

UNITED STATES ENVIRONMENTAL
PROTECTION AGENCY
PUBLIC HEARING

Commencing at 10:00 a.m. (EST)
May 9, 2023

Proposed Rulemaking Multi-Pollutant
Emissions Standards for Model Years 2027
and Later Light-Duty and Medium Duty Vehicles

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(1) MS. PIGGOTT: Good morning and
(2) welcome to the United States Environmental
(3) Protection Agency's or EPA's virtual public
(4) hearing for the proposed rule titled
(5) Multi-Pollutant Emissions Standards for Model
(6) Years 2027 and Later Light-Duty and Medium Duty
(7) Vehicles. My name is Jennifer Piggott from ICF a
(8) third-party contractor supporting the EPA. I
(9) will serve as your meeting facilitator for
(10) today's hearing.

(11) We are transcribing today's
(12) hearing and you can turn on live captioning if
(13) you would like to read the verbal dialogue. To
(14) turn on closed captions click on the cc icon that
(15) says live transcript at the bottom of your screen
(16) then click show subtitles to view the closed
(17) captioning and hide subtitles to turn them off.

(18) We are interpreting today's
(19) hearing in Spanish. I will now introduce our
(20) interpreter Cynthia Abad to provide instructions
(21) on how to hear the live Spanish interpretation.
(22) Cynthia?

(23) Thank you, Cynthia. I will now
(24) turn the hearing over to Alejandra Nunez the
(25) Deputy Assistant Administrator for Mobile Sources

(1) with the EPA's Office of Air and Radiation.
(2) Alejandra?

(3) MS. NUNEZ: Good morning. On
(4) behalf of the U.S. Environmental Protection
(5) Agency and the Office of Air and Radiation, I
(6) would like to welcome you to today's virtual
(7) public hearing. I'm grateful for everyone who's
(8) taking the time out of their day to testify and
(9) participate here today. I am Alejandra Nunez,
(10) the Deputy Assistant Administrator for Mobile
(11) Sources with EPA's Office of Air and Radiation.
(12) With me today is Bill Charmley, Director of the
(13) Assessment and Standards Division with EPA's
(14) Office of Transportation and Air quality. Bill
(15) will be the Presiding Officer for today's
(16) hearing. In addition, with me today and
(17) listening to the testimony on this proposed rule
(18) are several of my EPA colleagues who work on our
(19) light and medium-duty vehicles program. EPA is
(20) also being assisted by our contractor, ICF, in
(21) the running of today's virtual public hearing.

(22) On April 12, EPA announced an
(23) important proposal to set new emissions standards
(24) for light and medium-duty vehicles for model year
(25) 2027 and later. This proposed rule titled

(1) Multi-Pollutant Emissions Standards for Model
(2) Years 2027 and Later Light-Duty and Medium-Duty
(3) Vehicles, is the subject of today's hearing.
(4) This proposal would set the most ambitious
(5) federal light and medium-duty vehicle emissions
(6) standards ever established for greenhouse gases
(7) and other harmful air pollutant emissions. This
(8) rule, together with the recently finalized
(9) heavy-duty NOx rule, and the recently proposed
(10) heavy-duty greenhouse gas rule, is a major step
(11) forward in EPA's "Clean Trucks Plan," which will
(12) reduce greenhouse gases and harmful air pollution
(13) from across the onroad sector.

(14) This proposal builds upon EPA's
(15) most recent standards established in 2021, for
(16) federal greenhouse gas emissions standards for
(17) passenger cars and light trucks for model years
(18) 2023 through 2026. These proposed standards are
(19) expected to provide significant benefits for the
(20) climate, public health and consumers. The
(21) proposal reflects advances in clean vehicle
(22) technologies and increasing growth in the market
(23) for zero-emissions vehicles, as well as
(24) investments made by Congress in the Bipartisan
(25) Infrastructure Law and the Inflation Reduction

(1) Act, to unlock meaningful benefits for public
(2) health from cleaner air.

(3) At the same time, the proposal
(4) provides consumers with lower operating costs
(5) resulting from significant fuel savings and
(6) achieves significant emissions reductions in
(7) criteria pollutants and greenhouse gases over the
(8) short and long terms. The proposal's net
(9) benefits range from \$850 billion to \$1.6
(10) trillion.

(11) EPA is seeking public comment on
(12) a range of alternatives both more and less
(13) stringent than the proposal. Across the range of
(14) the proposal and alternatives, the projected CO2
(15) emission targets would be reduced by 50 percent
(16) to 61 percent compared to the current standards
(17) in 2026.

(18) EPA's proposed standards allow
(19) each automaker to chose what set of emission
(20) control technologies is best suited for their
(21) vehicle fleet to meet the standards. Across the
(22) range of alternatives, EPA projects that one
(23) potential pathway for the industry to meet the
(24) standards would be through approximately 64
(25) percent to 69 percent of new passenger cars and

(1) light trucks sold to be electric by 2032.

(2) EPA also projects that auto
(3) manufacturers could meet the proposed standards
(4) through about 40 percent of new medium-duty vans
(5) and trucks sold to be electric, widespread use of
(6) filters to reduce gasoline particulate matter
(7) emissions and improvements in gasoline vehicle
(8) CO2 reducing technologies.

(9) The proposed standards would
(10) significantly reduce passenger car, light truck
(11) and medium-duty vehicle emissions of CO2,
(12) hydrocarbons, nitrogen oxides and particulate
(13) matter which would result in widespread
(14) reductions in the air pollution that contributes
(15) to climate change and unhealthy air.

(16) Reductions in these harmful
(17) pollutants would lead to lower hospital
(18) admissions and emergency department visits along
(19) with fewer cases of asthma symptoms, lost work
(20) days and school absences for children. EPA
(21) analyzes -- EPA analysis show that more severe
(22) health impacts related to particulate exposure
(23) would also be reduced such as lung disorders
(24) including cancer, heart disease and premature
(25) mortality.

(1) For consumers, EPA estimates
(2) significant savings from lower operating costs
(3) through fuel savings and the lower maintenance
(4) and repair costs of electric vehicles.

(5) The proposed standards align
(6) with and support the commitments and billions of
(7) dollars worth of investments from automakers as
(8) they plan to increase the use of zero-emissions
(9) technologies in the light and medium-duty fleets
(10) in the next five to ten years.

(11) Our proposal reflects input from
(12) stakeholders including community groups,
(13) manufacturers, and the state, local and tribal
(14) governments. Today we look forward to hearing
(15) additional input through your comments on our
(16) proposal. EPA will consider all the comments we
(17) hear today from the many stakeholders
(18) participating in this hearing as we develop the
(19) final rule.

(20) We also look forward to
(21) considering additional written comments that we
(22) receive during the public comment period which is
(23) open until July 5. We intend to finalize the
(24) proposal by the spring of 2024 (2023 was spoken).

(25) Thank you all for attending this

(1) important public hearing and thank you to
(2) everyone who will provide testimony throughout
(3) the hearing. I now will turn it over to Bill
(4) Charmley, the presiding officer for today's
(5) hearing. Thank you.

(6) MR. CHARMLEY: Thank you, Ale.
(7) As Ale said the purpose of this hearing today is
(8) to receive comments from interested parties on
(9) the proposed rulemaking titled Multi-Pollutant
(10) Emissions Standards for Model Years 2027 and
(11) Later Light-Duty and Medium-Duty Vehicles which
(12) was published in the federal register on May 5 of
(13) 2023.

(14) This hearing provides interested
(15) parties the opportunity for oral presentation of
(16) views and arguments. Witnesses will be allowed
(17) to make oral statements which they may later
(18) expand in writing for the official record of the
(19) hearing. When you are finished with your
(20) comments, members of this panel may ask
(21) clarifying questions. This hearing is not
(22) intended to be a discussion of the proposed rule
(23) making, while we might ask questions or request
(24) additional data or materials, we will not respond
(25) to questions or comments in this forum. Instead

(1) we will be providing a written response to
(2) comments as part of the process of finalizing the
(3) proposed rule making.

(4) Finally I would like to remind
(5) everyone that in addition to today's hearing
(6) there is also an opportunity to send EPA written
(7) comments. The written comment period closes on
(8) July 5 at 11:59 p.m. eastern time. The details
(9) on where to submit written comments can be found
(10) in the federal register notice announcing the
(11) proposal as well as on our website.

(12) Now I'd like to go over how we
(13) will be conducting today's hearing. Today's
(14) hearing will be conducted informally and formal
(15) rules of evidence will not apply. I will be
(16) serving as the presiding officer for today's
(17) hearing. As such I am authorized to apply
(18) reasonable limits in the duration of the
(19) statements of any witness. When I am not
(20) available, my EPA colleague Mike Olechiw will
(21) serve as the presiding officer for this hearing.

(22) We ask that each person limit
(23) their verbal testimony to three minutes. Given
(24) the very large number of testifiers for this
(25) hearing, we will need to hold speakers to that

(1) time limit. Our contractor ICF will be
(2) facilitating the line up of speakers and helping
(3) to keep testimony to three minutes. We
(4) appreciate all of your cooperation in allowing us
(5) to give everyone an opportunity to speak today.

(6) A written transcript of this
(7) hearing will be available electronically on EPA's
(8) website and at the regulations.gov website under
(9) the docket for this rule making which is Docket
(10) Number EPA-HQ-OAR-2022-0829. The official record
(11) for this hearing will be kept open for 30 days
(12) after the date of the hearing to provide
(13) opportunity to submit rebuttal and supplemental
(14) testimony. You may submit this additional
(15) testimony to the same docket for this action by
(16) using one of the methods described in the federal
(17) notice announcing the proposal.

(18) Please note that EPA has
(19) distributed a list and a tentative order of those
(20) registered to speak today, tomorrow and Thursday.
(21) We will be making slight adjustments through the
(22) hearing for accommodations. We plan to take a
(23) one hour lunch break around twelve p.m. today and
(24) we will resume at one p.m. and take a short
(25) afternoon break around three p.m. today. All of

(1) those are eastern time. Because of the very
(2) large number of testifiers, we will continue
(3) today's session into the evening. We will plan
(4) to break for an hour starting at five p.m. and
(5) then resume at six p.m. and continue until seven
(6) p.m. eastern time. We will then continue hearing
(7) tomorrow afternoon and again on Thursday at ten
(8) a.m. eastern.

(9) Finally while the EPA
(10) representatives speaking today will attempt to
(11) ensure the accuracy of any description that we
(12) provide of the proposed rule making, the official
(13) version of the proposal is that which was
(14) published in the Federal Register on May 5, 2023
(15) and it controls in any case of conflict between
(16) it and what you may hear today. Please refer to
(17) the official version in developing your written
(18) comments in this proposal.

(19) Should there be members of the
(20) press that have further comments questions about
(21) today's hearing we ask that they please contact
(22) the EPA press office at press@epa.gov.

(23) Thank you very much. With that,
(24) I am going to turn it back to Jennifer Piggot
(25) from ICF and Jennifer will go over the logistics

(1) for today's virtual public hearing. Thank you.

(2) MS. PIGGOT: Thank you, Bill. I
(3) would now like to go over today's agenda. As
(4) Bill noted, today's public hearing is scheduled
(5) to last until seven p.m. eastern. We will take a
(6) break for lunch at approximately twelve p.m. and
(7) resume at one p.m. eastern and then another break
(8) at five p.m. for dinner, resuming promptly at six
(9) p.m. eastern. Additional short breaks may be
(10) taken as needed by the hearing officer or the
(11) interpretation team.

(12) To accommodate testifiers who
(13) may be calling in from the West Coast, this
(14) hearing will resume tomorrow at one p.m. and is
(15) scheduled to last until ten p.m. eastern. An
(16) additional session will be held starting at ten
(17) a.m. eastern on Thursday, May 11 and will
(18) continue until all registered speakers have had a
(19) chance to provide testimony.

(20) Because we are meeting in a
(21) virtual space instead of in person, we'd like to
(22) go over some logistics for today's public hearing
(23) Today's hearing is being recorded for the court
(24) reporter and the recording will not be posted
(25) publicly. However, a written transcript, a

(1) written transcript will be publicly available,
(2) therefore please do not include any information
(3) you consider to be confidential business
(4) information or proprietary business information
(5) or medical information about someone other than
(6) yourself or other information whose disclosure is
(7) restricted by an applicable authority in your
(8) testimony.

(9) Please note that all attendees
(10) microphones are muted and cameras are turned off
(11) automatically.

(12) Each speaker will have three
(13) minutes to speak. Please speak slowly and
(14) clearly for the benefit of the court reporter and
(15) the interpretation team. There will be an on
(16) screen timer for those who are on-line and if we
(17) have anyone on the phone, I'll give the phone
(18) participants a 30 second warning when you need to
(19) wrap up.

(20) Because of the large number of
(21) registered speakers, we will be strictly
(22) enforcing the three minute time limit. If you
(23) exceed your time we will need to turn off your
(24) microphone. If you have additional comments you
(25) wish to provide, you can submit them through the

(1) docket at www.regulations.gov at Docket Number
(2) EPA-HQ-OAR-2022-0829.

(3) We will display the list of
(4) registered speakers arranged by panels so you
(5) know approximately when your turn to speak is
(6) coming up. If you are speaking today, you will
(7) receive a notification on your screen that you
(8) are being promoted to panelist shortly prior to
(9) your speaking time. You must click to accept
(10) that invitation to be able to unmute when you are
(11) called to testify. This will also allow you to
(12) turn on your camera which we encourage you to do.

(13) Speakers connected by phone
(14) should unmute their phones by pressing star six
(15) when called to testify.

(16) When called upon, please state
(17) your name and any affiliation and then begin your
(18) testimony. If you need to change your name that
(19) appears on Zoom so it's easier for us to find
(20) you, you can do that by clicking the participant
(21) button on the Zoom tool bar at the bottom of your
(22) screen. Hover the mouse over your name and click
(23) on more. A window will open allowing you to edit
(24) or correct your name that's being displayed.
(25) When done click okay.

(1) If at any time during the
(2) hearing you are having technical difficulties,
(3) please use the chat feature located at the bottom
(4) of your screen to message the meeting host or
(5) contact epublichearing@icf.com or call 760-822
(6) 5470. And we have posted this information into
(7) the chat.

(8) Please make note of the phone
(9) number for this hearing, the phone number is
(10) 669-254-5252 webinar ID 160 628 2975. We have
(11) also posted this information into the chat.

(12) If you experience difficulty
(13) with your internet connection at any point during
(14) the hearing, you can call this number to listen
(15) to the hearing.

(16) Additionally individual internet
(17) connections and bandwidths vary and may impact
(18) your viewing experience. We recommend closing
(19) all apps and programs and limiting other
(20) streaming or downloads while you are
(21) participating in this hearing.

(22) If you are not registered to
(23) speak today but would like to do so please send
(24) an email to epublichearing@icf.com or call
(25) 760-822-5470 and you will be added to the

(1) speakers list for Thursday, May 11.

(2) We will now begin accepting
(3) public testimony. Please note that an EPA
(4) representatives may ask clarifying questions at
(5) the end of your testimony otherwise we will
(6) immediately move onto the next speaker. The
(7) expected speaker order is currently displayed on
(8) the screen.

(9) Again we ask that each person
(10) limit their verbal testimony to three minutes.
(11) If you have additional comments you are not able
(12) to provide orally today, you can again submit
(13) them through www.regulations.gov using the docket
(14) ID we already provided and that's in the chat.

(15) I will be calling on each
(16) speaker one at a time in the order displayed on
(17) the screen. Please clearly -- please speak
(18) clearly so our court reporter can record these
(19) proceedings accurately. I apologize in advance
(20) for mispronouncing anyone's name.

(21) Our first speaker is Erik White,
(22) I am going to promote you to panelist.

(23) ERIK WHITE: Good morning, my
(24) name is Erik White, and I am the Director of the
(25) Plaster County Air Pollution Control District in

(1) California. I am testifying today on behalf of
(2) the National Association of Clean Air Agencies
(3) for which I serve as co-chair of the mobile
(4) sources and fuels committee. NACAA is the
(5) national non-partisan non-profit association of
(6) air pollution control agencies in 40 states
(7) including 115 local air agencies, the District of
(8) Columbia and five territories. The air quality
(9) professionals and our member agencies have vast
(10) experience dedicated to advancing the equitable
(11) protection of clean air and public health in the
(12) U.S. This testimony is based on that experience.

(13) NACAA has long been a proponent
(14) of progressively more stringent, pollutant
(15) emission standards for passenger cars and light
(16) trucks. We have supported EPA's 2012 rule making
(17) for greenhouse gas emissions standards for model
(18) years 2017 and later and the agency's 2021 repeal
(19) and replacement of a 2020 regulation that rolled
(20) back those standards.

(21) Likewise, we have supported
(22) EPA's 2014 tier three rule which included vehicle
(23) and fuel standards that when combined reduced
(24) nitrogen oxides, volatile organic compounds,
(25) carbon monoxide and air toxic.

(1) We now welcome the agency's
(2) multi-pollutant light and medium-duty vehicle
(3) rule and the opportunity to further advance this
(4) important program in a way that optimally
(5) reflects the opportunity of technological
(6) innovation and the unprecedented financial
(7) incentives provided for under the Bipartisan
(8) Infrastructure Law and the Inflation Reduction
(9) Act to best protect human health and our planet.

(10) The NACAA's January 15, 2021
(11) transition paper to the Biden Harris
(12) administration, the association wrote that the
(13) despite the technological and regulatory progress
(14) made over the last nearly 60 years, mobile
(15) sources continue to dominate emission inventories
(16) across the U.S. and are the largest contributing
(17) sector to GHG emissions.

(18) Our nation needs a strong and
(19) sustainable transportation strategy. Top
(20) priority must be placed on new federal programs
(21) to continue to reduce emissions from the mobile
(22) source sector. As ways to reduce greenhouse
(23) gases and tackle climate change move forward, the
(24) need for further reductions in criteria pollutant
(25) emissions especially nitrogen oxides and PM for

(1) the mobile source sector should not be
(2) overlooked.

(3) The proposed multi-pollutant
(4) rule for light and medium-duty vehicles offers an
(5) opportunity for the federal government to take a
(6) robust step towards this goal and NACAA is
(7) optimistic that working with states, cities,
(8) counties and other stakeholders, EPA can finalize
(9) another important step of standards that will
(10) protect and save lives, foster innovation, create
(11) prosperity and reduce the risks facing our
(12) climate.

(13) We appreciate the opportunity to
(14) participate today as we --

(15) MS. PIGGOTT: That's three
(16) minutes. Thank you for your comments.

(17) ERIK WHITE: Thank you.

(18) MS. PIGGOTT: Alright, ladies
(19) and gentlemen, our next speaker is Paul Billings.
(20) You have been promoted to panelist.

(21) PAUL BILLINGS: Good morning,
(22) thank you for holding this hearing. I am Paul
(23) Billings, National Senior Advisor of Public
(24) Policy for the American Lung Association.

(25) The American Lung Association

(1) supports the multi-pollutant proposed rule for
(2) light and medium-duty vehicles and urges the EPA
(3) to finalize the most protective rule possible
(4) this year.

(5) I am wearing turquoise today in
(6) recognition of lung cancer action week. Today
(7) I'd like to focus on one important component of
(8) the proposal, more stringent standards for
(9) particulate matter from gasoline vehicles.
(10) Gasoline vehicles will be on the road for many
(11) years into the future as the nation transitions
(12) to zero-emission vehicles. Internal combustion
(13) engines will continue to pollute the air and
(14) people who live near roadways will bear a
(15) disproportionate health burden from this
(16) pollution. We all know that people who live near
(17) major roadways are likely to be people of color
(18) and lower income. Producing pollution from these
(19) vehicles is an important health equity issue.

(20) In June 2022, the Health Effects
(21) Institute published a review of 353 research
(22) papers regarding traffic, pollution related
(23) health effects and included with moderate to a
(24) high level of confidence, an exposure to traffic
(25) pollution is linked with all cause, circulatory

(1) ischemic -- all cause mortality, circulatory,
(2) ischemic heart disease and lung cancer mortality.
(3) Asthma onset in both children and adults and
(4) acute lower respiratory infections in children.
(5) Particulate matter is a major component of
(6) traffic related air pollution.

(7) Research also shows that
(8) particulate matter pollution kills tens of
(9) thousands of people each year and people of color
(10) at higher rates than white Americans. Extensive
(11) research has linked particle pollution with
(12) mortality in infants, hospital admissions for
(13) cardiovascular disease, hospital admissions for
(14) chronic obstructive pulmonary disease, risk of
(15) lung cancer, increase severity of asthma attacks,
(16) hospitalization for asthma among children,
(17) increased risk of Parkinson's disease,
(18) Alzheimer's disease and other dementias late in
(19) life.

(20) EPA is proposing a tier four
(21) particulate standard of 0.5 milligrams per mile
(22) for light and medium-duty vehicles with the
(23) requirement that the standard be met across three
(24) test cycles including a cold temperature test to
(25) ensure robust emission controls across in-use

(1) driving conditions.

(2) The American Lung Association
(3) strongly supports this proposal which the EPA
(4) projects will lead to the widespread deployment
(5) of gasoline particulate filters. This life
(6) saving pollution control technology is being used
(7) in Europe, China and India and is being installed
(8) at U.S. plants on vehicles exported for sale in
(9) these markets.

(10) In addition to strict
(11) particulate standards, we support alternative one
(12) as a minimum for greenhouse gas emission
(13) standards and strengthening the MNOGs plus NOx
(14) emissions standards for both light-duty and
(15) medium-duty vehicles.

(16) We will provide additional
(17) comments on these levels in our written comments.
(18) Again thank you for holding this hearing and I
(19) look forward to any questions you may have.
(20) Thank you.

(21) MS. PIGGOTT: Thank you for your
(22) comments. Our next speaker is Laura Kate Bender,
(23) you have been promoted to panelist.

(24) LAURA KATE BENDER: Good
(25) morning, my name is Laura Kate Bender, L-A-U-R-A

(1) K-A-T-E B-E-N-D-E-R, and I am the National
(2) Assistant Vice President for Healthy Air with the
(3) American Lung Association. Thank you so much for
(4) holding this hearing and for your work on the
(5) proposal.

(6) My colleagues and I are each
(7) highlighting different points today on the health
(8) need to reduce emissions in light-duty and
(9) medium-duty vehicles. I'll use my time today to
(10) highlight the health imperatives of reducing the
(11) greenhouse gas emissions that are driving climate
(12) change.

(13) As my colleague Paul pointed
(14) out, we are strongly supportive of these
(15) multi-pollutant vehicle standards. The Lung
(16) Association along with many of the other
(17) organizations you will hear testify this week
(18) calls climate change a health emergency but it's
(19) also a health opportunity because the sources of
(20) greenhouse gas emissions are typically sources of
(21) other emissions that drive immediate health harm.
(22) These rules are a great example of the outside
(23) benefits to cleaning up sources to both address
(24) climate change and address other dangerous
(25) pollutants.

(1) If EPA finalizes these
(2) standards, especially alternative one, this will
(3) protect health and promote health equity in both
(4) the short and long term.

(5) The Lung Association often
(6) highlights the long term impacts from climate
(7) change, from unhealthy levels of ozone driven by
(8) warmer temperatures to higher pollution levels
(9) driven by wildfire smoke, to the indoor air
(10) quality challenges of cleaning up a flooded home
(11) after an extreme weather event. And we know
(12) there is a long list of other health harms too.

(13) I have been with the American
(14) Lung Association for more than a decade and
(15) worked on clean air protections even longer. I
(16) have spent a lot of that time trying to spotlight
(17) on the health consequences of climate change to
(18) drive action because we know that people care
(19) most about climate change when they connect it to
(20) their health or their children's health.

(21) The unfortunate reality is in
(22) this one respect, my job has gotten easier and
(23) easier, because more and more often, people have
(24) personal experiences of health harms driven by a
(25) warming climate.

(1) EPA's new report on climate
(2) change in children's health and well-being last
(3) month forecasts the impacts to children's health
(4) specifically at two degrees and four degrees
(5) celsius of warming. They found that both levels,
(6) "ED visits and hospital admissions due to general
(7) respiratory conditions are projected to increase
(8) as are school days lost because of these
(9) effects."

(10) The analysis further projects
(11) additional premature deaths among newborns. Many
(12) more health impacts include learning loss in
(13) northeastern and northern great plains schools
(14) that don't have air conditioning, a dangerous mix
(15) of increased pollen and pollution impacts in the
(16) southeast, high rates for ED visits for asthma,
(17) in children because of grass pollen exposure in
(18) the southern great plains, and dust say and
(19) wildfire smoke driving poor health outcomes in
(20) the west.

(21) The need for climate action to
(22) stave off the worst of these outcomes is urgent.
(23) We deeply appreciate EPA's work on the proposal.
(24) We urge the agency to use alternative one as the
(25) floor to maximize the health benefits of the

(1) rule, both to reduce emissions from future
(2) gasoline vehicles that will be on the road for
(3) years to come and drive towards a future where
(4) our nation's cars address climate change and its
(5) many health harms to our kids. Thank you.

(6) MS. PIGGOTT: Thank you for your
(7) comments.

(8) Our next speaker is Elizabeth
(9) Bechard, but I would like to remind everybody to
(10) please speak slowly for our court reporter and
(11) our interpretation team and again as a reminder,
(12) if you run out of time to provide your oral
(13) testimony today, you can submit comments to
(14) regulations.gov.

(15) Again, our next speaker is
(16) Elizabeth Bechard.

(17) ELIZABETH BECHARD: Thank you
(18) for the opportunity to testify. My name is
(19) Elizabeth Bechard. I am a senior policy analyst
(20) with Moms Clean Air Force.

(21) I live in Essex, Vermont with my
(22) partner and seven year old twins. I strongly
(23) support EPA's effort to clean up tailpipe
(24) pollution from light and medium-duty vehicles and
(25) ask you finalize the strongest possible

(1) safeguards this calendar year.

(2) Climate pollution from the
(3) tailpipes of cars contribute significantly to
(4) climate change and one of the areas I focus on in
(5) my work is the intersection between climate
(6) change and mental health. A growing body of
(7) research finds the mental health impacts of
(8) climate change are significant and only expected
(9) to increase.

(10) Here in the U.S., according to
(11) recent polling from the Yale program on climate
(12) change communication, approximately one in three
(13) of us report feeling angry, afraid, outraged,
(14) anxious and even hopeless about climate change.
(15) Approximately two-thirds of us go worried.

(16) I feel worried and anxious about
(17) climate change myself. Back in 2018 when my
(18) twins were two years old, an ICC report was
(19) published with the shocking finding that the
(20) world had 12 years left to avert future climate
(21) catastrophe. I remember doing the math in my
(22) head, in 12 years, my twins would be just 14
(23) years old, just barely starting high school.

(24) That same year, Hurricane
(25) Florence battered the coast of the State of North

(1) Carolina where we lived at the time. My mother,
(2) grandmother and great grandmother grew up and
(3) lived in Wilmington, North Carolina which was
(4) devastated by the storm. I remember feeling
(5) stricken by grief as images of familiar places in
(6) Wilmington made the national news in the
(7) aftermath of the hurricane.

(8) My own experience of climate
(9) anxiety and distress in the wake of extreme
(10) weather is far from rare. Research suggests that
(11) the number of people psychologically effected by
(12) disasters like Hurricane Florence can surpass
(13) those physically injured by 40 to one. The
(14) mental health impacts of climate change effect
(15) our quality of life and the quality of our
(16) family's lives, and research shows that the
(17) impacts are especially harsh for communities of
(18) color who were hit first and worst by climate
(19) stressors.

(20) These impacts are among the many
(21) reasons we need to act -- act on climate change
(22) as if the quality of our future depends on it
(23) because it does. Stronger pollution standards
(24) for light and medium-duty vehicles are one of the
(25) most important tools we can leverage today to

(1) fight the climate crisis.

(2) Finalizing strong standards as
(3) soon as possible is an opportunity we cannot miss
(4) to safeguard both the physical and mental health
(5) and more importantly to protect the well-being of
(6) our children and future generation.

(7) Once again I support the
(8) strongest possible standards for medium and
(9) light-duty and ask you to put forward these
(10) important protections this calendar year. Thank
(11) you for the opportunity to testify.

(12) MS. PIGGOTT: Thank you for your
(13) comments.

(14) Okay. Our next speaker is
(15) Melody Reis, you have been promoted to panelist.

(16) MELODY REIS: Thank you for the
(17) opportunity to testify today. My name is Melody
(18) Reis and I am the senior legislative and
(19) regulatory policy manager for Moms Clean Air
(20) Force. I am here to call on EPA to finalize the
(21) strongest possible clean car standards this year.
(22) Strong safeguards are important to protect the
(23) health of our children and communities and we
(24) must act swiftly.

(25) As you are no doubt aware the

(1) transportation sector is the largest source of
(2) greenhouse gas emissions in the U.S. responsible
(3) for nearly one-third of all emissions, and light
(4) and medium-duty vehicles like the passenger cars
(5) and light trucks that most of us drive regularly,
(6) are responsible for the bulk of this climate
(7) pollution.

(8) There is no denying that climate
(9) change is here. I live in the DC metro area and
(10) four of the five hottest years on record have
(11) occurred over the last 11 years and this year is
(12) on track to be the warmest yet.

(13) We have the technology to
(14) dramatically reduce greenhouse gas emissions from
(15) cars and trucks and the time to act is now.

(16) In addition to their effect on
(17) climate, vehicles are also a significant source
(18) of air pollution including nitrogen oxide or NOx
(19) which reacts in the atmosphere to form ground
(20) level ozone also known as smog. Ozone is a
(21) dangerous pollution that has been linked to lung
(22) damages and respiratory problems.

(23) Children whose little lungs are
(24) still growing are among the population's most
(25) vulnerable to harms of ozone pollution.

(1) Unfortunately in the American Lung Association
(2) latest state of the air report released last
(3) month, the DC Metro region received an F, a
(4) failing grade based on the number of high ozone
(5) days in recent years. High ozone days require
(6) parents, teachers and other care givers to ask
(7) difficult questions. We have all heard that kids
(8) benefit from being outdoors and breathing fresh
(9) air. What if your air isn't fresh? What if
(10) being outdoors means breathing polluted air that
(11) has received a failing grade from the American
(12) Lung Association? Do the benefits of outdoor
(13) play still outweigh the risks?

(14) Cleaning up tailpipe emissions
(15) from the transportation sector would make a
(16) tremendous difference, a transition to
(17) zero-emission vehicles would put us on the road
(18) to a cleaner and healthier future, that's good
(19) news for the number of Americans living with the
(20) effects of a changing climate and those who are
(21) breathing polluted air, and it's especially good
(22) news for those that live near highways and truck
(23) routes, often communities of color and lower
(24) income communities where it's inescapable.

(25) Thank you for your time and I

(1) once again urge you to finalize the strongest
(2) possible safeguards by the end of this year.

(3) MS. PIGGOTT: Thank you for your
(4) comments.

(5) Alright, ladies and gentlemen
(6) our next speaker in panel one is Lucia Valentine
(7) who has asked to be taken off the speaker list.

(8) So we are going to go ahead and
(9) move onto panel two where our next speaker is
(10) Elizabeth Brandt. You have been promoted to
(11) panelist.

(12) ELIZABETH BRANDT: Hello, thank
(13) you, my name is Elizabeth Brandt, that's
(14) E-L-I-Z-A-B-E-T-H B-R-A-N-D-T. I am a national
(15) field manager for Moms Clean Air Force.

(16) When I talk with my kids about
(17) air pollution, they identify vehicles as the
(18) biggest culprit. While I know they are talking
(19) about the view from our bus stop along a Maryland
(20) state highway they aren't wrong. Pollution from
(21) the transportation sector is a major source of
(22) air pollution, as well as the nation's leading
(23) source of climate warming carbon pollution.

(24) The EPA's proposed
(25) multi-pollutant emission standards for light and

(1) medium vehicles clean car standards are an
(2) important step toward protecting our families
(3) from dangerous tailpipe pollution which is a
(4) significant contributor to climate change and
(5) other harmful health impacts.

(6) Parents around the country want
(7) to see a rapid transition to zero emission
(8) vehicles. Moms Clean Air Force is calling on EPA
(9) to finalize the strongest possible clean car
(10) standards this year. While I find the impacts of
(11) climate change to be extremely concerning in
(12) Maryland, I am even more concerned about the
(13) impacts I have seen in Washington State where I
(14) grew up.

(15) As I plan a family trip to see
(16) my relatives this summer, I know that I need a
(17) plan for smoke. If we can't, we need to have
(18) somewhere else we can stay if wildfire smoke
(19) makes the air quality dangerous. If there is a
(20) heat wave that like the one that fried Seattle in
(21) June of 2021, we will need to have access with a
(22) place with air conditioning which can be hard to
(23) find in the northwest where the weather has been
(24) historically mild.

(25) All of this points to a larger

(1) concern, not everyone has safe to or access to a
(2) place where you can have safe air when the
(3) weather is hazardous. Years ago I worked on a
(4) public health project focused on migrant farm
(5) workers in Oregon. One thing I learned that
(6) migrant farm worker camps are just that, camps,
(7) people live in cinderblock structures that can't
(8) be closed to the elements. Taping your window
(9) seam shut as my sister did during a terrible
(10) smoke event is not possible.

(11) Also once extreme heat is
(12) predicted there is tremendous pressure to get
(13) higher value crops harvested. Think about a
(14) strawberry field in 100 degree weather, what you
(15) have got is a field of strawberry jam.

(16) There is an incentive to work
(17) hard even as the temperature and air quality are
(18) worsening. Latinos are just disproportionately
(19) represented in the outdoor workforce, and outdoor
(20) workers are 35 times more likely to die from heat
(21) exposure, a key climate risk than the general
(22) population.

(23) Tackling climate pollution at
(24) its source is a matter of environmental justice.
(25) The health harming impacts of tailpipe pollution

(1) from climate change to the toll of breathing
(2) polluted air disproportionately impact
(3) communities of color. Stronger clean car
(4) standards will help advance environmental
(5) justice.

(6) MS. PIGGOTT: That's three
(7) minutes. Thank you for your comments.

(8) Okay. Ladies and gentlemen, we
(9) had a technical difficulty with a speaker in
(10) panel one, but I believe they are able to provide
(11) their testimony now. Our next speaker will be
(12) Cara Cook.

(13) CARA COOK: Thank you, my name
(14) is Cara, C-A-R-A, last name, C-O-O-K. Thank you
(15) for the opportunity to provide comments today.

(16) I am a registered nurse and
(17) member of the Alliance of Nurses For Healthy
(18) Environments, a national nursing organization
(19) focused solely on how the environment impacts
(20) human health.

(21) Our organization strongly
(22) supports EPA in setting new multi-pollutant
(23) standards for light and medium-duty vehicles.
(24) Setting more protective standards is a key step
(25) to protecting public health and the environment.

(1) Motor vehicles are a leading source of air
(2) pollution and contribute to worsening climate
(3) change and associated adverse health outcomes.

(4) The transportation sector is now
(5) the leading source of greenhouse gas emission and
(6) is the fastest growing emitter of emissions.

(7) The evidence showing the
(8) profound risk to the health and lives of all
(9) Americans from climate change is building. As
(10) nurses serve on the front lines of communities
(11) and caring for the most vulnerable populations,
(12) we have already seen the very real effects of
(13) climate change on health. Climate change is
(14) harming health now and will create even greater
(15) health risk without bold and immediate action.

(16) Beyond increasing air quality
(17) burden due to rising temperature and increasingly
(18) more frequent wildfires, climate change
(19) contributes to and amplifies a wide range of risk
(20) including death and illness related to extreme
(21) heat and weather events and increased cases of
(22) vector born disease.

(23) While even healthy adults are at
(24) risk from air pollution and climate change,
(25) children, older adults, people living with

(1) chronic conditions, low income communities and
(2) communities of color are made more vulnerable to
(3) health risks.

(4) We need the strongest possible
(5) tools available to protect public health from air
(6) pollution and climate change. EPA's proposal is
(7) great start however the agency should strengthen
(8) the standards even further. Gasoline and diesel
(9) fueled vehicles remain on the roads for decades.
(10) Stringent standards for light and medium-duty
(11) vehicles should drive more zero emission
(12) technologies across the nation's passenger fleet
(13) while also ensuring combustion based vehicles
(14) become cleaner.

(15) We urge EPA to finalize
(16) alternative one as a minimum to maximize the
(17) health benefit of the standards. We also urge
(18) EPA to set the standards so they continue to
(19) increase in stringency through model year 2035,
(20) the point at which state level standards have
(21) been set to meet 100 percent zero emission
(22) passenger vehicle sales.

(23) In closing we urge EPA to
(24) finalize the rule making as quickly as possible
(25) and no later than the end of 2023. We cannot

(1) miss out on the opportunity to protect our
(2) health, enacting strong standards on vehicle
(3) pollution is a feasible and cost effective
(4) solution to reduce greenhouse gas emissions,
(5) address climate change and prevent harm to
(6) health. Thank you.

(7) MS. PIGGOTT: Thank you for your
(8) comments.

(9) Ladies and gentlemen our next
(10) speaker, the final speaker for panel one that is
(11) now on, Lucia Valentine and then following Lucia
(12) we will continue with panel two Patrice Tomcik.
(13) Lucia, go ahead. You have three minutes.

(14) LUCIA VALENTINE: Thank you so
(15) much. Thank you for the opportunity to testify
(16) today. My name is Lucia Valentine, I am the West
(17) Virginia organizer for Moms Clean Air Force. I
(18) am from Shepardstown, West Virginia and have
(19) lived in the mountain state my whole life, and on
(20) behalf of Moms Clean Air Force, I am calling on
(21) the EPA to finalize the strongest possible clean
(22) car standards this year.

(23) Stronger transportation
(24) standards are crucial in protecting the health of
(25) our children and communities and it's urgent that

(1) we act now. EPA's proposed multi-pollutant
(2) emissions standards standards for light and
(3) medium-duty truck vehicles are an important step
(4) forward in protecting our families from dangerous
(5) tailpipe pollution which is a significant
(6) contributor to climate change and other harmful
(7) health impacts. Parents in West Virginia want to
(8) see a rapid transition to zero-emission vehicles,
(9) and are calling on EPA to finalize the strongest
(10) possible clean car standards this year.

(11) Growing up on the bank of the
(12) Potomac River I have experienced exacerbated
(13) climate disasters such as flooding due to the
(14) negative impacts that greenhouse gases have on
(15) our environment. The transportation sector is
(16) the largest source of greenhouse gas emission in
(17) the United States making up 27 percent of all
(18) emissions.

(19) MS. PIGGOTT: Lucia, I apologize
(20) for the introduction, but we need you to slow
(21) down a little bit for the interpretation team.
(22) Thank you.

(23) LUCIA VALENTINE: Within the
(24) transportation sector, the passenger cars and
(25) trucks are the largest contribute at 58 percent

(1) of all transportation sources and 17 percent of
(2) total U.S. greenhouse gas emission.

(3) In addition to climate
(4) pollution, vehicles also pollute our air and
(5) tailpipe pollution harms everyone but especially
(6) those that live near highways, ports, freight
(7) hubs, and high traffic areas, and the pollution
(8) from light and medium-duty trucks and vehicles
(9) contributes to harmful soot and smog pollution
(10) that threatens the health of millions of people
(11) in the United States.

(12) Communities of color are also
(13) disproportionately impacted by climate change and
(14) poor air quality and everyone has the right to
(15) breathe clean air, and that's by setting the
(16) strongest possible standards for light and
(17) medium-duty vehicles and rapidly transitioning
(18) to zero-emission vehicles is key for addressing
(19) climate justice as these communities will benefit
(20) the most from the rapid transition to
(21) zero-emission vehicles.

(22) The vehicles covered by this
(23) rule will be on the road for decades and they
(24) must be cleaned up as soon as possible. That's
(25) why Moms Clean Air Force is calling on the EPA to

(1) finalize the strongest possible clean car
(2) standards this year.

(3) Thank you for your time today.

(4) MS. PIGGOTT: Thank you for your
(5) comments.

(6) Alright, again, ladies and
(7) gentlemen, as a reminder, if you have additional
(8) comments that you are not able to provide today,
(9) you can submit them through regulations.gov using
(10) the docket number that's located in the chat.

(11) Our next speaker is Patrice
(12) Tomcik, you have three minutes.

(13) PATRICE TOMCIK: My name is
(14) Patrice Tomcik, T-O-M-C-I-K, and I am the
(15) national field director for Moms Clean Air Force,
(16) an organization of over 1.5 million moms and dad
(17) united to protect our children's health from air
(18) pollution and climate change.

(19) I live in the town of Getsonia
(20) located in southwestern Pennsylvania with my
(21) husband and two children where vehicle pollution
(22) degrades our air quality and contributes to
(23) climate change. The EPA's proposed rule for
(24) multi-pollutant emission standards for light and
(25) medium-duty vehicles are an important step

(1) forward to protect children from the health harms
(2) of air pollution and climate change.

(3) Moms across the country are
(4) calling on EPA to finalize the strongest possible
(5) clean car standards this year. Transportation is
(6) the largest source of greenhouse gas emissions in
(7) the United States with passenger cars and trucks
(8) contributing 58 percent of the climate warming
(9) pollution within the sector. Climate change has
(10) contributed to shorter warmer winters providing
(11) ideal conditions for lime disease carrying ticks
(12) to thrive and multiply faster especially in the
(13) northeast. I have seen evidence of this as over
(14) ten people I know have been treated for Lyme
(15) Disease in the past five years including my
(16) husband.

(17) In addition to reducing
(18) greenhouse gas emission, strong clean car
(19) standards will help reduce tailpipe pollution
(20) that harms our health by accelerating our
(21) transition to lower emission vehicles. My
(22) children's school is located approximately 175
(23) feet from state route 228 which has lots of
(24) traffic. The highest daytime of exposure of
(25) traffic pollution are within 500 feet of a busy

(1) road. Studies show at least 10,000 vehicles have
(2) traveled this heavily congested roadway.
(3) Tailpipe pollution can readily penetrate the
(4) indoors where it can be breathed in by young
(5) lungs.

