this rulemaking
21 process. As the agency works to finalize the new rule,
22 we see the following five principles as important to

1 consider.

2 First, implementing one national standard is
3 critical for the industry. The EPA has an opportunity
4 to create a single regulatory approach in emissions.
5 Option one is close enough to the CARB omnibus and we
6 believe that the convergence is both feasible and
7 desirable.

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

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

19 Last year, six years ahead of the new limits, we
20 have seen that the CARB limits can be achieved through
21 multiple pathways with confined margins in excess of 40
22 percent with less fuel consumed, and based on

1 conventional robust and very cost effective components.

2 Fourth, the regulations should drive simultaneous
3 NOx and CO2 reductions. There are multiple pathways
4 for internal combustion-based power trains to stringent
5 NOx levels together with 5 to 10 percent CO2 reduction.

6 However, continued multipliers for electric trucks
7 may in fact dilute the progress in conventional
8 technology while also dampening high penetration rates
9 of electric trucks.

10 And, finally, the regulations should be technology
11 neutral with flexibilities built in but the EPA should
12 also recognize the local nature of NOx and particulate
13 emissions versus the global impact of greenhouse gases.

14 Electrical vehicles have unclear upstream
15 emissions, but zero tailpipe Nox, including those in
16 the averaging engine NOx emissions, may significantly
17 dilute the local NOx benefits in nonattainment zones
18 while increasing emissions elsewhere. Thank you for
19 your attention.

20 MS. THOMPSON: Thank you for your comment.

21 The next speaker will be Jennifer Rennicks.

22 Jennifer, you may now unmute and please state your

1 name and affiliation for the record.

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

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

20 In fact, states are leading the way. New York's
21 recent mandate requires all new school buses to be
22 electric by 2027. A strong rule reduces air pollution

1 and that helps to mitigate the disproportionate impacts
2 of air toxins, particulate matter, and climate changing
3 greenhouse gas pollution generated by trucks and buses,
4 and these effects are most acutely felt on low income
5 communities and communities of color, often located
6 near highways, ports, and depots.

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

13 As funding from the bipartisan infrastructure bill
14 is awarded to school districts through EPA's very own
15 Clean School Bus program, we expect that number of
16 electric school buses to increase further, and as
17 transit operators are taking advantage of zero-emission
18 technology and available funding sources, electric
19 transit buses continue to increase around the country
20 as well. In the U.S. more than 3,500 transit buses are
21 already in operation and that's a 24 percent growth
22 since the last count in 2020.

1 Given the viability of commercially available
2 electric school and transit buses, EPA could consider
3 these types of vehicles as a separate subcategory and
4 establish a more rapid emissions reduction timeline for
5 them.

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

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

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

21 Thank you very much for your time.

22 MS. THOMPSON: Thank you for your comment.

1 The next speaker will be Gene Wordekemper.

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

6 (No response.)

7 MS. THOMPSON: The next speaker will be Morgan
8 Folger.

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

11 MS. FOLGER: Thank you. My name is Morgan Folger.

12 I work with Environment America, and I direct our
13 Destination Zero Carbon campaign. Environment
14 America's mission is for clean air, clean water, and
15 open spaces as well as a livable climate.

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

22 The transportation sector is the number-one source

1 of global warming pollution in America. and to avoid
2 the worst impacts of climate change, we need to zero
3 out emissions from transportation by 2050 or sooner and
4 that means replacing trucks, buses, freight vehicles,
5 delivery vans, and any other vehicle that relies on
6 fossil fuels with a clean zero-emission option.

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

17 Environment America's "Trouble in the Air" report
18 found that 57 million Americans experienced more than a
19 month of elevated ozone pollution in 2020 and 13
20 million Americans experienced over a hundred days of
21 elevated ozone pollution. More needs to be done to
22 curb the health-threatening air pollution across the

1 country, especially from our trucks.

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

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

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

19 And as written, the rule will only yield about 1.5
20 percent zero-emission new truck sales by 2027, which is
21 far less than what the states already are committed to
22 do. States in their current existing policies would

1 yield about three times the zero-emission vehicles that
2 this proposed rule from EPA currently calls for at the
3 national level. So tightening this rule is necessary
4 to push the market to reduce emissions further.

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

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

16 Thank you.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Frank Copple.

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

21 MR. COPPLE: Good morning. My name is Frank
22 Copple and I'm a member of Moms Clean Air Force, and I

1 want to thank you for allowing me this opportunity to
2 speak.

3 Yesterday as I was driving to a voter registration
4 event here in the west suburbs of Phoenix, I was
5 cutting traffic due to the road construction and just
6 happened to be following three semi-trailer trucks. So
7 there were many starts and stops. As we would start to
8 move, I would at times be completely in the dark with
9 their black exhaust smoke.

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

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

21 In addition to the air pollution caused by dust,
22 the daily heavy traffic of trucks and trains in our

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

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

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

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

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

22 Thank you again.

1 MS. THOMPSON: Thank you for your comment.

2 As a reminder, if you are speaking today you will
3 receive a notification on your screen that you are
4 being promoted to the role of panelist shortly prior to
5 your speaking time.

6 You must accept that invitation to be able to
7 unmute when you are called to testify. This will also
8 allow you to turn on your camera, which we encourage
9 you to do. Speakers connected by telephone should
10 unmute their phones when called to testify.

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

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

22 Please speak slowly and clearly so our court

1 reporter and interpreters can capture these proceedings
2 accurately and please keep your testimony to three
3 minutes.

4 The next speaker will be Jessica Mengistab.

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

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

9 MS. MENGISTAB: Can you hear me okay?

10 MS. THOMPSON: We can.

11 MS. MENGISTAB: Okay, thank you. Good afternoon.

12 My name is Jessica Mengistab. I'd like to thank you
13 for giving myself and all of the members of the public
14 you've heard from this week the opportunity to express
15 our concerns and offer support for more stringent
16 standards for heavy-duty vehicles.

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

21 Like many nurses and health care workers on the
22 front lines, I, unfortunately, Redacted for PII

1 [Redacted for PII] [Redacted]

2 [Redacted]

3 [Redacted]

4 [Redacted]

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

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

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

21 Increasing standards for NOx and other greenhouse
22 gases will have a direct positive impact on these

1 frontline communities that have been overburdened for
2 far too long. We are overdue in our efforts in
3 transitioning to vehicle technology that is readily
4 available and will drastically reduce harmful toxic
5 pollution.

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

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

15 Thank you very much.

16 MS. THOMPSON: Thank you for your comments.

17 The next speaker will be Joan Schiller.

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

20 DR. SCHILLER: Hi, everybody. Good morning. I'm
21 Dr. Joan Schiller. I'm a mother representing Moms
22 Clean Air Force and I'm also a retired medical

1 oncologist who served as the deputy director of the
2 Inova Schar Cancer Institute in Fairfax, Virginia and
3 before that as the deputy director of the University of
4 Texas Southwestern Comprehensive Cancer Center in
5 Dallas.

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

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

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

21 It is also one of the most lethal cancers.
22 Untreated, the median survival for patients with

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

7 So why do I mention these dismal statistics?

8 Because air pollution is a class one carcinogen as
9 labeled by the International Agency for Research on
10 Cancer.

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

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

20 She was a physician, a gastroenterologist, a
21 mother of two, and a long distance runner, and [Redacted for PII]

[Redacted]

1 [Redacted for PII]

2 [Redacted]

3 [Redacted]

4 But we do know that the incidence of lung cancer in
5 people who have never smoked is rising, particularly in
6 young women.

7 We must prevent these tragic deaths from lung
8 cancer from happening. While we applaud the EPA's
9 attempt to strengthen emission standards for new heavy-
10 duty vehicles, the proposed standards do not achieve
11 the President's goal of a zero-emission economy by
12 2050.

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

16 MS. THOMPSON: Thank you for your comment.

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

20 MR. WYMAN: My name is Stephen Wyman. I represent
21 the Evolving Electric Motor Company. The optimal
22 reduction in greenhouse gas and NOx emissions from all

1 vehicles (inaudible) the largest was electric vehicles
2 charging at electric power charging stations using
3 electricity generating (inaudible). That optimal event
4 will require trillions of dollars in infrastructure,
5 generating, and distribution of renewable electricity.