(6) In the evening my kids attend
(7) outdoor sports at the sports complex located near
(8) the roadway. This is the environment my children
(9) have been exposed to since kindergarten and now
(10) through their high school years. My story is not
(11) unique since many schools across the nation are
(12) built near busy roadways because the land is
(13) cheap.

(14) I know children are especially
(15) impacted by pollution since their lungs and
(16) brains are still developing until early adult
(17) hood. I am very worried about what my children
(18) are breathing into their lungs everyday
(19) especially my youngest son who has cancer.

(20) I am urging EPA to finalize this
(21) year the strongest possible standards for
(22) light-duty vehicles to protect our children's
(23) health and futures. Thank you.

(24) MS. PIGGOTT: Thank you for your
(25) comments.

(1) Okay. Our next speaker is
(2) Almeta Cooper. Almeta Cooper, you have been
(3) promoted to panelist.

(4) ALMETA COOPER: I am unable to
(5) start my video. I am getting a message that it's
(6) controlled by the host.

(7) MS. PIGGOTT: I just sent you a
(8) profit. You should be able to start your video.

(9) ALMETA COOPER: Thank you.

(10) MS. PIGGOTT: Go ahead, you have
(11) three minutes.

(12) ALMETA COOPER: Good morning, my
(13) name is Almeta Cooper. I am the national manager
(14) for Moms Clean Air Force for health equity. I
(15) thank the EPA for the opportunity to be here this
(16) morning to testify regarding the -- the standards
(17) for light and medium-duty vehicles and effective
(18) with the model year 2027.

(19) I join Moms Clean Air Force
(20) volunteers and members in applauding the EPA for
(21) proposing to strengthen these standards to
(22) further reduce multiple harmful air pollution
(23) emissions from the 285 plus millions of cars,
(24) vans, SUVs, light pickup trucks and box style
(25) delivery trucks being driven on U.S. roads,

(1) streets and highways.

(2) As parents and care givers, we
(3) are asking for a rapid transition to
(4) zero-emitting vehicles because the transportation
(5) sector is the largest source of climate pollution
(6) in the United States making up 27 percent of all
(7) greenhouse gas emissions and passenger vehicles
(8) which are the number one contributor of these
(9) emissions.

(10) Reducing climate and air
(11) pollution is important for protecting families
(12) especially black and brown families who are
(13) living, playing and working near locations most
(14) effected by the harmful health effects of climate
(15) pollution.

(16) There is ample data from the EPA
(17) and others about the harmful health effects of
(18) tailpipe pollution. As an African American
(19) woman, I care deeply about environmental
(20) injustice especially the connection between
(21) climate change and health equity. Climate change
(22) is a major contributor to the health crisis in
(23) African American community. African Americans
(24) bear 21 percent more of the climate change harms
(25) when compared to other racial groups.

(1) Communities of color experience
(2) higher than average pollution exposure from a
(3) variety of sources. African Americans
(4) specifically are exposed to higher than average
(5) amounts of pollution from all sources according
(6) to the EPA's national emissions inventory.

(7) Not only do cars contribute to
(8) climate pollution, they also pollute our air. In
(9) Washington, D.C. where I live, about 126,000
(10) children, 9,000 pregnant women and 86,000 people
(11) 65 years and older are being exposed to poor
(12) quality air daily because of air pollution,
(13) according to the state of the air report from the
(14) American Lung Association.

(15) These are people with real names
(16) and families who love them and care for them.
(17) Three quarters of the U.S. population are car
(18) owners, the American dream of car ownership and
(19) the reliance on fossil fuel powered cars, SUVs
(20) and light pickup trucks have converted this dream
(21) into a nightmare.

(22) MS. PIGGOTT: That's three
(23) minutes, thank you for your comments.

(24) Alright, ladies and gentlemen
(25) our next speaker is Liz Hurtado.

(1) LIZ HURTADO: Good afternoon, my
(2) name is Liz Hurtado, that's L-I-Z H-U-R-T-A-D-O
(3) and I am a national field manager for Moms Clean
(4) Air Force and the Latino engagement program
(5) EcoMadres.

(6) I am here today to voice our
(7) support for strong standards for light-duty and
(8) medium-duty vehicles for model years 2027 and
(9) beyond and to urge the EPA to finalize the
(10) strongest possible protections as quickly as
(11) possible.

(12) I grew up in Peru, a country
(13) that is increasingly vulnerable to the impacts of
(14) climate change, from sea level rise to extreme
(15) weather events. My hometown of Lima has some of
(16) the worst air pollution in Latin America, so I am
(17) no stranger to the harmful health effects of
(18) tailpipe pollution.

(19) Here in the United States,
(20) climate change has an enormous and unequal impact
(21) on the health, livelihood and well-being on
(22) Latinos, with several Latinos saying climate
(23) change is effecting their local community. A
(24) recent study found that Latino, black and other
(25) parents of color were more concerned than white

(1) parents about local environmental concerns
(2) related to climate change.

(3) As a mother of four, nothing is
(4) more important to me than the well-being of my
(5) children and in the words of my daughter Lina,
(6) tail pipe pollution is dangerous for kids health
(7) and terrible for our environment.

(8) Pollution from light and
(9) medium-duty vehicles contribute to harmful soot
(10) and smog pollution that threatens the health of
(11) millions of people across the country. Latino
(12) communities are often closest to highways and
(13) bear a disproportionate burden from vehicle
(14) pollution.

(15) According to the American Lung
(16) Association most recent state of the air report
(17) over nine million Hispanics in the U.S. live in a
(18) county with a failing grade for air quality.
(19) This is why we must slash emissions from the
(20) transportation sector and accelerate a transition
(21) towards zero-emission cars.

(22) I hope that in ten years when
(23) all four of my children are of driving age
(24) cleaner cars will be the new normal. By enacting
(25) strong health protective standards, the EPA can

(1) further its commitment to environmental justice,
(2) address the climate crisis, and improve public
(3) health.

(4) I once again urge the EPA to
(5) finalize the strongest possible clean car
(6) standards as soon as possible. Thank you for the
(7) opportunity to testify.

(8) MS. PIGGOTT: Thank you for your
(9) comments.

(10) Our next speaker is Shaina
(11) Oliver.

(12) SHAINA OLIVER: Thank you for
(13) listening to my comments today. My name is
(14) Shaina Oliver, and I am a field coordinator for
(15) Moms Clean Air Force, EcoMadres in Colorado. We
(16) are more than one million parents, guardians and
(17) care givers fighting for clean air and healthy
(18) climate across the U.S. with 41,000 members here
(19) in Colorado. Today I am testifying on behalf of
(20) Colorado parents who want to see a rapid
(21) transition to zero-emission vehicles.

(22) Moms Clean Air Force is calling
(23) on the EPA to finalize the strongest possible
(24) clean car standards this year. Importantly I am
(25) an indigenous mother of four kids, we are a

(1) family of six. My family are decedents of the
(2) survivors of the genocide known as the Indian
(3) Removal Act.

(4) As indigenous people, we know
(5) environmental harms are imbedded in our laws
(6) policy and governance. My people have seen their
(7) wealth, land and health become degraded due to
(8) these environmental harm. My family is
(9) disproportionately impacted by pollution from
(10) cars, truck and industries in the northeast
(11) Denver Metro area.

(12) As an indigenous parent, my
(13) family continues to be pushed to live near busy
(14) intersections and highways that are dangerous to
(15) our children and community members. And on the
(16) front range continues to fail ozone pollution set
(17) by the EPA. Colorado now ranks as the sixth
(18) worst state for ozone pollution and this year we
(19) made it to the 18th worst state for particle
(20) pollution according to the American Lung
(21) Association state of the air report.

(22) As a community member, living
(23) with asthmas, I too am at risk for asthma
(24) attacks, stroke, and premature death. My
(25) youngest son who is now 11 years old who was

(1) diagnosed as with asthma last year.

(2) Indigenous, black and brown
(3) people have a higher risk of asthma, diabetes,
(4) cancers, heart disease, leukemia, respiratory
(5) illnesses and adverse outcomes and premature
(6) deaths than our white counter parts. Not to
(7) mention when indigenous families like mine leave
(8) the reservation, we are red line segregated
(9) and/or gentrified to areas with serious pollution
(10) problems. Because people of color are pushed to
(11) live near highways and industry, industrial areas
(12) that receive a hefty amount of traffic pollution,
(13) our communities especially our children face
(14) increased health risk.

(15) Bottom line, parents in Colorado
(16) to see a rapid transition to zero-emission
(17) vehicles and Moms Clean Air Force, we are going
(18) to continue calling on EPA to finalize the
(19) strongest possible clean car standards this year,
(20) so thank you.

(21) MS. PIGGOTT: Thank you for your
(22) comments.

(23) Our next speaker is Kate Shenk.

(24) KATE SHENK: Good morning, my
(25) name is Kate Shenk. I am the director of

(1) Regulatory Affairs for Clean Fuels Alliance
(2) America. Thank you for the opportunity to
(3) testify on the immediate benefits biodiesel and
(4) renewable diesel bring to vehicles.

(5) Biodiesel and renewable diesel
(6) are among the cleanest and lowest carbon fuels
(7) available to day to reduce greenhouse gas and
(8) particulate matter emissions. They are available
(9) now to meet President Biden's short and long term
(10) climate goals.

(11) As we share during last week's
(12) heavy-duty hearing, low carbon liquid fuels are
(13) the lowest cost option for decarbonization and
(14) can be used in every diesel fuel application
(15) technology today. Our fuels are being used in
(16) fleets around the country and provide reliable
(17) transportation for those with unknown schedules
(18) and unplanned routes including emergency
(19) vehicles, tow trucks and snow plows.

(20) EPA claims that the proposed
(21) rule is promoting technology neutral performance
(22) standards however in order to meet the 44 percent
(23) GHG reduction by 2032 EPA is in fact forcing the
(24) adoption of zero-emission vehicles. The agency
(25) ignores a potential to achieve similar reduction

(1) goals by increasing the use of bio diesel and
(2) renewable diesel in existing and future engines.
(3) These emission reduction benefits are being seen
(4) by fleets that have chosen to reduce their GHG
(5) emission by using biodiesel.

(6) While the stated purpose of the
(7) proposed rule is to significantly reduce
(8) greenhouse gas emissions, hydrocarbons, nitrogen
(9) oxide and particulate matter, EPA is discounting
(10) the known benefits of biodiesel and renewable
(11) diesel.

(12) We ask that EPA support all
(13) possible solutions. Using these fuels today will
(14) immediately and directly benefit populations
(15) living in and near major roadways where
(16) communities are disproportionately exposed to air
(17) pollution from vehicles.

(18) Clean Fuels Alliance looks
(19) forward to working with EPA to ensure the
(20) optimization of the immediate benefits of
(21) biodiesel as we address multi-pollutant emissions
(22) from medium-duty vehicles. Thank you.

(23) MS. PIGGOTT: Thank you for your
(24) comments.

(25) Our next and final speaker for

(1) panel two is Patrick Kelly.

(2) PATRICK KELLY: Good morning and
(3) thank you for the opportunity to testify. I am
(4) Patrick Kelly with the American Fuel and
(5) Petrochemical Manufacturers. AFPM represents the
(6) U.S. refining and petrochemical industries and we
(7) are committed to developing sound climate
(8) policies that take a balanced approach to our
(9) energy and economic security and environmental
(10) needs.

(11) AFPM supports efforts to reduce
(12) carbon emissions however, emissions from vehicles
(13) should be evaluated using a full lifecycle
(14) assessment. While EVs do not admit CO2 at the
(15) tailpipe, a significant amount of carbon is
(16) emitted processing the materials needed for
(17) batteries and in the generation of electric power
(18) to supply the grid. In contrast, internal
(19) combustion engines have a smaller upfront carbon
(20) impact but then emit CO2 at the tailpipe.

(21) Because a ton of carbon has the
(22) same climate regardless of where it is emitted in
(23) a vehicle's lifecycle it is only through a full
(24) lifecycle assessment that EPA can properly
(25) evaluate these tradeoffs. A proper lifecycle

(1) assessment should account for all emissions
(2) regardless of the power train. This includes
(3) emissions associated with vehicle production,
(4) recharging or refueling, drive train or battery
(5) replacements, infrastructure modifications and
(6) end of life disposal and recycling. Focusing
(7) only on the tailpipe distorts the actual
(8) environmental impacts of different vehicle
(9) technologies and does not consider the carbon
(10) improvements that have been made and can continue
(11) to be made to liquid fuels.

(12) The proposed rule forces
(13) increased reliance on battery electric vehicles
(14) placing unnecessary risks on our energy and
(15) economic security. The U.S. recently became a
(16) net exporter of crude oil and petroleum products.
(17) This measure of energy security is something the
(18) U.S. has not seen since the 1950s. China has a
(19) dominant position in the global supply chain for
(20) battery production and mineral processing. The
(21) U.S. should be very careful not to trade away our
(22) hard earned energy security and leave the economy
(23) more dependent to countries that control the
(24) minerals required to manufacture EV batteries.

(25) Consumers should be able to

(1) choose transportation technologies that meet
(2) their needs and today's electric grid is not
(3) ready for the magnitude of these technology
(4) forcing standards. EPA should not finalize the
(5) proposed light and medium-duty vehicle standards.
(6) The agency should propose standards that preserve
(7) consumer choice by taking a technology neutral
(8) approach to emissions and not pick specific
(9) market winners and losers by arbitrarily ignoring
(10) a significant source of GHG emissions associated
(11) with EV production and use.

(12) AFPM will provide additional
(13) written comments and I am happy to answer any
(14) questions.

(15) MS. PIGGOTT: Thank you for your
(16) comments.

(17) Okay, ladies and gentlemen, we
(18) will move onto panel three, our next speaker is
(19) Michael Petelle.

(20) MICHAEL PETELLE: Petelle, yes.
(21) Thank you for the opportunity to provide comments
(22) to the EPA.

(23) My name is Michael Petelle and I
(24) am here as a private citizen with a Ph.D. in
(25) ecology and more than 26 years of teaching

(1) experience in the biological sciences.

(2) I want to thank you for
(3) strengthening emission standards through year
(4) 2026 and encourage you to strengthen the
(5) standards even further for the model years for
(6) 2027 and beyond.

(7) In 2016 I had open heart surgery
(8) for an aortic root aneurism. Because I had one
(9) aneurism, I am at risk for future aneurisms. A
(10) burst aortic aneurism is an almost certain death
(11) sentence, a burst brain aneurism can cause a
(12) stroke. Aneurisms are more likely to burst when
(13) blood pressure is high so it's essential that I
(14) and others like me with aneurisms maintain low
(15) blood pressure.

(16) It is known that particulate
(17) matter can raise blood pressure episodically and
(18) chronic exposure to it can cause hypertension.
(19) Clearly stronger standards for particulates would
(20) be helpful for me but in addition nitrogen oxides
(21) help promote the formation of particulates so
(22) standards for nitrous oxides need to be
(23) strengthened to protect the health of folks like
(24) me.

(25) The chemical reaction involving

(1) nitrogen oxides leading to particulate formation
(2) like all chemical reactions occur at faster rates
(3) at higher temperatures, so we need to strengthen
(4) standards for greenhouse gas emissions to prevent
(5) more global warming with the health and the
(6) multitude of environmental problems it
(7) exacerbates.

(8) So I am asking the EPA to adhere
(9) to the congressional mandate to protect my health
(10) and welfare by enacting the strictest auto
(11) emission standards possible. I have personally
(12) witnessed the evolution of the auto industry
(13) having purchased new hybrid vehicles in 2001 and
(14) 2005, a plug in hybrid in 2016 and the new
(15) electric vehicle a month ago, so I know the
(16) technology exists to achieve stricter emission
(17) goals. Thankfully that technology also saves
(18) money for consumers with lower fuel and
(19) maintenance cost and per Mr. Kelly's comments, I
(20) have my own solar panels for charging my electric
(21) vehicle.

(22) Being a resident of Georgia, I
(23) also see the huge economic stimulus our state is
(24) enjoying from all the investment in electric
(25) vehicles and batteries in our state. I see

(1) nothing but benefits, lower health care cost,
(2) less weather related damaged businesses and
(3) infrastructure, more job opportunities in the
(4) transportation industry and lower cost for our
(5) drivers.

(6) Please enact the strictest
(7) emission standards possible beginning --

(8) MS. PIGGOTT: Mr. Petelle, we
(9) seem to have lost your audio. Mr. Petelle, are
(10) you still there? It seemed like your comments
(11) were wrapping up. I am going to go ahead and
(12) move onto the next speaker. Thank you for your
(13) comments.

(14) Okay. Our next speaker is Jeff
(15) Weber.

(16) JEFF WEBER: Doesn't appear I am
(17) able to start my video.

(18) MS. PIGGOTT: Go ahead and try
(19) it now. Go ahead, you have three minutes.

(20) JEFF WEBER: Good morning, my
(21) name is Jeff Weber, I am a Toyota and Lincoln
(22) dealer from Dubuque, Iowa. Speaking today on
(23) behalf of NADA which represents more than 16,000
(24) franchise motor vehicle dealerships that sell new
(25) and used motor vehicle and engage in service

(1) repair and part sales.

(2) NADA's members are on the front
(3) line each day providing household consumers and
(4) commercial customers their clean and safe motor
(5) vehicles that are so vital to their families and
(6) businesses. Importantly consumers have unique
(7) motor vehicle transportation needs and their
(8) willingness and ability to pay for new or used
(9) vehicles varies widely.

(10) As EPA moves forward with the
(11) rule making, it must recognize that the motor
(12) public is not monolithic and above all else new
(13) mandates must be carefully tailored not to
(14) undermine vehicle affordability or performance.

(15) NADA has long supported
(16) continuous vehicle emission improvements that can
(17) be delivered affordably and reliably. Under
(18) EPA's proposal vehicle manufacturers and their
(19) suppliers have some flexibilities regarding the
(20) technologies and fuels they chose to achieve
(21) compliance. This is critical as no one motor
(22) technology or fuel will meet all customer needs.
(23) EPA estimates new vehicle sales penetration in
(24) model year 2032 of up to 69 percent. This is up
(25) from today's 8 percent.

(1) Now, let me be clear, America's
(2) dealers, new dealers are doing their part on the
(3) road to electrification of our fleet, they are
(4) investing billions of dollars in the training,
(5) facilities, equipment and tools that will be
(6) needed.

(7) NADA shares the legitimate
(8) concerns expressed by others in the auto industry
(9) including the auto manufacturers regarding EPA's
(10) estimate and the proposed performance standards
(11) upon which they are based. A meaningful growth
(12) in EV adoption will depend a broad unified
(13) strategy that considers the vital importance of
(14) consumer incentives, charging infrastructure,
(15) utility capacity, resources for battery
(16) manufacturing and the availability of the newly
(17) produced EV themselves. We are seeing this and
(18) hearing this from customers in our market.

(19) Every discussion we have with a
(20) potential EV customer centers around three
(21) concerns, refueling limitations, the availability
(22) of charging points and affordability. A
(23) combination of these concerns is causing many
(24) interested EV customers to purchase vehicles with
(25) gas, plug in hybrid power trains not battery only

(1) EVs.

(2) Continuous emission performance
(3) requires more than just putting out new
(4) standards. EPA must recognize that environmental
(5) benefits can only be achieved by turning over the
(6) in use fleet. Mandates that make vehicles so
(7) expensive or otherwise impractical that customers
(8) hold onto their existing vehicles or buy used
(9) vehicles will only delay rather than accelerate
(10) fleet turnover.

(11) MS. PIGGOTT: That's three
(12) minutes, thank you for your comments.

(13) Alright, our next speaker is
(14) Lori Byron who I am not seeing on the Zoom
(15) webinar.

(16) I am going to move onto Brian
(17) Jennings.

(18) BRIAN JENNINGS: Thank you for
(19) the opportunity to testify. My name is Brian
(20) Jennings. I am the CEO of the American Coalition
(21) for Ethanol. We share EPA's desire to
(22) significantly reduce greenhouse gas emission from
(23) passenger vehicles but believe there is a better
(24) way than arbitrarily regulating a solution with
(25) considerable unknowns.

(1) In particular since 99 percent
(2) of U.S. vehicles have internal combustion
(3) engines, EPA should give much more consideration
(4) to replacing the fossil fuel powering them with a
(5) lower carbon and higher octane alternative such
(6) as ethanol. You don't need to take my word for
(7) it, President Biden himself as said we simply
(8) cannot get to net zero-emissions without
(9) biofuels.

(10) Likewise scientists indicate
(11) agriculture is critical to reduce carbon
(12) emissions. In 2018, the IPCC found that 89
(13) percent of the globe's capacity to mitigate
(14) greenhouse gas emissions comes from agricultural
(15) soil carbon sequestration. Understanding this
(16) enormous potential, ACE is leading a project to
(17) more accurately validate the degree to which
(18) farmer adoption of practices such as reduced
(19) tillage and cover crops, reduced ethanol's
(20) lifecycle emissions. The best way to unlock
(21) decarbonization opportunities from climate smart
(22) agriculture is through clean fuel policy which
(23) stands up markets to help offset farmer cost of
(24) adoption.

(25) According to a 2020 report from

(1) the Argonne National Laboratory, no till, cover
(2) crops and nutrient management could be worth \$279
(3) per acre if they are allowed to generate credits
(4) under California's low carbon fuel standard.
(5) Unfortunately the California LCFS does not yet
(6) allow carbon credits for biofuels from climate
(7) smart agriculture, and since EPA's proposal puts
(8) all our eggs in one basket, it fails to unlock
(9) the significant carbon reduction potential from
(10) crop land and ethanol. We can and should do
(11) better.

(12) EPA should reconsider its
(13) proposal, develop a technology neutral approach
(14) to decarbonizing transportation fuel and engage
(15) with ACE as we implement our project to ensure
(16) fair and accurate accounting for greenhouse gas
(17) reductions from climate smart agriculture and
(18) ethanol. Thank you.

(19) MS. PIGGOTT: Thank you for your
(20) comments. Our next speaker is Howard Sherman.

(21) HOWARD SHERMAN: Good morning.
(22) My name is Howard Sherman. I am speaking today
(23) as a Sierra Club member and also as an
(24) 81-year-old American citizen who has been
(25) subjected to breathing toxic air pollutant from

(1) vehicle emissions in every city and suburb where
(2) I have lived all my life. In my view it's past
(3) time that the EPA adopt the strictest possible
(4) emission standards for light and medium-duty
(5) vehicles because the vehicles under discussion
(6) have traditionally been designed in ways that
(7) allow them to produce large quantities of toxic
(8) emissions which have been found to harm the
(9) health and reduce the life expectancies of all of
(10) us including all of you listening to my testimony
(11) today including those who testify on behalf of
(12) the fossil fuel industry.

(13) Especially egregious is the
(14) widespread practice of vehicle operators letting
(15) their car engines run unnecessarily while idling.
(16) We have all seen drivers sitting in parked idling
(17) vehicles while checking and responding to cell
(18) phone messages or eating smacks or waiting for
(19) passengers. In fact many of us have engaged in
(20) those exact same practices ourselves.

(21) We have all seen medium-duty
(22) delivery trucks and utility service trucks whose
(23) drivers leave their vehicle motors idling while
(24) they engage in business outside their vehicles.
(25) It is highly unlikely that such highly widespread

(1) human behaviors can be eliminated or even
(2) significantly reduced by government regulations
(3) or by civic persuasion campaigns.

(4) In my opinion, the only feasible
(5) way to reduce toxic emissions from vehicles that
(6) are idling unnecessarily is to require vehicles
(7) to meet the most stringent emission standards to
(8) be set forth under the EPA proposal. Some will
(9) say that idling of parked vehicles is sometimes
(10) necessary to keep the passenger compartments warm
(11) in winter and cool in summer. To that I would
(12) say yes, and that's even more reason to set
(13) stronger vehicle emission standards.

(14) Why should we continue to have
(15) our health harmed and our life expectancies
(16) reduced when we have the technology to make
(17) things better. Thank you.

(18) MS. PIGGOTT: Thank you for your
(19) comments. Alright, ladies and gentlemen our next
(20) speaker is Levi Kamolnick.

(21) LEVI KAMOLNICK: My name is Levi
(22) Kamolnick, I am speaking on behalf of Ceres.
(23) Ceres is a non profit advocacy organization
(24) working with private sector leaders to solve the
(25) world's great sustainability challenges.

(1) Our networks include more than
(2) 220 institutional investors that collectively
(3) manage over \$60 trillion in assets, approximately
(4) 60 of the largest global companies and over 75
(5) internationally recognized companies that
(6) advocate for solutions to the climate crisis. As
(7) part of this work, we oversee the corporate
(8) electric vehicle alliance, a network of 32 major
(9) fleet operators representing \$1 trillion in
(10) annual revenue working to electrify their fleet.

(11) We appreciate the opportunity to
(12) weigh in on EPA's proposed rule making and
(13) proudly endorse the strongest proposed pathways.
(14) We support standards at least as strong
(15) alternative one ensuring that we reach 59 percent
(16) greenhouse gas reduction for light-duty vehicles
(17) by model year 2032 for model 2026 levels and we
(18) urge EPA to move forward with its criteria
(19) pollutant standards that ensure we reach 60
(20) percent reduction by model year 2032, for model
(21) year 2025 levels.

(22) In order to come close to
(23) achieving our climate goals, experts have
(24) determined the light and medium-duty vehicle
(25) sector must rapidly decarbonize. The good news

(1) is that many major fleet owners or operators want
(2) to or are already making the shift. A recent
(3) survey of alliance members demonstrates what we
(4) are already seeing in the market. A healthy and
(5) increasing demand for zero-emission vehicles in
(6) fleet owned businesses.

(7) Investments and incentives from
(8) the Inflation Reduction Act and Infrastructure
(9) Investment and Job Act are increasing the
(10) feasibility of ambitious rules improving vehicle
(11) charging and availability and strengthening
(12) domestic supply chains.

(13) According to a 2022 report by
(14) the American Lung Association 41 percent of all
(15) Americans live in communities impacted by ozone
(16) or particulate pollution. These communities
(17) suffer disproportionately from vehicle emission
(18) and will benefit the most from strong standards.

(19) EPA's own analysis shows the
(20) overall health benefits under the proposal far
(21) exceed the cost imposed by these rules with
(22) between \$930 billion and \$1.8 trillion in net
(23) benefits.

(24) Ceres supports emissions and
(25) criteria pollutant standards that will accelerate

(1) the transition to zero-emission vehicles, reduce
(2) the climate and public health impacts of light
(3) and medium-duty vehicles while providing benefits
(4) to companies, communities and the entire economy.
(5) Thank you.

(6) MS. PIGGOTT: That's three
(7) minutes, thank you for your comments.

(8) Alright, our next speaker is
(9) Jessica Moerman.

(10) JESSICA MOERMAN: Can you hear
(11) me?

(12) MS. PIGGOTT: Yes. Go ahead,
(13) you have three minutes.

(14) JESSICA MOERMAN: Thank you, I
(15) am the Reverend Doctor Jessica Moerman, Vice
(16) President for Science and Policy at the
(17) Evangelical Environmental Network. I am a Ph.D.
(18) climate scientist, a pastor and most importantly
(19) the mother of two boys. I testify today in my
(20) capacity and experience in all three of these
(21) roles.

(22) EEN supports the strongest
(23) possible standards on multi-pollutant vehicle
(24) emissions and urges EPA to finalize this rule by
(25) the end of the calendar year.

(1) Traffic pollution emits toxins
(2) that harm the health of children and adults
(3) causing asthma, heart attack, stroke, cancer,
(4) dementia and early death. Pregnant people and
(5) babies are especially vulnerable. As an
(6) Evangelicals, we have a special care for
(7) children, both born and unborn and their mothers.

(8) Medical research links traffic
(9) pollution to poor birth outcomes including
(10) preterm birth, low birth weight and still birth.
(11) Being recently pregnant myself, these aren't just
(12) theoretical statistics, it's personal.

(13) While pregnant with my oldest
(14) son, I lived in midtown Atlanta next to the 75/85
(15) downtown connector, a highway that cuts through
(16) the city and is filled with vehicles day and
(17) night. I was unaware that I was exposing my
(18) unborn son day and night to harmful traffic
(19) emissions. My son recently has had trouble at
(20) school and was diagnosed with ADHD. Medical
(21) research shows that breathing diesel fumes and
(22) traffic pollution increases the risk of ADHD.

(23) Like every parent, I want my
(24) children to reach their full God given potential
(25) and the truth is that traffic pollution robs

(1) children of this. I can't help but feel I failed
(2) my son.

(3) No one can change the air that
(4) we all breathe but with your mandate to protect
(5) public health and the environment, the EPA can.
(6) To defend the lives of our children and other
(7) vulnerable people including people of color and
(8) low income communities who are disproportionately
(9) exposed we need the strongest standards possible.

(10) While this proposal is a good
(11) step, I urge the EPA to finish the job by
(12) finalizing the strongest possible standards this
(13) year, specifically we support alternative one as
(14) a minimum but we need to increase the pace after
(15) 2030 to stay on the route to zero. Gas cars must
(16) be made cleaner and we urge a strong standard
(17) that urges the widespread adoption of particulate
(18) matter filters.

(19) Strong clean car standards are
(20) not only necessary to defend the lives of our
(21) children but also technically feasible. Vehicle
(22) manufacturers have the technology to meet strong
(23) standards and have made strong commitments to get
(24) more zero-emission vehicles on the road. I urge
(25) you to finalize the strongest possible standard

(1) this year, our children deserve nothing less.
(2) Thank you.

(3) MS. PIGGOTT: Thank you for your
(4) comments.

(5) Alright, our next and final
(6) speaker in panel three is Lori Byron.

(7) LORI BYRON: I am Lori Byron, I
(8) am an organizer for the Academy of Pediatrics
(9) national network of pediatric climate advocates.
(10) I am a pediatrician and I have spent most of the
(11) last decade promoting climate action from health
(12) care providers. Thanks for the opportunity to
(13) comment. Thank you for using your statutory
(14) authority under the Clean Air Act to create these
(15) standards.

(16) Your proposed rules for light
(17) and medium-duty vehicles builds on investments
(18) that the auto industry and Congress have already
(19) made to support vehicle electrification. They
(20) are ambitious but largely consistent with what
(21) the industry is projecting for itself. This is
(22) critical since the transportation sector
(23) contributes about 30 percent of our greenhouse
(24) gas emission.

(25) Before we even conceive a baby,

(1) our fertility is effected by particulate matter
(2) pollution from vehicular traffic. When we are in
(3) the womb, the air our mother breathes effects our
(4) development and when moms breathe dirty air,
(5) research indicates that the fetuses are more
(6) likely to be born early, to be born dead, to be
(7) born with heart and fibroid disease and other
(8) developmental damage. After we are born, the
(9) dirty air we breath effects every part of our
(10) body. Heart disease and stroke, cancer, kidney
(11) failure, dementia, and neuro problems like ADHD
(12) and autism, lower IQ, obesity and diabetes have
(13) all been linked to air pollution. There is no
(14) safe level for exposure to dirty air.

(15) Thank you for what you are doing
(16) and I hope you can find advocates in the auto
(17) industry to help EPA support the standards as
(18) they will inevitably be challenged. Thank you
(19) very much.

(20) MS. PIGGOTT: Thank you for your
(21) comments.

(22) Alright, moving onto panel four.
(23) Our next speaker is Chris Edgington.

(24) CHRIS EDGINGTON: Thank you.
(25) Good morning. I am Chris Edgington, Chairman of

(1) the National Corn Growers Association, and thank
(2) you for the opportunity to testify on behalf of
(3) the NCG's 40,000 members and the 300,000 farmers
(4) who contribute to corn promotion programs in
(5) their states.

(6) I am part of a multi
(7) generational family farm in North Central Iowa
(8) where I farm with my brother, father, son and a
(9) niece. As a sustainable producers of the primary
(10) feed stock for low carbon ethanol, farmers are
(11) part of the solution to cut both carbon and
(12) tailpipe emissions. Today's ethanol cuts
(13) greenhouse gas emissions in half compared to
(14) gasoline. Ethanol also replaces harmful
(15) aromatics to cut tailpipe emissions.

(16) We share EPA's emission
(17) reduction goals however EPA's proposed
(18) multi-pollutant rule envisions only one solution,
(19) electric vehicles. EPA's proposal limits the
(20) availability of clean low carbon ethanol to
(21) contribute greater emission reduction and support
(22) affordable options. Rather than endorse a single
(23) technology we urge EPA to focus on outcomes and
(24) open pathways for all low carbon fuels and
(25) technologies.

(1) Vehicle standards should enable
(2) a level playing field. Standards should allow
(3) consumers to access a wide range of cleaner and
(4) cost effective vehicle and choices including flex
(5) fueled vehicles and future mid level blends.
(6) Because EPA does not account for full lifecycle
(7) emission of electric vehicles, the proposal does
(8) not consider the added greenhouse gas emissions
(9) from electricity generation, mineral and battery
(10) production and other high carbon sources.

(11) Even with our strong concerns,
(12) we appreciate the request for input on fuel
(13) standards to help address emissions from the
(14) existing fleet and new vehicles that will be on
(15) the road for years to come. We urge EPA to set a
(16) clean high octane standard that takes advantage
(17) of high ethanol blend to enable auto makers to
(18) deploy advanced engine technologies. Clean high
(19) octane fuel from mid level ethanol blend used as
(20) a system with advanced engines offers an
(21) essential pathway for achieving significant
(22) greenhouse gas and complimentary criteria
(23) emissions reduction for 2027 and later vehicles.
(24) It also offers substantial public health and
(25) environmental justice benefits by reducing

(1) particulate matter emissions from gasoline.

(2) EPA's proposal fails to consider
(3) all solutions to meet stricter vehicle standards.
(4) We urge EPA to address the serious limitations of
(5) this proposal and work with us to level the
(6) playing field and advance the needed rule making
(7) to improve fuel standards. Thank you.

(8) MS. PIGGOTT: Thank you for your
(9) comments.

(10) Alright, our next speaker is
(11) Jeff Alson.

(12) JEFF ALSON: Hi, my name is Jeff
(13) Alson. I am thrilled with the agency's proposal
(14) and leadership in confronting our climate
(15) emergency. I believe Americans have a moral
(16) responsible to quickly adopt EVs. We invented
(17) the car and carbon centric culture that used the
(18) atmosphere as a pollution dumping ground for over
(19) a century. Some people drive 20 miles one way in
(20) a 5,000 pound tank spewing 50 pounds of CO2 and
(21) other pollutants to buy a gallon of milk.

(22) Collectively oil companies, auto
(23) makers and American car buyers, new car buyers
(24) are guilty of a shameful intergenerational crime
(25) of forcing future generations to have to cope

(1) with an overheated and angry planet.

(2) Switching to electric vehicles
(3) is least that we can do to atone. After all, my
(4) father's generation sacrificed lives to fight
(5) global fascism in World War II. Are we really
(6) unwilling to spend an extra 30 minutes refueling
(7) an EV on an occasional family trip?

(8) Auto makers know that EVs are
(9) the future. They announced more than \$120
(10) billion in U.S. EV investments, of course some
(11) companies will want to milk every last dollar of
(12) profit from their obsolete fossil fuel designs,
(13) so the EPA standards are absolutely critical in
(14) providing the level playing field for those auto
(15) makers who want to be EV and climate leaders.

(16) The Alliance for Automotive
(17) Innovation says "the right policies and market
(18) conditions in place" but the federal government
(19) has done precisely that with the Inflation
(20) Reduction Act. EPA regulation and federal
(21) economic policies are now perfectly aligned.

(22) In 2030, the IRA tax credits
(23) will on average reduce EV cost to consumers by
(24) over \$8,000. At that point EVs will be cheaper
(25) to buy, cheaper to fuel and cheaper to maintain.

(1) For those who choose to pay more
(2) to purchase fuel and maintain a gasoline car who
(3) choose to continue to pollute and send their
(4) dollars and jobs to repressive regimes in Saudi
(5) Arabia and Texas, the proposed standards will
(6) still allow some gasoline vehicles on the road
(7) until 2050, long after today's climate deniers
(8) are extinct.

(9) EV skeptics and nay sayers
(10) suggest a pessimistic can't do attitude that can
(11) easily become a self fulfilling prophecy. Of
(12) course a can't do attitude would have meant no
(13) American Revolution, no moon landing and no
(14) interstate highway system. We have done can do
(15) before and we can do it again and our children
(16) and grandchildren will thank us for it. Thank
(17) you.

(18) MS. PIGGOTT: Thank you for your
(19) comments.

(20) Alright, our next speaker is
(21) Illana Naylor.

(22) ILLANA NAYLOR: Yes, I am here.
(23) I am trying to start my video but maybe because
(24) of the -- thank you. High.

(25) MS. PIGGOTT: And your audio is

(1) very soft. Is there away you can turn your
(2) volume up?

(3) ILLANA NAYLOR: I am going to
(4) try. How is that, better?

(5) MS. PIGGOTT: It's still pretty
(6) soft so please try and speak up as best you can.

(7) ILLANA NAYLOR: Thank you,
(8) greetings to Mr. Olechiw. Greetings Mr. Olechiw,
(9) Ms. Piggott, Mr. Bolton, and Mr. Charmley, I am
(10) delighted to support your work. Thank you for
(11) the opportunity to testify and I thank you for
(12) the tremendous the work the EPA has done in
(13) developing this document.

(14) With your permission I will be
(15) quoting from the document throughout my
(16) testimony. My name is Illana Naylor, and I am a
(17) member and volunteer of Moms Clean Air Force. I
(18) have live in Manassas, Virginia, and I am a
(19) retired pediatric, NICU and mother baby nurse for
(20) 39 and a half years. I strongly support our need
(21) for continued emission reduction for light
(22) passenger and medium-duty vehicle model year 2027
(23) and phased in through 2032, and I celebrate your
(24) authority under 202A of the Clean Air Act to do
(25) so. The benefits of which you clearly identify

(1) in your executive summary including reduced
(2) climate pollution, improving public health, cost
(3) savings, reduced savings and maintenance cost.

(4) Given that our transportation
(5) sector is the largest source of climate pollution
(6) in the U.S. responsible for 27.2 percent of total
(7) greenhouse gas emission and light-duty vehicles
(8) are the largest contributor up to 57.1 percent of
(9) the 22.2 percent, clearly stronger transportation
(10) standards are crucial in protecting the health of
(11) our children, communities and environment.

(12) It is urgent that we act now.
(13) EPA can and should use the proposed clean car
(14) standards to cleanup tailpipe pollution and
(15) rapidly accelerate the transition to
(16) zero-emissions vehicles resulting in cleaner air
(17) especially for vulnerable populations and those
(18) living near high traffic areas impacting 45
(19) million people who live within 300 feet of a
(20) major roadway or transportation facility.

(21) Additionally nearly 120 million
(22) residents live in neighborhoods with failing
(23) grades for air quality. My passion is the health
(24) of children on the planet in which we live. It
(25) is time we regard our earth not as our mother but

(1) as a child in need of our protection and care.

(2) In summary I support strong
(3) standards for cleaner cars. As to the
(4) alternatives, I personally support alternative
(5) one with the most stringent standards. Please
(6) continue to protect our health and our future by
(7) finalizing these important standards as soon as
(8) possible.

(9) Thank you for your patience and
(10) thank you for May being asthma awareness month.

(11) MS. PIGGOTT: Thank you for your
(12) comments.

(13) Alright, our next speaker is
(14) Phoebe Morad.

(15) PHOEBE MORAD: Thank you. You
(16) can hear me okay?

(17) My name is Phoebe Morad,
(18) Executive Director of Lutherans Restoring
(19) Creation. LRC is a grass roots movement across
(20) the U.S. of churches, seminaries, camps and
(21) individuals associated with the Evangelical
(22) Lutheran Church of America. We consider it a
(23) matter of faith to actively express love of
(24) neighbor by how he we share our natural
(25) resources.

(1) I speak in support of tough
(2) clean vehicle standards and inclusive paths of
(3) fossil fuel economy. Our collective three plus
(4) million member church wide body has made clear
(5) for decades that caring for creation is part of
(6) our vocation as followers of Christ. However,
(7) our best intentions to live out that vocation are
(8) often limited by the confines of our public
(9) infrastructure.

(10) That is why people of religion
(11) are in these rooms to ask for help from governing
(12) bodies and public servants who are called to help
(13) us thrive together. Beloved community can be
(14) realized once we all have the means to make
(15) decisions based upon abundance rather than
(16) scarcity.

(17) We already enjoy an abundance of
(18) high tech solutions and timeless ancient
(19) knowledge that can preserve this magnificent
(20) firmament that makes our planet habitable.

(21) Yet still clean air is too often
(22) not accessible for many by no fault of their own.
(23) What became clear during Covid is that while the
(24) entire globe can be cast into the same awful
(25) storm, people are in very different boats and

(1) face drastically different impacts.
(2) Disproportionately high rates of respiratory
(3) illness in communities of color point to the
(4) pervasive system forcing some to bare the burden
(5) of progress while other reap its benefits.

(6) We look to the EPA to enforce
(7) multifaceted solutions to ensure the injuries are
(8) no longer part of the equation. I enjoy leasing
(9) my electric vehicles thanks to rebates. My
(10) family has avoided high gas price and I don't
(11) feel like I am a dark cloud of toxins when in
(12) traffic. However, there are still people
(13) negatively impacted by my commute due to the
(14) sourcing of my vehicle's battery components and
(15) my town's local power sources.

(16) A clean energy revolution does
(17) not inherently mean having sacrifice zones. Net
(18) zero should not include any human suffering as
(19) part of the equation. People of faith are not
(20) asking for bold accelerated climate action so
(21) that a suburban mom like myself gets to feel good
(22) about riding around in a guilt free vehicle
(23) saving money. We ask for mechanisms and
(24) boundaries to adjust our course to ensure a just
(25) transition so that we can be in better

(1) relationship with creation and each other.

(2) Thank you for the opportunity to
(3) speak today.

(4) MS. PIGGOTT: Thank you for your
(5) comments.

(6) Alright, our next speaker is
(7) Geoff Cooper.

(8) Geoff COOPER: Good morning, can
(9) you hear me?

(10) MS. PIGGOTT: Yes, go ahead.
(11) You have three minutes.

(12) My name is Geoff Cooper, I am
(13) the CEO of Renewable Fuels Association the
(14) leading trade association for U.S. ethanol
(15) producers. We appreciate the opportunity to
(16) comment today.

(17) RFA shares the Biden
(18) administration's goals of increasing vehicle
(19) efficiency and reducing carbon emissions that's
(20) why two years ago, RFA member companies committed
(21) to achieving a net zero carbon footprint for
(22) ethanol by 2050 or sooner. However, we strongly
(23) disagree with regulatory approaches that
(24) arbitrarily pick technology winners and losers.
(25) Unfortunately that's exactly what this proposed

(1) rule would do.

(2) EPA's proposal would effectively
(3) force auto maker to produce more battery electric
(4) vehicles and strongly discourage them from
(5) producing other technologies that could achieve
(6) the same or better environmental performance at a
(7) lower cost to American consumers. The agency is
(8) putting its thumb on the scale by allowing EV
(9) manufacturers to use a zero gram per mile
(10) compliance value for EVs. This approach falsely
(11) assumes that EVs have no carbon impacts
(12) whatsoever and ignores the upstream emissions
(13) related to electricity generation as wells as the
(14) substantial emissions involved in battery,
(15) mineral extraction and vehicle construction.

(16) We strongly oppose EPA's
(17) proposal to exclude upstream emissions for the
(18) GHG accounting for this rule making. If our
(19) nation is to reach its goal of net zero GHG
(20) emission by mid century, we need cleaner more
(21) efficient cars and cleaner more efficient fuels
(22) and we need to account for their emissions
(23) honestly using a full lifecycle approach. EPA
(24) needs to stop pretending that upstream emissions
(25) don't matter.

(1) As this administration's own
(2) research shows high octane low carbon fuels like
(3) ethanol can immediately deliver dramatic
(4) improvements in fuel efficiency and carbon
(5) performance when paired with the right engine
(6) technologies.

(7) In closing we urge EPA to
(8) reconsider its proposal and instead adopt a
(9) technology neutral approach that treats all low
(10) carbon transportation options fairly and equally
(11) and we ask that EPA use this rule making to
(12) establish a road map for increasing the required
(13) minimum octane rating of our nation's light-duty
(14) vehicle fuel. Thank you.

(15) MS. PIGGOTT: Thank you for your
(16) comments.

(17) Alright, our next speaker is
(18) Amanda Pantoja.

(19) AMANDA PANTOJA: Hi, thank you
(20) so much. My name is Amanda Pantoja. I am a
(21) consultant at Green Latinos environmental and
(22) conservation leaders fighting for a healthy and
(23) equitable society where communities of color can
(24) breathe fresh air, drink pure water, access clean
(25) transportation and enjoy natural resources.

(1) The Biden's administration
(2) recent efforts to reduce vehicle emissions are a
(3) promising step towards protecting public health
(4) and addressing the climate crisis. More than 45
(5) million people in the U.S. live within 300 feet
(6) of a major roadway or a transportation facility,
(7) lower income communities and communities of color
(8) are burdened to breathe toxic air and
(9) disproportionately suffer harm from tailpipe
(10) emissions. The Latino communities breathe up to
(11) 40 percent more fine particulate matter from on
(12) road transportation than white communities
(13) according to studies.

(14) As a result we experience poor
(15) health outcomes including higher rates of
(16) respiratory illness, heart disease, cancer and
(17) even premature death tied to and made worse by
(18) poor air quality.

(19) Light-duty and medium-duty
(20) vehicles both emit significant amounts of
(21) pollution making it harder to breathe and live on
(22) our planet. A typical passenger vehicle emits
(23) about 4.6 metric tons of carbon dioxide per year,
(24) in addition automobiles produce methane and
(25) nitrous oxide from tailpipes which significantly

(1) contribute to global warming.

(2) For Latino communities,
(3) implementation of stringent light-duty vehicle
(4) and medium-duty vehicle standards can
(5) significantly improve the quality of their
(6) environment, while Latino community
(7) disproportionately face some of the highest
(8) exposure from cars, they are also vulnerable to
(9) many climate impacts like extreme heat, flooding
(10) and drought.

(11) Enacting the strongest possible
(12) light-duty vehicle and medium-duty vehicle
(13) standards is crucial to prioritize the health of
(14) our people and the planet. This will address the
(15) environmental injustices and provide relief to
(16) front line communities breathing tailpipe
(17) emissions thereby reducing the disproportionate
(18) impacts of air pollution across the nation which
(19) is an issue that the EPA must address urgently.
(20) Thank you so much.

(21) MS. PIGGOTT: Thank you for your
(22) comments.

(23) Alright, our next and final
(24) speaker for panel four as well as our final
(25) speaker before we break for lunch is Marianne

(1) Comfort.

(2) MARIANNE COMFORT: Thank you so
(3) much. Appreciate this opportunity.

(4) I am privileged to work with the
(5) Sisters of Mercy, a congregation of close to
(6) 3,000 Catholic sisters who minister in schools
(7) and universities, hospitals and social service
(8) centers throughout the U.S., central and South
(9) America, the Philippines and Jamaica. Our
(10) sisters in the U.S. were among more than 15,000
(11) faith leaders who signed onto a letter delivered
(12) earlier this spring to major car makers. We are
(13) calling on them for increased production of
(14) affordable electric vehicles.

(15) The reluctance of some car
(16) companies to ramp up zero-emission vehicles at
(17) the speed required demonstrates the need for
(18) government to step in and set robust standards
(19) for greenhouse gas emissions from light and
(20) medium-duty vehicles in model year 2027 and
(21) beyond. Transportation now contributes the
(22) highest share of greenhouse gas emission of any
(23) sector in the United States at 28 percent of all
(24) emissions. That provides a lot of room for
(25) addressing both the global climate crisis and the

(1) harms from tailpipe emissions experienced in many
(2) of our communities especially black, brown and
(3) low income communities located near busy roads
(4) and highways.

(5) The Sisters of Mercy are
(6) committed to reducing our own carbon footprint
(7) with a goal of net zero-emissions by 2045. We
(8) know that achieving our goal depends at least in
(9) part on government policy at all levels but make
(10) changes in our energy sources and transportation
(11) option accessible and affordable. That includes
(12) making zero emission vehicles the norm rather
(13) than status symbols for consumers of a certain
(14) class and income.

(15) We come to this with climate
(16) science on our minds and the struggles of
(17) communities where we minister in our hearts. We
(18) have responded as urged by Pope Francis to hear
(19) the cry of the earth and the cry of the poor in
(20) the aftermath of devastating typhoons in the
(21) Philippines, hurricanes in Honduras and Panama
(22) and flooding in Peru. All disasters worsened by
(23) climate change.

(24) In our health care centers in
(25) the U.S. we treat people for respiratory

(1) illnesses exacerbated by air pollution including
(2) cars. Previous speakers have talked about the
(3) harms to the environment and human communities of
(4) mining for minerals used in EV technology and
(5) that does need to be addressed in future policy
(6) making but that doesn't negate the need to adopt
(7) stringent emission standards for vehicles in the
(8) U.S. as an important step in fulfilling our
(9) responsibility to the international community and
(10) to local communities overburdened by pollution
(11) here at home. Thank you.

(12) MS. PIGGOTT: Thank you for your
(13) comments.

(14) Alright, we are now at the end
(15) of our morning session. EPA, are you ready to
(16) recess for this scheduled lunch break?

(17) MR. CHARMLEY: Yes, thank you
(18) everyone for this morning's session. We are
(19) going to take a recess until one p.m. eastern
(20) time. So again, we will start again at one p.m.
(21) eastern time. Thank you.

(22) MS. PIGGOTT: Thank you we are
(23) now adjourning for our lunch break. The virtual
(24) meeting room will remain open. Feel free to
(25) maintain your connections or rejoin a few minutes

(1) early. Again we will restart the hearing
(2) promptly at one p.m. eastern. Thank you.

(3) (Whereupon, a recess is taken.)

(4) Welcome back. We will now
(5) continue with the public testimony. Remember, we
(6) will need to hold your testimony to three
(7) minutes. If you exceed your time, we will need
(8) to turn off your microphone. If you have
(9) additional comments that you are not able to
(10) provide, you can also submit them through the
(11) docket at www.regulations.gov using Docket Number
(12) EPA-HQ-OAR-2022-0829. And we will paste this
(13) information into the chat. I will be calling on
(14) each speaker one at a time in the order displayed
(15) on the screen. Please speak clearly so our court
(16) reporter and interpreters can record these
(17) proceedings accurately.

(18) Alright, we are ready to
(19) continue, our first speaker is Michael Hartrick.

(20) MICHAEL HARTRICK:I am Mike
(21) Hartrick.

(22) MS. PIGGOTT:Go ahead, you have
(23) three minutes.

(24) MICHAEL HARTRICK:I am Mike
(25) Hartrick representing the Alliance for Automotive

(1) Innovation. In 2021 President Biden called for
(2) 50 percent electric vehicle sales by 2030
(3) including battery electric, plug in hybrid and
(4) fuel cell vehicles all reaffirmed in the
(5) transportation decarbonization. Auto makers
(6) supported transition to electric vehicles and
(7) have already invested over \$110 billion in the
(8) U.S. to achieve the goal. The question isn't can
(9) it be done but how fast can it be done.

(10) The 50 percent by 2030 target
(11) has always been ambitious and challenging by any
(12) measure. It is predicated by supported policies
(13) for national charging infrastructure which are
(14) just beginning, consumer purchases incentives
(15) which are growing more constrained, critical
(16) mineral supplies which are projected to be
(17) woefully short in demand and are largely
(18) controlled by China, and other supply chain and
(19) manufacturing support. These were and remain
(20) essential to reaching 50 percent by 2030.

(21) In that context the proposed
(22) standards are a significant movement of the
(23) country's electrification goal post, not by a
(24) little but by a lot. To build these vehicles
(25) auto manufacturers are competing in global and

(1) economy wide electrification efforts in securing
(2) raw materials and supply chains for EV batteries,
(3) motors and chargers. Once a vehicle is built,
(4) customers are in driver's seat. They will
(5) consider affordability and access to home and
(6) public charging infrastructure requiring stepped
(7) up efforts at the State and local level when it
(8) comes to building codes, permitting and approval
(9) from public utility commissions.

(10) Despite recent government
(11) investments, there is no clear pathway to meet
(12) the totality of these needs considered by the
(13) rule without significant impacts to auto makers,
(14) workers, consumers and ultimately the
(15) availability of vehicles that meet the needs of
(16) individuals, families and businesses across the
(17) country.

(18) EPA can assist this transition
(19) by adjusting its rule to align with national
(20) electrification goals and California's recently
(21) updated criteria pollutant requirements achieving
(22) similar outcomes with reduced regulatory
(23) complexity and ultimately cost to consumers.

(24) Fuel improvements are another
(25) opportunity. Improving fuels can reduce PM

(1) emissions from the 289 million ICE vehicles
(2) already on the road far surpassing the benefit to
(3) add technology to new vehicles and in the longer
(4) term also help reduce GHG emission.

(5) We look forward to sharing our
(6) thoughts on these issues in the coming months as
(7) we take a deeper look at the feasibility of your
(8) proposal. Thank you.

(9) MS. PIGGOTT: Thank you for your
(10) comments.

(11) Alright, our next speaker is
(12) Reverend Susan Hendershot.

(13) REVEREND SUSAN HENDERSHOT: Good
(14) afternoon, thank you, my name is Reverend Susan
(15) Hendershot, I am here today as the President of
(16) Interfaith Power and Light and as an ordained
(17) clergy person in the Christian Church Disciples
(18) of Christ.

(19) IPL's mission is to inspire and
(20) mobilize people of faith and conscience to take
(21) bold and just action on climate change. I speak
(22) on behalf of our 40 state and regional
(23) affiliates, thousands of faith leaders and more
(24) than 22,000 congregations that are part of our
(25) national network urging the Biden administration

(1) and EPA to move quickly and finalize the
(2) strongest possible clean car standards to address
(3) the climate crisis by the end of this year.

(4) As a pastor who serves local
(5) congregation I am all too familiar with visiting
(6) congregants that are hospitalized due to chronic
(7) heart and lung diseases. According to research
(8) from Harvard University, more than eight million
(9) people died from the effects of fossil fuel
(10) combustion in 2018 meaning that fossil fuels like
(11) oil and coal are linked to one in five deaths
(12) worldwide. Pollutants caused by burning fossil
(13) fuels have been linked to early death, heart
(14) attacks, respiratory disorders, stroke and
(15) asthma. It is heart-wrenching to sit with
(16) congregants as they struggle with these disorders
(17) and know there is nothing you can do to ease
(18) their fear and anxiety.

(19) As a member of the clergy I
(20) understand that I have a moral responsibility to
(21) advocate for life-saving clean vehicle standards,
(22) not only is this a matter of public health but it
(23) is also a matter of climate and environmental
(24) justice. These rules will target air pollution
(25) that disproportionately harms historically

(1) marginalized communities of color and low wealth
(2) communities that bare the brunt of pollution by
(3) being closest to major highways and roads.

(4) According to a fact sheet
(5) developed by the Environmental and Energy Study
(6) Institute, black and Hispanic Americans are
(7) exposed to 56 and 63 percent more particulate
(8) matter pollution respectively than they produce.
(9) By enacting strong clean car standards for model
(10) year 2027 and beyond, the EPA can save lives and
(11) further its commitment to environmental justice.

(12) Ultimately my advocacy and my
(13) testimony here and the work of people of faith
(14) around this country who have been supporting
(15) strong transportation standards for years is
(16) about living out our love for God and for
(17) neighbor. When we love God, we protect what God
(18) has given us as a gift to be nurtured and tended
(19) not sullied with pollution. When we love our
(20) neighbors who we don't pollute their land, their
(21) water or their air causing health or the climate
(22) in which they live.

(23) I implore you to use your power
(24) for good and quickly address these concerns and
(25) finalize the strongest possible light and

(1) medium-duty vehicle standards that will advance
(2) environmental justice, ensure our children and
(3) elders have clean air to breathe and protect the
(4) most vulnerable among us. Thank you.

(5) MS. PIGGOTT: Thank you for your
(6) comments.

(7) Alright, our next speaker is
(8) Suzanne Barros who we are not seeing on the
(9) webinar at this time. So we will move onto the
(10) next speaker in panel five, Dr. Paul Zwiebel.

(11) DR. PAUL ZWIEBEL: Hello, yes, I
(12) am sorry. I am here. May I begin?

(13) MS. PIGGOTT: Yes, go ahead.
(14) You have three minutes.

(15) DR. PAUL ZWIEBEL: I am Dr. Paul
(16) Zwiebel, and I testify today as a private
(17) citizen, a physician and a grandfather who has
(18) lived and worked in Denver, Colorado since 1984
(19) where air quality is an everyday concern. I
(20) testify in strong support of the proposed EPA
(21) emissions standards for new light-duty vehicles
(22) and urge you to adopt the strongest standards
(23) possible.

(24) First, as a private citizen, it
(25) is my civic responsible to support the EPA's

(1) proposal which addresses the adverse affects of
(2) climate change, important implications for the
(3) economic health for our country, the global
(4) leadership role of the United States and the very
(5) harmful geo political effects of our country's
(6) dependence on fossil fuels. In perspective these
(7) effects clearly overarch the concerns of any
(8) special interest group or any individual
(9) industry.

(10) Second as a physician it is my
(11) professional responsibility to support an EPA
(12) proposal to reduce as aggressively as possible
(13) the production of harmful environmental
(14) particulates and greenhouse gases by vehicle
(15) emissions. The harmful effects on human health
(16) and well-being are thoroughly documented in our
(17) medical literature in clinical practices.

(18) Third as a grandfather, I plead
(19) the EPA to adopt the strongest and most
(20) aggressive proposal possible to protect the
(21) well-being and health of my children and
(22) grandchildren. This is a critical opportunity to
(23) make necessary real, practical and palpable
(24) improvements on the path to zero emissions and a
(25) sustainable future for the near term and for

(1) generations to come.

(2) I had owned my sports and
(3) performance cars until I purchased first a plug
(4) in hybrid and then a full EV last year,
(5) impressing me with the technology and the best
(6) driver experience of any car I have ever driven
(7) in the past 55 years. I am thrilled with the
(8) convenience and cost savings of a fun to drive
(9) and practical plug in EV.

(10) In 1969 for my first college
(11) semester biology course I read Rachel Parson's
(12) Silent Spring shortly after it was published. I
(13) remember the Cuyahoga River catching fire, the
(14) Clean Water Act and the first earth day all
(15) during my freshman year. A few months later the
(16) EPA was created and since then have celebrated
(17) and benefited from the great historical
(18) achievements of your agency.

(19) I urge the EPA to finalize the
(20) strongest possible standards continuing EPA's
(21) storied legacy of regulation stimulating
(22) innovation by science and industry necessary for
(23) human health, well-being and environmental
(24) stewardship. Thank you for the opportunity to
(25) testify.

(1) MS. PIGGOTT: Thank you for your
(2) comments.

(3) Alright, our next speaker is
(4) Brent Sieling. Go ahead you have three minutes.

(5) BRENT SIELING: Thank you. I
(6) live in Madison, Wisconsin in the midwest. I
(7) wanted to explain by doing the highest standards
(8) possible, you will finally give us choices for
(9) vehicles that we want. Right now we have a 20
(10) year old Subaru forester that needed to be
(11) replaced, so we decided let's look at EV or plug
(12) in hybrids. The EV are more expensive, there
(13) isn't a charging network in the midwest yet, so a
(14) hybrid sounded ideal for us. We could do 90
(15) percent of our trips on full EV, they cost less
(16) and there is no range anxiety because of the
(17) hybrid add-on to the plug in.

(18) So we went to our local Toyota
(19) dealership to ask about getting a RAV4 Prime,
(20) sorry, we have a four year wait list and I am
(21) asking why, anything they make ships out to the
(22) west coast where the higher emissions standards
(23) require those vehicles.

(24) So we checked in Subaru. They
(25) also make a plug in hybrid, I never heard even

(1) they have one, they are like yeah, we don't get
(2) any in the midwest, that's why you never see it
(3) advertised.

(4) So finally we went with Ford, we
(5) put an order in an on Escape plug in hybrid, on
(6) January 2. We are still waiting, months later,
(7) they still don't even have a VIN number for when
(8) it's going to be manufactured yet, they are
(9) backlogged on the vehicles. The good news is we
(10) made it before the cut off of January 31 of this
(11) year for the 2023 plug in hybrids. If I wanted
(12) to buy one right now, it's too late.

(13) But by making manufacturers
(14) finally raise the emission standards, they are
(15) going to have to produce more EVs, more plug in
(16) hybrids to meet it, and that means they are
(17) available throughout the country, that ideally I
(18) should be able to walk onto a dealership and
(19) drive off that day with a plug in hybrid or fully
(20) EV vehicle, no wait list, no having to try and
(21) hopefully get one, I should be able to buy one
(22) now and the demand is here, the manufacturers
(23) just aren't able to meet it. By requiring higher
(24) standards you will finally give us choices that
(25) they have in California and other states where

(1) they have higher emissions where they need to
(2) meet the requirements so I encourage you to
(3) please set the requirements as high as possible.
(4) Thank you.

(5) MS. PIGGOTT: Thank you for your
(6) comments.

(7) Alright, our next speaker is
(8) Mike McAndrews. Mike McAndrews, I show you as a
(9) panelist, you should be able to unmute and turn
(10) your video on if you choose.

(11) MIKE MCANDREWS: As an engineer
(12) I like to breakdown issues in a practical way so
(13) when I think about this EPA proposal, I think
(14) about it from four perspectives.

(15) The first perspective is air
(16) quality. The direct impact of this rule change
(17) would be to reduce tailpipe emissions and by
(18) extension to improve air quality. I look forward
(19) to a future where I can drive my car with the
(20) windows down or ride a motorcycle or walk along
(21) the sidewalk all without breathing in noxious
(22) fumes from neighboring vehicles. Homes located
(23) near roadways will become more livable, family
(24) members with respiratory issues will lead
(25) healthier lives.

(1) In order to achieve the future,
(2) the EPA needs to address heavy-duty commercial
(3) vehicles which are the largest polluters on the
(4) road. I applaud the EPA for its separate actions
(5) to begin updating emission standard for the
(6) larger vehicles and urge the agency to move
(7) faster to address the biggest polluters on the
(8) road.

(9) The second perspective is
(10) climate change. The science is pretty clear, the
(11) greenhouse gases cause climate change and anyone
(12) paying attention to the weather will see that we
(13) humans are making the planet more difficult and
(14) more expensive everyday that we burn fossil
(15) fuels. To the extent this EPA proposal
(16) accelerates our transition away from burning
(17) fossil fuels for our transportation needs that
(18) should help all Americans leave better lives.

(19) The third perspective is
(20) regulations alignment. For decades the
(21) California air resource board has led the way in
(22) emission regulations but this creates a problem
(23) for industry and they have to create two
(24) different sets of vehicles, one set for
(25) California and another set for the rest of the

(1) nation. The EPA should really lead here and to
(2) the extent that the EPA can create a set of
(3) emission regulations that is strong enough to
(4) meet the needs of all states including California
(5) that alignment will allow vehicle manufacturers
(6) to produce one set of vehicles for the entire
(7) country.

(8) The fourth perspective is
(9) technology transition. I am old enough to
(10) remember the transition from eight track tapes to
(11) cassettes to CDs and then to MP3s. To hear
(12) people complaining about the lack of eight track
(13) tapes to buy at the store, of course not, the
(14) world has moved on. In the same vein the world
(15) is in the process of a technology transition from
(16) fossil fuel based vehicles to zero-emission
(17) vehicles. The problem is inertia. It's easier
(18) to continue making, selling and buying gas
(19) powered vehicles because that's what we are used
(20) to, but make no mistake, the technology
(21) transition is inevitable. And when we complete
(22) the transition, we won't remember what all the
(23) fuss was about, because these next generation
(24) zero-emission vehicles will be better in every
(25) way, quieter, faster, more energy efficient,

(1) cheaper to maintain and easier to operate. It's
(2) one more piece of the puzzle to accelerate the
(3) transition.

(4) In sum, I support the EPA
(5) proposal since it will help us all get to
(6) tomorrow faster. Thank you for allowing me to
(7) share my thoughts.

(8) MS. PIGGOTT: Thank you for your
(9) comments.

(10) Our next speaker is Bruce
(11) Krawisz.

(12) BRUCE KRAWISZ: Yes.

(13) MS. PIGGOTT: Go ahead, you have
(14) three minutes.

(15) BRUCE KRAWISZ: My name is Bruce
(16) Krawisz. I am a physician and my specialty is
(17) pathology. Air pollution appears to be one of
(18) the causes of asthma, lung cancer, cardiovascular
(19) disease, strokes, dementia and preterm birth.
(20) Air pollution particulates or soot contain toxic
(21) metals such as lead, mercury and arsenic and
(22) toxic organic chemicals such as benzpyrene that
(23) may cause disease. These particulates enter our
(24) bodies through the nose and lungs, however, air
(25) pollution mano particles are not confined within

(1) the nose or lung, they enter the blood stream
(2) from the lung and are carried to the heart,
(3) placenta and other organs.

(4) Air pollution particles may also
(5) enter the brain from the upper possibly from the
(6) upper part of the nose which is called the crib
(7) reform plate. Microscopic studies using new and
(8) sensitive methods have demonstrated soot and mano
(9) particles in hearts, brains, blood samples and
(10) placentas of humans. When air pollution
(11) particles travel to these tissues, they carry
(12) toxic metals and toxic organic products with
(13) them. Diseases effecting brain, heart or
(14) placenta may be a local effect of air pollution
(15) mano particles deposited in these tissues.

(16) To learn more, you can consult
(17) the research done in the laboratories of Barbara
(18) A. Maher and Timothy S. Moreau. Please support
(19) the strictest possible standards for pollution by
(20) cars and light trucks because all of us carry
(21) soot particles throughout our bodies. Thank you.

(22) MS. PIGGOTT: Thank you for your
(23) comments.

(24) Alright, last call for Suzanne
(25) Barros from list five. If you are on under you

(1) another name, send the host a chat message. If
(2) you called in by phone, please press star nine to
(3) raise your hand.

(4) With that, we will go ahead and
(5) move onto panel six where our first speaker is
(6) Eugenie Lewis.

(7) EUGENIE LEWIS: Good morning or
(8) afternoon depending on where you are located. My
(9) name is Eugenie Lewis and I am with the Sierra
(10) Club as well as the climate reality project and
(11) the Citizens Climate Lobby. I live and work as a
(12) licensed clinical social worker and career
(13) counselor in south Los Angeles.

(14) As a public health professional
(15) focusing on improving the health of my community
(16) I have a goal of creating a positive and hopeful
(17) future for our children and all people around the
(18) world by urgently addressing the climate crisis.
(19) Climate change has caused an increasing number of
(20) extreme weather events including fires flooding
(21) and extreme heat causing trauma and climate
(22) anxiety.

(23) The transportation sector is a
(24) leading contributor of greenhouse gas emission
(25) representing approximately 27 percent of the

(1) total emissions. Burning fossil fuels like
(2) gasoline and diesel releases carbon dioxide
(3) methane nitrous oxide and hydrofluorocarbons.
(4) This is causing earth's atmosphere to warm
(5) resulting in changes to our climate that we are
(6) seeing regularly here in California and around
(7) the world.

(8) Transportation is also a major
(9) source of air pollution from particulate matter,
(10) diesel and tire pollution. We have a sad and
(11) inhumane legacy of racism and red lining that has
(12) forced communities of color into neighborhood
(13) with the heaviest pollution burdens. Warehouses
(14) centers and rail yards have been deliberately
(15) placed in poor communities so as to bypass and
(16) protect wealthier ones.

(17) Through my work with community
(18) health centers that provide a range of services
(19) to underserved communities, I have witnessed the
(20) health disparities experienced by communities of
(21) color, environmental pollution causes higher
(22) rates of asthma, cancers, heart disease, stroke,
(23) neurological disorders and reproductive problems
(24) in black, Hispanic and Asian communities.

(25) The California EPA created a CAL

(1) environmental screen to track pollution burden
(2) and this mapping demonstrates a higher level of
(3) pollution in low income communities of color.
(4) Strong standards on greenhouse gas emissions and
(5) clean cars and trucks will benefit all of us, it
(6) will be reduce greenhouse gases, reduce the
(7) demand for oil and gas, and improve our overall
(8) quality of life. These include public health
(9) benefits due to cleaner air, fewer premature
(10) deaths, asthma attacks and lost work days.

(11) I call on the EPA to strengthen
(12) the standards for cars and light-duty trucks.
(13) Let's create clean air for our children and our
(14) children's children. Thank you so much for the
(15) opportunity to present to you today.

(16) MS. PIGGOTT: Thank you for your
(17) comments.

(18) Alright, our next speaker is
(19) Elaine Weir.

(20) ELAINE WEIR: Hello, can you --
(21) can you hear me?

(22) MS. PIGGOTT: Yes, go ahead.
(23) You have three minutes.

(24) ELAINE WEIR: Thank you. My
(25) name is Elaine Weir. I live in Westchester

(1) County, New York. I am also a Sierra Club
(2) volunteer. My daughter has suffered from asthma
(3) since childhood. This makes me a -- very
(4) concerned about air pollution. Currently the air
(5) pollution is so bad in our county that my
(6) daughter moved to the Adirondack's to escape
(7) asthma attacks. She cannot visit us in the
(8) summer because of the poor quality of air here.

(9) Our concern for peoples' health
(10) is so great that my husband and I switched our
(11) heating system to geothermal and also purchased
(12) an electric stove to replace the gas stove. This
(13) way our home will produce less greenhouse gases
(14) for every one.

(15) The transportation sector is
(16) nearly 30 percent of our country's climate
(17) pollution, the largest polluting sector in the
(18) United States. This tailpipe pollution from
(19) passenger vehicles contains harmful pollutants
(20) and can harm people with asthma like my daughter.
(21) But it must be noted that people with asthma are
(22) not the only ones effected by this pollution,
(23) other health risks are heart attacks, stroke and
(24) heart disease and higher infant mortality.
(25) Medicines are expensive and they, as are

(1) emergency rooms and doctor visits. From my own
(2) family experience I know families can save many
(3) dollars on health care cost and be more clean and
(4) productive with clean air.

(5) Tailpipe pollution harms
(6) everyone especially those who live near highways
(7) and other traffic areas. Limits on this
(8) pollution can save lives and reduce the rate of
(9) climate change. Cleaning up tailpipe pollution
(10) is one of the most important things the Biden
(11) administration can do to improve air quality for
(12) people like my daughter and also fight the
(13) climate crisis.

(14) My husband and I are now in the
(15) process of replacing our 18-year old car. With
(16) my daughter in mind, we are looking at electric
(17) cars however we have found that most new cars are
(18) still polluting gas. As a nation, we need to
(19) cleaner cars available. The EPA needs to
(20) implement strong standards so companies will
(21) manufacture less polluting cars.

(22) I urge the EPA to strengthen the
(23) light-duty rule regulations for the welfare of
(24) all citizens and protection of our climate.
(25) Making cars pollute less will benefit everyone.

(1) And I made it, thank you.

(2) MS. PIGGOTT: Thank you for your
(3) comments.

(4) Our next speaker is Richard
(5) Sigler.

(6) RICHARD SIGLER: Can you hear
(7) me?

(8) MS. PIGGOTT: Yes, go ahead, you
(9) have minutes.

(10) RICHARD SIGLER: I just want to
(11) say I support the proposal that the EPA is
(12) considering to put strict regulations on
(13) pollutants from cars and trucks, most importantly
(14) I think we need to sense the urgency of the
(15) problem that the climate crisis is demanding of
(16) us and act accordingly. For this reason, I am
(17) asking that you adopt the strictest pollution
(18) rules possible to regulate the emissions from
(19) cars. Thank you.

(20) MS. PIGGOTT: Our next speaker
(21) is Kevin Martin Fisher.

(22) KEVIN MARTIN FISHER: Hi
(23) everyone, so thank you to the EPA committee for
(24) the opportunity to testify today. My name is
(25) Kevin Fisher. I live in Hazel Park, Michigan. I

(1) am a grass roots organizer with Environmental
(2) Defense Action, and we have thousands of members
(3) working together to fight for world climate
(4) action. I support the EPA's ambitious proposal
(5) standards to further reduce harmful air pollutant
(6) emissions from light-duty and medium-duty
(7) vehicles starting with the model year 2027.

(8) GHG emissions contributes to
(9) climate change and the EPA must fulfill its
(10) statutory mandate to protect public health and
(11) welfare by taking action to curb those emission
(12) further.

(13) By enacting clean car standards
(14) for the model year 2027 and beyond, EPA can
(15) further its commitment to environmental justice
(16) issuing stronger and stricter standards that will
(17) address vital transportation impacts.

(18) Thank you for giving me the
(19) opportunity to support the EPA and the light and
(20) medium-duty vehicle rules and to act quickly to
(21) finalize the rules to protect our health and
(22) reduce our climate burden caused by vehicle
(23) pollution.

(24) MS. PIGGOTT: Thank you for your
(25) comments.

(1) As we continue on hearing
(2) testimony, just a reminder that as your turn is
(3) coming up, you will receive a popup notice on
(4) your screen asking you to accept the notice to be
(5) promoted to panelist. You will need to accept
(6) that prompt to move over to a panelist to be able
(7) to unmute and turn your video on if you choose.
(8) So please keep an eye out for that prompt as your
(9) turn is coming up in your panels.

(10) Alright, our next speaker is
(11) David Carter.

(12) DAVID CARTER: Good afternoon
(13) and thank you for the time to provide testimony
(14) on the proposed rule making. My name is David
(15) Carter and I am the Manager of Regulatory Affairs
(16) at Lucid Motors. Lucid is an all American all
(17) electric manufacturer that manufactures vehicles
(18) in Casa Grande, Arizona. Lucid's mission is to
(19) inspire the adoption of sustainable energy by
(20) creating advanced technologies and we support the
(21) Biden administration's ambitious goal that 50
(22) percent of all new cars and trucks be EVs or PEVs
(23) by 2023. We are dedicated to working with EPA
(24) and its government partners to create jobs,
(25) advance vehicle electrification, reduce tailpipe

(1) emission and enhance American technological
(2) leadership.

(3) Our flagship vehicle, the Lucid
(4) Air Sedan is prime example of that technological
(5) leadership and the zero emission transportation.

(6) In addition to an EPA estimated
(7) range of 516 miles per the Lucid Air grand
(8) touring, Lucid vehicles offer game changing
(9) charging technology with efficiency at its core,
(10) the Lucid Air grand touring is capable of
(11) traveling 4.6 miles per kilowatt hour, with its
(12) 19 inch wheels, an innovative feat for a luxury
(13) vehicle with the full size interior space and a
(14) mid-sized footprint.

(15) Lucid believes that efficiency
(16) or doing more with less is a significant element
(17) of achieving the decarbonization and
(18) sustainability goals to combat the climate
(19) crisis.

(20) Lucid supports the proposed rule
(21) and applauds the agency for proposing the strict
(22) standards and specifically alternative one that
(23) would reduce tailpipe pollutants and accelerate
(24) EV adoption ultimately advancing the Biden
(25) administration's climate agenda. Stringent

(1) standards for greenhouse gases are a critical
(2) component to combatting the climate crisis.
(3) Lucid agrees with EPA's finding from its
(4) technology feasibility assessment, the increasing
(5) availability of zero and near zero tailpipe
(6) emission technologies makes it appropriate to
(7) continue the trend of establishing numerically
(8) lower emission standards.

(9) We are at a pivotal time that
(10) more and more gasoline vehicles are being
(11) replaced with EVs. We must ensure that we do not
(12) electrify for the sake of electrification but
(13) instead establish policies and programs that
(14) prioritize efficient use of electricity and
(15) resources. We encourage and continue to work
(16) alongside the EPA and this administration to best
(17) encourage industry to prioritize efficiency.

(18) Lucid looks forward to providing
(19) input on the optional credit programs, durability
(20) and warranty provisions for EVs and methods to
(21) aid and achieving the administration's ambitious
(22) climate related goals.

(23) Lucid also recommends that
(24) rewarding efficiency and will be suggesting a
(25) formula for calculating credits under such a

(1) program in our written comments. We appreciate
(2) your consideration of this testimony and will
(3) follow-up with written comments on the proposed
(4) rule.

(5) MS. PIGGOTT: Thank you for your
(6) comments.

(7) Alright, the next two speakers
(8) in panel six have let us know they will not be
(9) providing testimony today. So we will move onto
(10) panel seven where our first speaker is Anh Bui.

(11) ANH BUI: You got it, can you
(12) hear me?

(13) MS. PIGGOTT: Yes, go ahead, you
(14) have three minutes.

(15) Thank you. Good afternoon, I am
(16) Anh Bui, a researcher at the International
(17) Council on Clean Transportation. ICCT is an
(18) independent non profit organization founded to
(19) provide first rate unbiased research and
(20) technological analysis to environmental
(21) regulators. The ICCT appreciates the opportunity
(22) to provide testimony on the U.S. EPA's proposed
(23) multi-pollutant emission standards for model year
(24) 2027 and later in light and medium-duty vehicles.

(25) The U.S. joins nearly every

(1) country on earth with the shared goal of limiting
(2) global warming. Cleaner cars and trucks are
(3) critical to meeting that goal. ICCT modeling
(4) shows limiting global warming to below two
(5) degrees celsius will require leading markets
(6) including the United States reach at least 67
(7) percent new light-duty zero-emission vehicle
(8) sales reach no later than 2030.

(9) EPA's proposal is a key step
(10) towards achieving that goal. On international
(11) context, EPA is not alone in its commitment to
(12) cleaner cars and trucks. If implemented, the
(13) proposed rule would put the U.S. on track to
(14) catch up with Europe and China which has lead the
(15) global transmission to zero emissions through
(16) 2022, the European Union, United Kingdom and
(17) seven U.S. states have committed to entirely
(18) phase out the sales or registration of new
(19) internal combustion vehicles by 2035 including
(20) California, Massachusetts, New York, Oregon,
(21) Vermont, Virginia and Washington.

(22) EPA's proposal also aligns with
(23) announcements from auto manufacturers General
(24) Motors, Mercedes, Audi and others have committed
(25) to selling 100 percent zero-emission vehicles

(1) globally in leading markets by 2035.

(2) On zero-emission vehicle cost,
(3) EPA analysis shows that the proposal will deliver
(4) clear and significant consumer benefits. We
(5) believe the projected benefits are realistic,
(6) accurate and generally consistent with ICCT's own
(7) research on vehicle cost and consumer benefits.
(8) We think that the emission reduction targets and
(9) projected electric vehicle penetrations in the
(10) proposal are achievable and reasonable.

(11) We will submit our more detailed
(12) comments in writing. Thank you for the
(13) opportunity to comment today and for continuing
(14) your work on this important topic.

(15) MS. PIGGOTT: Thank you for your
(16) comments.

(17) As you will see on the screen,
(18) there are some holes in panel seven, those are
(19) people who did previously indicate they wanted to
(20) speak today but have let us know they want to be
(21) removed from the panel. That's why you see gaps
(22) in for speaker two and speaker six in panel
(23) seven.

(24) Our next speaker in panel seven
(25) is John Howard Bodine.

(1) JOHN BODINE: Correct. Good
(2) afternoon. Thanks for this opportunity for
(3) input.

(4) My name is John Bodine, I am a
(5) private citizen from Naperville, Illinois,
(6) retired from a 20 year oil and gas exploration
(7) career as a PhD geo physicist. Since retirement
(8) I have been a student of clean energy and climate
(9) science over the last 20 years. Though I applaud
(10) the strong emphasis placed on addressing
(11) pollutant emission by the Biden administration, I
(12) continue to have a deep concern that we must with
(13) urgency stop and reverse the effects of climate
(14) change.

(15) I understand from personal study
(16) and experiences the accelerated changes in global
(17) tripping point climate effects of increasing
(18) pollutants in our atmosphere. I am concerned
(19) that the appropriate actions to avoid the most
(20) extreme effects of climate change continue to be
(21) sidelined by commercial and political interests.
(22) I believe we are truly facing a global
(23) catastrophe particularly for low wealth
(24) communities if we fail to curb CO2 emissions.

(25) We are seeing expanded flooding

(1) of coastal cities, wild fires destroying forest
(2) and communities, tremendous strong damage from
(3) excessive heat, and severe shifting agricultural
(4) zones that will impact the ability of
(5) availability of food and fresh water. We are
(6) seeing this play out in the U.S. southwest and
(7) other parts of the world. This will only get
(8) worse without urgent and aggressive action.

(9) We are seeing a shift of
(10) awareness and commitment amongst the American
(11) people however with regard to corrective action
(12) on climate change but the U.S.A. should be
(13) leaders and not followers in this effort. Other
(14) first world economies are racing ahead with the
(15) understanding of what is at stake, appropriate
(16) policies and incentives in the U.S. can help
(17) Americans do their part. We can do this.

(18) I strongly urge you to
(19) progressively adopt more stringent restraints on
(20) pollution and reduce the flexibilities that are
(21) given to auto makers. I want my kids to have a
(22) future. Thank you.

(23) MS. PIGGOTT: Thank you for your
(24) comments.

(25) Alright, our next speaker is Dr.

(1) Quinta Warren.

(2) DR. QUINTA WARREN: Thank you
(3) for this opportunity to speak. My name is Dr.
(4) Quinta Warren and I am the Associate Director of
(5) Sustainability Policy at Consumer Reports. The
(6) EPA has put forward a strong proposal but I want
(7) to emphasize it can go further to reduce
(8) emissions and save consumers money.

(9) According to CR's analysis
(10) alternative one provides the most cost saving in
(11) emission reductions and therefore should be the
(12) preferred alternative. The proposed standards
(13) are achievable not only because they are in line
(14) with what auto makers have committed to but also
(15) because consumer demand for EVs far outpace the
(16) supply.

(17) Consumer Reports survey results
(18) show consumers want more access to clean cars and
(19) our analyses show there are 45 EV ready buyers
(20) for every EV sold in the U.S. leading to auto
(21) back logs and long waiting lists.

(22) EVs offer a number of benefits
(23) for consumers, they cost about 60 percent less to
(24) fuel and 50 percent less to repair and maintain
(25) than gasoline vehicles currently saving consumers

(1) around six to ten thousand in lifetime ownership
(2) cost. By 2030, the average EV saves around
(3) \$15,000 in lifetime ownership cost.

(4) Overburdened communities are
(5) disproportionately impacted by poor air quality
(6) and extreme weather events. Because of red
(7) lining and other historically discriminatory
(8) policies, overburdened communities are more
(9) exposed to transportation corridor such as
(10) highways, leading to increased public and
(11) individual spending on health care. Similarly
(12) recovering from extreme weather events is more
(13) difficult for overburdened community especially
(14) low income communities who have less wiggle room
(15) in their budget. This rule will help mitigate
(16) these impacts by reducing air pollutions and
(17) greenhouse gas emissions.

(18) Low income consumers spend a
(19) greater percentage of their income on fueling
(20) costs. CR has found that used EVs can deliver
(21) even greater savings to their owners because of
(22) lower purchase premiums and even greater
(23) maintenance and repair savings. The warranty
(24) provisions in the proposed rule are also
(25) essentially importantly for low income

(1) communities who tend to buy their vehicles on the
(2) secondary car market.