6 Why convert all the gas into use for electricity?

7 That's a tremendous amount of additional electricity,
8 electric power needed for -- used only for
9 transportation.

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

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

20 Large reductions in greenhouse and noxious gas
21 emissions has demonstrated by the vehicles listed
22 earlier has been possible for more than two decades.

1 It will take more than a bit of pressure by the EPA or
2 nothing more will continue to happen.

3 Thanks for the opportunity to present this
4 perspective.

5 MS. THOMPSON: Thank you for your comment.

6 The next speaker will be Jessie Parks.

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

12 (No response.)

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

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

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

20 This December my wife and I went to Boston. On
21 the 12th, we were awakened by my cell phone. Hello?
22 Roger, are you okay? Sure. We're okay? Why? What's

1 going on? Why are you asking? Well, I was just
2 watching the news of the widespread devastation from
3 that tornado that hit Bowling Green. Bowling Green?
4 Our house, our son, Chris, who stayed behind. Oh, my
5 God. The power was out across the city. No power, no
6 wifi. No cell phone service. Getting media reporting
7 on exactly what was going on was impossible.

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

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

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

22 Both sides were blocked by police cars,

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

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

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

20 We know the climate is changing and severe weather
21 events like this are becoming more severe and more
22 frequent. Kentucky is becoming part of a new Tornado

1 Alley. Of the states suffering from tornado damage it
2 was never even in the top 20.

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

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

12 Thank you.

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker will be Robert Sausedo.

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

20 (No response.)

21 MS. THOMPSON: I will now call the names of
22 speakers from the speaker block who were unable to

1 provide testimony when initially called on. If you
2 have arrived, please raise your hand by clicking the
3 raise hand button at the bottom of your screen and we
4 will promote you to the panelist role so you can
5 provide your testimony.

6 Mary Linn?

7 (No response.)

8 MS. THOMPSON: Gene Wordekemper?

9 (No response.)

10 MS. THOMPSON: And Jessie Parks?

11 (No response.)

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

15 EPA, when would you like to reconvene?

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

18 (Recess.)

19 MS. THOMPSON: Hello, everyone. This is Kayla
20 Thompson from Abt Associates, EPA's contractor. It is
21 1:30 p.m. Eastern time and we are now rejoining EPA's
22 public hearing on the "Control of Air Pollution from

1 New Motor Vehicles: Heavy-Duty Engine and Vehicle
2 Standards" proposal.

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

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

13 Before we resume the hearing, we'd like to go over
14 some logistics. As a reminder, all attendees are muted
15 automatically. If you are speaking today, you will
16 receive a notification on your screen that you are
17 being promoted to the role of panelist shortly prior to
18 your speaking time.

19 You must accept that invitation to be able to
20 unmute when you are called to testify. This will also
21 allow you to turn on your camera, which we encourage
22 you to do. Speakers connected by telephone should

1 unmute their phones when called to testify.

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

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

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

15 We encourage you to provide your full written
16 testimony and any additional comments of any length to
17 Docket Number EPA-HQ-OAR-2019-0055 on [Regulations.gov](https://www.regulations.gov).

18 I will be introducing each speaker in turn.
19 Please speak slowly and clearly so our court reporter
20 and interpreters can capture these proceedings
21 accurately.

22 The first speaker will be Michael Sauber. You may

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

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

4 MS. THOMPSON: We can.

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

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

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

18 I have to ask each of you now can we afford to not
19 address carbon emissions now. I believe all of you
20 would have to honestly answer no, we cannot afford to
21 wait. Too many lives lost, livelihoods destroyed,
22 infrastructure damaged.

1 We don't need wars to create this kind of havoc
2 and loss and I believe war is a just comparison. We
3 should treat it like we're responding to a war right
4 here because we are. It is a war against time and a
5 war against our own stupidity.

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

10 I've done as much possible that I can to reduce
11 fire danger around my house but fear with the hotter
12 and drier conditions as well as increased wind speeds,
13 it makes it almost impossible to be fire safe anymore.

14 We're terrified. My home insurance policy has doubled
15 in cost in the last 10 years and the company said I
16 can't get a lowered rate for my proactive fire
17 prevention work.

18 At this moment, there are four fires in New
19 Mexico. The closest one is the McBride fire, which has
20 burned 5,000 acres, 200 structures and is zero percent
21 contained. I just learned two elderly people died
22 trying to get away from the blaze. Air support can't

1 fly when it's 60-mile-plus winds. That's freeway
2 speeds. That's terrifying.

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

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

13 MS. THOMPSON: Thank you for your comment.

14 The next speaker will be Leslie Ingalls.

15 Leslie, I do not currently see you listed among
16 the attendees. However, if you have joined using a
17 different name, we would ask that you raise your hand
18 at this time by using the raise hand feature at the
19 bottom of your screen, or if you have dialed in, you
20 may raise your hand by dialing *9 on your phone.

21 (No response.)

22 MS. THOMPSON: The next speaker will be Anna

1 Plaktina.

2 Anna, we also do not see you on the attendee list.

3 However, if you have joined using a different name, we
4 would invite you to raise your hand at this time, and
5 if you've called in you can raise your hand by dialing
6 *9 on your phone.

7 (No response.)

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

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

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

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

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

22 Let's talk about what I'm seeing here on the

1 frontlines as a school nurse. In a classroom of 31
2 students, at least four have chronic asthma. Symptoms
3 are exacerbated by hazardous air pollutants caused by
4 the vehicles that get them to and from school -- school
5 buses. Cleaner air will help mitigate harmful health
6 impacts like asthma attacks and COPD exacerbations. We
7 need the strongest possible heavy-duty vehicle
8 standards to protect health right now and for future
9 generations.

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

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

21 Thank you.

22 MS. THOMPSON: Thank you for your comment.

1 The next speaker will be Catherine Boland, and I
2 can see that you raised your hand so I will promote you
3 to panelist now. When you are ready, please unmute and
4 say your name and affiliation for the record.

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

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

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

19 MEMA urges EPA to reduce the proposed warranty
20 requirements and the full useful life timelines for all
21 vehicles. The warranty increases of a factor of four
22 or more are based on specific and limited laboratory

1 testing that does not reflect complex real-world use.

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

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

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

22 The real-world uses for heavy-duty vocational

1 vehicles are different and extremely complex because of
2 the vast range of duty cycles, load configurations, and
3 application demands. Additionally, MEMA recommends EPA
4 not require warranty coverage on parts that have a
5 shorter life and are routinely replaced due to wear
6 such as sensors, injectors, rings, filters, and valves.
7 Instead, such parts and components should be defined
8 as standard maintenance or replacement items.

9 We urge EPA to work with industry stakeholders,
10 including suppliers, to develop a list of wear parts
11 and components with these criteria in mind. MEMA
12 encourages EPA to not issue NOx credits for battery
13 electric vehicles or fuel-cell electric vehicles to
14 avoid unintended backsliding and lowering of technology
15 deployment on internal combustion engine heavy-duty
16 vehicles.

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

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be Daniel Farris.

21 Daniel, we do not currently see you listed among
22 the attendees. However, if you have joined using a

1 different name, we would invite you to raise your hand
2 at this time, and if you have called in, you can raise
3 your hand by dialing *9 on your phone.

4 (No response.)

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

6 We also do not see you listed on the list of
7 attendees. However, if you have joined using a
8 different name, we would invite you to raise your hand
9 at this time, and if you have called in you can raise
10 your hand by dialing *9 on your phone.

11 (No response.)

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

15 REV. GEE: Can you hear me?

16 MS. THOMPSON: We can.

17 REV. GEE: Thank you for the opportunity to
18 testify. My name is Reverend Jason Daniel Gee III. I
19 am here today as Alexander Eifort of Eifort Elixirs,
20 Reverend J.D. Gee III, Magus Monk of Eifort Elixirs
21 Universalist Life Church Ministries, Seattle,
22 Washington, USA, also Mont Fort of Mont Fort,

1 Switzerland, the World Economic Forum and Think 2022,
2 Indonesia, Eifort of Deutschland and the Global
3 Solutions Summit 2022 that was held in March this year,
4 also known as (speaks foreign language).

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

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

20 These vehicles cause the majority of lung-damaging
21 air pollutants including nitrogen oxide and particulate
22 pollution, both posing public health risks to all and

1 damage to the climate of planet Earth.

2 Diesel emissions increase the risk of cancer and
3 can lead to premature death, hospitalizations, and
4 emergency department visits for exacerbated chronic
5 heart and lung disease, including asthma, increased
6 respiratory symptoms, and decreased lung function.

7 These harmful impacts from heavy-duty vehicles fall
8 disproportionately on communities of color that are
9 often located near heavy-duty traffic and trucking
10 corridors.

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

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

22 Thus, consumer goods should be delivered on trucks

1 that do not have negative impacts on communities living
2 near trucking routes. Smog and air pollution caused by
3 trucks and buses are among the greatest threats to
4 public health for the more than 45 million people in
5 the U.S. living within 300 feet of a major roadway or
6 transportation facility.

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

15 Zero-emission trucks and buses are projected to be
16 cheaper to own and operate than their combustion engine
17 counterparts within five years. In fact, a recent
18 study from the Department of Energy predicts that by
19 2030 zero-emission trucks could grow to 42 percent of
20 sales just based on the fact that they will be cheaper
21 to buy and own.

22 But we need strong policies to achieve this

1 reality. In addressing nitrogen oxide, at a minimum
2 EPA should choose option one as option two simply does
3 not go far enough to protect vulnerable communities
4 from the impacts of heavy-duty vehicle emissions.
5 Option one, while a good start, could go further to
6 reduce nitrogen oxide pollution.

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

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

18 The EPA can and should do more to lead at the
19 federal level. The international community is doing
20 far better to preserve this matrix that we call Earth
21 for a globally sustainable future. Are you with us in
22 our endeavor?

1 I, once again, thank you for the generous
2 invitation. Love is the law, love under will, as above
3 so below, as within so without. Blessed be. Thelema
4 93. Manifest excellence in Jesus' name and the church
5 said amen. Namaste.

6 MS. THOMPSON: Thank you for your comment.

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

11 MS. BAUER: Thank you.

12 MS. THOMPSON: -- you may begin.

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

22 A stronger EPA rule is urgently needed. Redacted for PII

16 The authors' state, quote, "Health loss can occur
17 at air pollution levels well below regulatory
18 standards," end quote. Their report cites a study of
19 over 300,000 people in nine European countries that
20 found some lung cancer risk at every level of
21 particulate matter and confirmed that the higher the PM
22 levels the greater the risk.

1 Every increase of microns per cubic meter of PM
2 2.5 drove the risk of lung cancer up by 18 percent. No
3 wonder lung cancer is a leading cause of death for
4 tobacco smokers, firefighters, and truckers. The long
5 delay from research proof to regulatory action trumpets
6 our inadequacy in educating the public and protecting
7 the vulnerable.

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

13 America's love of the open road has gone in a haze
14 of pollution that chokes drivers and neighboring
15 residents. Nashville is swarmed with dump trucks
16 scurrying through our neighborhoods to rush a manic
17 construction boom forward. Too many trail fat coils of
18 black smoke with every press of the pedal. My
19 landscaper reports sometimes he cannot even see the
20 road behind him. I hope this hearing will lead to
21 swift and effective restoration of cleaner air along
22 our highways. Thank you so much.

1 MS. THOMPSON: Thank you for your comment.

2 As a reminder, if you are speaking today, you will
3 receive a notification on your screen that you are
4 being promoted to the role of panelist shortly prior to
5 your speaking time.

6 You must accept that invitation to be able to
7 unmute when you are called to testify. This will also
8 allow you to turn on your camera, which we encourage
9 you to do.

10 Speakers connected by telephone should unmute
11 their phones when called to testify. If you are having
12 technical difficulties, please send an email to
13 public_hearing@abtassoc.com or call (919) 294-7712.

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

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

22 Please keep your testimony to three minutes.

1 The next speaker will be Catherine Horine. You
2 may now unmute and please state your name and
3 affiliation for the record.

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

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

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

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

21 I get the air quality alerts and when they are in
22 the unhealthy or worse categories I stay inside with

1 the air conditioning on. Like many in the Chicago
2 area, I live and travel on routes where there are a lot
3 of trucks. It is important to reduce those emissions
4 because that diesel spewing from trucks just worsens
5 the overall air pollution, and as a lung transplant
6 recipient, those exhaust fumes from trucks come right
7 into my car through the air vents and I am forced to
8 breathe them, which could cause my transplant to be
9 damaged and reject.

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

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

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

1 meet tighter pollution standards by 2024.

2 EPA should do what states are already requiring in
3 2027. EPA should adopt the schedule and pollution
4 limits in the California NOx Omnibus Rule and, again,
5 make sure all new truck sales are zero-emission by
6 2035.

7 Thank you.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Eva Hernandez-Thomas.

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

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

14 MS. THOMPSON: We can.

15 MS. HERNANDEZ-THOMAS: Okay. Good afternoon.

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

21 I've worked with the University of Illinois School
22 of Public Health for over 15 years doing the research

1 exploring psychosocial components of asthma. So I will
2 be speaking out of my own experience walking the
3 streets, going to the same store and experiencing the
4 same environmental effects on my physical or emotional
5 self as are participants in our program. Thanks to God
6 I do not have any respiratory health problems.

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

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

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

21 The present ruling about heavy-duty engines are
22 not going far enough to help. We must do something

1 about protecting our most vulnerable communities that,
2 historically, have been a dumping ground for
3 industrialization and the like. Please, I beg you to
4 keep my comments not just in your mind but in your
5 heart when it comes the time for you to make wise
6 decisions. Thanks and God bless you.

7 MS. THOMPSON: Thank you for your comment.

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

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

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

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

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

1 juniper and pine and feel active and alive and
2 energetic.

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

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

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

18 Luckily, our transportation system in Portland,
19 TriMet, became concerned about pollution from diesel
20 fuels in 2017. Multnomah County, Portland's largest
21 county, was in the top 2 percent of U.S. counties in
22 exposure to diesel pollution and with the fleet of

1 nearly 700 diesel buses, TriMet has been the single
2 largest consumer of diesel fuel in the state of Oregon.

3 On September 26, TriMet board of directors -- oh
4 excuse me, September 26, 2018, TriMet's board of
5 directors unanimously adopted a resolution to begin
6 buying electric buses and purchase no new diesel buses,
7 becoming diesel free by 2040.

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

14 This forward-thinking board of directors also knew
15 that each electric bus would save \$400,000 on fuel and
16 \$125,000 in maintenance annually compared to otherwise
17 similar diesel buses. These annual savings can be used
18 for transit service improvements.

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

1 skies as they grow.

2 Thank you for your time.

3 MS. THOMPSON: Thank you for your comment.

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

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

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

17 We've had three days of thorough and compelling
18 testimony from people of all walks of life detailing
19 why we urgently need to accelerate our transition to
20 100 percent zero-emission trucks and buses. We've
21 heard numerous public health, labor, and environmental
22 benefits of what we can achieve through a strong

1 federal clean trucks rule.

2 We know that emissions from the transportation
3 sector is the leading cause of global warming and we
4 know that underserved communities who live next to
5 highways, particularly their children,
6 disproportionately suffer developmental delays and
7 health issues.

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

12 I grew up on the south side of Atlanta between
13 Interstates 75 and 85 as well as in the shadow of the
14 world's busiest airport and its freight cargo
15 facilities. [Redacted for PII] that is likely the
16 result of decades of air pollution exposure.

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

22 Families in these environmental justice

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

10 The report also offers localized data showing the
11 benefits for each state and for major metro areas. In
12 Georgia, we see the potential of more than \$29.3
13 billion in cumulative health benefits over -- and over
14 2,600 lives saved as well as 78,500 asthma attacks
15 avoided between now and 2050.

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

22 The technology is here to electrify the most

1 polluting vehicles right now, including transit buses,
2 school buses, freight trucks and other heavy-duty
3 vehicles.

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

10 Please strengthen this rule. Thank you.

11 MS. THOMPSON: Thank you for your comment.

12 The next speaker will be Gary Timm.

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

18 (No response.)