(3) These provisions will ensure
(4) protections for consumers that purchase used cars
(5) so they are not left out of the transition to
(6) cleaner transportation. I'd like to commend the
(7) EPA again for this proposal as it's a win win for
(8) consumers and the climate. I urge the EPA to
(9) finalize alternative one to maximize the benefits
(10) to consumed is. Thank you.

(11) MS. PIGGOTT: Thank you for your
(12) comments.

(13) Alright, our next two speakers
(14) we are not yet seeing on the Zoom platform, Gary
(15) Ewart and Alison Norwood. If you are on under a
(16) different name or call in user, send us a chat
(17) message or if you called in, press star nine to
(18) raise your hand. Gary Ewart and Alison Norwood.

(19) With that we will go ahead and
(20) move onto panel eight, okay, where our next
(21) speaker is Bill Janiga, you are going to receive
(22) a prompt to promote to panelist.

(23) BILL JANIGA: Thank you, hi and
(24) thank you to our EPA representatives and
(25) facilitator Jennifer. Thank you for staying

(1) alert listening to our stories however there will
(2) be a quiz after my presentation.

(3) My name is Bill Janiga and I am
(4) part of the AZIPL, a faith based client advocacy
(5) group dedicated to respect creation. As people
(6) of faith and conscience, we have a moral
(7) responsibility to advocate for those life climate
(8) saving standards. Anyone who has read the book
(9) Sapiens know that homo sapiens are by their
(10) nature self-centered and think mostly about their
(11) selves and their pleasures. Given the laws I
(12) believe that climate change is never going to be
(13) reversed until all mankind is wiped out, people
(14) including myself are not willing to make the
(15) necessary sacrifices to stop destroying our
(16) future life here on earth.

(17) People talk about ruining the
(18) earth but that is the wrong approach. What we
(19) are doing is destroying mankind and heading for
(20) another extinction. Following our current path,
(21) we will end up killing off homo sapiens but the
(22) earth is much more resilient than homo sapiens.
(23) The earth will repair itself and in a million
(24) years, a new species will likely exist, but I
(25) just had a grandchild and this is a terrible

(1) legacy to give to them. This may seem like
(2) science fiction, but unless action is taken, this
(3) seems probable to me.

(4) I mention that people by
(5) themselves are not going to make the necessary
(6) changes that's why implementing standards and
(7) laws are so important. Capitalism is such that
(8) the decision is to make money or save the
(9) environment, I have no doubt which choice will be
(10) taken. Only strong laws, strong standards will
(11) give us the hope of saving our environment.

(12) I am in the process of
(13) purchasing an electric vehicle, in that process I
(14) have looked around and I see so many cars that
(15) are internal combustion engines. Electric cars
(16) are our future but we are too slow to make the
(17) conversion. I am an engineer and I believe
(18) science can help us out of our dilemma. Let's
(19) put our brightest people figuring out how to make
(20) the conversion and make more transportation
(21) green.

(22) I ask the panel to consider
(23) implementing the tightest possible emission
(24) standards as quickly as possible, the clock is
(25) ticking literally. Thank you for your service to

(1) this goal, it cannot be minimized the work that
(2) you are doing and I was only kidding about the
(3) quiz. Thanks a lot.

(4) MS. PIGGOTT: Thank you for your
(5) comments.

(6) Alright, our next speaker is
(7) Roselie Bright.

(8) ROSELIE BRIGHT: Hello.

(9) MS. PIGGOTT: Hello, you have
(10) three minutes.

(11) ROSELIE BRIGHT: Hello. Good
(12) afternoon, I am Roselie Bright, Sc.D. testifying
(13) as a private individual with epidemiology
(14) expertise in the health effect aspects of the
(15) environment. In 2022 the State of Maryland
(16) published a final environmental impact statement
(17) for a proposed project to expand highways in my
(18) county. I noticed the authors relied on a review
(19) done over a decade before by the Health Effects
(20) Institute or the EPA to dismiss any health
(21) impacts from increased traffic related to the
(22) project.

(23) I undertook my own relatively
(24) brief review of studies that have been published
(25) since then and came to an opposite conclusion.

(1) The EPA website itself indicates that vehicular
(2) air pollution threatens health, I also know that
(3) Health Effects Institute published an updated
(4) meta analysis last year that says they found a
(5) high or moderate to high level of confidence in
(6) association between long term exposure to traffic
(7) related air pollution and the adverse health
(8) outcomes of all cause, circulatory ischemic heart
(9) disease and long cancer mortality, asthma onset
(10) in both children and adults, and acute lower
(11) respiratory infections in children.

(12) My limited search of peer
(13) reviewed studies since 2010 demonstrates
(14) altogether there is a causal relationship between
(15) low levels of air traffic air pollution and
(16) health in children and adults, cardiovascular
(17) problems, poor pregnancy outcomes, poor physical
(18) growth, school absences, reduced cognitive
(19) abilities and earlier death. The studies clearly
(20) show there is no safe level of air pollution,
(21) therefore the more stringent the standard, the
(22) better of health for people at each age.

(23) I urge the EPA to finalize a
(24) regulation at least as strong as alternative one
(25) and work on making vehicles cleaner and more

(1) efficient.

(2) Another consideration that needs
(3) to be addressed is measurement and monitoring of
(4) air pollution. There is evidence that people in
(5) charge of monitoring air pollution cheat to
(6) undermeasure the actual levels. Particulate air
(7) pollution is a product of burning carbon
(8) including fossil fuels for vehicles.

(9) Establishing standards for less air pollution
(10) will encourage more efficient use of carbon fuels
(11) and the use of non carbon fuels and will thus
(12) help slow down global warming. The climate
(13) crisis is bringing its own set of health facts.

(14) The U.S. needs to do what it can
(15) to control air pollution even if other countries
(16) are also responsible. Thank you for this
(17) opportunity to highlight the very real health
(18) impacts from air pollution and for taking this
(19) seriously. I urge you to implement the strongest
(20) possible standards including the multi-pollutant
(21) standards for years 2027 and later light-duty and
(22) medium-duty vehicles.

(23) MS. PIGGOTT: Thank you for your
(24) comments. Alright, our next speaker is Rasto
(25) Brezny.

(1) RASTO BREZNY: Good afternoon.
(2) I am Rasto Brezny, Executive Director from MECA
(3) Clean Mobility. For nearly 50 years, MECA has
(4) been the trade association representing leading
(5) suppliers of clean mobility technologies. From
(6) clean combustion to electrification, our members
(7) have a proven track record in developing and
(8) commercializing emission control efficiency and
(9) electric technology for a wide variety of on and
(10) off road vehicles and equipment in all world
(11) markets.

(12) In the electric vehicle space
(13) MECA members are supplying EV components for
(14) critical battery materials, pyroelectronics,
(15) motors and EV transmissions. Because
(16) infrastructure is so critical to the pace of EV
(17) penetration, some of our members are
(18) commercializing the chargers and components
(19) needed to enhance grid resiliency. This
(20) regulatory process has been a monumental effort
(21) by EPA to simultaneously set limits on criteria
(22) pollutants and greenhouse gases, this sends a
(23) clear signal that light and medium-duty
(24) combustion engines must be as clean as possible
(25) alongside zero tailpipe vehicles being phased

(1) into the fleet.

(2) This proposal is projected to
(3) result in rapid increases in sales of battery
(4) electric vehicles however performance based
(5) standards need to recognize that in the near term
(6) hybrids and plug in hybrids can achieve green
(7) house gas reduction of 30 to 60 percent compared
(8) to their conventional vehicle counterpart through
(9) the deployment of load capacity batteries. This
(10) will be important in the next five to ten years
(11) to reduce critical battery material supply chain
(12) pressures while providing car owners and
(13) manufacturers more choices. MECA supports
(14) elements of the proposal such as battery
(15) durability and warranty requirements that will
(16) provide consumers confidence in the reliability
(17) of EV technology.

(18) We believe that EPA should
(19) retain the accounting of up through emissions as
(20) originally adopted in the 2017 to 2025 light-duty
(21) greenhouse gas regulation for implementation in
(22) 2022 and later delayed to 2027. Until we have a
(23) fully renewable grid, metrics such as CO2 per
(24) kilowatt or miles per kilowatt hour would
(25) continue to drive the efficient technologies onto

(1) electrical vehicles just as combustion vehicles
(2) have benefited from greenhouse gas and fuel
(3) efficiency standards. MECA members continue to
(4) invest in jobs, manufacturing capacity and
(5) innovation in the technologies that reduce the
(6) environmental impact of transportation. MECA
(7) remains concerns with the pace of charging
(8) infrastructure deployment as well as near term
(9) availability of sufficient critical materials to
(10) support supplier investments and clean mobility
(11) components for light and heavy-duty vehicles.

(12) MECA therefore encourages
(13) ongoing efforts alongside EPA and the Departments
(14) of Transportation Energy and Labor to ensure that
(15) our nation's supply chain grid and charging
(16) infrastructure match the needs of our country's
(17) transportation system.

(18) I want to pass the microphone
(19) onto Mike Geller to continue MECA's testimony.
(20) However I want to thank --

(21) MS. PIGGOTT: That's time.
(22) Thank you for your comments:

(23) MS. PIGGOTT: Alright, our next
(24) speaker is Michael Geller.

(25) MICHAEL GELLER: Good afternoon,

(1) my name is Mike Geller. I am MECA's deputy
(2) director. MECA has been conducting technology
(3) demonstrations for the past decade to provide EPA
(4) with state of the art PM and emission control
(5) information. EPA presents solid technical work
(6) in this proposal that demonstrates both the
(7) ability to control PM down to near zero levels
(8) and also the ability to measure well below the
(9) proposed limit of a half milligram a mile of
(10) existing certification procedures.

(11) MECA supports EPA's inclusion of
(12) both standard and cold temperature testing for
(13) criteria pollutants across all vehicle categories
(14) as these represent real world operation across
(15) much of the country. The majority of the global
(16) vehicle market outside of the US is subject to
(17) more stringent particulate standards. Gasoline
(18) passenger cars have been regulated on the number
(19) of particles they emit since 2015 in Europe and
(20) 2020 in China and India. The result has been the
(21) best emission control technologies like gasoline
(22) particulate filters and high pressure fuel
(23) injectors have been on cars sold in these regions
(24) for several years, in fact a nearly identical
(25) vehicle produced in the U.S. without a GPF but

(1) was shipped to Europe and sold after a GPF is
(2) installed. These technologies could feasibly
(3) enable a more accelerated phase in of the
(4) proposed PM standards.

(5) To highlight the air quality
(6) standards of more stringent PM requirements, MECA
(7) funded a study, per mile standard that is
(8) approximately equivalent in mass to the particle
(9) number standard in other global regions.

(10) Our analysis indicates that the
(11) proposed PM standards for ICE vehicles achieve
(12) similar PM reductions as those from a high rate
(13) of EV penetration. This parallel approach
(14) ensures that expected PM reduction goals will be
(15) met regardless of the type of vehicles sold even
(16) beyond 2032.

(17) Furthermore using EPA's PM's
(18) reduced form modeling tools, we calculated those
(19) emissions reductions will save up to 22,000 lives
(20) and as many as 314,000 avoided asthma attacks.
(21) The approximate monetized health benefits of the
(22) savings ranging from \$20 to \$160 billion
(23) depending on the rate of electrification and
(24) selected discount rate.

(25) In conclusion MECA commends the

(1) hard work of the EPA staff for conducting
(2) comprehensive and scientifically grounded
(3) research underpinning the PM proposals of this
(4) proposal. We support the proposed limits and our
(5) members will deliver the technologies to enable
(6) vehicles to meet them.

(7) Before passing the microphone to
(8) Kevin Brown to discuss medium-duty vehicles, I am
(9) happy to answer any questions you may have.
(10) Thank you.

(11) MS. PIGGOTT: Thank you for your
(12) comments.

(13) Alright, our next speaker is
(14) Kevin Brown.

(15) KEVIN BROWN: Good afternoon. I
(16) am Kevin Brown with MECA's technical director and
(17) I'd like to comment about how this rule will
(18) deliver emission reductions for medium-duty
(19) vehicles. Since Mike discussed PM, I'll focus on
(20) the other criteria emission.

(21) Similar to light-duty vehicles a
(22) range of technology exist that can be utilized on
(23) gasoline engines to further reduce the cold start
(24) emission in medium-duty vehicles. These include
(25) advanced catalyst formulations supported on

(1) substrates with higher cell density and porosity
(2) as well as electrical heated catalysts,
(3) calibration strategies, fuel delivery, EGR and
(4) boost pressure. We believe these technologies
(5) can accelerate catalyst light off and provide
(6) lower emissions and air fuel ration allowing
(7) medium-duty trucks to meet the proposed limits.

(8) In addition significant
(9) emissions can also be contributed by medium-duty
(10) vehicles operating with fuel enrichment under
(11) higher load operating conditions such as towing.
(12) Catalyst manufacturers have continued to improve
(13) the durability of wash coats and stabilization of
(14) precious metal catalysts under higher exhaust
(15) temperatures that can reduce the need for fuel
(16) enrichment.

(17) MECA also supports EPA's
(18) proposal requiring mandatory engine certification
(19) for medium-duty vehicles with a gross combined
(20) weight ratings greater than 22,000 pounds using
(21) the emission standards and test procedures for
(22) 2027 and later heavy duty engines that were
(23) finalized in December of 2022. MECA members have
(24) been developing a number of technologies to help
(25) medium and heavy-duty engine manufacturers to

(1) comply with the low NOx truck standards and
(2) believe these technologies can be readily applied
(3) to medium-duty vehicles with gross combined
(4) weight ratings over 22,000 pounds as well.

(5) Finally I want to highlight that
(6) MECA sees the great potential for hybrid electric
(7) technology to provide substantial benefits for
(8) medium-duty vehicles especially those are the
(9) more challenging to fully electrify to meet the
(10) demands of the duty cycle.

(11) In closing we'd like to thank
(12) EPA staff for the hard work and dedication to the
(13) important rule making. Our industry remains
(14) committed to working with EPA and its federal and
(15) state partners on the challenges and opportunity
(16) that lie ahead to simultaneously advance electric
(17) vehicles while also achieving criteria pollutant
(18) reductions from the non electric fleet.

(19) Thank you for your time. And I
(20) am happy to answer any questions you might have.

(21) MS. PIGGOTT: Alright, ladies
(22) and gentlemen at this time, we are going to take
(23) a quick break. EPA, are you ready to take a
(24) brief recess and what time would you like to
(25) reconvene.

(1) MR. CHARMLEY: Yes, we would
(2) like to take a short recess break and we will
(3) begin in 15 minutes at two-fifteen p.m. eastern
(4) time.

(5) MS. PIGGOTT: Thank you, Bill,
(6) ladies and gentlemen the hearing is now on recess
(7) until two-fifteen p.m. eastern. Thank you.

(8) (Whereupon, a recess is taken.)

(9) We will restart the hearing. A
(10) reminder that each speaker will have three
(11) minutes to provide their testimony. EPA, are you
(12) ready to continue?

(13) MR. CHARMLEY: Yes, we are ready
(14) to begin.

(15) MS. PIGGOTT: Alright, we will
(16) now proceed with list nine and our first speaker
(17) is Sarah McBride.

(18) SARAH MC BRIDE: Hi, thank you
(19) for the opportunity to testify. My name is Sarah
(20) McBride and I am the program coordinator for
(21) media and public engagement with Moms Clean Air
(22) Force. I live in St. Petersburg, Florida.

(23) I am here today to call on EPA
(24) to finalize the strongest possible clean car
(25) standards this year. Strong safeguards would

(1) protect our communities and families from
(2) dangerous tailpipe pollution.

(3) As one of the millions of people
(4) living close to major roadways this rule would
(5) directly benefit my health. A highway and an
(6) interstate run right outside my apartment window.
(7) Both are major thoroughfares through St.
(8) Petersburg and I watch many many cars go by in a
(9) steady flow of traffic all day long.

(10) I don't open my windows much
(11) because when I do, a lot of grime collects on the
(12) window sills and floor inside. My air purifier
(13) also tells me that the air coming in is
(14) unhealthy, the built-in indicator light quickly
(15) changes to orange or red when the windows open
(16) meaning the level of pollution in the air is
(17) high.

(18) So I was surprised when the
(19) American Lung Association gave Pinellis County As
(20) for both particle pollution and ozone but I
(21) wasn't that surprised. My chest feels tight when
(22) I go for a walk around my apartment, but I can
(23) walk for miles in other parts of town without
(24) even thinking about my inhaler. Tailpipe
(25) pollution is having a profound impact on the air

(1) I am breathing day in and day out. I worry about
(2) how living so close to the roadways could impact
(3) my health.

(4) Exposure to tailpipe pollution
(5) can lead to increased risk of infections,
(6) cognitive problems, cardiovascular harm and
(7) premature death just to name a few. I worry
(8) about how -- I worry about the health of my
(9) neighbors who I see jogging alongside the highway
(10) everyday, I worry about the health of the kids
(11) who go to school around the corner. I see them
(12) on the field and a playground only a short
(13) distance from these two roadways. Their bodies
(14) are smaller and particularly vulnerable to the
(15) impacts of pollution.

(16) With those proposed clean car
(17) standards EPA has the opportunity to
(18) significantly cut the dangerous health harming
(19) pollution that is spewed into my community and
(20) many others across the country. Please, take
(21) this opportunity to finalize the strongest
(22) possible clean cars standards this year.

(23) Thank you for your time today.

(24) MS. PIGGOTT: Thank you for your
(25) comments.

(1) Alright, our next speaker is
(2) Kindra Weid.

(3) KINDRA WEID: Thank you for this
(4) opportunity. My name is Kindra Weid, and I am an
(5) ICU nurse in southeastern Michigan, I am speaking
(6) to you today as a volunteer with Moms Clean Air
(7) Force and the Alliance of Nurses for Healthy
(8) Environments.

(9) The EPA's proposed clean car
(10) standards are an important step towards
(11) protecting our families from dangerous tailpipe
(12) pollution which is a significant contributor to
(13) climate change and other harmful health impacts.
(14) Parents and nurses around the country want to see
(15) a rapid transmission to zero emission vehicles.
(16) We are calling on the EPA to finalize the
(17) strongest clean car standards this year.

(18) As you know transportation is
(19) the largest source of greenhouse gas emission in
(20) the U.S. making up 27 percent of all emissions.
(21) Climate change is already upon us and the time
(22) for action is now.

(23) Michigan's climate is getting
(24) wetter and warmer, during the time period from
(25) 1951 to 2021, we have experienced an average

(1) temperature increase of 2.6 degrees Farenheit, an
(2) extension across each season by 16 days, an
(3) increase of total participation by 15 percent and
(4) significant increase in heavy precipitation
(5) events. Climate pollution effects the intensity
(6) and frequency of precipitation and we are seeing
(7) stronger storm causing power outages and the fall
(8) out of these events is impacting public health.

(9) Several counties in Michigan
(10) have already experienced their first ozone action
(11) day for 2023 which means that extreme heat
(12) uncommonly early in the calendar year contributed
(13) to unsafe levels of ozone per our sensitive
(14) populations, our children, our seniors, people
(15) with preexisting heart and lung condition,
(16) pregnant mothers et cetera. These events will
(17) continue to happen and impact the health of
(18) everyone but definitely our most vulnerable
(19) populations first and worse.

(20) I personally live within 50 feet
(21) of a heavily trafficked road, that leaves exhaust
(22) soot and roadway dust coating my house and porch.
(23) Diesel work trucks are very popular modes of
(24) transportation where I live. I understand their
(25) purpose for some workers and farmers but there

(1) are cleaner options coming to the market and we
(2) need rules from the EPA to push the transition
(3) quickly.

(4) Sadly I don't think drivers
(5) consider the tailpipe pollution nor the noise
(6) they emit while driving past my house and my
(7) neighborhood. Most days the noise and smells are
(8) so intense during peak traffic hours that I am
(9) not able to open windows or enjoy my yard. I
(10) think about the impact this has on the
(11) environment, the children in my neighborhood, my
(12) partner with asthma and many of my neighbors. It
(13) is a small community and I often end up caring
(14) for neighbors in my ICU. I wonder how much the
(15) air we breathe is exacerbating their chronic
(16) heart or lung conditions.

(17) By addressing multi-pollutant
(18) sources with EPA's proposed rule before us we are
(19) taking action. Thank you for the EPA for
(20) proposing the clean car standards and we urge you
(21) to finalize them soon. Our collective health
(22) client and future depend on your actions. Thank
(23) you.

(24) MS. PIGGOTT: Thank you for your
(25) comments.

(1) Alright, our next speaker is
(2) Thereza Cevidanés.

(3) THEREZA CEVIDANES: Thank you.
(4) My name is Thereza Cevidanés. I represent the
(5) two trade associations that together comprise more
(6) than 80 percent of retail sale of motor fuel in
(7) the United States, NATSO, the National Trade
(8) Association For Truck Stops and Travel Centers,
(9) SIGMA, National Trade Association For Fuel
(10) Marketers Retailers.

(11) Our membership sells
(12) transportation energy. They do not make cars,
(13) nevertheless we have serious concerns that this
(14) rule is being developed without sufficient of the
(15) charging network that the vehicles incentivized
(16) under this proposal will need to refuel.

(17) NATSO and SIGMA members are
(18) agnostic to the type of transportation energy
(19) that we sell, just as the environment is agnostic
(20) as to how we reduce carbon emissions. The best
(21) way to reduce emissions is to actively encourage
(22) all transportation energy technologies to improve
(23) their environmental attributes particularly those
(24) that will remain in wide spread use for the
(25) foreseeable future.

(1) The administration should
(2) articulate a coherent vision for the EV charging
(3) marketplace before pushing EV so rapidly. For
(4) starters we implore the agency to allow public
(5) charging station owners rather than auto makers
(6) to generate E-RINs under the renewable fuel
(7) standards. Allowing charging station owners to
(8) capture the value derived from E-RINs will better
(9) enable private fuel retailers to overcome
(10) financial challenges associated with installing
(11) and operating charging stations.

(12) Auto makers that have already
(13) committed to transitioning fully to EVs within
(14) the next ten to 15 years have urged EPA to allow
(15) car manufacturers to reap the benefit from E-RINs
(16) even as their own research underscores the need
(17) for policies that support investment and public
(18) charging infrastructure.

(19) As we sit here today the
(20) administration is encouraging auto makers to make
(21) EVs, consumers to buy EVs and doing so without a
(22) coherent vision for a charging marketplace that
(23) can replicate the existing refueling network that
(24) Americans rely on. Auto makers and consumers are
(25) being asked to jump off the diving board without

(1) ensuring there is water in the pool. Unless the
(2) glaring blind spot is addressed the seven and a
(3) half billion dollars that the administration is
(4) distributing for EV charging grants will be
(5) squandered on unreliable technology in
(6) undesirable locations. This will not make
(7) consumers want to switch to an EV, and if
(8) consumers don't want to switch, auto makers won't
(9) be able to sell the vehicles. Those who buy an
(10) EV will continue to struggle to find attractive
(11) places to refuel. No matter --

(12) MS. PIGGOTT: That's time, thank
(13) you for your comments.

(14) Our next speaker is Ileagh
(15) MacIvers.

(16) ILEAGH MACIVERS: Good
(17) afternoon, my name is Ileagh MacIvers and I am
(18) clean car organizers at Interfaith Power and
(19) Light. IPL's non profit mission is to inspire
(20) and mobilize people of faith to action on climate
(21) change. I am here today to speak on behalf of my
(22) organization as well as Interfaith Power and
(23) Light affiliates in 40 states that reach out to
(24) more than 22,000 congregations and millions of
(25) people of faith throughout our nation.

(1) I am asking EPA to move quickly
(2) and finalize the strongest possible clean car
(3) standards to address the climate crisis. This
(4) proposal is a first step and the EPA needs to
(5) finish the job by finalizing the strongest
(6) possible standards this year.

(7) As a devout Quaker myself I know
(8) that people of faith and conscience are ready for
(9) bold new transportation solutions and clean cars
(10) and light trucks are an integral step towards
(11) addressing climate change for our communities,
(12) future generations and our sacred earth. In
(13) order for the U.S. to meet our Paris Climate
(14) Agreement goals, we need the strongest possible
(15) long term standards beyond model year 2026 that
(16) will put the country on a path to 100 percent
(17) zero emission new vehicle sales targets by 2035.

(18) We must also keep in mind that
(19) these rules target air pollution that
(20) disproportionately harms marginalized communities
(21) of colors and low wealth community. For example
(22) black and Hispanic Americans are exposed to 56
(23) and 63 percent more particulate pollution
(24) respectively than they produced. This is
(25) especially concerning for people of faith as all

(1) religions call on us to treat our neighbors with
(2) respect, dignity and compassion. Implementing
(3) the strongest LDV standards is a matter of
(4) environmental justice and these standards would
(5) deliver massive emission reductions and
(6) life-saving relief to front line communities.

(7) In addition electrifying
(8) passenger vehicles will be key to improving air
(9) qualities and saving lives across the nation.
(10) More than 119 million American residents
(11) currently live in areas with unhealthy levels of
(12) air pollution.

(13) In 2020, the national passenger
(14) vehicle fleet represented approximately 94
(15) percent of the nation's on road vehicles and
(16) generated over 33,000 tons of fine particles
(17) annually which are so small that they can easily
(18) enter our blood stream and harm our health.

(19) It is also critical that
(20) standards require tighter limits on internal
(21) combustion engine vehicles in order to
(22) continually make these cars cleaner as
(23) manufacturers transition to zero emission
(24) vehicles.

(25) So again, I urge the EPA to move

(1) quickly and finalize the strongest possible
(2) light-duty vehicle standards. Thank you for the
(3) opportunity to testify.

(4) MS. PIGGOTT: Thank you for your
(5) comments.

(6) Alright, our next speaker is
(7) Brian Werner.

(8) BRIAN WERNER: Thank you. On
(9) behalf of the Minnesota Biofuels Association, I
(10) appreciate the opportunity to offer public input
(11) on the Environmental Protection Agency's proposed
(12) rule establishing multi-pollutant emission
(13) standards for light and medium-duty vehicles
(14) covering model years 2027 and later.

(15) My name is Brian Werner, I am
(16) the Executive Director of the Minnesota Biofuels
(17) Association, a non profit organization dedicated
(18) to supporting and representing the renewable fuel
(19) industry in Minnesota.

(20) While we appreciate the Biden's
(21) administration focus on lowering greenhouse gas
(22) emissions and air pollution from the
(23) transportation sector, we are concerned that the
(24) proposed tailpipe emission standards undervalue
(25) and overlook the future contributions that

(1) American made biofuels can make in achieving
(2) enhanced vehicle efficiency and carbon emission
(3) reductions. Minnesota made biofuel is a readily
(4) available renewable energy solution that has a
(5) proven track record of reducing carbon emission.

(6) Under the renewable fuel
(7) standard program biofuel has resulted in the
(8) avoidance of 1.2 billion metric tons of
(9) greenhouse gas emission. Independent research by
(10) Harvard, MIT and Tufts has verified today's corn
(11) ethanol offers a 46 percent reduction in
(12) greenhouse gas emissions, and the California Air
(13) Resources board has certified that ethanol
(14) produced from cellulosic biomass found in corn,
(15) offers a 70 to 80 percent greenhouse gas emission
(16) reduction compared to gasoline.

(17) These findings are proof that
(18) incentivizing the use of E15 and E85 can reduce
(19) carbon emission from the 281 million internal
(20) combustion engine vehicles on the road today and
(21) because of continuous technology investments
(22) focused on further reductions in the carbon
(23) intensity in biofuel, the ethanol produced in the
(24) future will be net zero by 2050 or sooner.

(25) That is why we are disappointed

(1) that the proposed rule take a one size fits all
(2) approach in setting emission standards that will
(3) prevent auto makers from pursuing technologies
(4) like flex fuel vehicles that can achieve similar
(5) or better environmental performance on a
(6) lifecycle basis. Instead the Minnesota Biofuels
(7) Association urge you to move forward with a truly
(8) technology neutral final rule that levels the
(9) playing field on low carbon transportation option
(10) by dedicating market space to the adoption of
(11) vehicles that can operate on higher octane lower
(12) carbon liquid fuels.

(13) Thank you for the opportunity to
(14) testify today and for EPA's recent work to
(15) protect access to E15 this summer. We appreciate
(16) it.

(17) MS. PIGGOTT: Thank you for your
(18) comments.

(19) Okay. Our next speaker for
(20) panel nine is Molly Collins.

(21) MOLLY COLLINS: Hi, I am Molly
(22) Collins, these are my kids Rose and Dillon and we
(23) are speaking to you today from Milwaukee,
(24) Wisconsin. Thank you so much for the opportunity
(25) to be part of this critical conversation.

(1) We support EPA setting new
(2) multi-pollutant standard for light and
(3) medium-duty vehicles and I urge you to make the
(4) rule even stronger and at least as stringent as
(5) alternative one this year.

(6) We wanted to share our story
(7) with you today and ask you to commit to making
(8) these clean car standards strong so that my two
(9) kids and our community can breathe easier. When
(10) my son Dillon was born, he had some health
(11) challenges and one of those was asthma. And it
(12) was really tough to have to hold you a toddler
(13) still while he did the nebulizer treatments and
(14) extremely scary as a new mother to worry that my
(15) child could not breathe.

(16) Fortunately we clearly came
(17) through the challenge okay, he's 21 now and
(18) finishing his second year of college, but his
(19) whole life Dillon has been pretty impacted by air
(20) quality and according to the lung association's
(21) state of the air report, Milwaukee has about
(22) 14,000 kids and 77,000 adults with asthma and a
(23) lot of those folks are more likely to be people
(24) of color and those with lower income, and
(25) Milwaukee is also on the list of cities with some

(1) of the worst ozone pollution so a lot of those
(2) people in our community, we get the air quality
(3) alerts that impact how folks can live their lives
(4) and we should have the freedom to move through
(5) our day not worrying about whether or not we will
(6) be able to breathe. People shouldn't be exposed
(7) to pollution that causes respiratory and
(8) cardiovascular problems along with a lot of other
(9) serious and costly health effects.

(10) It's past time we take action
(11) and start to meaningfully work towards
(12) environmental justice. As you all know, you have
(13) been hearing this all day, transportation is the
(14) single biggest source of greenhouse gas emission
(15) in the U.S. and transitioning to zero emission
(16) cars is a critical part of addressing climate
(17) change. It's really time that we act with the
(18) urgency the situation requires.

(19) We are seeing the effects of our
(20) long indifference in the news all the time as
(21) extreme storms and wild fires and I hate that I
(22) am leaving the planet in the state to our
(23) children.

(24) We have the tools to address
(25) these issues and the standards that you adopt

(1) should ensure that manufacturers employ the full
(2) suite of pollution controls available today and
(3) must reflect major federal investments to drive
(4) greater deployment of zero emission vehicles and
(5) infrastructure.

(6) I hope my kids, our community
(7) and I can all count on you to move forward
(8) quickly to finalize this rule making this year.
(9) We are counting on the EPA to capture all
(10) possible emission reductions to protect us all
(11) and not leave any health benefits on the table.

(12) Thank you so much for your
(13) willingness to listen today.

(14) MS. PIGGOTT: Thank you for your
(15) comments. Alright, at this time, we are going to
(16) take another quick break. We are running ahead
(17) of schedule and we need to contact a few more
(18) people with list ten before we can continue. The
(19) last speaker for panel nine, Britt Carmon, will
(20) be able to join the hearing closer to three
(21) o'clock closer to the original scheduled time so
(22) we will call on Britt closer to three p.m.

(23) At this time, EPA, are you ready
(24) to take another recess and how long would you
(25) like that recess to be.

(1) MR. CHARMLEY: Perhaps another
(2) 15 minutes?

(3) MS. PIGGOTT: Looks like Britt
(4) just texted something in the chat that maybe
(5) she's here.

(6) Again, we are running a bit
(7) ahead of schedule, we want to be sure we can get
(8) a hold of everybody and keep our panels in order
(9) the best we can. Give us just a moment to Britt
(10) over as a panelist. Britt Carmon, you should
(11) receive a prompt, just accept that prompt, it
(12) will let you become a panelist and you can unmute
(13) and turn your video on if you choose.

(14) BRITT CARMON: Can you hear me?

(15) MS. PIGGOTT: Yes, go ahead.
(16) You have three minutes.

(17) BRITT CARMON: Wonderful, thank
(18) you so much. Good afternoon my name is Britt
(19) Carmon, I am a senior advocate at the National
(20) Resources Defense Council, NRDC. I am here on
(21) behalf of NRDC's more than three million members
(22) and activists to safeguard the rights of all
(23) people to clean air, clean water and a healthy
(24) planet.

(25) The cars and trucks on the road

(1) help us get around but they are a major source of
(2) pollution that not only harms our climate but
(3) also our air quality and health. Transportation
(4) is the largest source of greenhouse gas
(5) emissions, and the pollution that stems from the
(6) sector are from the vehicles that will be
(7) regulated under this proposed rule.

(8) While EPA's proposal is a good
(9) start, the agency should finalize the most
(10) stringent standards feasible to protect public
(11) life health and it's imperative that the agency
(12) strengthen its proposal and finalize a rule by
(13) the end of this year that's characterized by the
(14) following, as a stronger version of alternative
(15) one, the strongest alternative proposed and
(16) achieves at least a 75 percent reduction in
(17) greenhouse gas emissions by 2030, requires
(18) internal combustion engine improvements and
(19) incentivizes manufacturers to deploy the most
(20) efficient vehicles and puts the nation on a path
(21) to 100 percent zero emissions for all new
(22) passenger cars and light trucks by 2035.

(23) EPA has been regulating vehicle
(24) tailpipe pollution for decades and setting a
(25) strong emission standards consistent with the

(1) agency cleaner act authority and prior agency
(2) actions. Finalizing a rule that is stronger than
(3) alternative one is certainly feasible and strong
(4) standard will be critical to advancing the
(5) technologies most effected in reducing
(6) transportation sector pollution such as zero
(7) emission vehicle technology like electric
(8) vehicles.

(9) From cradle to grave electric
(10) vehicles are significantly cleaner than gasoline
(11) vehicles and becoming increasing cleaner as new
(12) renewable energy is deployed into the electric
(13) grid.

(14) Consumers are also expected to
(15) benefit from significant savings on operating
(16) costs over the lifetime of the vehicle that meets
(17) EPA's standards and electric vehicle owners are
(18) expected to reap more savings with reduction in
(19) maintenance and repair.

(20) So a path to a cleaner and more
(21) just transportation system is very clear, EPA
(22) must finalize a rule that is stronger than
(23) alternative one --

(24) MS. PIGGOTT: That's time.
(25) Thank you for your comments.

(1) Alright, ladies and gentlemen,
(2) at that point, that concludes list nine. At this
(3) time we will begin another brief recess. EPA,
(4) when would you like to reconvene?

(5) MR. CHARMLEY: We would like to
(6) take a brief ten minute break and then reconvene
(7) with panel ten at three p.m. eastern time. Thank
(8) you.

(9) MS. PIGGOTT: Okay. Thank you,
(10) Bill.

(11) (Whereupon, a recess is taken.)

(12) Again, just as a reminder,
(13) folks, each speaker will have three minutes to
(14) provide their testimony.

(15) EPA are you ready to continue?

(16) MR. CHARMLEY: Yes, Jennifer, we
(17) are ready to begin again.

(18) MS. PIGGOTT: Alright, before we
(19) move onto panel ten, we are going to go back to
(20) an individual from panel seven that is now able
(21) to join Gary Ewart.

(22) GARY EWART: I will be brief.
(23) My name is Gary Ewart. I am staff of the
(24) American Thoracic Society, it is a medical
(25) professional organization of physicians,

(1) scientists, nurses, respiratory therapists and
(2) other allied health professionals dedicated to
(3) the, research, prevention, treatment and cure of
(4) pulmonary disease, critical care illness and
(5) sleep disorder breathing, in short we are lung
(6) experts.

(7) As lung experts, members of the
(8) American Thoracic Society are well aware of
(9) greenhouse gas emissions and other air pollutants
(10) emission from vehicle tailpipes. The ATS
(11) strongly supports EPA's multi-pollutant standard
(12) for light and medium-duty vehicles and
(13) specifically the ATS supports a standard at least
(14) as stringent as the alternative one proposal and
(15) we recommend strengthening the alternative one
(16) proposal by expanding it through calendar year
(17) 2035. We support the proposed particle standard
(18) reduce fine particle emission from gas vehicle
(19) from 95 over current standards.

(20) You have heard from many
(21) speakers that note vehicles are a major source of
(22) gas emission further fueling climate change. You
(23) heard from many speakers that note the adverse
(24) health effects brought on by climate change and
(25) you have also noted that previous speakers talked

(1) about air pollutants and there other emissions
(2) from vehicle tailpipes and the disproportionate
(3) impact the road side emissions have on minority
(4) communities.

(5) For all the reasons and more the
(6) ATS strongly supports EPA's effort to reduce
(7) greenhouse gas emissions and other tailpipe
(8) emissions from light and medium-duty vehicles for
(9) years '27 through '35. Thank you for your
(10) patience.

(11) MS. PIGGOTT: Thank you for your
(12) comments.

(13) Alright, we will now move onto
(14) panel ten where our first speaker in panel ten is
(15) Alexander Grecu.

(16) ALEXANDER GECU: Very wonderful,
(17) thank you so much for just having me here today.
(18) Though I am not representing any type of an
(19) organization or anything like that, I am a
(20) concerned individual and I believe that from
(21) vehicles of all ranges, it is certainly vastly
(22) important that we try and make all the kind of
(23) reductions in emissions that we can because
(24) everyday small habitats from billions of insects,
(25) birds, populations, ecosystems, the very roots of

(1) our soil and the contamination and everything
(2) that's involved to the little fractions of life
(3) that can't even control this, they don't even
(4) know what's going on, our actions here today can
(5) heavily influence the future of this world
(6) because we will go through our lifetime but our
(7) children and our children's children will inherit
(8) what we move choose to do today. That's why I
(9) felt it was important to talk here and let's
(10) remember it effects all of us.

(11) MS. PIGGOTT: Thank you for your
(12) comments.

(13) Alright, our next speaker is
(14) Katherine Stainken.

(15) KATHERINE STAINKEN: Great.
(16) Good morning, my name is Katherine,
(17) K-A-T-H-E-R-I-N-E, and Stainken, S-T-A-I-N-K-E-N.
(18) I am the Vice President of the Electrification
(19) Coalition. Thank you for the opportunity to
(20) provide public comment to this afternoon or
(21) morning depending on where you are in support of
(22) the EPA's proposed rule on multi-pollutant
(23) emission standards for model years 2027 and later
(24) for light-duty and medium-duty vehicles.

(25) We are a non profit bipartisan

(1) organization that is working to accelerate
(2) adoption of EVs in order to reduce the economic
(3) and national security threats caused by
(4) dependence on oil and the transportation sector.
(5) Today we are here to offer our support for the
(6) EPA's proposed alternative one scenario as we
(7) support the strongest policies that will
(8) accelerate our path to electrification.

(9) The strangle hold that oil has
(10) on the transportation sector continues to put at
(11) great economic, national security and climate
(12) wrist. As the global community commits to
(13) transportation electrification, we must recognize
(14) the scale of what is at stake in terms of
(15) American leadership and our global
(16) competitiveness as well. In short we need to
(17) recognize that our electric transportation future
(18) as a matter of national transportation
(19) importance.

(20) While recent key policies passed
(21) by Congress are creating the manufacturing and
(22) market foundation for our transition to an
(23) electric transportation future, the U.S. is still
(24) well behind in Europe and China. The scenario
(25) under the proposed rule is a critical action in

(1) policy that clearly signals that it is a time to
(2) transition away from a dependency on oil in the
(3) transportation sector.

(4) While a tech neutral policy, the
(5) proposed rule will lead to accelerated adoption
(6) of EVs in the United States. We know that
(7) electric technology is ready now with some states
(8) moving forward that made adoption 100 percent of
(9) new car sales being clean, electric by 2035.

(10) In addition to the impacts of
(11) the oil sector to the national security, our
(12) public health is also at risk. Strong policies
(13) that encourage EV adoption are the best way to
(14) ensure the reduction of carbon emissions and
(15) other harmful pollutants from the tailpipes of
(16) internal combustion vehicles. We know that the
(17) carbon emissions overburden lower income
(18) communities and communities of color.

(19) In closing, we urge the
(20) administration to support the strongest policy
(21) that accelerates transition of the transportation
(22) electrification as to economic health and
(23) prosperity, national security and global
(24) competitiveness is at stake. Thank you for the
(25) opportunity to comment.

(1) MS. PIGGOTT: Thank you for your
(2) comments.

(3) Our next speaker is Katherine
(4) Pruitt.

(5) KATHERINE PRUITT: Hello, can
(6) you hear me?

(7) MS. PIGGOTT: Yes, go ahead you
(8) have three minutes.

(9) KATHERINE PRUITT: Good
(10) afternoon, my name is Katherine Pruitt. I am
(11) National Senior of Director of Policy with the
(12) American Lung Association. The American Lung
(13) Association supports the proposed multi-pollutant
(14) admission standards for new light and medium-duty
(15) vehicles and urges EPA to finalize the most
(16) protective rule possible this year.

(17) My comments today will focus on
(18) the potential health benefits of adopting more
(19) stringent standards. I have spent most of my
(20) career at the lung association as an educator and
(21) advocate focused on helping people live with
(22) chronic long disease breathe easier. I heard
(23) first hand of parents with children with asthma
(24) and adults with COPD how difficult it is to
(25) manage their disease when they have no ability to

(1) control the quality of the air they breathe.