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

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

1 DR. DODGE: Can you hear me?

2 MS. THOMPSON: We can.

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

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

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

20 Studies show clinically significant increased risk
21 of autism, a highly disabling condition, as well as
22 lowered IQs, which negatively impact function

1 throughout the lifespan. For example, data from
2 Project Viva published by Porta, et al., in 2016,
3 showed significant lower verbal IQs of over seven
4 points in children living in close proximity to major
5 highways.

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

14 What tugs at my heart, however, are my memories of
15 sitting with families as I shared with them a new
16 diagnosis of autism, shattering many of the dreams they
17 held for their child and changing their lives forever.

18 I can't abide the thought that some of that
19 heartache could be avoided if we just have the will to
20 do it. A stronger clean air rule for trucks,
21 especially incentives for earlier transition to zero-
22 emissions vehicles, will be one step towards a better

1 future for children yet to come.

2 Thank you for your attention to my concerns.

3 MS. THOMPSON: Thank you for your comment.

4 As a reminder, if you are speaking today, you will
5 receive a notification on your screen that you are
6 being promoted to the role of panelist shortly prior to
7 your speaking time.

8 You must accept that invitation to be able to
9 unmute when you are called to testify. This will also
10 allow you to turn on your camera, which we encourage
11 you to do. Speakers connected by telephone should
12 unmute their phones when called to testify.

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

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

1 court reporter and interpreters can capture these
2 proceedings accurately and please keep your testimony
3 to three minutes.

4 The next speaker will be Taylor Thomas.

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

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

18 In my area, we are confronted with the negative
19 health impacts from a massive goods movement complex,
20 fossil fuel infrastructure, expanding logistics
21 industry, and we have been living under the cloud of
22 diesel and other toxic pollutants from ships, trucks,

1 rail yards, refineries, and chemical plants for
2 decades, and all of this is managed under inept and
3 corrupt decision makers.

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

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

18 The EPA has past and ongoing failures that you
19 need to address, and all of the promises and half-
20 stepping soft measures like these they don't cut it.
21 We are so far beyond this, and this is our communities
22 putting everyone on notice.

1 We're not accepting the okey doke anymore. We are
2 out of time. You all are out of excuses. Sign it up,
3 get it together, and prove this rule and don't come
4 back until you do.

5 That concludes my comment. Thank you.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Darien Davis.

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

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

15 I'm here on behalf of LCV's members and network of
16 30-state partner organizations to speak in support of
17 the strongest possible rulemakings on heavy-duty
18 vehicle pollution and, as others have said, the
19 transportation sector is the largest single source of
20 greenhouse gas emissions in the U.S. Long-haul trucks
21 produce about 25 percent of those emissions, despite
22 making up just a small fraction of the total vehicles

1 on the road.

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

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

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

20 We most likely would have been forced to live in a
21 redlined community where interstate highways were often
22 purposefully being developed. This is exactly why,

1 when presented with the question would you want to time
2 travel back in time or to the future, I will answer
3 future without hesitation.

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

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

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

18 Option one of the EPA's proposed NOx standard is
19 the only pathway to safeguarding the health of low
20 wealth communities and communities of color. This
21 option, however, must be strengthened to reduce NOx
22 emissions more quickly and align with California's

1 recent trucks rule. And for greenhouse gas standards
2 for buses and delivery trucks, especially given the
3 rapid acceleration in electrification in these
4 categories of trucks, the EPA should require faster
5 transition to zero-emission vehicles.

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

10 Thank you for the opportunity to testify today.

11 MS. THOMPSON: Thank you for your comment.

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

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

1 indirect sources.

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

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

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

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

20 I live in a region where any big box realtor has a
21 warehouse here, millions of square feet. We're used to
22 seeing trucks traveling near our homes and schools on a

1 24/7 basis and we can't afford something weak that's
2 being nationally proposed as what's on the table right
3 now.

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

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

19 Our public deserves to know clear benchmarks and
20 clear rules for where the rule is that and right now it
21 seems as though it's being operated for what's
22 currently feasible when in reality this rule is going

1 to be implemented decades later.

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

4 MS. THOMPSON: Thank you for your comment.

5 The next speaker will be Douglas Gruenau.

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

8 MR. GRUENAU: Can you see me?

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

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

17 In the last 10 to 15 years, we have lived with
18 pollution in the summer from intense fires made more
19 intense by global warming in California, Arizona, New
20 Mexico, Oregon, Washington, and we have had repeated
21 days where it was advised that people with lung
22 difficulties could not go out.

1 I would urge you to consider the children who will
2 be born in this decade and the next decade. They will
3 be alive and living with the consequences of
4 catastrophic global warming if we don't move quickly to
5 zero-emissions in all vehicles.

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

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

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Joseph Gillis.

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

21 (No response.)

22 MS. THOMPSON: The next speaker will be David

1 Offen-Brown.

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

4 (Pause.)

5 MS. THOMPSON: David, you will need to accept the
6 invitation to become a panelist in order to provide
7 your testimony. I've given you permission to unmute as
8 an attendee --

9 MR. OFFEN-BROWN: Can you hear me now?

10 MS. THOMPSON: Yes, we can hear you.

11 MR. OFFEN-BROWN: Thank you. I am David Offen-
12 Brown of Albany, California, next to Berkeley. I am a
13 Consumer Reports member and I'm speaking here as a
14 private citizen.

15 I applaud the EPA for proposing stricter limits on
16 the emissions from heavy-duty vehicles -- I'll just
17 call them trucks. But we need stricter limits than
18 proposed. We certainly need at least the option one
19 regulations. This is a health and climate change
20 issue.

21 As you know, truck emissions disproportionately
22 affect people of color, making it also a racial equity

1 issue. Our planet is in crisis because of global
2 warming and we need tough action. I am concerned about
3 the health of our planet and its effect on my daughter
4 and my two grandchildren.

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

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

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

1 Thank you for allowing me to speak.

2 MS. THOMPSON: Thank you for your comment.

3 As a reminder, if you are speaking today you will
4 receive a notification on your screen that you are
5 being promoted to the role of panelist shortly prior to
6 your speaking time.

7 You must accept that invitation to be able to
8 unmute when you are called to testify. This will allow
9 you to turn on your camera, which we encourage you to
10 do. Speakers connected by telephone should unmute
11 their phones when called to testify.

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

18 Please note that we have limited availability
19 today. Out of respect for the other individuals
20 providing testimony today, please refrain from turning
21 on your camera or unmuting your microphone until it is
22 your turn to speak. Please speak slowly and clearly so

1 our court reporter and interpreters can capture these
2 proceedings accurately and please keep your testimony
3 to three minutes.

4 The next speaker will be Stacie Slay.

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

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

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

16 I was going to read off a lot of facts and figures
17 about the pollution, the dire state of the planet, the
18 health problems. I'm on oxygen. I can certainly
19 testify to how deadly fossil fuels are. I also wanted
20 to give some information, mainly since we all really
21 know the facts and figures about how this is killing
22 millions of people, you know, and devastating the

1 planet. It's not necessary. I spent a little bit of
2 money on a little kit that I saw flying from one side
3 of the country to the airport. It is a fuel cell and
4 solar cell combination and it comes with a booklet that
5 explains everything you'd ever want to know about
6 making hydrogen from a simple fuel cell.

7 I am sick of everybody saying a cleaner world is
8 not possible. In my own home with brain damage and
9 just a few simple tools, a volt and a half of
10 electricity, I am making hydrogen in quantities that I
11 can run a lawn mower. I can run hydrogen through my
12 home so it runs better than propane. It's safer. It
13 humidifies my house. We have had the ability since
14 1836 to use hydrogen. It can totally replace fossil
15 fuels. We do not need to use any kind of fossil fuel,
16 which the molecules are horribly, horribly
17 carcinogenic.

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

22 We can make this a better world. I seriously urge

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

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

19 We have the technology. We've had the technology
20 for over 100 years. Tesla -- Nikola Tesla, for God's
21 sake, tried to talk the robber barons in New York City
22 into being a hydrogen economy. Don't go into fossil

1 fuels. It's a limited source. It is horribly
2 polluting. It kills anything it touches. If you are
3 exposed enough to fossil fuels it can kill you anywhere
4 from years to near moments.

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

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

18 When I lived in Dallas, I drove around on a
19 motorcycle and a dune buggy. It was fun, but when I
20 came home I had to shower the fossil fuels off my skin.
21 You can see it on the sides of buildings. It is
22 everywhere. It is totally polluting our land.

1 And the one thing COVID showed us was in matter of
2 years, if we do some smart things and do it now, then
3 we can save our planet, we can save our children, we
4 can save ourselves, and at least have a better life.

5 I want to thank you for the opportunity to testify
6 today. And EPA, please think big. Please think big.
7 What you want to do we can do. We can do it now. It
8 won't hurt anything. It will make it better, and the
9 more we do, the faster we roll, the better chance our
10 kids have for growing up in a world that is not facing
11 80-mile-an-hour winds out my -- outside my window right
12 now. I'm watching my state erupt in wildfires.

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

15 MS. SLAY: I apologize, too. I can go on forever.
16 Thank you. Thank you.

17 MS. THOMPSON: Thank you for your comment.

18 MS. SLAY: Thank you.

19 MS. THOMPSON: The next speaker will be Zhenya
20 Polozova. We do not, unfortunately, see you among the
21 list of attendees. However, if you have joined using a
22 different name, we would ask that you raise your hand

1 by clicking the raise hand button at the bottom of your
2 screen at this time.

3 (No response.)

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

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

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

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

21 The people of Wisconsin need stronger standards to
22 provide most needed relief from the burden of diesel

1 fumes and air pollution. Vehicle manufacturers already
2 have the technology to meet those standards, and more
3 importantly, recent research from the U.S. Department
4 of Energy shows that zero-emission trucks will be
5 cheaper to purchase and operate than diesel trucks in
6 the timeframe of this standard.

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

18 Zero-emission trucks are available today.
19 Electric trucks from Freightliner International and
20 other manufacturers are ideal for local distribution
21 and have lower operating costs than their diesel-
22 powered counterparts.

1 In addition to that, there are dozens of zero-
2 emission medium and heavy-duty trucks coming to the
3 market within the next couple of years. We need
4 stronger policies to support the deployment of more
5 zero-emission trucks.

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

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

18 EPA can and should use these standards to
19 accelerate the transition to electric trucks to put the
20 country's medium and heavy-duty fleets on a pathway to
21 100 percent zero-emissions electric vehicles by 2035
22 and help build a resilient and clean economy.

1 Thank you again for the opportunity to testify
2 here today.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Yaritza Perez.

5 Unfortunately, we do not see you in the list of
6 attendees. However, if you have joined using a
7 different name, we would invite you to raise your hand
8 at this time and you can do so by clicking the raise
9 hand button at the bottom of your screen.

10 (No response.)

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

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

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

20 I've been through countless tests and exams, all
21 of which has shown my body is working fine. Besides
22 the fact that the allergist keeps trying new drugs that

1 have no effect on the cough, the others have all agreed
2 that the cause of my cough is from external sources.

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

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

15 To the west of the rail line is Interstate 25, the
16 major transportation route for vehicle traffic from
17 northern Wyoming to southern New Mexico along the front
18 range of the Rockies. The location of these major
19 transportation routes along the front range are caught
20 in a weather inversion that sucks the particulate
21 matter and pollution to the mountains where they are
22 blocked, causing a vortex that concentrates the

1 pollution along the front range instead of blowing them
2 out across the prairie.

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

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

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

22 Thank you for listening to all that we have to say

1 and for taking every action possible. All our lives
2 rely on your actions, and I thank you for allowing me
3 to reschedule as I messed up on the time change -- the
4 time zone change yesterday. Again, thank you, for you
5 for allowing me to speak.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Joseph Gillis.

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

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

17 The problem we have with the motor coach industry
18 is that the rules and regulations and the diesel
19 particulate filters that were pushed out on the
20 industry were not tried and true. They forced it out.

21 It came out way too soon and they're not ready for
22 use.

1 We're constantly running into situations where the
2 diesel particulate filters are giving the computer
3 codes that say the emissions aren't working. What's
4 not working is a sensor, and so for a \$30 or \$50
5 sensor, that vehicle is being shut down and we don't
6 have a load of chicken back there that's frozen and can
7 sit there. We have passengers. We have your friends,
8 your family, your children, maybe even you, on those
9 vehicles, and we can't shut down vehicles that are
10 already the greenest vehicle on the planet, greener
11 than a Prius out there. We have -- they're huge
12 vehicles, but they have the least amount of imprint on
13 the emissions out there because we're running 50
14 passengers at a time.

15 So when you take a look, we were greener than
16 anything before this started, and we're not against the
17 use of this stuff but we can't have those vehicles
18 being shut down when it's not really an issue that's
19 causing -- that there's emission or black smoke coming
20 out. Our vehicles haven't put black smoke out forever.

21 But we need to change what's going on and not stop
22 passenger carriers from being shut down because of

1 emissions, and take a look at vehicles that are already
2 greener than anything that's on the planet shouldn't be
3 caught up in this.

4 I know where this is going and -- but we need to
5 look at it. If we're already meeting the emissions
6 that you're trying to get to, we shouldn't be put into
7 this group where we're getting shut down because of a
8 diesel particulate filter saying it's clogged when it's
9 not clogged. And even if it was clogged, do you want
10 your kids sitting in the middle of Death Valley because
11 of a sensor even that it's putting some omissions out?

12 So I think that's something that really needs to
13 be taken a look at, that passenger carriers are being
14 thrown into the pool. And, again, we're all for
15 changing things and getting engines and things better
16 but what's going on right now is hurting people,
17 elderly people, again, school kids getting stuck on the
18 side of the road because of a sensor and the sensor is
19 something that just is not tried and true.

20 So I really encourage everybody to take a look at
21 pulling us out of that and giving us some relief from
22 these systems that are not -- still not ready and

1 working properly.

2 If I had a load of chickens that are frozen and my
3 freezer can keep running, I'm okay being on the side of
4 the road till we can fix that. I'm not okay when it's
5 your kids, your friends, your family, or even you on my
6 vehicle.

7 So thank you for your time and thank you for
8 allowing me to speak.

9 MS. THOMPSON: Thank you for your comment.

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

13 MS. DE AZTLAN: Hi. My name is Cemelli de Aztlan
14 and I'm a community organizer with Familias Unidas del
15 Chamizal, the organizing project of La Mujer Obrera on
16 the border of El Paso, Texas.

17 Our organizing efforts seek to ensure that the
18 most vulnerable populations work collectively to
19 cultivate a culturally empowered community with
20 negotiating power to create change despite the
21 political barriers of citizenship, economic status, and
22 language.

1 I am here to speak on behalf of my community. El
2 Paso is currently classified as nonattainment,
3 exceeding smog ozone standards. El Paso is ranked
4 number 13 for highest ozone pollution in the United
5 States, worse than major cities like New York City,
6 Chicago, and Dallas.

7 The Chamizal neighborhood where me and my daughter
8 live is one of the most disenfranchised and polluted
9 neighborhoods in El Paso. There is no one in the state
10 of Texas, much less our city, looking out for our
11 community when it comes to environmental hazards.

12 The Chamizal neighborhood in El Paso is home to
13 over 7,000 residents, fending off heavy truck traffic
14 from the international port of entry, a 124-fleet bus
15 hub, and two major industrial recycling facilities
16 handling heavy metals, batteries, and electronics and
17 highly flammable industrial waste.

18 That Chamizal has the highest concentration of
19 pollutants and industry in a residential neighborhood
20 where the trucks line up for miles, crossing goods back
21 and forth across the border, smothering barrio Chamizal
22 in a blanket of haze.

1 Despite the environmental hazards apparent in the
2 Chamizal neighborhood, when parents and residents
3 advocated for environmental protections, community
4 claims are strategically dismissed and disregarded.

5 For years we have been asking for an environmental
6 health impact study in the Chamizal. Yet, to date no
7 one has been -- not one has been conducted. For years
8 we've been asking to get the international maquila
9 transporting semi-trucks off of our streets and away
10 from our schools. Yet, today thousands of trucks
11 surround our elementary schools and a massive bus hub
12 was placed right in the middle of our high school
13 campus.

14 For years we've been advocating against the
15 numerous loopholes like the Clean Air Act's 179(b)
16 loophole written specifically for El Paso as one of the
17 busiest ports of entries, which, because of our
18 proximity to the border, allows for regulations to be
19 waived despite the fact that 63 percent of U.S.-based
20 companies are in Mexico skirting environmental laws.