(2) Emissions from traffic are a
(3) complex mixture of pollutants that make people
(4) sick and shorten lives. A recent Health Effects
(5) Institute review of the health effects of traffic
(6) related air pollution concluded with a moderate
(7) to high level of confidence that exposure to the
(8) traffic pollution is linked with all cause,
(9) circulatory, ischemic heart disease and lung
(10) cancer mortality, asthma onset in most children
(11) and adults and acute respiratory infections in
(12) children.

(13) One of the most studied
(14) components of traffic emissions is Nitrogen
(15) Dioxide. NO₂ is a respiratory irritant that
(16) causes a wide range of health harms from airway
(17) inflammation and reduced lung function to
(18) increased risk of premature death.

(19) Cars are a major source of
(20) Nitrous Oxide emissions and found in urban areas
(21) along heavily traveled roadways. Because people
(22) that live near major roadways are more likely to
(23) be people of color and lower income, reducing
(24) pollution from vehicles is an important health
(25) equity issue.

(1) Several recently published
(2) papers have found racial and ethnic disparities
(3) in NO2 that align with red lining and other
(4) discriminatory practices.

(5) Despite the progresses we have
(6) made as a nation to cleanup air pollution sources
(7) including motor vehicles these disparities have
(8) persisted and in some cases worsened.
(9) Establishing increasingly stringent standards for
(10) passenger vehicles should ensure that combustion
(11) based vehicles become cleaner while also driving
(12) the development of more zero emission
(13) technologies.

(14) We all stand to benefit from
(15) this rule but none more than those
(16) disproportionately impacted by traffic pollution.
(17) I urge EPA to finalize limitations that are at
(18) least as tight as alternative one and do so no
(19) later than the end of 2023. We must take
(20) advantage of this opportunity to protect health
(21) particularly for the most vulnerable populations.
(22) Thank you for your time.

(23) MS. PIGGOTT: Thank you for your
(24) comments.

(25) Our next speaker is East

(1) Peterson-Trujillo.

(2) EAST PETERSON-TRUJILLO: Hi, my
(3) name is East Peterson-Trujillo, I am here today
(4) on behalf of Public Citizen and our more than
(5) half a million members and supporters to urge the
(6) EPA to create the strongest possible limits on
(7) light and medium-duty vehicle pollution. The
(8) proposal for alternative one creates a strong
(9) start to regulating dangerous air pollution, but
(10) EPA should increase the pace after 2030 and gas
(11) cars should be made cleaner and more efficient
(12) along the way.

(13) As a DC resident, when I bike
(14) the four miles to and from Public Citizen's
(15) office in Dupont, I mostly don't have to worry
(16) about my physical safety because of our protected
(17) bike lanes but I do worry frequently about the
(18) soot and exhaust that I am exposed to because I
(19) am biking right next to polluting combustion
(20) vehicles. Yesterday I arrived at the office and
(21) couldn't stop coughing because of the combination
(22) of pollen and pollutants in the air aggravating
(23) my throat and lungs.

(24) Tailpipe pollution causes tens
(25) of thousands of premature death especially in

(1) communities of color. Exposure to air pollution
(2) can lead to health problems including increase
(3) risk of asthma attacks, strokes, heart attacks
(4) cancer and death. The EPA can further its
(5) commitment to environmental justice this year by
(6) issuing strong clean car standards. Communities
(7) of color and low wealth are often located closest
(8) to highways and experiencing disproportionate
(9) harm which leads to increased rates of asthma and
(10) other respiratory illnesses. Strong standards
(11) would deliver massive emission reductions and
(12) life saving relief to front line communities.

(13) EPA standards must match the
(14) momentum of industry commitments, state ACC and
(15) ACC2 adoption and federal investments and should
(16) be the at least as strong as the alternatives
(17) proposed. Increasingly strong standards are the
(18) signal the industry needs to provide more and
(19) more affordable zero emission vehicles along with
(20) the infrastructure to support them.

(21) EPA should also require that
(22) manufacturers make any combustion engine vehicles
(23) sold cleaner as they increasingly manufacture
(24) more and more zero emission vehicles.

(25) Air pollution from vehicles also

(1) a major threat to the climate, to meet U.S.
(2) commitments and the Biden administration climate
(3) goals, transportation pollution will need to be
(4) cut by at least 29 percent by 2030.

(5) Implementing any option other
(6) than the strongest standards will be a failure
(7) for our climate and our communities. Thank you
(8) for all the hard work on this proposal to clean
(9) up our air, clean up our air quality and I look
(10) forward to a future when I can bike to work and
(11) breathe clean air the whole way thanks to your
(12) efforts.

(13) MS. PIGGOTT: Thank you for your
(14) comments.

(15) Our next speaker is Laura Magzis
(16) (ph).

(17) LAURA MAGZIS: My name is Laura
(18) Magzis, I live in Concord, New Hampshire. I am a
(19) volunteer with the New Hampshire Sierra Club. We
(20) need a healthy climate powered by sustainable
(21) energy in order to have such a sustainable,
(22) sorry, such a diverse world.

(23) Solar panels on most rooftops,
(24) windmills on ridge tops and in the ocean, good
(25) rules for maintaining healthy air, all of those

(1) would be helpful in maintaining a diverse earth.

(2) I was more than delighted when
(3) the Inflation Reduction Act was passed, the
(4) incentives for switching from fossil fuel to
(5) sustainable energy I thought would be extremely
(6) helpful.

(7) Years ago, I used smaller
(8) incentives to buy a plug in hybrid car and to
(9) weatherize my house. It was a pleasure to reduce
(10) my carbon footprint and I have made other efforts
(11) to do so as well, but all the individuals who --
(12) who make these cannot together produce the action
(13) we need to forestall the worse effects of climate
(14) disruption and so we very much need government
(15) action.

(16) In 2020, 27 percent of U.S.
(17) carbon emissions were from transportation trucks
(18) including light and medium-duty trucks produce
(19) not only carbon emission but also illness
(20) inducing kinds of pollution such as those
(21) mentioned by other speakers, Nitrous Oxide,
(22) ozone, ground level ozone and so on.

(23) The environmental working group
(24) in London has recently published results of a
(25) review of thousands of studies of human

(1) development across the life span and they found
(2) that pollution, like air pollution, slows
(3) development of effects development in every stage
(4) of the life span including slowing fetal
(5) development and contributing to senior dementia.

(6) In 2006 my doctor discovered I
(7) had a small tumor in my left lung though I have
(8) been a non smoker all my life. The tumor
(9) appeared to be growing and it wasn't clear if it
(10) was malignant or benign. I had surgery which
(11) produced --

(12) MS. PIGGOTT: Thank you for your
(13) comments. That's three minutes.

(14) As a reminder, if you are unable
(15) to complete your comments today in the three
(16) minute time, you can email your comments in and
(17) provide them to regulations.gov in the docket
(18) number that's in the chat, and we will repost
(19) that information for anybody who just joined the
(20) hearing.

(21) Alright our next speaker in
(22) panel ten, speaker six asked to be removed from
(23) the list, they won't be providing testimony
(24) today.

(25) So our seventh and final speaker

(1) for panel ten is Jason Dragseth.

(2) JASON DRAGSETH:Hi, my name is
(3) Jason Dragseth, I am with the Sierra Club New
(4) York and asking the EPA to limit vehicle
(5) emissions as stringent as possible.

(6) I live in Manhattan. There are
(7) streets and trucks and vehicles and cars
(8) literally everywhere around me, so I am one of
(9) the disproportionately effected individuals by
(10) tailpipe emissions, and listening to some of the
(11) earlier speakers discuss all of the harmful
(12) consequences of tailpipe emissions makes me
(13) disappointed in our government that more action
(14) has not been taken to protect us from this harm
(15) sooner.

(16) So now is the time to act, you
(17) people are in a position, it's your
(18) responsibility and authority to act, to protect
(19) us, me, my family, I have a 17-year old daughter
(20) that also lives with me here in the densely urban
(21) populated environment surrounded by cars, and I
(22) am asking you to do what is right for our planet,
(23) for our country, for my city, for me, my daughter
(24) and my community.

(25) So please take action, now is

(1) the time, it's been delayed for too long, we got
(2) to make progress and protect our people. Thank
(3) you very much.

(4) MS. PIGGOTT: Thank you for your
(5) comments.

(6) Alright, we will now move onto
(7) panel 11. When your turn is coming up, you will
(8) receive a notice at the bottom of your Zoom
(9) platform to promote to panelist, you need to
(10) accept that prompt so we can move you over to be
(11) a panelist which will allow you to unmute and
(12) also turn your video on if you choose.

(13) So our next speaker is Dave
(14) Cooke. Dave Cooke, I just need you to accept the
(15) panelist prompt that should be on your screen.

(16) Okay. I see you are a panelist,
(17) Dave Cooke, you should be able to unmute and turn
(18) your video on if you choose. Dave cook are you
(19) there?

(20) DAVE COOKE: Can you see me?

(21) MS. PIGGOTT: Yes, we can see
(22) you and we can hear you. Go ahead, you have
(23) three minutes.

(24) DAVE COOKE: I am doctor Dave
(25) Cooke with the Union of Concerned Scientists, a

(1) non profit, ensuring that public policy is based
(2) on the best available science.

(3) On behalf of our half a million
(4) members, I appreciate the opportunity to talk to
(5) you today and want to acknowledge the effort that
(6) staff is putting in over these hearings in
(7) soliciting feedback from the public on this
(8) important rule.

(9) As others have noted
(10) transportation is the largest source of
(11) greenhouse gas emission in the United States,
(12) however transportation is a major source of
(13) emission and particulate pollution which is why
(14) it's so important EPA has taken a regulatory
(15) approach designed to address all these different
(16) emissions simultaneously.

(17) The EPA's rule builds on the
(18) strong state and congressional actions helping to
(19) accelerate a path towards limiting tailpipe, but
(20) it can be improved before finalization. EPA's
(21) analysis finds that over 60 percent of the
(22) vehicles sold from now through model year 2032
(23) will be gasoline or diesel powered vehicles.
(24) Therefore these rules must do what they can to
(25) reduce emissions from the vehicles even as the

(1) proposed rule helps accelerate the ongoing
(2) transition to zero emission.

(3) Unfortunately EPA's proposal
(4) assumes no improvements to internal combustion
(5) engine vehicles beyond existing rules, in fact
(6) EPA's analysis projects that cars and SUVs
(7) powered by gasoline and diesel will actually get
(8) less efficient over the course of the rule as
(9) industry delays improvements on the least
(10) efficient vehicles. This could cause tremendous
(11) long term harm.

(12) EPA's rule additionally misses
(13) an opportunity to reduce smog forming vehicles
(14) beyond current tier three targets, despite the
(15) agency identifying ICE vehicles sold today that
(16) could be certified to it's 2032 fleet wide
(17) average. EPA cannot let emission vehicles
(18) stagnate night for ten years and instead push
(19) them to match today's best performers.

(20) By ensuring that its final rule
(21) is based not just on a shift to zero-emission
(22) technology but also on how combustion engine
(23) vehicles can improve, EPA can better ensure show
(24) robust emissions reductions over the course of
(25) its rule, which are more in line with the

(1) agency's strongest alternative, alternative one.

(2) The first three years of
(3) alternative one have doubled the rate of
(4) improvement as the last three years however, and
(5) we can't afford to slow down on the route to
(6) zero.

(7) EPA should finalize the first
(8) half of alternative one and then continue that
(9) rate of improvement through 2032 to better align
(10) with what is needed to address climate change and
(11) public health. Thank you.

(12) MS. PIGGOTT: Thank you for your
(13) comments. Alright, our next speaker for panel 11
(14) is Riley Talbot.

(15) RILEY TALBOT: Good afternoon,
(16) my name is Riley Talbot. I am a sophomore at
(17) Georgetown University studying government and
(18) theology, and I am also an intern at the Catholic
(19) Climate Covenant.

(20) Catholic Climate Covenant was
(21) founded in 2006 to address growing ecological
(22) awareness and the need to implement Catholic
(23) social teaching on ecology within the United
(24) States church. Formed with the help of the U.S.
(25) Congress of Catholic Bishops and supported by

(1) twenty national partners, Catholic Climate
(2) Covenant helps the U.S. respond to the churches
(3) call for care for creation. We help guide the
(4) U.S. churches response for the moral call for
(5) action on climate change, by sharing authentic
(6) Catholic teaching on creation and the poor and by
(7) informing and inspiring community leaders to take
(8) action by sharing stories of those most effected
(9) by climate impacts in the public sphere and
(10) providing concrete tools, techniques and
(11) assistance to help Catholic people reduce the
(12) carbon footprint.

(13) It is from the institutional
(14) basis that Catholic Climate Covenant supports the
(15) EPA's multi-pollutant and emission standards for
(16) model years 2027 and later light-duty and
(17) medium-duty vehicles first announced April 12,
(18) 2023. These proposed clean car standards build
(19) on EPA's existing emission standards for
(20) passenger cars and light trucks for model 2023 to
(21) 2026 reflecting advances in clean car technology
(22) to reduce climate pollutants, smog and soot
(23) forming emission.

(24) These proposed standards are the
(25) strongest pollutant combatting standards in EPA

(1) history marking a discernible shift in the
(2) automobile industry running parallel to
(3) investment and domestic manufacturing included in
(4) the Inflation Reduction Act of 2022 spurring the
(5) United States on in the transition to a clean
(6) energy future.

(7) Since 2020 EV sales have tripled
(8) and available models have doubled, and EV
(9) chargers have increased by 40 percent. The
(10) proposed standards reflect the reality and
(11) projected to provide \$850 billion net benefits
(12) between 2027 and 2055.

(13) As a leader in Catholic climate
(14) advocacy, the Catholic Climate Covenant supports
(15) EPA's new proposed clean car standards because
(16) they protect and promote human dignity by
(17) reducing harmful carbon dioxide emissions which
(18) cause global warming and climate change. The
(19) standards reflect the responsibility required of
(20) millions of drivers across the U.S. to limit
(21) their carbon footprint to preserve God's creation
(22) and make it better for future generations.

(23) Finally these standards help all
(24) of U.S. drivers care for God's creation by
(25) contributing to a safe and thriving future for

(1) all people especially the most vulnerable. Thank
(2) you for your time.

(3) MS. PIGGOTT: Thank you for your
(4) comments.

(5) Our next speaker is Jim Rocco.

(6) JIM ROCCO: I have turned the
(7) video on and hopefully you can hear me?

(8) MS. PIGGOTT: Yes, we can, go
(9) ahead, you have three minutes.

(10) JIM ROCCO: My name is Jim
(11) Rocco, I am an environmental consultant
(12) representing the Energy Marketers of America.
(13) EMA is a federation of 47 state and regional
(14) trade associations and they represent
(15) family-owned and operated small business energy
(16) marketers throughout the United States. EMA
(17) members provide a growing portfolio of affordable
(18) and efficient liquid fuels and alternative energy
(19) sources. They supply 80 percent of all finished
(20) motor fuels and heating fuels including renewable
(21) hydrocarbon fuels and biofuels. These liquid
(22) fuels have played a critical role in lowering
(23) emissions over the past half century through
(24) innovation and technology advancements. They
(25) will continue to reduce emissions further and be

(1) a crucial driver of economic growth in this
(2) country in the coming decades.

(3) EMA is concerned that EPA's
(4) proposed rule will discourage investment in lower
(5) carbon liquid fuels and more efficient internal
(6) combustion engines. EPA projects that a
(7) potential outcome of the rule would require 70
(8) percent of all new light-duty vehicle sales to be
(9) battery electric vehicles by 2032. This focus on
(10) EV production will essentially eliminate an
(11) opportunity to provide liquid fuels that
(12) immediately lower emissions not only for new
(13) vehicles but for the vehicles currently on the
(14) road. In addition the rule will limit consumer
(15) choice on cleaner and internal combustion engines
(16) and threaten the viability of jobs and marketing
(17) around the country.

(18) EMA urges EPA to consider
(19) lifecycle emissions and a technology neutral
(20) approach when considering emission reduction.
(21) The proposed rule should consider the lifecycle
(22) emissions associated with EV production, usage
(23) and end of life disposal including emissions from
(24) raw material, mining and refining, battery
(25) manufacturing and electric generation for EV

(1) charging, an assumption of zero-emission from an
(2) electric vehicle fails to consider the
(3) significant emissions associated with a
(4) transition to EV.

(5) Further EPA considers the
(6) logistic, investment and timing associated with
(7) EV and battery production, electric generation
(8) and transmission and EV charging to support a
(9) substantial increase in EV production. Achieving
(10) a significant ramp up of domestic supply of raw
(11) materials for batteries, mineral refining and
(12) battery and vehicle manufacturing as well as
(13) upgrades to the electricity generation and
(14) transmission will be complex and take time.

(15) Again, EMA urges EPA to consider
(16) lifecycle emissions in a technology neutral
(17) approach. The most cost effective and timely way
(18) to reduce emission from transportation is to
(19) support multiple technologies for both new
(20) vehicles and vehicles currently on the road.
(21) Thank you.

(22) MS. PIGGOTT: Thank you for your
(23) comments.

(24) Alright, our next speaker is
(25) Bryan Burton.

(1) While we keep troubleshooting
(2) with Bryan Burton to promote him to panelist, our
(3) next speaker is Steven Paul Henderson.

(4) STEVEN PAUL HENDERSON:
(5) Hopefully my audio is working.

(6) MS. PIGGOTT: Yes, go ahead you
(7) have three minutes.

(8) STEVEN PAUL HENDERSON: Thanks,
(9) I am Steve Henderson. I am representing Ford
(10) Motor Company this afternoon. Thank you so much
(11) for giving us an opportunity to provide our
(12) comment today.

(13) At Ford combatting air pollution
(14) and climate change is a strategic priority for
(15) our company. We are proud to be the only full
(16) line American auto maker committed to doing our
(17) part to reduce CO2 emissions in line with the
(18) Paris Climate Agreement and to have stood for
(19) stronger greenhouse gas vehicle standards in a
(20) time when climate action was under attack.

(21) We believe in making great
(22) vehicles and protecting the environment and
(23) maintaining a strong business are complimentary
(24) goals not in conflict. We are leading the
(25) electrification revolution with the F150

(1) Lightning, the Mustang Mach-e and the E-transit
(2) van and we are investing more than \$50 billion in
(3) electrification through 2026.

(4) We applaud the Biden
(5) administration goals for electric vehicle future
(6) and for U.S. leadership on emission reductions
(7) and investment in critical electrification
(8) technology.

(9) Turning now to the proposed rule
(10) making we would like to recognize EPA's efforts
(11) in crafting a landmark regulatory proposal that
(12) will result in unprecedented reductions in
(13) greenhouse gas emissions. The greenhouse gas
(14) emission reduction requirements in this rule are
(15) significantly greater than seen in any proceeding
(16) regulation. Ford recognizes the urgency driving
(17) this ambition and we are committed to working
(18) with EPA to make this regulation strong.

(19) As these regulations are
(20) finalized, we request increased collaboration
(21) between EPA and NITSA to harmonize greenhouse gas
(22) and fuel economy standards recognizing the
(23) structural differences between the two programs.
(24) Failure to align the regulations will inevitably
(25) impair our ability to accelerate the transition

(1) to EV.

(2) As a country we must collaborate
(3) to achieve a zero-emissions future, government,
(4) industry and consumers must hold conversations
(5) like these to agree on and to achieve the
(6) ambitious goals.

(7) At Ford we are thrilled to
(8) contribute via our leadership in the development
(9) and production of highly efficient and
(10) zero-emission vehicles. We appreciate the
(11) opportunity to provide our testimony today.
(12) Thank you.

(13) MS. PIGGOTT: Thank you for your
(14) comments. Alright, our next speaker is Bryan
(15) Burton.

(16) BRYAN BURTON: Good afternoon,
(17) my name is Bryan Burton and I am the Advocacy
(18) Manager for Healthy Air at the American Lung
(19) Association. We urge EPA to adopt the rule with
(20) standards at least as strong as alternative one
(21) which reduces the highest amount of greenhouse
(22) gases such as CO2 and other pollutants.

(23) In my home State of Pennsylvania
(24) over 130 million miles are driven annually.
(25) Passenger vehicles are a dominant source of

(1) greenhouse gas among transportation sources.
(2) Climate change makes wild fires and storms more
(3) frequent and intense. The airborne dust and mold
(4) that follow can exacerbate asthma and other
(5) chronic lung ailments. NOx and soot have been
(6) tied to many detrimental health effects including
(7) heart attacks, strokes and the onset of COPD.

(8) These negative health outcomes
(9) are directly linked to traffic related emissions
(10) and are most heavily born by people of color and
(11) those living in poverty. The American Lung
(12) Association zeroing in on the healthy air report
(13) demonstrates in Pennsylvania alone the benefits
(14) through 2050 of the transition to a zero-emission
(15) transportation and power generation would amount
(16) to almost \$87 billion. Broken down, the
(17) avoidance of 7,940 premature deaths, 148,000
(18) asthma attacks and 735,000 lost days of work will
(19) primarily benefit inner city communities and
(20) those living near heavy transportation corridors
(21) and ports. Historically these neighborhoods have
(22) been populated by unequally disadvantage and non
(23) white people.

(24) While the proposed rule does not
(25) call for a zero-emission standard by 2030 it will

(1) have significant positive impacts on greenhouse
(2) gases as well as accelerating the adoption of
(3) zero-emission vehicles.

(4) For EPA to finalize emission
(5) limits that are at least as tight as alternative
(6) one and do so no later than the end of 2023 it
(7) will go a long way to addressing environmental
(8) justice in the areas that suffer the worst
(9) burdens of air pollution.

(10) The multi-pollutant proposed
(11) rule benefits from its technical flexibility and
(12) the widespread commercial availability of
(13) emissions control technology necessary to ensure
(14) its feasibility within the stated timeframe.
(15) However transitioning to zero-emission cars and
(16) light-duty trucks offers the fastest and most
(17) efficient path towards reaching the goals of this
(18) regulation. The 2020 passenger vehicle fleet
(19) represented approximately 94 percent of the
(20) nation's on road vehicle and generate
(21) approximately 69 percent of the greenhouse gas
(22) emissions. These can cause health problems
(23) including chest pain, coughing, throat
(24) irritation --

(25) MS. PIGGOTT: That's time.

(1) Thank you for your comments.

(2) Alright, our next speaker is Ali
(3) Simpson.

(4) ALI SIMPSON: Thank you so much
(5) for the opportunity to give testimony today. My
(6) name is Ali Simpson, A-L-I, S-I-M-P-S-O-N. I am
(7) a national field manager for Moms Clean Air
(8) Force, an organization of over 1.5 million
(9) parents and caregivers advocating for clean air
(10) and a healthy planet on behalf of children
(11) nationwide.

(12) I am here to speak in support of
(13) the strongest clean car rules finalized this
(14) year. I'd like to thank EPA for making the clean
(15) cars proposed rule multi-pollutant to regulate
(16) both greenhouse gas emission and tailpipe
(17) pollution including NOx and soot that contribute
(18) greatly to climate change and harmful air
(19) pollution.

(20) As you heard so many times today
(21) transportation is the largest source of GHG
(22) emissions in the U.S. making 27 percent of all
(23) emissions and we need to be as aggressive as
(24) possible in curbing pollution from this source.

(25) Having been born and raised in

(1) Los Angeles and spending the first 24 years of my
(2) life there, you are acutely aware of the
(3) environment even before you are school aged. I
(4) was raised in a family that is extremely climate
(5) conscience and we had to be. We lived in a
(6) permanent drought watching commercials on tv
(7) asking you to turn off your sprinklers and take
(8) short showers, we were kept inside during recess
(9) and lunch on bad air days. You become accustom
(10) to see a near permanent haze on the horizon that
(11) was only washed away after a rare rain.

(12) Decades later LA still tops the
(13) ALA's report on the most polluted cities in the
(14) U.S. for ozone and particulate pollution. We
(15) have the opportunity to change this. This rule
(16) can help turn around the terrible fact that 36
(17) percent of Americans live in places with
(18) unhealthy levels of air pollution.

(19) My parents were early adopters
(20) of hybrid cars and later electric cars, a habit
(21) that was passed down to me. When I told my
(22) parents that my wife is pregnant with our third
(23) son, my dad's comment was I bet he will never
(24) drive an internal combustion engine, how cool is
(25) that. I hope that's the case for my son and for

(1) millions of Americans across the country. This
(2) rule helps us get to a future, a future we no
(3) longer have to worry about tailpipe pollution,
(4) and its impacts including asthma attacks,
(5) respiratory and cardiovascular harm, premature
(6) death, increased risk of infections, cognitive
(7) problems, adverse birth outcomes and lung
(8) cancers.

(9) This rule making can do
(10) something extraordinary. The vehicles covered by
(11) the rule will be on the road for decades to come.
(12) Myself and other parents across the country want
(13) to see a rapid transition to zero-emission
(14) vehicles and Moms Clean Air Force is calling on
(15) EPA to finalize the strongest possible clean car
(16) standards this year. Thank you.

(17) MS. PIGGOTT: Thank you for your
(18) comments.

(19) Alright, our next speaker is Ana
(20) Rios.

(21) ANA RIOS: Hi, my name is Ana
(22) Rios. A-N-A, R-I-O-S, and I am New Mexico field
(23) organizer for Moms Clean Air Force and its
(24) Latinos engagement program EcoMadres.

(25) I am here on behalf of nearly

(1) the 20,000 fathers, mothers, care givers, uncles,
(2) aunts, grandparents and other members in the
(3) state and I express my support for the strongest
(4) possible multi-pollutant emission standards for
(5) light and medium-duty vehicles for model year
(6) 2027 and beyond. My three children and I live in
(7) New Mexico (undiscernible city) which is one of
(8) the most polluted areas in the city. According
(9) to the EPA more than 45 million people in the
(10) U.S. live within 300 feet of major roadway or
(11) transportation facility.

(12) People of color are more likely
(13) to be exposed to traffic pollution. In my case,
(14) as Latino family, we are overburdened by the
(15) exposure to pollution from the transportation
(16) sector because my house is next to a heavy-duty
(17) vehicle company, less than a mile away from my
(18) interstate highway and a couple of miles away
(19) from the two interstate highways that cross the
(20) city.

(21) My children understand the
(22) importance of decision making and how we should
(23) consider what is going to protect our environment
(24) and our health. As a strong believer of the
(25) benefits of clean energy, I made a decision for

(1) the family and to replace our gas powered vehicle
(2) with an electric one.

(3) In order to protect the health
(4) of my children and the health of millions of
(5) people in the U.S., we must commit to a rapid
(6) transition to zero-emission vehicles.

(7) Latino communities are
(8) disproportionately burdened by traffic pollution.
(9) Let's change that for our children's sake because
(10) everyone has a right to breathe clean air.
(11) Parents in New Mexico want to see a rapid
(12) transition to zero-emission vehicles.

(13) Once again, I am calling on EPA
(14) to finalize the strongest possible clean car
(15) standards this year. Thank you for the
(16) opportunity to testify.

(17) MS. PIGGOTT: Thank you for your
(18) comments. Alright, that's the last speaker for
(19) panel 11 and we are going to move onto panel 12
(20) where our next speaker is Julie Kimmel.

(21) JULIE KIMMEL: Hello. My name
(22) is Julie Kimmel. I live with my husband and
(23) daughter in northern Virginia and I volunteer for
(24) Moms Clean Air Force. Thank you for the
(25) opportunity to testify today.

(1) I am calling on EPA to finalize
(2) the strongest possible clean car standards this
(3) year. Stronger transportation standards are
(4) crucial to protect the health of our children and
(5) communities.

(6) I grew up here in northern
(7) Virginia. For as long as I can remember we have
(8) had issues with traffic congestion even with mass
(9) transit expansion into the deep suburbs, traffic
(10) remains a big issue here and it's our largest
(11) source of air pollution. We are lucky to have a
(12) large connection of walking paths that can take
(13) us from our homes to parks to swimming pools and
(14) shopping centers but many of the paths parallel
(15) heavily trafficked roads and breathing in car
(16) exhaust is not just gross, it's dangerous.

(17) I have friends with children who
(18) have been hospitalized for severe asthma attacks
(19) that follow time spent playing outdoors in the
(20) heat breathing in vehicle pollution. I have
(21) adult runner friends with asthma who plan routes
(22) to avoid car fumes. I myself am starting to
(23) question a few of my regular running routes. I
(24) run most days of the week, usually for at least
(25) an hour and sometimes much longer and after being

(1) outside near the roadways for any amount of time
(2) I will frequently come home with a sore or
(3) scratching throat for the rest of the day.

(4) Breathing in dirty car air --
(5) breathing in dirty air can cause asthma attacks,
(6) respiratory and cardiovascular harm, increased
(7) hospital emissions and emergency department
(8) visits, increased risks of infections, cognitive
(9) problems, lung cancer and even premature death.
(10) Could running outdoors a presumably healthy
(11) activity be harming my health.

(12) The bottom line for me, neither
(13) children or adults should have to sacrifice
(14) outdoor time because of air pollution. Spending
(15) time outdoors helping me find balance and mental
(16) clarity in a life that can often feel
(17) overwhelming. Spending time outdoors helps my
(18) daughter to exercise her imagination and learn
(19) how to cope with surprises like unwelcome
(20) carpenter bees on a spring day.

(21) Having a safe outdoor space to
(22) explore and enjoy and essentially to human
(23) well-being. Despite the local traffic, my family
(24) is privileged in this regard, we only have
(25) vehicle exhaust to contend with. Communities of

(1) color and low income communities are often
(2) impacted by pollution not just by major highways
(3) but also nearby heavy industry. These
(4) communities will benefit from -- will benefit
(5) most from strong pollution standards for cars and
(6) a rapid transition to zero-emission,
(7) zero-emission vehicles.

(8) Please adopt the strongest
(9) possible pollution protection for light and
(10) medium-duty vehicles and please finalize these
(11) standards as soon as possible. Thank you.

(12) MS. PIGGOTT: Thank you for your
(13) comments.

(14) Alright, our next speaker in
(15) panel 12 is Laurie Anderson. Hi, thank you for
(16) this opportunity to testify. My name is Laurie
(17) Anderson and I am a Colorado field organizer with
(18) Moms Clean Air Force. I am from Bloomfield,
(19) Colorado.

(20) On behalf of Moms Clean Air
(21) Force, I call on EPA to finalize the strongest
(22) clean car standards this year. Stronger
(23) transportation standards are crucial in
(24) protecting the health of our children and
(25) communities and it is urgent that we act now.

(1) As a mom of five I am concerned
(2) that our future generations including our own
(3) children will be significantly more impacted by
(4) climate change fueled extreme weather events in
(5) their lifetimes that than we are today.

(6) I live in the Denver Metro front
(7) range ozone non attainment zone that has been
(8) downgraded to sever non attainment. Here we
(9) contend with NOx emissions from heavy vehicle
(10) traffic along with DOC emissions from the oil and
(11) gas development which results in many high ozone
(12) days, all summer long, days in which there is
(13) unhealthy air to breathe. Therefore we must
(14) reduce both of the pollution sources to bring our
(15) area into ozone attainment.

(16) We know that transportation is
(17) largest source of greenhouse gas pollution and
(18) within the sector passengers cars and trucks are
(19) the largest contributor at the 58 percent of all
(20) transportation sources and 17 percent of total
(21) U.S. gas emissions.

(22) Several years ago recognizing
(23) the benefit of leading by example, I purchased my
(24) first EV in an effort to reduce my own family's
(25) pollution. I purchased my Nissan Leaf

(1) understanding this would be a life-style change
(2) but I have never regretted that decision. Our
(3) local governments along with developers are also
(4) embracing the change by requiring and investing
(5) in charging stations which reduces range anxiety
(6) and makes EV ownership more realistic now than
(7) ever before.

(8) Greenhouse gas emissions are
(9) driving climate change and we need to reduce
(10) climate pollution from vehicles in order to have
(11) a stable climate and protect our family's health.

(12) 2020 was the second hottest year
(13) on record and the future will be likely hotter.
(14) Across the nation we are also seeing increasingly
(15) powerful hurricanes more destructive droughts and
(16) more severe flooding. Addressing the climate
(17) crisis can't wait, therefore I am urging the EPA
(18) to adopt the strongest possible pollution
(19) protections. Please protect our health and our
(20) future by finalizing the standards as soon as
(21) possible. Thank you for this opportunity to
(22) testify.

(23) MS. PIGGOTT: Thank you for your
(24) comments.

(25) Alright, our next speaker is

(1) Michelle Uberuaga.

(2) MICHELLE UBERUAGA:Hi, thank
(3) you so much.

(4) MS. PIGGOTT:Go ahead, you have
(5) three minutes.

(6) MICHELLE UBERUAGA:Thank you so
(7) much for your time today. My name is Michelle
(8) Uberuaga, M-I-C-H-E-L-L-E U-B-E-R-U-A-G-A, and I
(9) am a mother of three and a member of Moms Clean
(10) Air Force. I live on the unseeded lands,
(11) indigenous lands in Livingston, Montana. I am
(12) testifying today to urge the EPA to set the
(13) strongest possible clean car standards this year.

(14) My family is impacted from air
(15) pollution from cars and trucks, and I am also
(16) concerned about the impacts of climate change
(17) that will continue to impact all my children's
(18) future. My youngest Mario turns three next week.
(19) Among the many things that he needs everyday are
(20) clean air and a safe future.

(21) Livingston is a small town in a
(22) rural country on the northern edge of Yellowstone
(23) National Park. You might imagine we have pretty
(24) good air quality but like every other place, we
(25) have highways and plenty of local pollution from

(1) vehicles. Cars often get lined up back to back
(2) sometimes causing miles of traffic jams or as we
(3) call them bison jams. The air pollution can sit
(4) in the air for hours harming visitors' health and
(5) blocking views.

(6) Even in our little town we
(7) experience pollution from vehicles regularly.
(8) Livingston like many towns in Montana sits off
(9) interstate 90. My house sits a hundred yards
(10) from the highway. When we have high wind events
(11) that happen often, the freeway is closed and
(12) truck traffic is rerouted right through our
(13) downtown, literally down Main Street. We can see
(14) back to back traffic, semis, cars, driving slowly
(15) through town, right past our elementary school,
(16) kindergarten, our downtown restaurants and
(17) sidewalks and you can see the pollution in the
(18) air.

(19) My kids are also impacted by
(20) pollution from vehicles at their schools, like
(21) many places, parents idle the cars when picking
(22) up kids and that happens on the playground, it is
(23) very alarming to see the playground plagued on
(24) all sides by idling cars and associated air
(25) pollution. Many of the kids and my kids'

(1) classmates suffer from asthma, Oliver, Griffen,
(2) and Bridger just to name a few.

(3) We can and must do better for
(4) our kids and our communities. One of the best
(5) ways to protect the kids is to start making more
(6) cleaner cars, cars that don't pollute. And we
(7) know how to do that. Electric vehicles protect
(8) zero-emission pollution and protect our health
(9) and family's budgets.

(10) I respectfully request that the
(11) EPA set the strongest possible clean car
(12) standards to protect the thousands of vulnerable
(13) children like mine that are exposed to dangerous
(14) levels of air pollution in cars everyday. This
(15) is a simple step and we can and must continue to
(16) do more to climate change.

(17) I want my kids to know that we
(18) did everything we could to protect their future.
(19) Thank you again so much for your time and
(20) consideration today.

(21) MS. PIGGOTT: Thank you for your
(22) consideration today.

(23) Alright, the next speaker is
(24) Tracy Sabetta.

(25) TRACY SABETTA: Yes, thank you

(1) so much. My name is Tracey Sabetta. I am a
(2) mother and state coordinator for Moms Clean Air
(3) Force in Ohio. I reside in Pickerington just
(4) outside of Columbus.

(5) On behalf of the 89,000 members
(6) in Ohio, I call on EPA to finalize the strongest
(7) possible clean car standards this year. Stronger
(8) transportation standards are crucial in
(9) protecting the health of our children and
(10) communities and it is urgent that we act now.

(11) According to the U.S. Energy
(12) Information Administration, Ohio ranks fifth in
(13) the nation for total carbon emissions. It also
(14) ranks fifth in automobile registration per state
(15) with nearly 4.1 cars currently registered. The
(16) link between the two is clear, transportation is
(17) the largest source of greenhouse gas emission in
(18) the U.S. and within that sector passenger cars
(19) and trucks are the largest contributor at 58
(20) percent of all transportation sources and 17
(21) percent of total greenhouse gas emission and
(22) those vehicles are contributing more than climate
(23) pollution.

(24) The American Lung Association
(25) 2023 State of the Air Report also indicates that

(1) more than 152,000 Ohio children are currently
(2) battling asthma and eight of Ohio's ten most
(3) populated counties received grades of either D or
(4) F for ozone pollution. Our state is woefully
(5) behind others in transportation infrastructure
(6) and is simply not seeing air quality improvements
(7) as the same rate as others in the region.

(8) We need all the tools available
(9) in the toolbox to reduce harmful pollution and
(10) protect the health of children and families.
(11) These light and medium-duty vehicle emission
(12) protections will go a long way.

(13) Climate change is an issue of
(14) generational justice, findings published in 2021
(15) in the Journal of Science indicate that today's
(16) children will live through at least three times
(17) the amount of climate disasters as their
(18) grandparents. This is not the legacy I want to
(19) leave my grandchildren.

(20) To protect the health of our
(21) communities and reduce the greenhouse gas
(22) pollution causing climate change, the EPA must
(23) ensure that car pollution standards are as strong
(24) as possible to speed the transition to
(25) zero-emission vehicles. That sounds pretty good

(1) to those of us in Ohio who are making the
(2) transition away from our combustion engine
(3) automotive economy to EV.

(4) On behalf of Moms Clean Air
(5) Force members in Ohio we are asking you to now
(6) take the wheel. We urge you to adopt the
(7) strongest possible pollution protections for
(8) light and medium-duty vehicles. Please protect
(9) our health and our future by finalizing the
(10) standards as soon as possible. Thank you.

(11) MS. PIGGOTT: Thank you for your
(12) comments.

(13) Alright, our next speaker is
(14) speaker five in panel 12, Ida Sami.

(15) IDA SAMI: Hi, everyone. My
(16) name is Ida Sami, I am a field coordinator for
(17) Moms Clean Air Force in Arizona. I have a PhD in
(18) environmental science and I care deeply about the
(19) health in developing our children and our planet.
(20) I am here today to urge the EPA to adopt the
(21) strongest possible pollution for cars and light
(22) trucks.

(23) Strong reduction in pollution
(24) improve air quality, save customers money and
(25) accelerate the transition to a clean vehicle

(1) future.

(2) Climate change is really
(3) effecting our communities with more extreme heat
(4) throughout wild fire and floods. We need to act
(5) now to protect our children's and future
(6) generation from the worse impacts of the climate
(7) crisis.

(8) Strong standards would benefit
(9) public health among the most vulnerable
(10) populations such as children, seniors and people
(11) with preexisting conditions. Strong standards
(12) would save customers money by providing good fuel
(13) economy, reducing maintenance cost and moreover
(14) they would supplement innovation and invest in
(15) the electric vehicle future.

(16) I urge EPA to finalize the
(17) strongest possible standards and help to speed
(18) the transition to zero-emission vehicles. The
(19) benefits of clean cars are clear and compelling,
(20) they are good for our children, our health, our
(21) economy and our planet. Thank you for your
(22) consideration.

(23) MS. PIGGOTT: Thank you for your
(24) comments.

(25) Alright, our next speaker is

(1) William Barrett.

(2) WILLIAM BARRETT:Hi, good
(3) afternoon. My name is Will, W-I-L-L, Barrett,
(4) B-A-R-R-E-T-T, I am the National Senior Director
(5) for Clean Air Advocacy with the American Lung
(6) Association. Very much appreciate the
(7) opportunity to speak to this important topic and
(8) share some of the American Lung Association's
(9) latest research in this area.

(10) First I want to provide a bit of
(11) framing comments related to the American Lung
(12) Association most recent State of the Air Report,
(13) this is 24th annual air quality report card
(14) that's released each April to really highlight
(15) air quality progress and challenges in the United
(16) States.

(17) There are three key items to
(18) take away from the report that I want to share
(19) with you. First, despite decades of progress
(20) under the Clean Air Act, there are still 120
(21) million Americans living in communities that are
(22) impacted by unhealthy levels of ozone pollution,
(23) particle pollution or both. Major disparities in
(24) pollution burdens that remain in the United
(25) States, certainly there has been a lot of

(1) discussion of that today but we found that a
(2) person of color in the United States is 64
(3) percent more likely to live in a community
(4) receiving at least one failing grade in our
(5) assessment and over 3.5 times more likely to live
(6) in a community with the worst air pollution in
(7) the nation as compared to a white person in the
(8) United States.

(9) Thirdly, climate change is
(10) making the job of cleaning our air much more
(11) difficult. This threatening hard fought progress
(12) and undermining in some ways the work that local,
(13) State and Federal agencies have been trying to do
(14) to protect health for decades so I really wanted
(15) to highlight that as we start, and then given
(16) that the transportation sector is such a major
(17) source of unhealthy air, both at the regional and
(18) at the neighborhood and regional level as well as
(19) being the major driver of climate change that
(20) threatens public health, we can't leave any
(21) emission reduction opportunities on the table in
(22) this process.

(23) So the American Lung Association
(24) call on EPA to use the alternative one, the
(25) stronger alternative, it really is the floor for

(1) setting the standards to protect public health
(2) across the multi-pollutant standard proposal.
(3) EPA estimates that these proposals will result in
(4) a widespread shift in zero-emission technologies
(5) and these are really supported by the market
(6) development, cost savings from zero-emission
(7) technologies as well as the federal
(8) infrastructure consumer and manufacturing
(9) investments that have all been made to really
(10) support meeting stronger standards and
(11) accelerating the drive to zero-emission non
(12) polluting technologies.

(13) What will all of this mean from
(14) the perspective of the American Lung Association?
(15) It has done our own research recently called
(16) zeroing in on healthy air. We released the
(17) report in March of 2022 and found that by moving
(18) to all new vehicle sales being zero-emission by
(19) 2035, all new trucks by 2040 and matching that
(20) with a cleaner power grid, we can see over a
(21) trillion dollars in public health benefits by
(22) 2050, save 110,000 lives across the United
(23) States, avoid millions of asthma attacks and
(24) millions of lost work days because the air will
(25) be that much cleaner through the transition to

(1) zero-emission technologies in the transportation
(2) and electricity sectors.

(3) MS. PIGGOTT: That's time.
(4) Thank you for your comments.

(5) WILLIAM BARRETT: Thank you.

(6) MS. PIGGOTT: Alright, ladies
(7) and gentlemen, our seventh and final speaker in
(8) panel 12 is Jenna Riemenschneider.

(9) JENNA RIEMENSCHNEIDER: Thank
(10) you for the opportunity to testify today. I am
(11) Jenna Riemenschneider, Senior Director of
(12) Advocacy and Policy at the Asthma and Allergy
(13) Foundation of America or AAFA.

(14) Founded in 1953, AAFA is the
(15) oldest and largest patient advocacy organization
(16) for the hundred millions of Americans with asthma
(17) and allergies. AAFA commends EPA for proposing
(18) the multi-pollutant emission standards for model
(19) years 2027 and later light-duty and medium-duty
(20) vehicles and urge EPA to finalize rules at least
(21) as stringent as alternative one. It will have
(22) health benefits particularly for the patient
(23) population AAFA represents.

(24) Firstly the proposed standards
(25) have direct health benefits in the immediate term

(1) by reducing emissions of harmful pollutants from
(2) light-duty and medium-duty vehicles like nitrogen
(3) oxides and other particle pollution.

(4) Transportation sector is a leading source of air
(5) pollution that threatens the health of the public
(6) including the nearly 26 million Americans with
(7) asthma. Exposure to particle pollution and ozone
(8) pollution from vehicles diminishes lung function,
(9) triggers asthma episodes and leads to increased
(10) use of asthma medication.

(11) Furthermore it results in higher
(12) rate of emergency room visits, hospital
(13) admissions and school absenteeism related to
(14) asthma. Individuals living near major roadways
(15) are especially vulnerable to the health harms of
(16) vehicle emissions. Low income and communities of
(17) color bear a disproportionate burden of
(18) transportation pollution and no coincidence that
(19) these are the same populations that face higher
(20) rates of asthma related hospitalization and
(21) deaths. For instance black individuals are five
(22) times more likely to be treated in an emergency
(23) room for asthma and three times more likely to
(24) die from asthma than white individuals in the
(25) United States.

(1) Secondly the proposed standards
(2) can help address the impacts of climate change by
(3) reducing greenhouse gas emissions from vehicles.
(4) Climate change is a major threat to public health
(5) and communities across the nation are already
(6) experiencing the impacts on a daily basis.
(7) Increased levels of ozone and particle pollution
(8) directly linked to climate change contribute to
(9) asthma attacks, cardiovascular disease and
(10) premature death.

(11) Allergy seasons are becoming
(12) longer and more intense and allergies are also a
(13) common trigger for asthma. Extreme weather
(14) patterns such as heat wave and severe storm cause
(15) injury, illness and death while destabilizing
(16) communities and reducing access to health care.
(17) Wild fires and dangerous smoke produce dangerous
(18) wild fire smoke that aggravate heart and lung
(19) conditions and transitioning to zero-emission
(20) vehicles is ultimately an environmental justice
(21) and health equity.

(22) AAFA reiterates its call to EPA
(23) to finalize the strongest possible light and
(24) medium-duty standards which will help drive
(25) zero-emission technologies while cleaning up

(1) combustion vehicles. By doing so we can maximize
(2) health --

(3) MS. PIGGOTT: That's time.
(4) Thank you for your comments.

(5) Alright, that concludes panel
(6) 12. At this time, we are now at the end of our
(7) afternoon session. EPA are you ready to recess
(8) for the scheduled dinner break?

(9) MR. CHARMLEY: We are ready to
(10) recess until six p.m. eastern time.

(11) MS. PIGGOTT: Thank you,
(12) Michael. We are recessing until six p.m.
(13) eastern. Thank you.

(14) (Whereupon, a recess is taken.)

(15) MS. PIGGOTT: Welcome back to
(16) the public hearing for the proposed rule titled
(17) multi-pollutants emissions standards for model
(18) 2027 years and later. My name is Jennifer
(19) Piggott from ICF, the third-party contractor
(20) supporting the EPA. I will serve as your meeting
(21) facilitator. We are now ready to continue the
(22) hearing.

(23) EPA, are you ready to continue?

(24) MR. OLECHIW: Yes, sorry, about
(25) that, yes, we are ready to continue.

(1) MS. PIGGOTT: Great. Thank you.
(2) We will now continue our public testimony. The
(3) speaking order is currently deployed on the
(4) screen. Again we ask that each person limit
(5) their verbal testimony to the three minutes and
(6) speak slowly and clearly for the benefit of the
(7) court reporter. Because of the large number of
(8) registered speakers we will be strictly enforcing
(9) the three minute time limit.

(10) If you exceed your time, we will
(11) need to turn off your microphone. If you have
(12) additional comments that you are not able to
(13) provide today, you can submit them through the
(14) docket at www.regulations.gov using Docket Number
(15) ID EPA-HQ-OAR-2022-0829, and we will paste this
(16) into the chat. I will be calling on each speaker
(17) one at a time in the order displayed on the
(18) screen. Please speak clearly so our court
(19) reporter can record these proceedings accurately.

(20) Alright, our first speaker in
(21) panel 13 is Leslie Vasquez. Leslie Vasquez, I
(22) see you on the Zoom webinar but you need to
(23) accept the prompt to be promoted to panelist
(24) which will allow you to unmute and turn on your
(25) camera if you choose.

(1) LESLIE VASQUEZ:My name is
(2) Leslie Vasquez, I am speaking on behalf of South
(3) Bronx Unite. We are a part of the Clean Air for
(4) the Long Haul coalition, a national group of
(5) environmental justice organizations working
(6) together to invent environmental justice and EPA
(7) rule makings in the power and transportation
(8) sectors. Thank you for the opportunity to
(9) provide comments on the proposed multi-pollutants
(10) for light and medium-duty vehicles.

(11) In the Mott Haven and Port
(12) Morris neighborhoods of the South Bronx, there is
(13) a disproportionate concentration of greenhouse
(14) gas emissions -- greenhouse gas emitting
(15) infrastructure, major roadways that cross through
(16) and divide our communities and a constant stream
(17) of light and medium-duty vehicles that toxify our
(18) air.

(19) We also have one of the lowest
(20) rates for green space in the per capita in the
(21) country and one of the highest accelerates as
(22) well. Our residents are experiencing the brunt
(23) of the environmental crisis and are
(24) disproportionately overburdened by the health
(25) damaging effects of air pollutants from car

(1) exhaust. The adverse impacts of climate and air
(2) pollution from light and medium-duty vehicles are
(3) not equally felt among different communities
(4) throughout New York State due to its
(5) discriminatory transportation policy planning and
(6) zoning practices that have afflicted communities
(7) like the South Bronx. People of color are 3.7
(8) times more likely to live in counties with
(9) failing national air quality standards causing
(10) them to be at greater risk of severe health
(11) impacts and death compared to white
(12) neighborhoods.

(13) These disparities have only
(14) increased over time or relative to the air
(15) quality standards set by the EPA. Eliminating
(16) tailpipe emissions from light and medium to
(17) heavy-duty vehicles is required to deliver much
(18) needed health benefits for communities that have
(19) been negatively impacted by traffic congestion
(20) and pollution from cars, trucks and vans.

(21) The EPA must enact long term
(22) standards that reduce greenhouse gas emissions
(23) and tailpipe pollution exposure to move us
(24) towards the 80 percent emission reduction goals
(25) by 2050 while delivering clean air and

(1) safeguarding the health and safety of our
(2) environmental justice communities who have been
(3) overburdened by light and heavy-duty vehicles
(4) pollution. Thank you for the opportunity to
(5) testify today.

(6) MS. PIGGOTT: Thank you for your
(7) comments.

(8) Our next speaker is Kathy
(9) Kupfer.

(10) KATHY KUPFER: Hello, everyone,
(11) my video isn't turned on on your end I don't
(12) think but that's alright. Okay. There it goes.

(13) Thank you. I am Kathy Kupfer, I
(14) am a volunteer with the Environmental Defense
(15) Fund and as we all know climate change is
(16) certainly very real and an ongoing threat to our
(17) physical and mental health. It is our
(18) responsibility as a nation to not only curb the
(19) changes but reduce as much as possible not only
(20) for our own country but we are a major player on
(21) our planet of course not only contributing to the
(22) overall pollution but we must therefore then
(23) contribute to the overall solutions.

(24) To that end, we know that
(25) emissions, greenhouse gas emissions for motor

(1) vehicles contribute significantly to climate
(2) change. The EPA must continue to move forward to
(3) finalize these standards that ensure that at
(4) least two-thirds of new light-duty vehicles and
(5) 40 percent of new medium-duty vehicles sold in
(6) 2032 and beyond are zero-emitting.

(7) We also know that our vehicles
(8) produce over half of the nitrogen oxide emissions
(9) in the United States. The oxides pollute our air
(10) and harm the health of our citizens. Studies as
(11) recently as 2020 show that our passenger vehicles
(12) accounted for 94 percent of our on road vehicles,
(13) these vehicles produced one million tons of ozone
(14) and particle forming oxide emissions and over
(15) 33,000 tons of fine particles each and every
(16) year. So it's no wonder that cases of asthma,
(17) cancer and other health issues are on the rise.

(18) As our previous speaker
(19) mentioned, low income communities are especially
(20) vulnerable because these communities are usually
(21) close to freeways and industrial sites. By
(22) enacting strong, clean car standards for 2027 and
(23) beyond. The EPA can reduce pollution and foster
(24) environmental justice reducing emissions and
(25) accelerating the use of zero-emission vehicles

(1) will not only protect our health but will add
(2) hopefully new jobs, foster economic growth and
(3) save money in the long run.

(4) It's time to move forward EPA,
(5) thank you for the opportunity to speak.

(6) MS. PIGGOTT: Thank you for your
(7) comments.

(8) Alright, our next speaker is
(9) Alex Stavvis.

(10) I am going to go ahead and move
(11) onto the next speaker, Lisa Allee.

(12) LISA ALLEE: Hello everyone,
(13) thank you so much for this opportunity to testify
(14) at this hearing. Thank you so much for the work
(15) that you have all put in, I am sure over years,
(16) to get us to where this proposal is right now.

(17) I am a nurse midwife, I am
(18) talking to you from the four corners area which
(19) is an ozone hot spot. I have been at the birth
(20) of over 2,000 babies, so I have a little bit of
(21) an investment in the future. I am also a mother
(22) and a grandmother. So I hope that we can get
(23) this to happen and I would encourage you to do
(24) even better.

(25) My first and biggest suggestion

(1) is bigger and faster please. Also please include
(2) hydrogen fuel cell vehicles in this regulations
(3) but importantly that the hydrogen has to be made
(4) from water and with electrolyzers that are run on
(5) electricity from solar and wind. This will mean
(6) that the hydrogen fuel cell cars are actually
(7) clean, and in decentralizing the hydrogen fueling
(8) would be great, create their own hydrogen
(9) encouraging not just allowing and local
(10) businesses.

(11) Second fix the problems with
(12) electrical vehicles. The batteries need to be
(13) clean, Mr. Musk wants to create a very big mess
(14) in the northern part of the center of the country
(15) with a factory so we need to encourage batteries
(16) research such that batteries are actually clean
(17) and not made from rare earth metals that have to
(18) be mined.

(19) MS. PIGGOTT: Lisa, I am going
(20) to pause the timer. You are going in and out.
(21) You might want to turn the video off to save
(22) bandwidth and we might be able to clear you
(23) clearer.

(24) LISA ALLEE: Let's see if it's
(25) better. Better?

(1) MS. PIGGOTT: Thank you. So far
(2) thank you.

(3) LISA ALLEE: Thank you, so clean
(4) batteries and the electricity for electric
(5) vehicles are from solar and wind, that needs to
(6) be part of the solution.

(7) And lastly money, you talk about
(8) incentives to car companies, please consider
(9) getting incentives directly to consumers so that
(10) consumers can afford to buy electrical and
(11) hydrogen fuel cell vehicles because if you give
(12) the money to the car companies, doesn't
(13) necessarily pass onto the consumers, you give the
(14) money to the consumers, they buy the cars, the
(15) car companies make money, we all win.

(16) Thank you again for this
(17) opportunity and have a great rest of your
(18) evening.

(19) MS. PIGGOTT: Thank you for your
(20) comments.

(21) Alright, I am still looking for
(22) Alex Stavis, and in the meantime I'll move onto
(23) Ozilynn Frost.

(24) OZILYNN FROST: Yes, hi. Thank
(25) you for the opportunity to testify, my name is

(1) Ozilynn Frost.

(2) Since 2020 I have been a part of
(3) an action team -- for action for the climate
(4) emergency however, I was about five years old
(5) when I became aware of the climate emergency and
(6) slightly older when I learned the impacts that
(7) light and heavy-duty vehicles have on greenhouse
(8) emissions.

(9) I'd like to thank the EPA for
(10) giving the entire community members such as
(11) myself the opportunity to voice and support --
(12) voice our support for stricter regulations around
(13) vehicle emissions. By tightening regulations on
(14) vehicle emissions, it would reduce toxic air
(15) pollution that not only causes and exacerbates
(16) respiratory illness but prevents extreme weather
(17) and natural disasters.

(18) Vehicle manufacturers have the
(19) technology to meet strong standards and must make
(20) strong commitments to being eco friendly. They
(21) must create zero-emission vehicles that will
(22) benefit all communities.

(23) Due to lack of public
(24) transportation Floridians rely heavily on
(25) light-duty vehicles for everyday tasks to

(1) commuting everyday work. This massive amount of
(2) ozone pollution leads to days of getting air
(3) alerts in my area such as from March 29 through
(4) March 30, April 18 through 20, and May 3 through
(5) May 5 of this year alone.

(6) Poor air quality due to the
(7) transportation industry is a reality my community
(8) faces daily. These air quality alerts have me
(9) fearing of developing illnesses such as asthma.
(10) This is an unnecessary fear. Stricter
(11) regulations on light and medium-duty vehicles
(12) would rectify this problem.

(13) The reduction of air pollution
(14) would ultimately benefit in slowing down the
(15) effects in man-made climate change. Climate
(16) change is the largest existential crisis of my
(17) generation and the largest source of my anxieties
(18) and fears. Stronger standards would not only
(19) alleviate the anxiety but also create a future I
(20) am hopeful for. Thank you for your time.

(21) MS. PIGGOTT: Thank you for your
(22) comments.

(23) Alright, still looking for Alex
(24) Stavis from panel 13 and in the meantime we will
(25) move onto Alexandra Grose.

(1) ALEXANDRA GROSE:Hi, thank you,
(2) can you hear me?

(3) MS. PIGGOTT:Yes, go ahead, you
(4) have three minutes.

(5) ALEXANDRA GROSE:Thank you for
(6) the opportunity, my name is Alex Grose, I am
(7) Senior Policy Council for Sustainability Policy
(8) at Consumer Reports. I am here to express
(9) Consumer Reports support for adopting alternative
(10) one of the EPA's proposal which will result in
(11) the strongest benefits for consumers with regard
(12) to cost and emission reduction. These standards
(13) align with commitments made by auto makers along
(14) with current consumer demand for EV.

(15) There are two points I would
(16) like to make. First EPA's proposal for model
(17) year '27 to '32 light-duty vehicle greenhouse gas
(18) standards are achievable technology neutral
(19) performance standards. EPA estimates that an EV
(20) only compliance pathway would result in 67
(21) percent of vehicles sold to be EVs by 2032,
(22) however auto makers can use a mix of other
(23) improvements such as fuel efficiency, hybrids,
(24) plug in hybrids and hydrogen fuel cell to comply.

(25) Based on EPA's analysis of

(1) existing auto maker commitments the industry is
(2) already on track to deliver around 50 percent of
(3) EVs by 2030, thus these rules reflect only a
(4) slight increase to the path that the industry is
(5) already on and has been further enabled by
(6) supports for investments from the bipartisan
(7) infrastructure law and Inflation Reduction Act.

(8) Second, consumer demand for EVs
(9) is soaring increasing by 350 percent between 2020
(10) and 2022. As a result consumer demand already
(11) outpaces supply. There are 45 consumers who say
(12) they would definitely buy an EV today for every
(13) EV manufactured. CR estimates that an EV only
(14) compliance pathway would result in the production
(15) of enough EVs for approximately 25 percent of
(16) Americans to own by the end of 2032, yet in a
(17) 2022 national represented survey of 8,027 adults,
(18) CR found that 36 percent of Americans were
(19) already definitely or seriously considering an
(20) electric vehicle if they were to buy or lease
(21) today. They have to deal with the complicated
(22) mess of long wait lists and dealer markup. Auto
(23) makers are making investments to improve supply
(24) but the growth in the supply is lagging behind
(25) the growth in demand. Once more there are

(1) factors that will continue to ramp up consumer
(2) demand more in the future.

(3) The cost of EV production is
(4) lessening. The infrastructure is expanding,
(5) consumers are becoming more familiar with EVs.
(6) And auto makers are investing in new models and
(7) increased production. There have also been
(8) historic federal investment scaling up EV
(9) ownership.

(10) I thank you for your time today
(11) and I hope you adopt the strongest standard
(12) possible.

(13) MS. PIGGOTT: Thank you for your
(14) comments.

(15) Alright, okay. Those are all of
(16) the panelists from panel 13 that are currently on
(17) the Zoom webinar so we will go ahead and move
(18) onto panel 14 where our first speaker for Lisa
(19) Patel.

(20) LISA PATEL: My name is Dr. Lisa
(21) Patel, I am the Executive Director for the
(22) Medical Society Consortium on Climate and Health
(23) and Clinical Associate Professor of Pediatrics
(24) for Stanford University. The consortium
(25) represents 45 major medical societies and 700,000

(1) physicians around the country who understand
(2) climate change to be a threat to human health.

(3) I support EPA's new
(4) multi-pollutant standards for light and
(5) medium-duty vehicles and I urge you to make the
(6) rule even stronger and finalize it this year.
(7) Too often families bring their children into the
(8) emergency room --

(9) MS. PIGGOTT: Lisa, we will
(10) pause the timer. We need you to slow down a
(11) little bit for the court reporter.

(12) LISA PATEL: Sure. Too often
(13) families will bring their children into the
(14) emergency room and the ones who are more likely
(15) to turn up in extreme distress of asthma are
(16) children of color and living in poverty. I
(17) remember treating one mother recently, she was in
(18) tears, saying she was doing everything right,
(19) giving medications as prescribed but her child
(20) still ended up in the emergency room. His lungs
(21) were completely silent. A sign that the
(22) infection was so sever he couldn't -- couldn't
(23) move air through. He was three years old, this
(24) was his fourth visit in two years to us and
(25) second stay in an intensive care unit. He lived

(1) in West Oakland previously thriving black
(2) American community that was encircled by a
(3) freeway and systemically divested from. That
(4) freeway throws so much pollution to the
(5) neighborhood of West Oakland that a child growing
(6) up there asthma is seven times more likely to
(7) have asthma compared to a white child growing up
(8) in the Berkeley Hills just a few miles away.

(9) We know that in addition to
(10) particulate matter pollution, smog forming oxides
(11) of nitrogen react with other molecules in the
(12) atmosphere to produce additional pollutants
(13) including ground level ozone and fine particles.
(14) Bringing that ozone in is like getting sunburn on
(15) your lungs.

(16) Transportation is the leading
(17) cause of air pollution and greenhouse gas causing
(18) climate change with passenger vehicles being 58
(19) percent of transportation emissions. The
(20) American Lung Association found that if the
(21) nation transitions to zero-emission, light,
(22) medium and heavy-duty vehicles along with
(23) renewable electricity we could save \$1.2 trillion
(24) in health savings and prevent 110,000 deaths
(25) prematurely.

(1) We recommend that the EPA should
(2) strengthen the standards further by finalizing
(3) the rules with alternative one as a minimum to
(4) increase the health benefits of the policy.
(5) While EPA's alternative one is the strongest
(6) option, it should be made more stringent and
(7) continue through model year 2035 which is the
(8) point at which state level standards have been
(9) set to meet 100 percent zero-emission passenger
(10) vehicle sales.

(11) We need to both create
(12) increasingly stringent standards for light and
(13) medium-duty passenger vehicles while also having
(14) vehicles take advantage of modern pollution
(15) controls to prevent backsliding on our hard
(16) earned progress to reduce smog forming emissions
(17) or greenhouse gases.

(18) To best protect public health we
(19) need to cleanup gasoline fuel vehicles in
(20) addition to deploying more zero-emissions
(21) vehicles. I support the proposed particle
(22) pollution standards estimated to reduce fine
(23) particles --

(24) MS. PIGGOTT: That's time.
(25) Thank you for your comments.

(1) Our next speaker is Carissa
(2) Sipp.

(3) CARISSA SIPP: Can you hear me?

(4) MS. PIGGOTT: Yes, go ahead.
(5) You have three minutes.

(6) CARISSA SIPP: Great, my name is
(7) Carissa Sipp. I am a mom and engineer. My
(8) family resides in Arizona where year round we
(9) have failing air quality report cards. We have
(10) rising asthma cases with just Pema County alone
(11) with 20,000 pediatric and 85,000 adult asthma
(12) rates.

(13) Greenhouse gas emissions as we
(14) know causes about 4.2 million premature deaths
(15) worldwide each year, this basically translates to
(16) 12,000 death per day of pollution that we could
(17) prevent. I strongly encourage as many panelists
(18) have said here today for EPA to adopt the most
(19) stringent standards possible. We all know this
(20) is needed, we all talked about climate change and
(21) we have been here to talk about the health
(22) effects, the harm and the ability today with the
(23) technology we have to do better. We know we can
(24) do better, we should do better, our kids are
(25) failing -- we are failing our kids and many of

(1) the kids are getting sick.

(2) My daughters both of them have
(3) asthma and they have also headaches, they have
(4) burning lungs from the ozone as the doctor
(5) previously stated, you can feel the burn when you
(6) breathe it in and ozone is one of the worst, we
(7) have one of the worst qualities in Arizona year
(8) round. We are known for failing F for ozone and
(9) particulates daily.

(10) My daughters have burning eyes,
(11) my daughters have headaches this is all from the
(12) pollutants that we know we can prevent, we can
(13) make a difference and this proposal for the
(14) multi-pollutant emission standards in the
(15) strongest form, if you can make it stronger
(16) please do but in the strongest form this is a
(17) step forward, this is the right direction and I
(18) fully support it.

(19) By not regulating the emissions
(20) and eventually eliminating, we will lose on an
(21) opportunity to mitigate the impact on the
(22) environment. I live in Arizona. I live in a
(23) drought state. I live in a drought that has been
(24) caused and basically made worse by climate
(25) change. We worry daily where is the water, what

(1) is the water going to come from and we know that
(2) it is impacted by climate change. We know that
(3) we have a resource that is limited and we need
(4) the EPA's help to do better. We need the EPA's
(5) help to regulate pollution from these vehicles
(6) which accounts for about 30 percent of the
(7) pollution and emissions and we need the help to
(8) make the environment capable of supporting our
(9) children and our children's children in the
(10) future.

(11) The economic impact alone if we
(12) want to think about it in like a form of money,
(13) we will lose an opportunity for trillions of
(14) economic benefits and instead incur billions of
(15) economic hardship of climate change by disasters,
(16) water mitigation strategies and even health
(17) consequences.

(18) I appreciate your time today and
(19) really would like to add my support for the
(20) strongest proposal possible.

(21) MS. PIGGOTT: Thank you for your
(22) comments.

(23) Alright, our next speaker was
(24) part of panel 13 Alex Stavis. You have received
(25) a prompt to promote to panelist and I'll also go

(1) ahead and send you a prompt to unmute.

(2) Alright, I'll come back. Our
(3) next speaker is Mercedes McKinley.

(4) MERCEDES MC KINLEY:Good
(5) afternoon. My name is Mercedes McKinley. I am
(6) the Nevada state coordinator of Moms Clean Air
(7) Force and its Latino engagement program
(8) EcoMadres.

(9) I live in Las Vegas, Nevada and
(10) I am the mother of a two-year-old baby girl and
(11) also the main caregiver for my 78-year-old
(12) mother. I am here to testify and show my support
(13) for the stronger transportation standards for
(14) light and medium-duty vehicles made in 2027 and
(15) beyond.

(16) I arrived in Las Vegas, Nevada
(17) in 1987 from El Salvador. For as long as I can
(18) remember my family and I have lived close to
(19) major roads and/or highways in the city. Las
(20) Vegas is unique because over the last couple of
(21) decades, our population has quadrupled. As the
(22) city exploded in size so did the population, more
(23) cars means more people.

(24) Our lungs having to work harder
(25) and harder to receive the necessary oxygen and

(1) the roadways fill with more cars every year.
(2) It's a 24 hour town without a strong public
(3) transportation system, so our citizens depend on
(4) their cars. In addition to citizens driving, we
(5) have a large fleet of taxi, Uber and Lyft
(6) drivers. A stricter standards on multi-pollutant
(7) emissions from the vehicles is an important step
(8) forward in protecting our families.

(9) In addition to being a major
(10) contributor of CO2 which effects climate change,
(11) the transportation sector also adds nitrogen
(12) oxides into the atmosphere. When nitrogen oxides
(13) and sunlight combines with high temperature, it
(14) creates ozone.

(15) The American Lung Association
(16) recently released the State of the Air Report and
(17) indicated that last year Clark County which is
(18) home to the Las Vegas strip an area that sees an
(19) average of 40 million visitors a year experienced
(20) over 50 high ozone days and it also received an F
(21) for particle pollution. We have over 2.2 million
(22) residents who are currently breathing in the air.

(23) As a mom I urge you to finalize
(24) the strongest possible clean car standards by the
(25) end of the year, so that my daughter and other

(1) children of this country may have a chance to
(2) breathe cleaner air than what they are breathing
(3) today. Thank you so much for your time.

(4) MS. PIGGOTT: Thank you for your
(5) comments.

(6) Okay. Our next speaker is Karin
(7) Stein.

(8) KARIN STEIN: Yes, can you hear
(9) me okay?

(10) MS. PIGGOTT: Yes, go ahead.
(11) You have three minutes.

(12) KARIN STEIN: What I am trying
(13) to do is minimize the screen so I can read my
(14) testimony. I am Karin Stein, K-A-R-I-N
(15) S-T-E-I-N and I am Iowa coordinator for Moms
(16) Clean Air Force and EcoMadres program, we fight
(17) for clean air, fight for climate safety and we
(18) fight for environmental justice and I am here
(19) today to express my support for the strongest
(20) clean car standards possible.

(21) I am a professional touring
(22) musician and before the pandemic, over the first
(23) 23 years of my career, I drove and flew tens of
(24) thousands of miles every year for work. I
(25) traveled with a constant sense of guilt

(1) especially since learning that transportation is
(2) the major contributor to greenhouse gas emissions
(3) in the United States which is one of two
(4) countries that stand out as infamous leaders for
(5) greenhouse gas emissions worldwide.

(6) I am South American, I was born
(7) and raised in Columbia and later spent my teenage
(8) years in Costa Rica before coming to the United
(9) States on a student visa and raising a family
(10) here. Everywhere I have lived, I have lived in
(11) rural areas which allowed me to observe the
(12) changing cycles of nature up close. I am 61
(13) years old which gives me some perspective on how
(14) climate change is playing out.

(15) What I see everywhere is not
(16) good, especially not for those who have limited
(17) resources to begin with. My family and friends
(18) abroad, my home in Iowa, all the places I know
(19) best have all been effected by climate events
(20) with long term consequences. Just today, Iowa
(21) Governor Kim Reynolds declared an a disaster
(22) emergency proclamation for my county and others
(23) after we were hit yet again by one of the severe
(24) storms that have been increasing in frequency
(25) this time a bad hail storm. We are still

(1) recovering from the torrential storm that hit us
(2) three years ago and caused enormous damage in
(3) this very area.

(4) For a few years I have been
(5) speaking at performing arts conferences about the
(6) terrible carbon footprint our industry leaves, an
(7) industry which at the same time is all about
(8) improving the world through art, activism and
(9) speaking up for causes that improve lives through
(10) art engagement.

(11) Even though it was devastating
(12) to me to have my music career take a bad hit from
(13) the pandemic, I felt relief that I wasn't
(14) contributing nearly as much to greenhouse gas
(15) emissions for three years. As I look forward to
(16) increasing my musical activities again however, I
(17) relive that old guilt about increasing my carbon
(18) footprint.

(19) Traveling professionals of all
(20) kind need access to affordable zero-emission
(21) vehicles and I believe strong car standards will
(22) move us in that direction. Please finalize the
(23) strongest standards for light and medium-duty
(24) vehicles this year because it will improve our
(25) chances at climate safety for the sake of my

(1) daughters and those who follow. I have been
(2) hearing about climate change from the scientific
(3) community since my childhood and I can't believe
(4) we are still in a tug of war about faster
(5) progress. You the EPA can make it happen. Thank
(6) you.

(7) MS. PIGGOTT: Thank you for your
(8) comments.

(9) Alright, the next speaker is
(10) Kathy Daniel.

(11) KATHY DANIEL: Hi, I am from
(12) Port Republic, Maryland, full disclosure I used
(13) to work at EPA and also U.S. Department of
(14) Transportation's Federal Highway Administration.

(15) The main comment that I had
(16) about the proposed rule making is that it would
(17) be good if it included a cash for clunkers
(18) program, along with this, the regulations for the
(19) polluting cars will be kept going similar to what
(20) happened with coal fired power plants and
(21) heavy-duty diesel trucks where they can just be
(22) retrofitted and kept going almost indefinitely.

(23) California has a lot of
(24) experience on how to run a cash for clunkers
(25) program such as how to hit the right price point

(1) so that people will turn in their vehicles, which
(2) vehicles would qualify, by model year or miles
(3) per gallon, et cetera. But even better than that
(4) would be to support new businesses to retrofit
(5) gasoline vehicles to electric and to expand
(6) charging stations in underserved neighborhoods.

(7) One of my friends just told me
(8) that she was interested in getting an electric
(9) car but her apartment complex doesn't have a
(10) charging station. So that's the end of her dream
(11) of helping out by having an electric vehicle. We
(12) worked together at EPA.

(13) I also believe that in durable
(14) goods not just a throw away culture so the cash
(15) for clunkers program where I think it's
(16) important, I don't like the idea of cars going to
(17) a landfill, so if it could include program to
(18) support new business to retrofit them to electric
(19) that would be even better.

(20) Also I urge you to include a
(21) public education component so consumers know the
(22) cost of a fill up like our electric car cost \$15
(23) to fill it up for 300 miles and to let the public
(24) know that the only maintenance cost are
(25) windshield wipers, tires and air filters, so to

(1) try to educate the public on the full cost of an
(2) electric vehicle because I think Tesla scared a
(3) lot of people in the beginning with the high
(4) price tags. But I commend you for what you are
(5) doing. Keep up the good work.

(6) MS. PIGGOTT: Thank you for your
(7) comments.

(8) Alright, our next speaker is Bob
(9) Yuhnke.

(10) BOB YUHNKE: It's telling me the
(11) host has stopped my video.

(12) Thank you for the opportunity to
(13) present testimony on this important rule. I am
(14) speaking on behalf of Elders Climate Action, I am
(15) on the policy team at Elders Climate Action and
(16) we have evaluated this rule making in the context
(17) of the U.S. commitment made under the framework
(18) convention which is a 50 to 52 percent reduction
(19) in CO2 emissions by 2030. That was submitted by
(20) the U.S. as our nationally determined
(21) contribution at COP 26 and that is the benchmark
(22) for evaluating whether or not the U.S. is
(23) fulfilling its obligations to the world and to
(24) our citizens to slow climate change and stabilize
(25) the climate.

(1) From our analysis, EPA's
(2) proposal so far with regard to standards for both
(3) heavy-duty and light-duty vehicles is that you
(4) are failing to meet that benchmark. The best we
(5) can determine a nationwide commitment to
(6) achieving those 50 percent reductions would
(7) require that the transportation emissions of CO2
(8) which are the largest in the U.S. be reduced from
(9) about 1800 million metric tons as of the 2021
(10) emission inventory by 800 million metric tons.

(11) The heavy-duty vehicle rule
(12) would only reduce the heavy-duty emissions by 2.9
(13) percent, less than 20 million metric tons and
(14) this rule would come closer to achieving that
(15) would be needed from the light-duty vehicle
(16) sector but together the rules far fall far short
(17) of meeting the U.S. commitment under the
(18) framework convention and this is particularly
(19) disturbing because the U.S. presents itself as
(20) the leader for addressing the climate crisis
(21) around the world, and if we fail to meet our
(22) commitments under the framework convention, the
(23) rest of the world will say if the U.S. the
(24) richest country in the world can't do it, how do
(25) you expect us to do it.

(1) This proposal together with the
(2) heavy-duty rule is really an abandonment of our
(3) commitment to the world and a failure to honor
(4) the commitments of the President to meet a
(5) zero-emission economy by 2050.

(6) Thank you for the opportunity to
(7) present this and ask you to analyze your role,
(8) your proposal in the context of our international
(9) commitments and whether or not we will meet them.

(10) MS. PIGGOTT: Thank you for your
(11) comments.

(12) Alright, our next speaker, I am
(13) going to go back to panel 13, I see Alex Stavis
(14) you are on the line and unmuted.

(15) ALEX STAVIS: Good evening. I
(16) employ you good people to do whatever is needed
(17) to meet the climate change requirements that have
(18) been met by international and national
(19) requirements.

(20) As the President just said we
(21) are the leader and must set the best example
(22) possible for which we have the tools to do, be it
(23) with a cash for clunkers buy back program, be it
(24) with education, be it with sanctioning, be it
(25) with more electric vehicles made in a clean way

(1) and disposed of when finished in a clean way and
(2) in a way that the public will buy into, i.e.,
(3) getting the public to say yes, this is what I
(4) want, not only do I want it, I can afford it.

(5) It is up to all of us, the
(6) government setting the standards, the EPA setting
(7) the standards to do such, and thank you very
(8) much.

(9) MS. PIGGOTT: Thank you for your
(10) comments.

(11) Okay. Our seventh and final
(12) speaker for panel 14 is Keith Cavallini.

(13) KEITH CAVALLINI: Yes, can you
(14) hear me?

(15) MS. PIGGOTT: Yes, let me
(16) restart your camera. Go ahead, you have three
(17) minutes.

(18) KEITH CAVALLINI: Okay. I am
(19) Keith Cavallini with Green Diesel Engineering, a
(20) company focused on minimizing CO2 and diesel
(21) power trains. Thank you for the opportunity to
(22) speak.

(23) During the last 28 years, the
(24) U.S. transportation fleet created almost 20
(25) percent more CO2 yearly in comparison to a

(1) transportation fleet calibrated for minimum CO2.
(2) The U.S. averages 1800 million metric tons of CO2
(3) formation from the transportation sector on a
(4) yearly basis. The U.S. could realize a reduction
(5) of 450 million tons of CO2 per year from engine
(6) calibration alone. This would be the largest
(7) yearly decrease of CO2 emissions on this planet
(8) in the history of U.N. activity.

(9) This could be accomplished in
(10) one year by vehicle manufacturers. CO2 is a
(11) stable gas with a 300 year half life. It stays
(12) in the atmosphere and continually warms the
(13) planet. NOx gases are unstable compounds and
(14) have a day of half life on the planet. NOx never
(15) accumulates on the earth as it is constantly
(16) decomposing into nitrogen and oxygen. NOx has
(17) been overregulated for decades. NOx gases are
(18) naturally forming compounds on the planet
(19) primarily as a byproduct of lightning. NOx
(20) formation from lightning is greater than the
(21) entire transportation sector on a yearly basis.
(22) NOx is also produced indigenously by humans, it
(23) means it's a byproduct of breathing, every human
(24) on the planet produces NOx.

(25) We propose to modify emissions

(1) standards on gasoline and diesel vehicles but the
(2) primary emphasis to be minimizing CO2.

(3) Increasing the NOx limit on diesel engines just
(4) three grams per mile allows a decrease of 100
(5) grams per mile of CO2. This tradeoff minimizes
(6) greenhouse gas emissions in all diesel engines.

(7) It would be beneficial to work
(8) with states on regional smog issues as these are
(9) very limited in geographical areas, big cities,
(10) urban areas. Shifting to electric vehicles in
(11) dense population zones eliminates point of use
(12) emissions. Electric is a good solution for local
(13) driving, it is not useful for long distance,
(14) pulling loads and does suffer in range with heat
(15) and cold. Electric vehicles do not reduce
(16) greenhouse gases due to mining the rare earth
(17) materials for the battery manufacturing and is
(18) not a solution for CO2, it just changes where
(19) emissions are made. Where the best biofuel
(20) industry could reduce CO2 up to one trillion
(21) metric tons yearly, we should work with biofuel
(22) producers and farmers as-needed to promote plant
(23) based fuels that do not impact the food system.
(24) And would be a good plant --

(25) MS. PIGGOTT: That's three

(1) minutes. Thank you for your comments.

(2) Alright ladies and gentlemen, at
(3) this time we do not have anyone else registered
(4) to speak today. If there is anyone who did not
(5) register and who has not already provided
(6) testimony today that would like to make a comment
(7) please indicate this by raising your hand by
(8) using the raise hand icon located at the bottom
(9) of your Zoom platform.

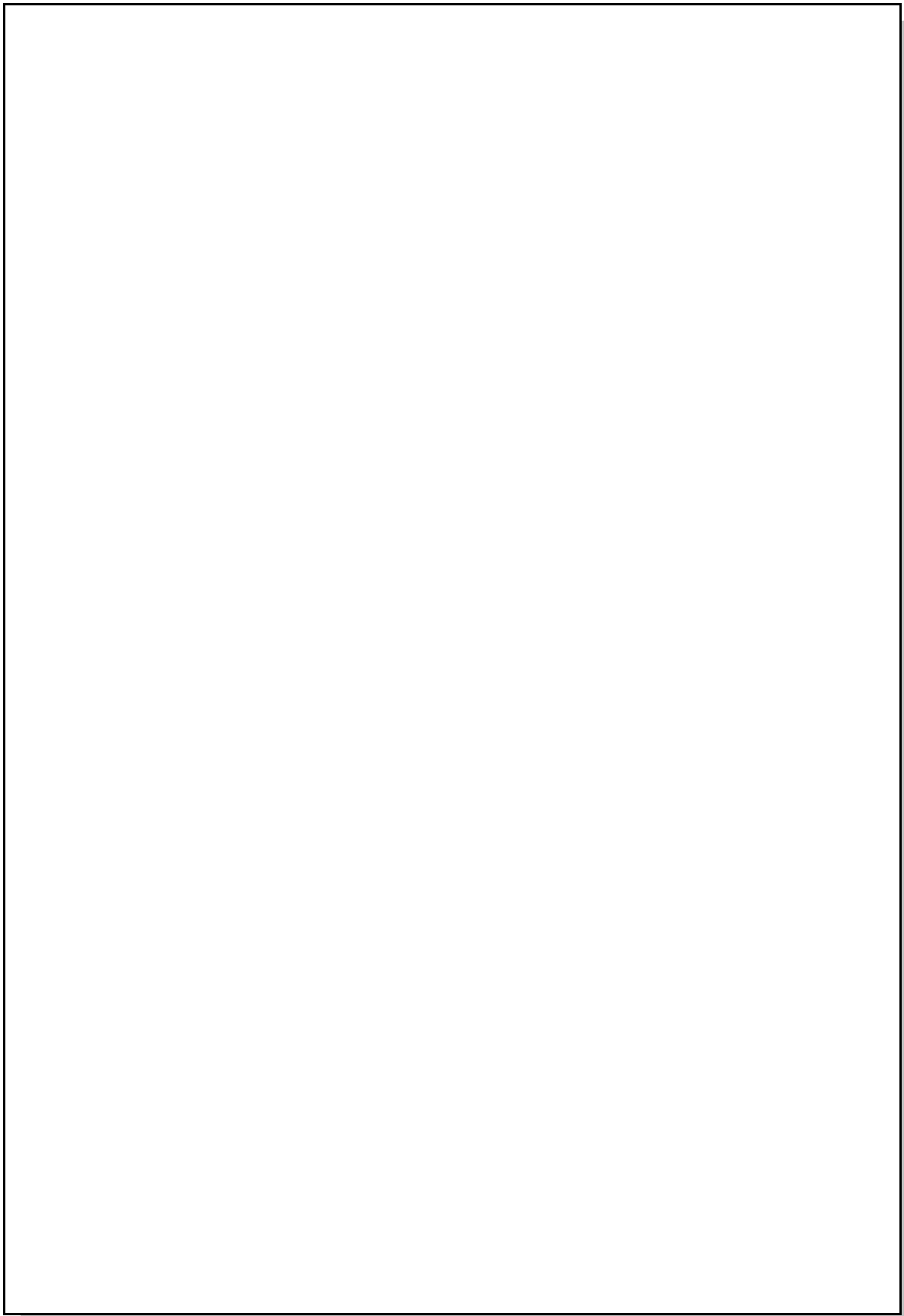
(10) We will now pause to see if
(11) anyone else who hasn't already provided a
(12) testimony would like to provide a comment at
(13) today's hearing.

(14) Alright, not seeing any hands
(15) raised, we are now at the end of our evening
(16) session. EPA, are you ready to adjourn the
(17) virtual hearing for today.