21 The EPA EJScreen report indicates that our
22 neighborhood area has more elevated levels of ozone

1 than 77 percent of Texas, more ozone than 81 percent of
2 the rest of the city in El Paso. The Chamizal area
3 also has higher amount of particulate matter than 63
4 percent of Texas and more than 71 percent of El Paso.

5 The levels of these two pollutants have already
6 had harmful consequences for the Chamizal community.

7 Particulate matter and ozone are two of the most
8 prominent contaminants present in our neighborhood.

9 The residents of our community are exposed to 79
10 percent more diesel particulate matter than other
11 places in Texas. Our environmental health concerns
12 certainly were exasperated since the COVID-19 pandemic,
13 heightening health risks in the vulnerable community.

14 We are all too familiar with policies passed to
15 benefit the rich, the elite, and the polluters, as they
16 use our communities as dumping grounds, ozone hotspots,
17 and diesel death zones.

18 We need stronger heavy-duty truck and bus
19 regulations and a just transition that prioritizes
20 zero-emissions, especially for frontline communities,
21 especially in our public schools, especially in our
22 public housing, for our children and for our families

1 and for the future.

2 Thank you.

3 MS. THOMPSON: Thank you for your comment.

4 As a reminder, if you are speaking today, you will
5 receive a notification on your screen that you are
6 being promoted to the role of panelist shortly prior to
7 your speaking time.

8 You must accept that invitation to be able to
9 unmute when you are called to testify. This will also
10 allow you to turn on your camera, which we encourage
11 you to do. Speakers connected by telephone should
12 unmute their phones when called to testify.

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

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

1 court reporter and interpreters can capture these
2 proceedings accurately and please keep your testimony
3 to three minutes.

4 The next speaker will be Odile Coirier. You may
5 now unmute and please state your name and affiliation
6 for the record.

7 MS. COIRIER: Hello. My name is Odile Coirier and
8 I am a Franciscan sister living in El Paso, Texas and I
9 am very happy to join my voice to the previous speaker,
10 and I am a member of Interfaith Power and Light, New
11 Mexico-El Paso region.

12 My organization's mission is to inspire and
13 mobilize people of faith to take bold and just action
14 on climate change. It's our moral imperative to cut
15 carbon emissions and other pollutants that harm our
16 health and our communities. We are grateful for the
17 EPA to consider establishing new greenhouse gas
18 emission standards for heavy-duty vehicles.

19 El Paso is the sixth largest city in Texas and the
20 access for east-west and north-south vehicular
21 movement. The region is known as the pass of the north
22 because of the multiple gaps in the mountains that

1 allow for continental movements in all four directions.
2 The major transportation road for vehicles is through
3 the city, through the river valley, and the urban core.

4 In 2019, before the pandemic, more than 700,000
5 trucks cross into the U.S. at El Paso ports of entry,
6 according to the Bureau of Transportation Statistics.

7 We are deeply concerned for our communities and
8 especially the most vulnerable and the children being
9 disproportionately burdened with air pollution from
10 vehicles. The freeway crosses the city. The traffic
11 is congested, especially with heavy trucks.

12 The current conditions and quality of life for all
13 neighborhoods adjacent to the highway are worsening.
14 There is no comprehensive plan to divert traffic,
15 especially trucks, around the city. Trucks take up a
16 large portion of roadway space and the places that rely
17 on freight the most are typically those where there is
18 a high concentration of people and activities.

19 In fact, El Paso continues to sprawl. Highways
20 are hotspots of islands of heat, which is an increasing
21 concern in El Paso, which has a high concentration of
22 highway surfaces and is one of the places in North

1 America warming most rapidly due to climate change.

2 A recent study by UT, the University of Texas,
3 indicate that the high-temp corridor is a linear heat
4 island. Concentration of traffic in the heart of the
5 city impacts quality of flat roads at the urban core.

6 We urge the EPA to set the strongest standard
7 possible to bring cleaner air to our disadvantaged
8 communities living near freeways, trucking corridors,
9 and freight hubs.

10 Zero-emission electric trucks are the best
11 available technology to both reduce harmful climate
12 pollution emissions and can help address inequities in
13 exposure to air pollution. Clean school buses are also
14 critically important. Again, we have an obligation to
15 do better to care for the health and well-being of
16 current and future generation.

17 Thank you for this opportunity to speak with you
18 today. God bless you.

19 MS. THOMPSON: Thank you for your comment.

20 The next speaker will be George Agortsas.

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

1 (No response.)

2 MS. THOMPSON: I've also given you the ability to
3 unmute as an attendee. If you're able to unmute,
4 please feel free to do so to provide your testimony.

5 (No response.)

6 MS. THOMPSON: It appears there may be some
7 technical difficulties. So, in the meantime, we will
8 move on to the next speaker.

9 The next speaker will be Jessie Parks. Jessie,
10 you may now unmute and please state your name and
11 affiliation for the record.

12 MR. PARKS: Hello. My name is Jessie Parks. I'm
13 a Sierra Club My Generation advocate intern. We work
14 with policy.

15 EPA must enact standards that put American truck
16 and bus fleets on a clear roadway to 100 percent zero-
17 emission cells by 2035. The EPA should not cave to
18 industry and weaken this rule through any giveaways,
19 credits, or multipliers to manufacturers that erode the
20 clean truck standards and allow more new polluting
21 vehicles to hit the road and pollute our communities
22 for decades.

1 A strong federal clean trucks rule is essential
2 for the Biden administration to deliver on its
3 environmental justice and climate commitments.
4 Frontline communities have been demanding action on
5 this issue for decades.

6 The significance on a federal rule to address
7 pollution from heavy-duty trucks is paramount and long
8 overdue. Environmental, public health, and EJ
9 advocates all see this rule as a top priority for the
10 EPA this year. Families in diesel deaths zones and
11 environmental justice communities have suffered long
12 enough and cannot wait for clean air.

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

18 I live in a community where warehousing is just
19 monumental and it's over polluting our communities, and
20 these trucks are just coming in and out with just --
21 with no regulation. So this rule is just -- would be
22 monumental just to help decrease these trucks and our

1 railroads and just it would be monumental.

2 So thank you, guys, very much.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be George Agortsas.

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

7 MR. AGORTSAS: Hi. Thank you. Good afternoon.

8 Thank you for the opportunity to testify. My name is -
9 do you see my video? You may not see my video. Let me
10 make sure you can see my video because I had enabled
11 it. All right.

12 MS. THOMPSON: We can see you.

13 MR. AGORTSAS: Okay, great. Thank you.

14 So as I was saying, I'm here as a private citizen.
15 My occupation is engineer and I'm in Southern
16 California.

17 I support the swift action on clean trucks and
18 urge the EPA to adopt the most stringent standards that
19 would deliver greater environmental benefits and
20 savings to consumers.

21 I'm here today to share concerns about the future
22 of our children and grandchildren. I want to leave

1 them a better world so they can thrive. In my opinion,
2 it's difficult to thrive when dealing with health
3 issues, as a lot of people have mentioned already and
4 due to air pollution.

5 It's also difficult to thrive in extreme climates.
6 In my personal experience, I'm seeing extreme changes
7 in temperature, extreme changes in the amount of -- or
8 the lack of rainfall, amount of rainfall. So it's
9 here. We've had 30 years to address climate change and
10 we've done very little -- made very little progress.
11 So we need to accelerate our actions.

12 It's also difficult to thrive when weather creates
13 dangerous environments. We are constantly seeing on
14 the news in different parts of the world, different
15 parts of the country, extreme conditions that cause
16 people to lose their lives, their homes, their
17 livelihoods, and we need to do what we can to improve
18 this new environment and situation.

19 We also have economic burdens and it's difficult
20 to thrive when those burdens include dealing with the
21 aftermaths of disasters, dealing with higher or no
22 insurance availability for people's homes, and it's

1 very difficult to thrive in this environment.

2 And in my humble opinion, it's all driven by our
3 thirst for fossil fuels and our fossil fuel economy.

4 So what do we need to do? Well, as leaders, we have
5 been leaders of the industrialized world for the last
6 100 years.