(18) MR. CHARMLEY: Yes, Jennifer, so
(19) thank you everyone for all the testimony today
(20) and this will mark the end of today's hearing and
(21) we are going to reconvene tomorrow, that is
(22) Wednesday, May 10 at one p.m. eastern time. So
(23) thank you everyone, have a good evening.

(24) (Whereupon, the hearing is
(25) concluded at 6:44 p.m.)

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(1) CERTIFICATE OF OFFICER

(2)

(3) I CERTIFY that the foregoing is

(4) a true and accurate transcript of the testimony

(5) and proceedings as reported stenographically by

(6) me at the time, place and on the date as

(7) hereinbefore set forth.

(8) I DO FURTHER CERTIFY that I am

(9) neither a relative nor employee nor attorney nor

(10) counsel of any of the parties to this action, and

(11) that I am neither a relative nor employee of such

(12) attorney or counsel, and that I am not

(13) financially interested in the action.

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(22) STEPHANIE LYN RAHN

(23) License No. 975352

(24) Notary Public of the

(25) State of New Jersey

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April 18, 2027

A	82:15,17	12:12	achieving (...)	178:5,8	232:4,9
A-L-I (1)	Academy (1)	accommod...	67:23 75:21	183:20	additional ...
188:6	72:8	10:22	84:21 90:8	220:3,3	7:15,21
A-N-A (1)	ACC (1)	accomplish...	94:21	238:14,15	8:24 10:14
190:22	169:14	242:9	116:17	246:10,13	12:9,16
a.m (3) 1:8	ACC2 (1)	account (3)	117:21	actions (6)	13:24 16:11
11:8 12:17	169:15	55:1 75:6	119:10	104:4	22:16 25:11
AAFA (5)	accelerate (...)	85:22	138:17	121:19	41:7 56:12
208:13,14	48:20 62:9	accounted ...	151:1 182:9	144:22	92:9 212:12
208:17,23	68:25 80:15	216:12	239:6,14	158:2 162:4	226:12
210:22	106:2	accounting...	acknowled...	175:18	additionall...
Abad (1)	116:23	64:16 85:18	175:5	actively (2)	15:16 80:21
2:20	137:5 163:1	132:19	acre (1) 64:3	81:23	176:12
abandonm...	163:8	accounts (1)	act (28) 5:1	145:21	address (21)
240:2	175:19	230:6	18:9 28:21	activism (1)	23:23,24
abilities (1)	176:1	accumulate...	28:21 29:24	235:8	26:4 38:5
129:19	184:25	242:15	30:15 39:1	activists (1)	49:2 53:21
ability (7)	203:25	accuracy (1)	50:3 68:8,9	156:22	75:13 76:4
60:8 122:4	accelerated...	11:11	72:14 77:20	activities (1)	88:14,19
134:7,8	83:20	accurate (3)	79:24 80:12	235:16	96:2 97:24
165:25	121:16	64:16 120:6	100:14	activity (2)	104:2,7
184:25	135:3 164:5	246:4	113:16	194:11	114:17
228:22	accelerates ...	accurately ...	114:20	242:8	148:3
able (21)	104:16	16:19 63:17	154:17	actual (2)	154:24
14:10 16:11	164:21	92:17	158:1 171:3	55:7 130:6	175:15
35:10 41:8	213:21	212:19	173:16,18	acute (3)	177:10,21
44:8 55:25	acceleratin...	accustom (1)	179:4	21:4 129:10	210:2
59:17 92:9	42:20 187:2	189:9	195:25	166:11	addressed (...)
102:18,21	207:11	ACE (2)	201:10	acutely (1)	91:5 130:3
102:23	216:25	63:16 64:15	204:4	189:2	147:2
103:9 115:6	accept (7)	achievable ...	205:20	add (3) 95:3	addresses (1)
144:9 147:9	14:9 115:4	120:10	223:7	217:1	99:1
154:6	115:5	123:13	action (33)	230:19	addressing ...
155:20	156:11	222:18	10:15 20:6	add-on (1)	40:18 87:4
159:20	174:10,14	achieve (11)	24:18 25:21	101:17	89:25
174:17	212:23	52:25 58:16	36:15 72:11	added (2)	108:18
212:12	accepting (1)	60:20 85:5	83:20 95:21	15:25 75:8	121:10
218:22	16:2	93:8 104:1	114:2,4,11	addition (17)	144:17
abroad (1)	access (9)	132:6	122:8,11	3:16 9:5	148:11
234:18	33:21 34:1	135:11	127:2	22:10 30:16	154:16
absences (2)	75:3 86:24	152:4 185:3	142:22	40:3 42:17	187:7
6:20 129:18	94:5 123:18	185:5	143:10	57:20 87:24	197:16
absentees...	152:15	achieved (1)	144:19	116:6 137:8	239:20
209:13	210:16	62:5	147:20	149:7	adds (1)
absolutely ...	235:20	achieveme...	154:10	164:10	232:11
77:13	accessible (2)	100:18	163:25	181:14	ADHD (3)
abundance...	82:22 90:11	achieves (2)	171:12,15	226:9	70:20,22
	accommod...	5:6 157:16	173:13,25	227:20	73:11

adhere (1) 58:8	154:25 185:19	180:24	241:4	206:13	32:8 38:13
Adirondac... 111:6	195:8 197:18	advances (2) 4:21 178:21	affordabilit... 60:14 61:22	agency (16) 1:5 3:5	44:10 59:11 59:18,19
adjourn (1) 244:16	203:6,20 224:11	advancing ... 17:10	affordable ... 74:22 89:14	25:24 37:7 52:24 56:6	69:12 84:10 92:22 98:13
adjourning... 91:23	228:18	116:24 158:4	90:11 169:19	85:7 100:18 104:6	101:4 106:13
adjust (1) 83:24	adopted (1) 132:20	advantage ... 75:16	180:17 235:20	116:21 146:4 157:9	108:4 110:22
adjusting (1) 94:19	adopters (1) 189:19	167:20 227:14	affordably ... 60:17	157:11 158:1,1	113:8 118:13
adjustment... 10:21	adopting (2) 165:18	adverse (7) 36:3 51:5	AFPM (3) 54:5,11	176:15 176:15	122:14 125:19
administra... 18:12 87:1	adoption (...) 52:24 61:12	99:1 129:7 160:23	56:12 190:7 214:1	agency's (6) 2:3 17:18	138:16 155:16
95:25	63:18,24	advertised ... 102:3	afraid (1) 27:13	18:1 76:13 150:11	156:7,15 165:7
112:11	71:17	Advisor (1) 19:23	African (4) 45:18,23,23	177:1 agenda (2)	174:22 180:9 183:6
117:16	115:19	advocacy (8) 66:23 97:12	46:3 aftermath (...)	12:3 116:25 aggravate (1)	198:4 217:10
121:11	116:24	126:4 179:14	28:7 90:20 afternoon (...)	210:18 aggravatin...	222:3 224:17
146:1,20	152:10	185:17 205:5	10:25 11:7 47:1 95:14	aggressive ... 99:20 122:8	228:4 231:1 233:10
147:3	163:2 164:5	208:12,15 advocate (5)	108:8 115:12	188:23 aggressivel...	241:16 aid (1)
150:21	164:8,13	67:6 96:21 126:7	118:15 121:2	99:12 agnostic (2)	117:21 ailments (1)
164:20	169:15	156:19 165:21	128:12 131:1	145:18,19 ago (6)	186:5 air (229)
170:2 184:5	187:2	advocates (2) 72:9 73:16	133:25 136:15	34:3 58:15 84:20	3:1 3:5,11,14
201:12	adult (3) 43:16	advocating... 188:9	147:17 156:18	171:7 196:22	4:7,12 5:2 6:14,15
236:14	193:21	52:1 115:15 affiliates (2)	162:20 165:10	235:2 agree (1)	16:25 17:2 17:6,7,8,11
administra... 84:18 86:1	228:11	95:23 147:23	177:15 183:10	185:5 Agreement...	17:25 20:13 21:6 23:2
115:21	adults (11) 21:3 36:23	Affairs (2) 52:1 115:15	185:16 205:3 211:7	148:14 183:18	24:9,15 25:14 26:20
116:25	36:25 70:2	affiliated (1) 214:6	231:5 age (2)	agrees (1) 117:3	29:19 30:18 31:2,9,9,10
117:21	129:10,16	afford (3) 177:5	48:23 129:22	agricultura... 63:14 122:3	31:21 32:15 32:17,22
Administra... 2:25 3:10	153:22	219:10	aged (1) 189:3	agriculture... 63:11,22	33:8,19,22 34:2,17
admission (...) 165:14	165:24		agencies (5) 17:2,6,7,9	64:7,17 ahead (34)	35:2 36:1 36:16,24
admissions... 6:18 21:12	166:11				
21:13 25:6	194:13				
209:13	223:17				
admit (1) 54:14	advance (7) 16:19 18:3				
adopt (16) 65:3 76:16	35:4 76:6				
86:8 91:6	98:1 115:25				
98:22 99:19	138:16				
113:17	advanced (4) 75:18,20				
122:19	115:20				
	136:25				
	advanceme...				

37:5 38:17	151:12	233:2,16,17	218:24	73:22 76:10	240:12
38:20 40:4	153:19,21	237:25	219:3	78:20 81:13	244:2,14
40:14,15,25	154:2	airborne (1)	allergies (2)	84:6 86:17	Alson (3)
41:15,17,22	156:23	186:3	208:17	88:23 91:14	76:11,12,13
42:2 44:14	157:3 160:9	airway (1)	210:12	92:18 95:11	alternative ...
44:19,22	161:1 166:1	166:16	Allergy (2)	98:7 101:3	22:11 24:2
45:10 46:8	166:6 167:6	ALA's (1)	208:12	103:7	25:24 37:16
46:12,12,13	168:9,22	189:13	210:11	107:24	63:5 67:15
47:4,16	169:1,25	alarming (1)	alleviate (1)	110:18	71:13 81:4
48:16,18	170:9,9,11	199:23	221:19	115:10	116:22
49:15,17,22	170:25	Ale (2) 8:6,7	alliance (8)	118:7	123:10,12
50:21 51:17	172:2	Alejandra ...	35:17 52:1	122:25	125:9
53:16 64:25	183:13	2:24 3:2,9	53:18 67:8	125:13	129:24
71:3 72:14	185:18	alert (1)	68:3 77:16	128:6	153:5
73:3,4,9,13	186:12	126:1	92:25 142:7	130:24	157:14,15
73:14 79:17	187:9 188:7	alerts (3)	allied (1)	133:23	158:3,23
79:24 80:16	188:9,18	154:3 221:3	160:2	136:13	160:14,15
80:23 82:21	189:9,18	221:8	allow (11)	138:21	163:6
86:24 87:8	190:14,23	Alex (7)	5:18 14:11	139:15	167:18
87:18 88:18	192:10,24	217:9	64:6 65:7	142:1 145:1	168:8 177:1
91:1 96:24	193:11	219:22	75:2 78:6	150:6	177:1,3,8
97:21 98:3	194:4,5,14	221:23	105:5 146:4	155:15	180:18
98:19	195:18,20	222:6	146:14	159:1,18	185:20
103:15,18	196:13	230:24	174:11	161:13	187:5
104:21	198:10,14	240:13,15	212:24	162:13	206:24,25
106:17,20	198:20,24	Alexander ...	allowed (3)	172:21	208:21
106:24	199:3,4,18	161:15,16	8:16 64:3	174:6	222:9 227:3
107:4,10,14	199:24	Alexandra ...	234:11	177:13	227:5
109:9 110:9	200:14	221:25	allowing (7)	182:24	alternative...
110:13	201:2,25	222:1,5	10:4 14:23	185:14	5:12,14,22
111:4,4,8	202:6 203:4	Ali (3) 188:2	85:8 106:6	188:2	81:4 169:16
112:4,11	203:17,24	188:4,6	137:6 146:7	190:19	altogether ...
114:5 116:4	205:5,12,13	align (6) 7:5	218:9	192:18	129:14
116:7,10	205:15,20	94:19 167:3	allows (1)	195:14	Alzheimer'...
124:5,16	206:6,10,17	177:9	243:4	197:25	21:18
129:2,7,15	207:16,24	184:24	Almeta (6)	200:23	Amanda (3)
129:15,20	209:4 213:3	222:13	44:2,2,4,9	203:13	86:18,19,20
130:4,5,6,9	213:18,25	aligned (1)	44:12,13	204:25	ambition (1)
130:15,18	214:1,9,14	77:21	alongside (4)	208:6 211:5	184:17
135:5 137:6	214:25	alignment (...)	117:16	212:20	ambitious (...)
139:21	216:9	104:20	131:25	215:12	4:4 68:10
140:12,13	220:14	105:5	133:13	217:8	72:20 93:11
140:16,25	221:2,6,8	aligns (1)	141:9	219:21	114:4
142:6	221:13	119:22	alright (69)	221:23	115:21
144:15	225:23	Alison (2)	19:18 32:5	224:15	117:21
148:19	226:17	125:15,18	41:6 46:24	230:23	185:6
149:8,12	228:9 231:6	Allee (4)	62:13 66:19	231:2 236:9	America (6)
150:22	232:16,22	217:11,12	69:8 72:5	238:8	47:16 52:2

81:22 89:9	208:16	57:9,12,14	appeared (1)	122:15	115:18
180:12	209:6	Angeles (2)	172:9	approval (1)	203:17
208:13	223:16,18	108:13	appears (2)	94:8	228:8 229:7
America's ...	amount (7)	189:1	14:19	approxima...	229:22
61:1	51:12 54:15	angry (2)	106:17	135:21	aromatics (1)
American (...)	185:21	27:13 77:1	applaud (3)	approxima...	74:15
19:24,25	186:15	Anh (3)	104:4 121:9	5:24 12:6	arranged (1)
22:2 23:3	194:1	118:10,11	184:4	14:5 27:12	14:4
24:13 31:1	202:17	118:16	applauding...	27:15 42:22	arrived (2)
31:11 45:18	221:1	announced...	44:20	67:3 108:25	168:20
45:23 46:14	amounts (2)	3:22 77:9	applauds (1)	135:8	231:16
46:18 48:15	46:5 87:20	178:17	116:21	149:14	arsenic (1)
50:20 54:4	ample (1)	announce...	applicable ...	187:19,21	106:21
62:20 64:24	45:16	119:23	13:7	223:15	art (3) 134:4
68:14 76:23	amplifies (1)	announcin...	application...	apps (1)	235:8,10
78:13 85:7	36:19	9:10 10:17	52:14	15:19	articulate (1)
115:16	Ana (3)	annual (2)	applied (1)	April (5) 3:22	146:2
116:1	190:19,21	67:10	138:2	178:17	arts (1) 235:5
122:10	190:21	205:13	apply (2)	205:14	as-needed (...)
140:19	analyses (1)	annually (2)	9:15,17	221:4	243:22
149:10	123:19	149:17	appreciate ...	246:24	Asian (1)
151:1	analysis (12)	185:24	10:4 19:13	Arabia (1)	109:24
159:24	6:21 25:10	answer (3)	25:23 67:11	78:5	asked (3)
160:8	68:19	56:13 136:9	75:12 84:15	arbitrarily ...	32:7 146:25
163:15	118:20	138:20	89:3 118:1	56:9 62:24	172:22
165:12,12	120:3 123:9	anxieties (1)	150:10,20	84:24	asking (11)
183:16	129:4	221:17	152:15	area (8) 30:9	45:3 58:8
185:18	135:10	anxiety (6)	175:4	50:11	83:20
186:11	175:21	28:9 96:18	185:10	196:15	101:21
201:24	176:6	101:16	205:6	205:9	113:17
205:5,8,11	222:25	108:22	230:18	217:18	115:4 148:1
206:23	239:1	197:5	appreciates...	221:3	173:4,22
207:14	analyst (1)	221:19	118:21	232:18	189:7 203:5
226:2,20	26:19	anxious (2)	approach (...)	235:3	aspects (1)
232:15	analyze (1)	27:14,16	54:8 56:8	areas (13)	128:14
234:6	240:7	anybody (1)	64:13 85:10	27:4 40:7	assessment...
Americans ...	analyzes (1)	172:19	85:23 86:9	51:9,11	3:13 54:14
21:10 31:19	6:21	anyone's (1)	126:18	80:18 112:7	54:24 55:1
36:9 45:23	ancient (1)	16:20	135:13	149:11	117:4 206:5
46:3 68:15	82:18	aortic (2)	152:2	166:20	assets (1)
76:15 97:6	and/or (2)	57:8,10	175:15	187:8 191:8	67:3
104:18	51:9 231:19	apartment ...	181:20	234:11	assist (1)
122:17	Anderson (2)	140:6,22	182:17	243:9,10	94:18
146:24	195:15,17	237:9	approaches...	Argonne (1)	assistance (1)
148:22	aneurism (4)	apologize (2)	84:23	64:1	178:11
189:17	57:8,9,10	16:19 39:19	appropriat...	arguments ...	Assistant (3)
190:1	57:11	appear (1)	117:6	8:16	2:25 3:10
205:21	aneurisms ...	59:16	121:19	Arizona (5)	23:2

assisted (1)	6:19 21:3	160:10,13	79:24 158:1	13:1 37:5	baby (3)
3:20	21:15,16	161:6	173:18	52:7,8	72:25 79:19
Associate (2)	25:16 50:23	attack (2)	authorized ...	102:17	231:10
123:4	51:1,3 70:3	70:3 183:20	9:17	112:19	back (14)
224:23	81:10 96:15	attacks (16)	authors (1)	151:4 155:2	11:24 17:20
associated ...	106:18	21:15 50:24	128:18	175:2 179:8	27:17 92:4
36:3 55:3	109:22	96:14	autism (1)	202:8	123:21
56:10 81:21	110:10	110:10	73:12	average (7)	159:19
146:10	111:2,7,20	111:7,23	auto (31) 6:2	46:2,4	199:1,1,14
181:22	111:21	135:20	58:10,12	77:23 124:2	199:14
182:3,6	129:9	169:3,3	61:8,9	142:25	211:15
199:24	135:20	186:7,18	72:18 73:16	176:17	231:2
association...	144:12	190:4	75:17 76:22	232:19	240:13,23
17:2,5	153:11,22	193:18	77:8,14	averages (1)	backlogged...
18:12 19:24	165:23	194:5	85:3 93:5	242:2	102:9
19:25 22:2	166:10	207:23	93:25 94:13	avert (1)	backsliding...
23:3,16	169:3,9	210:9	119:23	27:20	227:15
24:5,14	186:4,18	attainment...	122:21	avoid (3)	bad (4) 111:5
31:1,12	190:4	196:7,8,15	123:14,20	121:19	189:9
46:14 48:16	193:18,21	attempt (1)	146:5,12,20	193:22	234:25
50:21 68:14	194:5 200:1	11:10	146:24	207:23	235:12
74:1 84:13	202:2	attend (1)	147:8 152:3	avoidance ...	balance (1)
84:14 129:6	207:23	43:6	183:16	151:8	194:15
131:4	208:12,16	attendees (1)	222:13,22	186:17	balanced (1)
140:19	209:7,9,10	13:9	223:1,22	avoided (2)	54:8
145:5,8,9	209:14,20	attending (1)	224:6	83:10	bandwidth...
150:9,17	209:23,24	7:25	automaker...	135:20	218:22
152:7	210:9,13	attention (1)	5:19	aware (4)	bandwidth...
165:12,13	216:16	104:12	automaker...	29:25 160:8	15:17
165:20	221:9	attitude (2)	7:7	189:2 220:5	bank (1)
185:19	225:15	78:10,12	automatica...	awareness ...	39:11
186:12	226:6,7	attorney (2)	13:11	81:10	bar (1) 14:21
201:24	228:10,11	246:9,12	automobile...	122:10	Barbara (1)
205:6,12	229:3	attractive (1)	179:2	177:22	107:17
206:23	asthmas (1)	147:10	201:14	awful (1)	bare (2) 83:4
207:14	50:23	attributes (1)	automobile...	82:24	97:2
226:20	Atlanta (1)	145:23	87:24	AZIPL (1)	barely (1)
232:15	70:14	Audi (1)	automotive...	126:4	27:23
association...	atmospher...	119:24	77:16 92:25	<hr/> B <hr/>	Barrett (4)
153:20	30:19 76:18	audio (3)	203:3	B-A-R-R-E...	205:1,2,3
205:8	109:4	59:9 78:25	availability...	205:4	208:5
association...	121:18	183:5	61:16,21	B-E-N-D-E...	Barros (2)
180:14	226:12	aunts (1)	68:11 74:20	23:1	98:8 107:25
assumes (2)	232:12	191:2	94:15 117:5	B-R-A-N-...	based (13)
85:11 176:4	242:12	authentic (1)	122:5 133:9	32:14	17:12 31:4
assumptio...	atone (1)	178:5	187:12	babies (2)	37:13 61:11
182:1	77:3	authority (5)	available (...)	70:5 217:20	82:15
asthma (55)	ATS (3)	13:7 72:14	9:20 10:7		105:16

126:4 132:4	224:5	Bender (3)	222:11	57:6 89:21	147:3 151:8
167:11	bees (1)	22:22,24,25	227:4	97:10	179:11
175:1	194:20	beneficial (1)	230:14	114:14	184:2
176:21	beginning (...)	243:7	benign (1)	135:16	186:16
222:25	59:7 93:14	benefit (21)	172:10	148:15	billions (4)
243:23	238:3	13:14 31:8	benzpyren...	176:5,14	7:6 61:4
basically (2)	behalf (21)	37:17 40:19	106:22	191:6 216:6	161:24
228:15	3:4 17:1	53:14 68:18	Berkeley (1)	216:23	230:14
229:24	38:20 49:19	95:2 110:5	226:8	231:15	bio (1) 53:1
basis (5)	59:23 65:11	112:25	best (19) 5:20	Biden (11)	biodiesel (5)
152:6	66:22 74:2	140:5	18:9 63:20	18:11 63:7	52:3,5 53:5
178:14	95:22	146:15	79:6 82:7	84:17 93:1	53:10,21
210:6 242:4	147:21	158:15	100:5	95:25	biofuel (5)
242:21	150:9	167:14	117:16	112:10	151:3,7,23
basket (1)	156:21	186:19	134:21	115:21	243:19,21
64:8	168:4 175:3	195:4,4	145:20	116:24	biofuels (7)
battered (1)	188:10	196:23	156:9	121:11	63:9 64:6
27:25	190:25	204:8 212:6	164:13	170:2 184:4	150:9,16
batteries (10)	195:20	220:22	175:2	Biden's (3)	151:1 152:6
54:17 55:24	201:5 203:4	221:14	176:19	52:9 87:1	180:21
58:25 94:2	213:2	benefited (2)	200:4	150:20	biological (1)
132:9	238:14	100:17	227:18	big (3)	57:1
182:11	behaviors (1)	133:2	234:19	193:10	biology (1)
218:12,15	66:1	benefits (40)	239:4	218:13	100:11
218:16	believe (15)	4:19 5:1,9	240:21	243:9	biomass (1)
219:4	35:10 62:23	23:23 25:25	243:19	bigger (1)	151:14
battery (19)	76:15 120:5	31:12 52:3	bet (1)	218:1	bipartisan ...
55:4,13,20	121:22	53:3,10,20	189:23	biggest (4)	4:24 18:7
61:15,25	126:12	59:1 62:5	better (24)	32:18 104:7	162:25
75:9 83:14	127:17	68:20,23	62:23 64:11	154:14	223:6
85:3,14	132:18	69:3 75:25	66:17 79:4	217:25	birds (1)
93:3 131:14	137:4 138:2	79:25 83:5	83:25 85:6	bike (3)	161:25
132:3,11,14	161:20	110:9 120:4	104:18	168:13,17	birth (7) 70:9
181:9,24	183:21	120:5,7	105:24	170:10	70:10,10,10
182:7,12	235:21	123:22	129:22	biking (1)	106:19
243:17	236:3	125:9	146:8 152:5	168:19	190:7
battling (1)	237:13	135:21	176:23	Bill (10) 3:12	217:19
202:2	believer (1)	138:7	177:9	3:14 8:3	Bishops (1)
bear (4)	191:24	155:11	179:22	12:2,4	177:25
20:14 45:24	believes (1)	165:18	200:3	125:21,23	bison (1)
48:13	116:15	179:11	217:24	126:3 139:5	199:3
209:17	Belmar (1)	186:13	218:25,25	159:10	bit (5) 39:21
Bechard (4)	1:23	187:11	228:23,24	Billings (3)	156:6
26:9,16,17	Beloved (1)	191:25	228:24	19:19,21,23	205:10
26:19	82:13	204:19	230:4 237:3	billion (10)	217:20
becoming (3)	benchmark...	207:21	237:19	5:9 68:22	225:11
158:11	238:21	208:22,25	beyond (14)	77:10 93:7	black (9)
210:11	239:4	214:18	36:16 47:9	135:22	45:12 47:24

51:2 90:2	73:6,6,7,8	166:1	Britt (8)	43:12 94:3	buy (16) 62:8
97:6 109:24	153:10	170:11	155:19,22	built-in (1)	76:21 77:25
148:22	186:10	192:10	156:3,9,10	140:14	102:12,21
209:21	188:25	196:13	156:14,17	bulk (1) 30:6	105:13
226:1	234:6	229:6 233:2	156:18	burden (7)	125:1
blend (2)	bottom (7)	breathed (1)	broad (1)	20:15 36:17	146:21
75:17,19	2:15 14:21	43:4	61:12	48:13 83:4	147:9 171:8
blends (1)	15:3 51:15	breathes (1)	Broken (1)	110:1	219:10,14
75:5	174:8	73:3	186:16	114:22	223:12,20
blind (1)	194:12	breathing (...)	Bronx (3)	209:17	240:23
147:2	244:8	31:8,10,21	213:3,12	burdened (2)	241:2
blocking (1)	Boulevard ...	35:1 43:18	214:7	87:8 192:8	buyers (3)
199:5	1:23	64:25 70:21	brother (1)	burdens (3)	76:23,23
blood (6)	boundaries...	88:16	74:8	109:13	123:19
57:13,15,17	83:24	103:21	brought (1)	187:9	buying (1)
107:1,9	box (1) 44:24	141:1 160:5	160:24	205:24	105:18
149:18	boys (1)	193:15,20	brown (7)	burn (2)	bypass (1)
Bloomfield...	69:19	194:4,5	45:12 51:2	104:14	109:15
195:18	brain (3)	232:22	90:2 136:8	229:5	byproduct ...
board (3)	57:11 107:5	233:2	136:14,15	burning (6)	242:19,23
104:21	107:13	242:23	136:16	96:12	Byron (4)
146:25	brains (2)	Brent (2)	Bruce (4)	104:16	62:14 72:6
151:13	43:16 107:9	101:4,5	106:10,12	109:1 130:7	72:7,7
boats (1)	Brandt (3)	Brezny (3)	106:15,15	229:4,10	C
82:25	32:10,12,13	130:25	brunt (2)	burst (3)	C-A-R-A (1)
Bob (2) 238:8	break (13)	131:1,2	97:2 213:22	57:10,11,12	35:14
238:10	10:23,25	Brian (6)	Bryan (5)	Burton (5)	C-O-O-K (1)
bodies (4)	11:4 12:6,7	62:16,18,19	182:25	182:25	35:14
82:12	88:25 91:16	150:7,8,15	183:2	183:2	CAL (1)
106:24	91:23	BRIDE (1)	185:14,16	185:15,16	109:25
107:21	138:23	139:18	185:17	185:17	calculated ...
141:13	139:2	Bridger (1)	budget (1)	bus (1) 32:19	135:18
Bodine (3)	155:16	200:2	124:15	business (6)	calculating...
120:25	159:6 211:8	brief (5)	budgets (1)	13:3,4	117:25
121:1,4	breakdown...	128:24	200:9	65:24	calendar (5)
body (3) 27:6	103:12	138:24	Bui (3)	180:15	27:1 29:10
73:10 82:4	breaks (1)	159:3,6,22	118:10,11	183:23	69:25
bold (4)	12:9	Bright (4)	118:16	237:18	143:12
36:15 83:20	breath (1)	128:7,8,11	build (2)	businesses ...	160:16
95:21 148:9	73:9	128:12	93:24	59:2 60:6	calibrated ...
Bolton (1)	breathe (19)	brightest (1)	178:18	68:6 94:16	242:1
79:9	40:15 71:4	127:19	building (3)	218:10	calibration...
book (1)	73:4 86:24	bring (4)	1:22 36:9	237:4	137:3 242:6
126:8	87:8,10,21	52:4 196:14	94:8	busy (4)	California ...
boost (1)	98:3 144:15	225:7,13	builds (3)	42:25 43:12	17:1 64:5
137:4	153:9,15	bringing (2)	4:14 72:17	50:13 90:3	102:25
born (10)	154:6	130:13	175:17	button (1)	104:21,25
36:22 70:7	165:22	226:14	built (2)	14:21	

105:4 109:6	campaigns ...	100:6	87:23 90:6	carefully (1)	140:8
109:25	66:3	103:19	109:2 130:7	60:13	141:22
119:20	camp (3)	112:15	130:10,11	caregiver (1)	145:12
151:12	34:6,6	114:13	145:20	231:11	148:9
236:23	81:20	125:2	151:2,5,19	caregivers ...	149:22
California'...	cancer (14)	132:12	151:22	188:9	154:16
64:4 94:20	6:24 20:6	139:24	152:9,12	caring (3)	156:25
call (18) 15:5	21:2,15	141:16	164:14,17	36:11 82:5	157:22
15:14,24	43:19 70:3	142:9,17	171:10,17	144:13	166:19
29:20	73:10 87:16	144:20	171:19	Carissa (4)	168:11
107:24	106:18	146:15	178:12	228:1,3,6,7	173:7,21
110:11	129:9	147:18	179:17,21	Carmon (5)	176:6
125:16	166:10	148:2 153:8	181:5	155:19	178:20
139:23	169:4 194:9	164:9 169:6	201:13	156:10,14	187:15
149:1	216:17	171:8	235:6,17	156:17,19	188:15
155:22	cancers (3)	178:18,21	card (1)	Carolina (2)	189:20,20
178:3,4	51:4 109:22	179:15	205:13	28:1,3	195:5
186:25	190:8	188:13	cardiovasc...	carpenter (1)	196:18
195:21	capable (2)	190:15	21:13	194:20	198:15
199:3 201:6	116:10	192:14	106:18	carried (1)	199:1,14,21
206:24	230:8	193:2,15,22	129:16	107:2	199:24
210:22	capacity (5)	194:4	141:6 154:8	carry (2)	200:6,6,14
called (9)	61:15 63:13	195:22	190:5 194:6	107:11,20	201:15,18
14:11,15,16	69:20 132:9	198:13	210:9	carrying (1)	203:21
82:12 93:1	133:4	200:11	cards (1)	42:11	204:19
107:6 108:2	capita (1)	201:7	228:9	cars (80) 4:17	214:20
125:17	213:20	202:23	care (20)	5:25 17:15	218:6
207:15	Capitalism...	213:25	24:18 31:6	26:4 27:3	219:14
calling (16)	127:7	216:22	45:2,19	30:4,15	231:23
12:13 16:15	captioning ...	219:8,12,15	46:16 49:17	39:24 42:7	232:1,4
33:8 38:20	2:12,17	232:24	59:1 70:6	44:23 46:7	236:19
39:9 40:25	captions (1)	233:20	72:12 81:1	46:19 48:21	237:16
42:4 49:22	2:14	235:21	90:24 112:3	48:24 50:10	Carter (3)
51:18 89:13	capture (2)	237:9,22	124:11	71:15 81:3	115:11,12
92:13	146:8 155:9	Cara (3)	160:4 178:3	85:21 88:8	115:15
142:16	car (69) 6:10	35:12,13,14	179:24	91:2 100:3	Casa (1)
190:14	29:21 33:1	carbon (52)	191:1	107:20	115:18
192:13	33:9 35:3	17:25 32:23	203:18	110:5,12	case (3)
193:1	38:22 39:10	52:6,12	210:16	112:17,17	11:15
212:16	41:1 42:5	54:12,15,19	225:25	112:19,21	189:25
calls (1)	42:18 46:17	54:21 55:9	career (5)	112:25	191:13
23:18	46:18 49:5	63:5,11,15	108:12	113:13,19	cases (5) 6:19
camera (3)	49:24 51:19	64:4,6,9	121:7	115:22	36:21 167:8
14:12	65:15 71:19	74:10,11,20	165:20	119:2,12	216:16
212:25	76:17,23,23	74:24 75:10	233:23	123:18	228:10
241:16	78:2 80:13	76:17 84:19	235:12	125:4	cash (4)
cameras (1)	89:12,15	84:21 85:11	careful (1)	127:14,15	236:17,24
13:10	96:2 97:9	86:2,4,10	55:21	134:18,23	237:14

240:23	109:21	76:19 85:20	93:11 138:9	200:16	237:6,10
cassettes (1)	154:7	180:23	chance (2)	202:13,22	Charmley (...)
105:11	166:16	CEO (2)	12:19 233:1	204:2 206:9	3:12 8:4,6
cast (1) 82:24	168:24	62:20 84:13	chances (1)	206:19	79:9 91:17
catalyst (3)	220:15	Ceres (3)	235:25	210:2,4,8	139:1,13
136:25	228:14	66:22,23	change (102)	215:15	156:1 159:5
137:5,12	235:9	68:24	6:15 14:18	216:2	159:16
catalysts (2)	causing (10)	certain (2)	18:23 23:12	221:15,16	211:9
137:2,14	61:23 70:3	57:10 90:13	23:18,24	225:2	244:18
catastroph...	97:21	certainly (4)	24:7,17,19	226:18	chat (11)
27:21	108:21	158:3	25:2 26:4	228:20	15:3,7,11
121:23	109:4 143:7	161:21	27:4,6,8,12	229:25	16:14 41:10
catch (1)	199:2	205:25	27:14,17	230:2,15	92:13 108:1
119:14	202:22	215:16	28:14,21	232:10	125:16
catching (1)	214:9	CERTIFIC...	30:9 33:4	234:14	156:4
100:13	226:17	246:1	33:11 35:1	236:2	172:18
categories (...)	Cavallini (4)	certificatio...	36:3,9,13	238:24	212:16
134:13	241:12,13	134:10	36:13,18,24	240:17	cheap (1)
Catholic (11)	241:18,19	137:18	37:6 38:5	changes (7)	43:13
89:6 177:18	cc (1) 2:14	certified (2)	39:6 40:13	90:10 109:5	cheaper (4)
177:20,22	CDs (1)	151:13	41:18,23	121:16	77:24,25,25
177:25	105:11	176:16	42:2,9	127:6	106:1
178:1,6,11	celebrate (1)	CERTIFY ...	45:21,21,24	140:15	cheat (1)
178:14	79:23	246:3,8	47:14,20,23	215:19	130:5
179:13,14	celebrated ...	cetera (2)	48:2 71:3	243:18	checked (1)
causal (1)	100:16	143:16	90:23 95:21	changing (3)	101:24
129:14	cell (7) 65:17	237:3	99:2 103:16	31:20 116:8	checking (1)
cause (14)	93:4 137:1	Cevitanes ...	104:10,11	234:12	65:17
20:25 21:1	218:2,6	145:2,3,4	108:19	characteriz...	chemical (2)
57:11,18	219:11	chain (4)	112:9 114:9	157:13	57:25 58:2
104:11	222:24	55:19 93:18	121:14,20	charge (1)	chemicals (1)
106:23	cellulosic (1)	132:11	122:12	130:5	106:22
129:8 166:8	151:14	133:15	126:12	chargers (3)	chest (2)
176:10	celsius (2)	chains (2)	142:13,21	94:3 131:18	140:21
179:18	25:5 119:5	68:12 94:2	147:21	179:9	187:23
187:22	center (1)	Chairman ...	148:11	charging (2...	child (5) 81:1
194:5	218:14	73:25	154:17	58:20 61:14	153:15
210:14	centers (7)	challenge (1)	160:22,24	61:22 68:11	225:19
226:17	61:20 89:8	153:17	177:10	93:13 94:6	226:5,7
caused (6)	90:24	challenged ...	178:5	101:13	childhood (...)
96:12	109:14,18	73:18	179:18	116:9 133:7	111:3 236:3
108:19	145:8	challenges ...	183:14	133:15	children (69)
114:22	193:14	24:10 66:25	186:2	145:15	6:20 21:3,4
163:3	central (2)	138:15	188:18	146:2,5,7	21:16 25:17
229:24	74:7 89:8	146:10	189:15	146:11,18	29:6,23
235:2	centric (1)	153:11	192:9 196:4	146:22	30:23 36:25
causes (8)	76:17	205:15	197:1,4,9	147:4 182:1	38:25 41:21
106:18	century (3)	challenging...	198:16	182:8 197:5	42:1 43:8

43:14,17	choice (3)	citizen (6)	51:17,19	205:5,20	104:10
46:10 48:5	56:7 127:9	56:24 64:24	52:1 53:18	213:3	120:4
48:23 50:15	181:15	98:17,24	60:4 63:22	214:25	131:23
51:13 70:2	choices (4)	121:5 168:4	71:19 72:14	216:22	158:21
70:7,24	75:4 101:8	Citizen's (1)	74:20 75:16	218:7,13,16	172:9
71:1,6,21	102:24	168:14	75:18 79:17	219:3 231:6	201:16
72:1 78:15	132:13	citizens (6)	79:24 80:13	232:24	204:19
80:11,24	choose (10)	108:11	82:2,21	233:16,17	218:22
98:2 99:21	56:1 78:1,3	112:24	83:16 86:24	233:20	clearer (1)
108:17	103:10	216:10	96:2,21	240:25	218:23
110:13,14	115:7	232:3,4	97:9 98:3	241:1	clearly (13)
129:10,11	156:13	238:24	100:14	cleaned (1)	13:14 16:17
129:16	162:8	city (9) 65:1	110:5,13	40:24	16:18 57:19
143:14	174:12,18	70:16	112:3,4	cleaner (30)	79:25 80:9
144:11	212:25	173:23	114:13	5:2 31:18	92:15 99:7
154:23	chose (2)	186:19	118:17	37:14 48:24	129:19
162:7,7	5:19 60:20	191:7,8,20	121:8	71:16 75:3	153:16
165:23	chosen (1)	231:19,22	123:18	80:16 81:3	164:1 212:6
166:10,12	53:4	civic (2) 66:3	131:3,5,6	85:20,21	212:18
188:10	Chris (3)	98:25	131:24	110:9	clergy (2)
191:6,21	73:23,24,25	claims (1)	133:10	112:19	95:17 96:19
192:4 193:4	Christ (2)	52:20	139:21,24	119:2,12	click (5) 2:14
193:17	82:6 95:18	clarifying (2)	141:16,22	125:6	2:16 14:9
194:13	Christian (1)	8:21 16:4	142:6,9,17	129:25	14:22,25
195:24	95:17	clarity (1)	144:20	144:1	clicking (1)
196:3	chronic (7)	194:16	147:18	149:22	14:20
200:13	21:14 37:1	Clark (1)	148:2,9	158:1,10,11	client (2)
201:9 202:1	57:18 96:6	232:17	153:8	158:20	126:4
202:10,16	144:15	class (1)	156:23,23	167:11	144:22
203:19	165:22	90:14	164:9 169:6	168:11	climate (204)
204:10,20	186:5	classmates ...	170:8,9,11	169:23	4:20 6:15
225:7,13,16	church (4)	200:1	178:18,21	181:15	18:23 19:12
230:9,9	81:22 82:4	clean (132)	179:5,15	200:6	23:11,18,24
233:1	95:17	4:11,21	188:7,9,13	207:20,25	24:6,17,19
children's (...)	177:24	17:2,11	188:14	233:2	24:25 25:1
24:20 25:2	churches (3)	24:15 26:20	190:14,15	cleanest (1)	25:21 26:4
25:3 41:17	81:20 178:2	26:23 29:19	190:23	52:6	27:2,4,5,8
42:22 43:22	178:4	29:21 32:15	191:25	cleaning (6)	27:11,14,17
110:14	cinderbloc...	33:1,8,9	192:10,14	23:23 24:10	27:20 28:8
162:7 192:9	34:7	35:3 38:17	192:24	31:14 112:9	28:14,18,21
198:17	circulatory...	38:20,21	193:2	206:10	29:1 30:6,8
204:5 230:9	20:25 21:1	39:10 40:15	195:18,20	210:25	30:17 31:20
China (6)	129:8 166:9	40:25 41:1	195:22	cleanup (3)	32:23 33:4
22:7 55:18	cities (5) 19:7	41:15 42:5	198:9,13,20	80:14 167:6	33:11 34:21
93:18	122:1	42:18 44:14	200:11	227:19	34:23 35:1
119:14	153:25	44:19 47:3	201:2,7	clear (12)	36:2,9,13
134:20	189:13	49:5,15,17	203:4,17,25	61:1 82:4	36:13,18,24
163:24	243:9	49:22,24	204:19	82:23 94:11	37:6 38:5

39:6,13	160:22,24	108:12	238:19	82:3 144:21	183:13
40:3,13,19	163:11	224:23	239:7	collectively...	combinatio...
41:18,23	170:1,2,7	clock (1)	241:20,25	67:2 76:22	61:23
42:2,8,9	170:20	127:24	242:1,2,5,7	collects (1)	168:21
45:5,10,14	171:13	close (7)	242:10	140:11	combined (3)
45:21,21,24	177:10,19	67:22 89:5	243:2,5,18	college (2)	17:23
46:8 47:14	177:20	140:4 141:2	243:20	100:10	137:19
47:20,22	178:1,5,9	216:21	coal (2) 96:11	153:18	138:3
48:2 49:2	178:14,22	231:18	236:20	Collins (3)	combines (1)
49:18 52:10	179:13,14	234:12	coalition (3)	152:20,21	232:13
54:7,22	179:18	closed (4)	62:20	152:22	combustio...
63:21 64:6	183:14,18	2:14,16	162:19	color (30)	20:12 37:13
64:17 67:6	183:20	34:8 199:11	213:4	20:17 21:9	54:19 63:2
67:23 69:2	186:2	closer (4)	coast (3)	28:18 31:23	96:10
69:18 72:9	188:18	155:20,21	12:13 27:25	35:3 37:2	119:19
72:11 76:14	189:4 196:4	155:22	101:22	40:12 46:1	127:15
77:15 78:7	197:9,10,11	239:14	coastal (1)	47:25 51:10	131:6,24
80:2,5	197:16	closes (1) 9:7	122:1	71:7 83:3	133:1
83:20 87:4	198:16	closest (3)	coating (1)	86:23 87:7	149:21
88:9 89:25	200:16	48:12 97:3	143:22	97:1 109:12	151:20
90:15,23	201:22	169:7	coats (1)	109:21	157:18
95:21 96:3	202:13,17	closing (5)	137:13	110:3	164:16
96:23 97:21	202:22	15:18 37:23	codes (1)	153:24	167:10
99:2 104:10	204:2,6	86:7 138:11	94:8	164:18	168:19
104:11	206:9,19	164:19	cognitive (4)	166:23	169:22
108:10,11	210:2,4,8	cloud (1)	129:18	169:1,7	176:4,22
108:18,19	214:1	83:11	141:6 190:6	186:10	181:6,15
108:21	215:15	Club (5)	194:8	191:12	189:24
109:5	216:1 220:3	64:23	coherent (2)	195:1 206:2	203:2 211:1
111:16	220:5	108:10	146:2,22	209:17	come (10)
112:9,13,24	221:15,15	111:1	coincidenc...	214:7	26:3 67:22
113:15	224:22	170:19	209:18	225:16	75:15 90:15
114:3,9,22	225:2	173:3	cold (4)	Colorado (8)	100:1
116:18,25	226:18	clunkers (4)	21:24	49:15,19,20	190:11
117:2,22	228:20	236:17,24	134:12	50:17 51:15	194:2 230:1
121:8,13,17	229:24	237:15	136:23	98:18	231:2
121:20	230:2,15	240:23	243:15	195:17,19	239:14
122:12	232:10	co-chair (1)	Colfax (1)	colors (1)	comes (2)
125:8 126:7	233:17	17:3	1:22	148:21	63:14 94:8
126:12	234:14,19	CO2 (24)	collaborate...	Columbia (2)	Comfort (2)
130:12	235:25	5:14 6:8,11	185:2	17:8 234:7	89:1,2
142:13,21	236:2	54:14,20	collaborati...	Columbus ...	coming (9)
142:23	238:14,15	76:20	184:20	201:4	14:6 95:6
143:5	238:24,25	121:24	colleague (2)	combat (1)	115:3,9
147:20	239:20	132:23	9:20 23:13	116:18	140:13
148:3,11,13	240:17	183:17	colleagues ...	combatting...	144:1 174:7
154:16	clinical (3)	185:22	3:18 23:6	117:2	181:2 234:8
157:2	99:17	232:10	collective (2)	178:25	Commenci...