7 We've developed technologies to improve our lives
8 but it has come at a cost. But we can show leadership
9 once again. We already have the technologies to move
10 away from fossil fuels in every aspect of our life. It
11 just requires willpower and our agencies to drive that
12 change in the industry.

13 The industry will not adopt by itself. They've
14 proven that they have self-interest, which is normal
15 and expected. But I expect the EPA to look beyond
16 those self-interests and do what's best for everyone.

17 In summary, I urge the EPA to adopt the most
18 stringent standards to achieve lower emissions and I
19 would wholeheartedly support no-emission vehicles, but
20 that may be difficult to achieve in a short period of
21 time.

22 So let's get started getting lower emissions as

1 quickly as possible. Let's make a difference. Let's
2 show the world that we can be leaders and our children
3 and we can be leaders and what we're capable of. Thank
4 you for your time.

5 MS. THOMPSON: Thank you for your comment. The
6 next speaker will be Michelle Jorgensen.

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

9 MS. JORGENSEN: My name is Michelle Jorgensen and
10 I am a citizen living in Chicago. Sorry. Trying to
11 figure out how to do the video. Okay, here I am.

12 I wanted to speak today because I live in a very
13 crowded part of Chicago, a relatively affluent area.
14 My home is across from a Salvation Army type place of
15 which there are hundreds throughout the city where
16 people drop off their donations for other people to
17 use.

18 All day long these trucks are in my alley and all
19 day long these trucks idle. I talked to one of the
20 drivers one time and I said, why don't you just turn
21 off your motor and then, you know, deliver your trucks
22 that way. But they can't because they need the -- in

1 order to do the unloading they need the conveyor system
2 that allows the goods to go up and down and without the
3 motor on there's no way that they can do that.

4 So this poor guy does this for a living. For
5 eight to 10 hours a day, he's directly above a -- the
6 gas fumes over the exhaust pipe. There is no way he is
7 not being severely compromised health wise. It can't
8 be healthy for him or for the hundreds of other drivers
9 who go around the city trying to do a good deed, which
10 is to drop off charitable donations for other people to
11 use and, yet, basically, destroying his own health,
12 destroying the environment and completely not being
13 successful in what he needs to do.

14 So not only is it the idling that's crazy. It's
15 also the noise and the pollution. I moved to my home
16 for peace and quiet and that's, certainly, not
17 something I get.

18 But my bigger issue is how we're damaging the
19 planet with all this unnecessary truck idling and waste
20 of natural resources, and how many of these drivers,
21 again, get sick from breathing fumes all day?

22 I can't believe in today's day and age that we

1 cannot manufacture trucks that are clean energy and
2 have a better delivery system for goods. Yet, we have
3 people going into space but we still can somehow not
4 resolve these types of issues, just like the one
5 gentleman mentioned his \$5 -- I forgot what it was
6 called but his little accoutrement that helps him not
7 use bad gas. I mean, it's just one individual.
8 There's plenty of opportunity for innovation and ideas,
9 and the EPA should be looking at areas to help with
10 these ideas.

11 It's imperative that the EPA annex these standards
12 that have been mentioned today that put the American
13 truck and bus fleet on a clear roadway to 100 percent
14 zero-emissions by 2035. We can't cave to industry and
15 we can't weaken this rule.

16 As we know, today, electric trucks and buses are
17 already here so it's time that we really implement
18 them. We can't afford to wait. I walk down the street
19 and people are just sitting in their cars with their
20 engines idling because they're seeing all the Amazon
21 trucks with their engines idling and it just becomes
22 this contagion of people who start forgetting that they

1 can make their own individual decisions and
2 contribution because everybody's doing it. It's a
3 horrible habit.

4 Let's get clean energy trucks out there and busses
5 and start making a difference. Thank you for your
6 time.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Robert Sausedo.

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

11 MR. SAUSED0: Hello, everyone. Thank you for the
12 opportunity to testify. My name is Robert Sausedo with
13 Carreras Tours out of Ontario, California, and -- well,
14 we have a fleet of motor coaches and we have -- most of
15 our vehicles are new.

16 Most of the vehicles that are sold nowadays are
17 equipped with a BPF system that -- basically, it's a
18 filter that filters out all the harmful smoke, and I
19 can tell you that, you know, we're all for emissions
20 and in California, we're required to do smoke testing.

21 So I'm certified to do opacity testing on all our
22 vehicles and, to be honest, with all the current -- the

1 vehicles that we test, I mean, with the system that
2 they're equipped with they're very clean and they come
3 out with near zero percent of harmful smoke. So
4 they're very, very clean and very efficient in that
5 matter.

6 Our industry -- we, basically, transport 50
7 passengers in the vehicle. This removes 50 cars off
8 the road. So I think it helps a lot with the removal
9 of pollution by using our motor coaches. And,
10 basically, what we're asking is, you know, our issue
11 right now is our vehicles have a sensor that when it
12 fails on the emissions side it causes the vehicle to
13 derate, which it can leave you stranded in the side of
14 the road. You know, this causes great concern for
15 safety of the passengers to be sitting on the side of
16 the road and get rear ended because the bus couldn't
17 make it to the next exit.

18 Most issues often happen on the highway and when
19 least expected and it gives you, basically, no warning.
20 You know, we ask that this administration extend the
21 derate time to longer periods or distances to get off
22 the road.

1 Just to tell you a short story, we had one of
2 these buses derate in central California. It gave us
3 really no warning. The light came on. The sensor -- a
4 sensor went bad on it. Pulled to the side of the road
5 and we had 45 passengers on.

6 Luckily, we were only one mile away from the exit,
7 which we pulled off the side of the road but -- we
8 pulled off the highway. However, if it happens in the
9 middle of nowhere and it's a very busy intersection or
10 a very busy highway, I mean, it could be catastrophic.
11 Somebody can rear end the people and rear end the bus
12 and cause a worse situation.

13 But, you know, we ask that they consider extending
14 the derate rules on the programming, I guess, on the
15 vehicle to make it safer for vehicles or for buses to
16 get off the road and get repaired and looked at.

17 I appreciate the time and thank you.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker will be April Griffith.

20 April, you will need to accept the invitation to
21 become a panelist. It looks like you have. When you
22 are ready, please unmute and state your name and

1 affiliation for the record.

2 MS. GRIFFITH: Hi. My name is April Griffith. I
3 come to comment today as a mother, a children's
4 librarian, an activist, [REDACTED] Redacted for PII

■ [REDACTED]

■ [REDACTED]

7 I mentioned that I'm a librarian because I'm
8 privileged in my work to host weekly children's story
9 time programs and develop collections of books for our
10 youngest readers.

11 I'm always struck with the hope and promises
12 conveyed to children in stories about the wonderful
13 world full of amazing places, people, animals, ideas,
14 et cetera, that are out there in the world for them to
15 discover in their lifetimes.

16 But it strikes me as disingenuous to share those
17 stories of hope with children if we are not also
18 committed to doing our very best to preserve and take
19 care of this planet that is their only home, their only
20 future.

21 I am a mother to just one son. This is my son,
22 Toby. But all of these kids in this community I think

1 of them as my kids. I'm responsible for them. And as
2 a child, I cared about the Earth because I read about
3 all these things in books and I felt confident that the
4 adults who were in charge would take care of it and the
5 problems it faced.

6 [REDACTED] Redacted for PII

7 [REDACTED] I live in a
8 rural area of the country and in the past few years the
9 local weather forecast in this place of seemingly
10 abundant fresh air has started to include days where
11 the air quality index was deemed unhealthy for
12 sensitive groups.

13 Those days, going outside I was astounded to
14 discover that it hurt to breathe, that it wasn't safe
15 for me to spend too much time outdoors in Arkansas,
16 which is also known as the natural state.

17 I realize now that I have to be the adult I was
18 hoping for as a child. We have known as a nation about
19 the problems that vehicle emissions posed for decades.
20 But that problem has been kicked like a can down the
21 road for future generations to deal with and that road
22 is ending.

1 We can no longer afford to continue putting off
2 what needs to be done. We must be the responsible
3 adults and take care of things for these kids. I don't
4 want any children staying indoors because it hurts to
5 breathe the fresh air outside.

6 The EPA needs to enforce the strongest standards
7 that put American trucks and bus fleets on the path to
8 100 percent zero-emission sales by 2035 and the EPA
9 must not compromise to industry lobbyists who would
10 seek to allow more of these vehicles to be produced
11 that would continue to pollute our communities.

12 Thank you so much.

13 MS. THOMPSON: The next speaker will be Neil
14 Carman. Neil, when you're ready, please unmute. State
15 your name and affiliation for the record.

16 MR. CARMAN: My name is Neil Carman. I'm the
17 Clean Air Program director for the Sierra Club's Lone
18 Star chapter in Texas. I'm also a former state air
19 pollution control official in Texas.

20 I've been involved with air pollution issues for
21 over 40 years and I'm here to speak for EPA to adopt
22 this rule and to make it much better for these heavy-

1 duty truck engines and vehicle standards.

2 Part of the concern I have is that Texas has over
3 20 million people living in high ozone and soot areas.

4 The Houston area, Dallas-Fort Worth, El Paso, San
5 Antonio, are now basically nonattainment for ozone and
6 there's very high soot levels from the trucks and other
7 -- there's a lot of industrial sources as well, but the
8 heavy-duty trucks and buses are major contributors to
9 the nitrogen oxide pollution, the soot particles,
10 unburned volatile organic compounds, and carbon
11 monoxide.

12 Nitrogen oxide gas is very toxic and it also
13 aggregates in the air to form NOx fine particles, and
14 so these are very, very harmful because they adversely
15 impact the lungs and they trigger multiple health
16 effects to the heart and cardiovascular systems.

17 I'm very concerned about the urban air pollution
18 concentrations of ozone, NOx, and soot particles
19 because I think they could be a lot worse, according to
20 my experience has a state regulator, that there's a
21 lack of air monitors near freeways and high-traffic
22 intersections along major highways and that's because

1 the air monitors are just not placed along the freeways
2 in high-traffic areas and major highways because these
3 are diesel death zones.

4 And so we're not really looking at the highest
5 concentrations of especially the nitrogen oxides, the
6 fine particles, and also carbon monoxide, and carbon
7 monoxide is a particular issue because it has a
8 preferential binding capacity with red blood cells and
9 over oxygen.

10 So even low levels of carbon monoxide, as
11 firefighters have known for decades, is a grave concern
12 to compromising the blood's ability to carry oxygen.

13 We have more areas in Texas that are near
14 nonattainment. The Austin area has over a million
15 people in the metro area and it's been having ozone
16 exceedances in the last month and it could become a
17 nonattainment area and I've been observing over 10
18 years huge smog clouds over the Austin area, Dallas-
19 Fort Worth, Houston, San Antonio. All these
20 communities have huge problems with emissions from
21 vehicles and a lot of these are the heavy-duty trucks
22 and buses.

1 So EPA needs to really do a lot more to protect
2 public health and try to get these pollution levels
3 down, and I think that the rule option one is a better
4 option but I think it should be strengthened and that
5 EPA needs to, you know, take into consideration the
6 serious air pollution problems that are occurring not
7 just in Texas but across the nation because we've got
8 way too much air pollution, and these vehicles and the
9 fuels -- the fossil fuels are causing, you know, very
10 significant problems.

11 EPA doesn't even regulate, at this point, the
12 ultra-fine particles, although in this rulemaking there
13 is consideration being given but it's not sufficient.
14 Ultra-fine particles are extremely toxic because
15 they're submicron size and their ability to penetrate
16 very deeply into the lungs into the alveolar sacs, and
17 we have millions of alveolar sacs in the lungs and they
18 are where the soot particles get deposited and then
19 they can be -- inject their toxic soot compounds, PAHs,
20 polycycle hydrocarbons --

21 MS. THOMPSON: Thank you for your comment, and I
22 apologize for interrupting. EPA does need to keep the

1 statements to three minutes so everyone has a chance to
2 testify.

3 MR. CARMAN: Okay. Okay.

4 MS. THOMPSON: You have reached the three-minute
5 limit. Please complete your testimony within the next
6 30 seconds.

7 MR. CARMAN: So I urge the EPA to adopt a stronger
8 rule than proposed. I know that's problematic for a
9 lot of businesses and all that, but we've suffered from
10 air pollution for way too long from the dirty trucks
11 and buses. Thank you very much.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker will be William Cox.

14 William, we do not currently see you in the list
15 of attendees. However, if you have joined using a
16 different name, we would invite you to raise your hand
17 at this time, and if you have called in you can raise
18 your hand by dialing *9 on your phone.

19 I can see that you have raised your hand and I
20 have given you the ability to unmute your line. To
21 unmute on your phone to provide testimony, you will
22 need to dial *6.

1 MR. COX: Hello?

2 MS. THOMPSON: We can hear you.

3 MR. COX: Hi. Hi. My name is William Cox. I'm
4 the owner of Ground Travel Specialists. We're a
5 charter motor coach company in the state of Michigan.
6 I just wanted to add testimony.

7 First off, thank you for letting me speak and
8 sorry for joining so late. I apologize if any of this
9 has already been covered but I wanted to mention I
10 understand a lot of the concerns with the environment.

11 One of the big things I wanted to bring up,
12 though, is the safety concern. Not just with the
13 environment -- I understand that -- but from my
14 understanding none of the regulations are looking to
15 completely say motor coaches do not have to abide by
16 any EPA laws and that the regen DEF DPF system would
17 just be removed.

18 I more so am calling to advocate for an extension
19 on the length of time before the vehicle does derate.
20 It is a serious concern that myself and other owners do
21 have when we do have vehicles out on the road.

22 These systems are very flawed. I have heard

1 through the FMCSA and local DOT and government it's not
2 a maintenance issue. There's a flaw in the design,
3 whether it's a sensor, whether it's premature failure
4 of the DPF, and when you've got 55 passengers, whether
5 they're school kids or seniors or -- doesn't really
6 matter, any group, but you have people on a bus and
7 you're driving through the night, it's 2:00 o'clock in
8 the morning and your bus can't move and you're on the
9 Pennsylvania Turnpike or you're going down 75 and it's
10 the middle of the night or middle of the day and
11 there's just not mechanic shops well equipped to handle
12 this, be able to force a regen.

13 Again, I'm not advocating for getting rid of any
14 EPA regulations on the motor coaches or removing the
15 system. I was calling to advocate for the extension,
16 delay before -- so that these could be reprogrammed to
17 not have a downed motor coach.

18 If my drivers are receiving a warning light or
19 anything else that gives us time to take appropriate
20 action like getting our passengers to safety or a spot
21 so that we can then fix it appropriately and handle it
22 and then from there be able to take care of it.

1 That's all I wanted to add.

2 MS. THOMPSON: Thank you for your comment.

3 I will now call the names of speakers from the
4 speaker block who were unable to provide testimony when
5 initially called on.

6 If you have arrived, please raise your hand by
7 clicking the raise hand button at the bottom of your
8 screen and we will promote you to the panelist role so
9 you can provide your testimony.

10 Leslie Ingalls?

11 (No response.)

12 MS. THOMPSON: Anna Plaktina?

13 (No response.)

14 MS. THOMPSON: Daniel Farris?

15 (No response.)

16 MS. THOMPSON: Daniel Tu?

17 (No response.)

18 MS. THOMPSON: Gary Timm?

19 (No response.)

20 MS. THOMPSON: Zhenya Polozova?

21 (No response.)

22 MS. THOMPSON: Yaritza Perez?

1 (No response.)

2 MS. THOMPSON: I do not currently see any hands
3 raised. At this time, we have no one else scheduled to
4 speak. If there is anyone who wants to speak, please
5 raise your hand or call (919) 294-7712.

6 We will now pause to see if anyone else would like
7 to make a statement.

8 (Pause.)

9 MR. NELSON: Okay, Kayla, I think we're -- I think
10 we can conclude, and I just want to express on behalf
11 of our office and our senior EPA leadership our
12 gratitude for the effort that so many have put into
13 participating in this hearing. Again, please remember
14 that we will be accepting written comments through
15 Friday, May 13th.

16 And with that, I would like to conclude this
17 public hearing. Have a good afternoon, everybody.

18 (Whereupon, at 3:24 p.m., the hearing was
19 adjourned.)

20

21

22

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