1:8	114:25	241:10	210:13	216:19,20	149:2
commend (2)	118:1,3,6	244:1	communic...	220:22	compelling...
125:6 238:4	120:12,16	commercia...	27:12	community...	204:19
commends ...	122:24	60:4 104:2	communiti...	7:12 45:23	competing ...
135:25	125:12	121:21	28:17 29:23	47:23 50:15	93:25
208:17	128:5	187:12	31:23,24	50:22 82:13	competitiv...
comment (...)	130:24	commercia...	35:3 36:10	88:6 91:9	163:16
5:11 7:22	133:22	131:8,18	37:1,2	108:15	164:24
9:7 72:13	136:12	commercia...	38:25 40:12	109:17	complainin...
84:16	141:25	189:6	40:19 46:1	124:13	105:12
120:13	144:25	Commissio...	48:12 51:13	141:19	complete (2)
136:17	147:13	246:24	53:16 68:15	144:13	105:21
162:20	150:5	commissio...	68:16 69:4	148:21	172:15
164:25	152:18	94:9	71:8 80:11	153:9 154:2	completely ...
183:12	155:15	commit (2)	83:3 86:23	155:6	225:21
189:23	158:25	153:7 192:5	87:7,7,10	163:12	complex (4)
236:15	161:12	commitme...	87:12 88:2	173:24	43:7 166:3
244:6,12	162:12	49:1 97:11	88:16 90:2	178:7 206:3	182:14
comments ...	165:2,17	114:15	90:3,17	206:6	237:9
7:15,16,21	167:24	119:11	91:3,10	220:10	complexity...
8:8,20,25	170:14	122:10	97:1,2	221:7 226:2	94:23
9:2,7,9	172:13,15	169:5	109:12,15	236:3	compliance...
11:18,20	172:16	238:17	109:19,20	commute (1)	60:21 85:10
13:24 16:11	174:5	239:5,17	109:24	83:13	222:20
19:16 22:17	177:13	240:3	110:3	commuting...	223:14
22:17,22	180:4	commitme...	121:24	221:1	complicate...
26:7,13	182:23	7:6 71:23	122:2 124:4	companies ...	223:21
29:13 32:4	185:14	169:14	124:8,14	67:4,5 69:4	complimen...
35:7,15	188:1	170:2	125:1 140:1	76:22 77:11	75:22
38:8 41:5,8	190:18	220:20	148:11,20	84:20 89:16	183:23
43:25 46:23	192:18	222:13	149:6 161:4	112:20	comply (2)
49:9,13	195:13	223:1	164:18,18	219:8,12,15	138:1
51:22 53:24	197:24	239:22	169:1,6,12	company (4)	222:24
56:13,16,21	203:12	240:4,9	170:7	183:10,15	component...
58:19 59:10	204:24	commits (1)	186:19	191:17	20:7 21:5
59:13 62:12	205:11	163:12	192:7 193:5	241:20	117:2
64:20 66:19	208:4 211:4	committed ...	194:25	compared (...)	237:21
69:7 72:4	212:12	54:7 84:20	195:1,4,25	5:16 45:25	component...
73:21 76:9	213:9 215:7	90:6 119:17	200:4	74:13 132:7	83:14
78:19 81:12	217:7	119:24	201:10	151:16	131:13,18
84:5 86:16	219:20	123:14	202:21	206:7	133:11
88:22 91:13	221:22	138:14	204:3	214:11	166:14
92:9 95:10	224:14	146:13	205:21	226:7	compound...
98:6 101:2	227:25	183:16	209:16	compariso...	17:24
103:6 106:9	230:22	184:17	210:5,16	241:25	242:13,18
107:23	233:5 236:8	committee ...	213:16	compartme...	comprehen...
110:17	238:7	17:4 113:23	214:3,6,18	66:10	136:2
113:3	240:11	common (1)	215:2	compassio...	comprise (1)

conceive (1) 72:25	204:11 210:19	193:12	constantly ... 242:15	contain (1) 106:20	continues (3) 50:13,16
concentrati... 213:13	conducted ... 9:14	connection... 15:17 91:25	constraine... 93:15	contains (1) 111:19	163:10
concern (4) 34:1 98:19 111:9 121:12	conducting... 9:13 134:2 136:1	connector (1) 70:15	constructio... 85:15	contaminat... 162:1	continuing ... 100:20 120:13
concerned ... 33:12 47:25 111:4 121:18 150:23 161:20 174:25 181:3 196:1 198:16	conference... 235:5	conscience ... 95:20 126:6 148:8 189:5	consult (1) 107:16	contend (2) 194:25 196:9	continuous... 60:16 62:2 151:21
concerning... 33:11 148:25	confidence ... 20:24 129:5 132:16 166:7	consequen... 24:17 173:12 230:17 234:20	consultant ... 86:21 180:11	context (4) 93:21 119:11 238:16 240:8	contractor ... 2:8 3:20 10:1 211:19
concerns (9) 48:1 61:8 61:21,23 75:11 97:24 99:7 133:7 145:13	confidentialia... 13:3	conservatio... 86:22	consumed (...) 125:10	consumer (...) 56:7 61:14 93:14 120:4 120:7 123:5 123:15,17 181:14 207:8 222:8 222:9,14 223:8,10 224:1	contrast (1) 54:18
concluded ... 166:6 244:25	confined (1) 106:25	consider (15) 7:16 13:3 55:9 75:8 76:2 81:22 94:5 127:22 144:5 181:18,21 182:2,15 191:23 219:8	consumers ... 4:20 5:4 7:1 55:25 58:18 60:3,6 75:3 77:23 85:7 90:13 94:14 94:23 123:8 123:18,23 123:25 124:18 125:4,8 132:16 146:21,24 147:7,8 158:14 185:4 219:9 219:10,13 219:14 222:11 223:11 224:5 237:21	continually... 149:22 242:12	contribute ... 27:3 36:2 39:25 46:7 48:9 74:4 74:21 88:1 185:8 188:17 210:8 215:23 216:1
concludes (2) 159:2 211:5	confines (1) 82:8	considerab... 62:25	considerati... 63:3 118:2 130:2 200:20,22 204:22	continue (41) 11:2,5,6 12:18 18:15 18:21 20:13 37:18 38:12 51:18 55:10 66:14 78:3 81:6 92:5 92:19 105:18 115:1 117:7 117:15 121:12,20 132:25 133:3,19 139:12 143:17 147:10 155:18 159:15 177:8 180:25 198:17 200:15 211:21,23 211:25 212:2 216:2 224:1 227:7	contribute... 42:10 137:9 143:12
conclusion ... 128:25 135:25	congestion ... 193:8 214:19	consideration... 63:3 118:2 130:2 200:20,22 204:22	considered ... 94:12	contributes... 6:14 36:19 40:9 41:22 72:23 89:21 114:8	contributes... 6:14 36:19 40:9 41:22 72:23 89:21 114:8
Concord (1) 170:18	congregant... 96:6,16	considered ... 94:12	considerin... 7:21 113:12 181:20 223:19	contributin... 18:16 42:8 172:5 179:25 201:22 215:21 235:14	contributin... 18:16 42:8 172:5 179:25 201:22 215:21 235:14
concrete (1) 178:10	Congress (4) 4:24 72:18	consideration... 63:3 118:2 130:2 200:20,22 204:22	considering... 7:21 113:12 181:20 223:19	contributio... 238:21	contributio... 150:25
condition (1) 143:15	163:21 177:25	considering... 7:21 113:12 181:20 223:19	considers (2) 61:13 182:5	contributio... 238:21	contributio... 150:25
conditionin... 25:14 33:22	congressio... 58:9 175:18	considering... 7:21 113:12 181:20 223:19	consistent (...) 72:20 120:6 157:25	contributio... 238:21	contributio... 150:25
conditions ... 22:1 25:7 37:1 42:11 77:18 137:11 144:16	connect (1) 24:19	consortium... 224:22,24	constant (2) 213:16 233:25	contact (3) 11:21 15:5 155:17	contributo... 33:4 39:6 45:8,22 80:8 108:24 142:12

196:19	10:4	204:13	134:15	covered (2)	64:3,6
201:19	coordinato...	207:6	141:20	40:22	77:22
232:10	49:14	222:12	142:14	190:10	117:25
234:2	139:20	224:3	148:16	covering (1)	crib (1) 107:6
control (13)	201:2	237:22,22	173:23	150:14	crime (1)
5:20 16:25	203:16	237:24	181:2,17	Covid (1)	76:24
17:6 22:6	231:6	238:1	185:2 190:1	82:23	crisis (19)
55:23	233:15	Costa (1)	190:12	CR (3)	29:1 45:22
130:15	COP (1)	234:8	198:22	124:20	49:2 67:6
131:8 134:4	238:21	costly (1)	213:21	223:13,18	87:4 89:25
134:7,21	COPD (2)	154:9	215:20	CR's (1)	96:3 108:18
162:3 166:1	165:24	costs (5) 5:4	218:14	123:9	112:13
187:13	186:7	7:2,4	225:1 233:1	cradle (1)	113:15
controlled ...	cope (2)	124:20	239:24	158:9	116:19
44:6 93:18	76:25	158:16	country's (4)	crafting (1)	117:2
controls (4)	194:19	coughing (2)	93:23 99:5	184:11	130:13
11:15 21:25	core (1)	168:21	111:16	create (13)	148:3
155:2	116:9	187:23	133:16	19:10 36:14	197:17
227:15	corn (4) 74:1	Council (3)	county (9)	72:14	204:7
convenienc...	74:4 151:10	118:17	16:25 48:18	104:23	213:23
100:8	151:14	156:20	111:1,5	105:2	221:16
convention...	corner (1)	222:7	128:18	110:13	239:20
238:18	141:11	counsel (2)	140:19	115:24	criteria (10)
239:18,22	corners (1)	246:10,12	228:10	168:6 218:8	5:7 18:24
convention...	217:18	counselor (1)	232:17	218:13	67:18 68:25
132:8	corporate (1)	108:13	234:22	220:21	75:22 94:21
conversatio...	67:7	count (1)	couple (2)	221:19	131:21
152:25	correct (2)	155:7	191:18	227:11	134:13
conversatio...	14:24 121:1	counter (1)	231:20	created (3)	136:20
185:4	corrective (...)	51:6	course (8)	100:16	138:17
conversion ...	122:11	counterpar...	77:10 78:12	109:25	critical (20)
127:17,20	corridor (1)	132:8	83:24	241:24	60:21 63:11
converted (1)	124:9	counties (4)	100:11	creates (3)	72:22 77:13
46:20	corridors (1)	19:8 143:9	105:13	104:22	93:15 99:22
cook (3)	186:20	202:3 214:8	176:8,24	168:8	117:1 119:3
35:12,13	cost (31) 38:3	counting (1)	215:21	232:14	131:14,16
174:18	52:13 58:19	155:9	court (8)	creating (3)	132:11
Cooke (6)	59:1,4	countries (3)	12:23 13:14	108:16	133:9
174:14,14	63:23 68:21	55:23	16:18 26:10	115:20	149:19
174:17,20	75:4 77:23	130:15	92:15 212:7	163:21	152:25
174:24,25	80:2,3 85:7	234:4	212:18	creation (8)	154:16
cool (2) 66:11	94:23 100:8	country (28)	225:11	81:19 82:5	158:4 160:4
189:24	101:15	33:6 42:3	Covenant (5)	84:1 126:5	163:25
Cooper (9)	112:3 120:2	47:12 48:11	177:19,20	178:3,6	180:22
44:2,2,4,9	120:7	52:16 94:17	178:2,14	179:21,24	184:7
44:12,13	123:10,23	97:14 99:3	179:14	credit (1)	crop (1)
84:7,8,12	124:2,3	102:17	cover (2)	117:19	64:10
cooperatio...	182:17	105:7 119:1	63:19 64:1	credits (4)	crops (3)

34:13 63:19	94:4 203:24	200:13	193:24	37:9 40:23	121:12
64:2	204:12	210:17,17	196:12,12	82:5 104:20	193:9
cross (2)	cut (5) 74:11	Daniel (2)	207:24	157:24	deeper (1)
191:19	74:15	236:10,11	221:2	181:2	95:7
213:15	102:10	dark (1)	232:20	189:12	deeply (3)
crucial (7)	141:18	83:11	daytime (1)	190:11	25:23 45:19
38:24 80:10	170:4	data (2) 8:24	42:24	205:19	203:18
88:13 181:1	cuts (2) 70:15	45:16	DC (3) 30:9	206:14	defend (2)
193:4	74:12	date (2)	31:3 168:13	231:21	71:6,20
195:23	Cuyahoga ...	10:12 246:6	dead (1) 73:6	242:17	Defense (3)
201:8	100:13	daughter (...)	deal (1)	decarboniz...	114:2
crude (1)	cycle (1)	48:5 111:2	223:21	52:13 63:21	156:20
55:16	138:10	111:6,20	dealer (2)	93:5 116:17	215:14
cry (2) 90:19	cycles (2)	112:12,16	59:22	decarboniz...	definitely (3)
90:19	21:24	173:19,23	223:22	67:25	143:18
culprit (1)	234:12	192:23	dealers (2)	decarboniz...	223:12,19
32:18	Cynthia (3)	194:18	61:2,2	64:14	degraded (1)
culture (2)	2:20,22,23	232:25	dealership ...	December ...	50:7
76:17		daughters (...)	101:19	137:23	degrades (1)
237:14	D	229:2,10,11	102:18	decendents...	41:22
curb (3)	D (1) 202:3	236:1	dealerships...	50:1	degree (2)
114:11	D.C (1) 46:9	Dave (7)	59:24	decentraliz...	34:14 63:17
121:24	dad (1) 41:16	174:13,14	death (17)	218:7	degrees (4)
215:18	dad's (1)	174:17,18	36:20 50:24	decided (1)	25:4,4
curbing (1)	189:23	174:20,24	57:10 70:4	101:11	119:5 143:1
188:24	daily (5)	174:24	87:17 96:13	decision (4)	delay (1)
cure (1)	46:12 210:6	David (3)	129:19	127:8	62:9
160:3	221:8 229:9	115:11,12	141:7	191:22,25	delayed (2)
current (5)	229:25	115:14	166:18	197:2	132:22
5:16 126:20	damage (3)	day (17) 3:8	168:25	decisions (1)	174:1
160:19	73:8 122:2	52:7 60:3	169:4 190:6	82:15	delays (1)
176:14	235:2	70:16,18	194:9	declared (1)	176:9
222:14	damaged (1)	100:14	210:10,15	234:21	deliberatel...
currently (...)	59:2	102:19	214:11	decomposi...	109:14
16:7 111:4	damages (1)	140:9 141:1	228:16	242:16	delighted (2)
123:25	30:22	141:1	deaths (8)	decrease (2)	79:10 171:2
149:11	damaging (...)	143:11	25:11 51:6	242:7 243:4	deliver (9)
181:13	213:25	154:5,13	96:11	dedicated (5)	86:3 120:3
182:20	dangerous ...	194:3,20	110:10	17:10	124:20
201:15	23:24 25:14	228:16	186:17	115:23	136:5,18
202:1 212:3	30:21 33:3	242:14	209:21	126:5	149:5
224:16	33:19 39:4	days (16)	226:24	150:17	169:11
232:22	48:6 50:14	6:20 10:11	228:14	160:2	214:17
customer (2)	140:2	25:8 31:5,5	decade (4)	dedicating ...	223:2
60:22 61:20	141:18	110:10	24:14 72:11	152:10	delivered (2)
customers ...	142:11	143:2 144:7	128:19	dedication ...	60:17 89:11
60:4 61:18	168:9	186:18	134:3	138:12	delivering (...)
61:24 62:7	193:16	189:9	decades (12)	deep (2)	214:25

44:25 65:22 137:3	depend (3) 61:12	167:5 176:14	devout (1) 148:7	127:18	202:17
demand (10) 68:5 93:17	144:22 232:3	194:23 205:19	diabetes (2) 51:3 73:12	Dillon (3) 152:22	220:17 230:15
102:22	dependenc...	destabilizin...	diagnosed ...	153:10,19	discernible...
110:7	99:6 163:4	210:15	51:1 70:20	diminishes ...	179:1
123:15	dependenc...	destroying ...	dialogue (1)	209:8	Disciples (1)
222:14	164:2	122:1	2:13	dinner (2)	95:17
223:8,10,25	dependent ...	126:15,19	die (2) 34:20	12:8 211:8	disclosure (...)
224:2	55:23	destructive...	209:24	dioxide (4)	13:6 236:12
demanding...	depending ...	197:15	died (1) 96:9	87:23 109:2	discount (1)
113:15	108:8	detailed (1)	diesel (19)	166:15	135:24
demands (1)	135:23	120:11	37:8 52:4,5	179:17	discountin...
138:10	162:21	details (1)	52:14 53:1	direct (2)	53:9
dementia (4)	depends (2)	9:8	53:2,11	103:16	discourage ...
70:4 73:11	28:22 90:8	determine ...	70:21 109:2	208:25	85:4 181:4
106:19	deploy (2)	239:5	109:10	direction (2)	discovered ...
172:5	75:18	determined...	143:23	229:17	172:6
dementias ...	157:19	67:24	175:23	235:22	discriminat...
21:18	deployed (2)	238:20	176:7	directly (5)	124:7 167:4
demonstrat...	158:12	detrimenta...	236:21	53:14 140:5	214:5
107:8	212:3	186:6	241:19,20	186:9 210:8	discuss (2)
demonstrat...	deploying (1)	devastated ...	243:1,3,6	219:9	136:8
68:3 89:17	227:20	28:4	difference (...)	director (14)	173:11
110:2	deploymen...	devastatin...	31:16	3:12 16:24	discussed (1)
129:13	22:4 132:9	90:20	229:13	41:15 51:25	136:19
134:6	133:8 155:4	235:11	differences ...	81:18 123:4	discussion ...
186:13	deposited (1)	develop (2)	184:23	131:2 134:2	8:22 61:19
demonstrat...	107:15	7:18 64:13	different (8)	136:16	65:5 206:1
134:3	deputy (3)	developed (...)	23:7 55:8	150:16	disease (23)
deniers (1)	2:25 3:10	97:5 145:14	82:25 83:1	165:11	6:24 21:2
78:7	134:1	developers ...	104:24	205:4	21:13,14,17
dense (1)	derived (1)	197:3	125:16	208:11	21:18 36:22
243:11	146:8	developing ...	175:15	224:21	42:11,15
densely (1)	described (1)	11:17 43:16	214:3	dirty (5) 73:4	51:4 73:7
173:20	10:16	54:7 79:13	difficult (5)	73:9,14	73:10 87:16
density (1)	description...	131:7	31:7 104:13	194:4,5	106:19,23
137:1	11:11	137:24	124:13	disadvanta...	109:22
Denver (3)	deserve (1)	203:19	165:24	186:22	111:24
50:11 98:18	72:1	221:9	206:11	disagree (1)	129:9 160:4
196:6	designed (2)	developme...	difficulties ...	84:23	165:22,25
denying (1)	65:6 175:15	73:4 167:12	15:2	disappoint...	166:9 210:9
30:8	designs (1)	172:1,3,3,5	difficulty (2)	151:25	diseases (2)
departmen...	77:12	185:8	15:12 35:9	173:13	96:7 107:13
6:18 194:7	desire (1)	196:11	dignity (2)	disaster (1)	dismiss (1)
236:13	62:21	207:6	149:2	234:21	128:20
Departmen...	despite (6)	developme...	179:16	disasters (6)	disorder (1)
133:13	18:13 94:10	73:8	dilemma (1)	28:12 39:13	160:5
				90:22	disorders (4)

96:16	16:25 17:7	147:3	189:24	durability (...)	171:1
109:23	disturbing ...	207:21	207:11	117:19	218:17
disparities ...	239:19	domestic (3)	210:24	132:15	242:15
109:20	diverse (2)	68:12 179:3	driven (6)	137:13	243:16
167:2,7	170:22	182:10	24:7,9,24	durable (1)	earth's (1)
205:23	171:1	dominant (2)	44:25 100:6	237:13	109:4
214:13	divested (1)	55:19	185:24	duration (1)	ease (1)
display (1)	226:3	185:25	driver (3)	9:18	96:17
14:3	divide (1)	dominate (1)	100:6 181:1	dust (3)	easier (7)
displayed (5)	213:16	18:15	206:19	25:18	14:19 24:22
14:24 16:7	diving (1)	doubled (2)	driver's (1)	143:22	24:23
16:16 92:14	146:25	177:3 179:8	94:4	186:3	105:17
212:17	Division (1)	doubt (2)	drivers (7)	duty (4) 1:13	106:1 153:9
disposal (2)	3:13	29:25 127:9	59:5 65:16	2:6 137:22	165:22
55:6 181:23	DOC (1)	downgrade...	65:23 144:4	138:10	easily (2)
disposed (1)	196:10	196:8	179:20,24		78:11
241:1	docket (12)	downloads ...	232:6	E	149:17
disproporti...	10:9,9,15	15:20	driving (11)	E-L-I-Z-A-...	East (3)
20:15 48:13	14:1,1	downtown ...	22:1 23:11	32:14	167:25
88:17 161:2	16:13 41:10	70:15	25:19 48:23	E-RINs (3)	168:2,3
169:8	92:11,11	199:13,16	144:6	146:6,8,15	eastern (18)
209:17	172:17	Dr (8) 98:10	167:11	E-transit (1)	9:8 11:1,6,8
213:13	212:14,14	98:11,15,15	184:16	184:1	12:5,7,9,15
disproporti...	doctor (5)	122:25	197:9	E15 (2)	12:17 91:19
34:18 35:2	69:15 112:1	123:2,3	199:14	151:18	91:21 92:2
40:13 50:9	172:6	224:20	232:4	152:15	139:3,7
53:16 68:17	174:24	Dragseth (3)	243:13	E85 (1)	159:7
71:8 83:2	229:4	173:1,2,3	drought (4)	151:18	211:10,13
87:9 88:7	document (...)	dramatic (1)	88:10 189:6	earlier (3)	244:22
96:25 124:5	79:13,15	86:3	229:23,23	89:12	eating (1)
148:20	documente...	dramatical...	droughts (1)	129:19	65:18
167:16	99:16	30:14	197:15	173:11	eco (1)
173:9 192:8	doing (12)	drastically ...	drove (1)	early (7)	220:20
213:24	27:21 61:2	83:1	233:23	43:16 70:4	ecological (1)
disruption ...	73:15 101:7	dream (3)	Dubuque (1)	73:6 92:1	177:21
171:14	116:16	46:18,20	59:22	96:13	ecology (2)
distance (2)	126:19	237:10	due (11) 25:6	143:12	56:25
141:13	128:2	drink (1)	36:17 39:13	189:19	177:23
243:13	146:21	86:24	50:7 83:13	earned (2)	EcoMadres...
distorts (1)	183:16	drive (15)	96:6 110:9	55:22	47:5 49:15
55:7	211:1	23:21 24:18	214:4	227:16	190:24
distress (2)	225:18	26:3 30:5	220:23	earth (13)	231:8
28:9 225:15	238:5	37:11 55:4	221:6	80:25 90:19	233:16
distributed...	dollar (1)	76:19 100:8	243:16	100:14	economic (...)
10:19	77:11	102:19	dumping (1)	119:1	54:9 55:15
distributin...	dollars (6)	103:19	76:18	126:16,18	58:23 77:21
147:4	7:7 61:4	132:25	Dupont (1)	126:22,23	99:3 163:2
District (2)	78:4 112:3	155:3	168:15	148:12	163:11

164:22	effectively ...	efforts (8)	182:2,7	116:16	65:4 66:7
181:1 217:2	85:2	54:11 87:2	184:5	elementary...	66:13 68:17
230:11,14	effects (33)	94:1,7	189:20	199:15	72:24 74:16
230:15	20:20,23	133:13	192:2 200:7	elements (2)	74:21 75:7
economies ...	25:9 31:20	170:12	204:15	34:8 132:14	79:21 80:7
122:14	36:12 45:14	171:10	219:4	eliminate (1)	85:20 89:22
economy (9)	45:17 47:17	184:10	223:20	181:10	90:12 91:7
55:22 69:4	73:3,9 96:9	eggs (1) 64:8	237:5,8,11	eliminated ...	95:4 102:14
82:3 94:1	99:5,7,15	EGR (1)	237:18,22	66:1	104:5,22
184:22	121:13,17	137:3	238:2	eliminates ...	105:3
203:3	121:20	egregious (1)	240:25	243:11	108:24
204:13,21	128:19	65:13	243:10,12	eliminating...	114:11
240:5	129:3 143:5	eight (5) 96:8	243:15	214:15	116:1,5
ecosystems...	154:9,19	105:10,12	electrical (4)	229:20	117:6,8
161:25	160:24	125:20	133:1 137:2	Elizabeth (7)	118:23
ED (2) 25:6	162:10	202:2	218:12	26:8,16,17	120:8
25:16	166:4,5	either (1)	219:10	26:19 32:10	121:11
edge (1)	171:13	202:3	electricity (8)	32:12,13	123:11
198:22	172:3 186:6	El (1) 231:17	75:9 85:13	EMA (5)	127:23
Edgington ...	213:25	Elaine (4)	117:14	180:13,16	131:8 134:4
73:23,24,25	221:15	110:19,20	182:13	181:3,18	134:21
edit (1) 14:23	228:22	110:24,25	208:2 218:5	182:15	136:18,20
educate (1)	232:10	elders (3)	219:4	email (2)	136:24
238:1	efficiency (...)	98:3 238:14	226:23	15:24	137:21
education (2)	84:19 86:4	238:15	electrificati...	172:16	142:15,19
237:21	116:9,15	electric (60)	61:3 72:19	embracing ...	148:17
240:24	117:17,24	6:1,5 7:4	93:23 94:1	197:4	149:5,23
educator (1)	131:8 133:3	54:17 55:13	94:20	emergency ...	150:12,24
165:20	151:2	56:2 58:15	115:25	6:18 23:18	151:2,5,9
EEN (1)	222:23	58:20,24	117:12	52:18 76:15	151:15,19
69:22	efficient (15)	67:8 74:19	131:6	112:1 194:7	152:2
effect (4)	85:21,21	75:7 77:2	135:23	209:12,22	154:14,15
28:14 30:16	105:25	83:9 85:3	162:18	220:4,5	155:4,10
107:14	117:14	89:14 93:2	163:8,13	225:8,14,20	157:25
128:14	130:1,10	93:3,6	164:22	234:22	158:7
effected (8)	132:25	111:12	183:25	emission (1...	160:10,18
28:11 45:14	157:20	112:16	184:3,7	5:15,19	160:22
73:1 111:22	168:11	115:17	electrify (3)	17:15 18:15	162:23
158:5 173:9	176:8,10	120:9	67:10	21:25 22:12	167:12
178:8	180:18	127:13,15	117:12	32:25 33:7	169:11,19
234:19	181:5 185:9	131:9,12	138:9	36:5 37:11	169:24
effecting (3)	187:17	132:4 138:6	electrifying...	37:21 39:16	171:19
47:23	effort (6)	138:16,18	149:7	40:2 41:24	175:11,13
107:13	26:23	158:7,9,12	electrolyze...	42:18,21	176:2,17
204:3	122:13	158:17	218:4	53:3,5 57:3	178:15,19
effective (4)	131:20	163:17,23	electronica...	58:11,16	178:23
38:3 44:17	161:6 175:5	164:7,9	10:7	59:7 60:16	181:20
75:4 182:17	196:24	181:9,25	element (1)	62:2,22	182:18

184:6,14	109:1 110:4	228:13	103:2	235:10	117:11
187:4	113:18	229:19	117:15,17	engine (13)	125:3
188:16	114:6,8	230:7 232:7	130:10	75:18 86:5	133:14
191:4	119:15	234:2,5	145:21	137:18,25	155:1
201:17,21	121:24	235:15	164:13	149:21	164:14
202:11	123:8	238:19	217:23	151:20	167:10
206:21	124:17	239:7,12	218:15	157:18	176:23
208:18	132:19	242:7,25	228:17	169:22	187:13
214:24	135:19	243:6,12,19	encourages...	176:5,22	202:23
222:12	137:6,9	emit (4)	133:12	189:24	216:3
229:14	142:20	54:20 87:20	encouragin...	203:2 242:5	ensures (1)
239:10	145:20,21	134:19	146:20	engineer (3)	135:14
emissions (...)	150:22	144:6	218:9	103:11	ensuring (5)
1:12 2:5	151:12	emits (2)	ended (1)	127:17	37:13 67:15
3:23 4:1,5,7	157:5,17,21	70:1 87:22	225:20	228:7	147:1 175:1
4:16 5:6 6:7	160:9 161:1	emitted (2)	endorse (2)	Engineerin...	176:20
6:11 8:10	161:3,7,8	54:16,22	67:13 74:22	241:19	enter (4)
17:17 18:17	161:23	emitter (1)	energy (24)	engines (14)	106:23
18:21,25	164:14,17	36:6	54:9 55:14	20:13 53:2	107:1,5
22:14 23:8	166:2,14,20	emitting (1)	55:17,22	54:19 63:3	149:18
23:11,20,21	171:17	213:14	83:16 90:10	65:15 75:20	entire (5)
26:1 30:2,3	173:5,10,12	emphasis (2)	97:5 105:25	127:15	69:4 82:24
30:14 31:14	175:16,25	121:10	115:19	131:24	105:6
36:6 38:4	176:24	243:2	121:8	136:23	220:10
39:2,18	179:17	emphasize ...	133:14	137:22	242:21
42:6 44:23	180:23,25	123:7	145:12,18	181:6,15	entirely (1)
45:7,9 46:6	181:12,19	employ (2)	145:22	243:3,6	119:17
48:19 52:8	181:22,23	155:1	151:4	enhance (2)	environme...
53:8,21	182:3,16	240:16	158:12	116:1	35:19,25
54:12,12	183:17	employee (2)	170:21	131:19	39:15 43:8
55:1,3 56:8	184:13	246:9,11	171:5 179:6	enhanced (1)	48:7 71:5
56:10 58:4	186:9	enable (5)	180:12,15	151:2	80:11 88:6
63:12,14,20	187:13,22	75:1,17	180:18	enjoy (5)	91:3 127:9
65:1,8 66:5	188:22,23	135:3 136:5	191:25	82:17 83:8	127:11
68:24 69:24	194:7 196:9	146:9	201:11	86:25 144:9	128:15
70:19 74:12	196:10,21	enabled (1)	enforce (1)	194:22	144:11
74:13,15	197:8	223:5	83:6	enjoying (1)	145:19
75:8,13,23	201:13	enact (2)	enforcing (2)	58:24	173:21
76:1 84:19	209:1,16	59:6 214:21	13:22 212:8	enormous (3)	183:22
85:12,14,17	210:3	enacting (7)	engage (3)	47:20 63:16	189:3
85:22,24	211:17	38:2 48:24	59:25 64:14	235:2	191:23
87:2,10	213:14	58:10 88:11	65:24	enrichment...	229:22
88:17 89:19	214:16,22	97:9 114:13	engaged (1)	137:10,16	230:8
89:24 90:1	215:25,25	216:22	65:19	ensure (18)	environme...
95:1 98:21	216:8,14,24	encircled (1)	engagemen...	11:11 21:25	1:4 2:2 3:4
99:15,24	220:8,13,14	226:2	47:4 139:21	53:19 64:15	34:24 35:4
101:22	226:19	encourage ...	190:24	67:19 83:7	45:19 48:1
103:1,17	227:16	14:12 57:4	231:7	83:24 98:2	49:1 50:5,8

54:9 55:8	43:20 44:15	138:12,14	216:2,23	222:25	168:25
58:6 62:4	44:20 45:16	138:23	217:4 220:9	225:3 227:5	180:1
69:17 75:25	47:9 48:25	139:11,23	222:19	230:4,4	209:15
85:6 86:21	49:4,23	141:17	227:1	239:1	216:19
88:15 96:23	50:17 51:18	142:16	228:18	EPA-HQ-...	234:1,16
97:5,11	52:20,23	144:2,19	236:5,13	10:10 14:2	essential (3)
98:2 99:13	53:9,12,19	146:14	237:12	92:12	57:13 75:21
100:23	54:24 56:4	148:1,4	241:6	212:15	93:20
109:21	56:22 58:8	149:25	244:16	epapublich...	essentially ...
110:1 114:1	60:10,23	153:1 155:9	EPA's (67)	15:5,24	124:25
114:15	62:4 63:3	155:23	2:3 3:1,11	epidemiolo...	181:10
118:20	64:12 65:3	157:23	3:13 4:11	128:13	194:22
128:16	66:8 67:18	158:21	4:14 5:18	episodes (1)	Essex (1)
133:6	69:24 71:5	159:3,15	10:7 17:16	209:9	26:21
145:23	71:11 73:17	165:15	17:22 25:1	episodicall...	EST (1) 1:8
149:4	74:23 75:6	167:17	25:23 26:23	57:17	establish (2)
150:11	75:15 76:4	168:6,10	32:24 37:6	equally (2)	86:12
152:5	77:13,20	169:4,13,21	39:1 41:23	86:10 214:3	117:13
154:12	79:12 80:13	173:4	46:6 60:18	equation (2)	established...
169:5	83:6 85:23	175:14	61:9 62:21	83:8,19	4:6,15
171:23	86:7,11	176:17,23	64:7 67:12	equipment ...	establishin...
180:11	88:19 91:15	177:7	68:19 74:16	61:5 131:10	117:7 130:9
187:7	94:18 96:1	178:25	74:17,19	equitable (2)	150:12
203:18	97:10 98:20	181:6,18	76:2 85:2	17:10 86:23	167:9
210:20	99:11,19	182:5,15	85:16 98:25	equity (6)	estimate (1)
213:5,6,23	100:16,19	184:18,21	100:20	20:19 24:3	61:10
215:2,14	103:13	185:19	114:4 117:3	44:14 45:21	estimated (2)
216:24	104:2,4,15	187:4	118:22	166:25	116:6
233:18	105:1,2	188:14	119:9,22	210:21	227:22
Environme...	106:4	190:15	134:11	equivalent ...	estimates (5)
35:18 142:8	109:25	191:9	135:17	135:8	7:1 60:23
envisions (1)	110:11	192:13	137:17	Erik (4)	207:3
74:18	112:19,22	193:1	142:9	16:21,23,24	222:19
EPA (196)	113:11,23	195:21	144:18	19:17	223:13
2:8 3:18,19	114:9,14,19	197:17	152:14	escape (2)	et (2) 143:16
3:22 5:11	115:23	198:12	157:8	102:5 111:6	237:3
5:22 6:2,20	116:6	200:11	158:17	especially (...)	ethanol (16)
6:21 7:1,16	117:16	201:6	160:11	18:25 24:2	62:21 63:6
9:6,20	119:11	202:22	161:6	28:17 31:21	64:10,18
10:18 11:9	120:3 123:6	203:20	162:22	40:5 42:12	74:10,12,14
11:22 16:3	125:7,8,24	204:16	163:6	43:14,19	74:20 75:17
19:8 20:2	128:20	206:24	175:17,20	45:12,20	75:19 84:14
21:20 22:3	129:1,23	207:3	176:3,6,12	51:13 65:13	84:22 86:3
24:1 29:20	131:21	208:17,20	178:15,19	70:5 80:17	151:11,13
33:8 35:22	132:18	210:22	179:15	90:2 112:6	151:23
37:15,18,23	133:13	211:7,20,23	181:3	124:13	ethanol's (1)
38:21 39:9	134:3,5	213:6	184:10	138:8	63:19
40:25 42:4	136:1	214:15,21	222:10,16	148:25	ethnic (1)

167:2	238:22	146:13,21	exist (2)	142:25	191:15
Eugenie (3)	Evangelica...	146:21	126:24	143:10	209:7
108:6,7,9	69:17 81:21	163:2 164:6	136:22	232:19	214:23
Europe (5)	Evangelica...	222:21	existential ...	experience...	express (4)
22:7 119:14	70:6	223:3,8,15	221:16	24:24	81:23 191:3
134:19	evening (6)	224:5	existing (8)	121:16	222:8
135:1	11:3 43:6	Ewart (5)	53:2 62:8	experienci...	233:19
163:24	219:18	125:15,18	75:14	169:8 210:6	expressed (1)
European (1)	240:15	159:21,22	134:10	213:22	61:8
119:16	244:15,23	159:23	146:23	expertise (1)	extension (2)
EV (55)	event (2)	exacerbate ...	176:5	128:14	103:18
55:24 56:11	24:11 34:10	186:4	178:19	experts (3)	143:2
61:12,17,20	events (11)	exacerbate...	223:1	67:23 160:6	Extensive (1)
61:24 77:7	36:21 47:15	39:12 91:1	exists (1)	160:7	21:10
77:10,15,23	108:20	exacerbate...	58:16	Expires (1)	extent (2)
78:9 85:8	124:6,12	58:7 220:15	expand (3)	246:24	104:15
91:4 94:2	143:5,8,16	exacerbati...	8:18 128:17	explain (1)	105:2
100:4,9	196:4	144:15	237:5	101:7	extinct (1)
101:11,12	199:10	exact (1)	expanded (1)	exploded (1)	78:8
101:15	234:19	65:20	121:25	231:22	extinction (...)
102:20	eventually ...	exactly (1)	expanding ...	exploration...	126:20
116:24	229:20	84:25	160:16	121:6	extra (1) 77:6
123:19,20	everybody ...	example (5)	224:4	explore (1)	extraction ...
124:2	26:9 156:8	23:22 116:4	expansion (...)	194:22	85:15
131:13,15	everyday (9)	148:21	193:9	exported (1)	extraordin...
131:16	43:18 98:19	196:23	expect (1)	22:8	190:10
132:17	104:14	240:21	239:25	exporter (1)	extreme (18)
135:13	141:10	exceed (4)	expectanci...	55:16	24:11 28:9
146:2,3	161:24	13:23 68:21	65:9 66:15	exposed (12)	34:11 36:20
147:4,7,10	198:19	92:7 212:10	expected (6)	43:9 46:4	47:14 88:9
164:13	200:14	excessive (1)	4:19 16:7	46:11 53:16	108:20,21
179:7,8	220:25	122:3	27:8 135:14	71:9 97:7	121:20
181:10,22	221:1	exclude (1)	158:14,18	124:9	124:6,12
181:25	evidence (4)	85:17	expensive (4)	148:22	143:11
182:4,7,8,9	9:15 36:7	executive (5)	62:7 101:12	154:6	154:21
185:1	42:13 130:4	80:1 81:18	104:14	168:18	196:4 204:3
196:24	evolution (1)	131:2	111:25	191:13	210:13
197:6 203:3	58:12	150:16	experience ...	200:13	220:16
222:14,19	EVs (24)	224:21	15:12,18	exposing (1)	225:15
223:12,13	54:14 62:1	exercise (1)	17:10,12	70:17	extremely (4)
223:13	76:16 77:8	194:18	28:8 46:1	exposure (...)	33:11
224:3,8	77:24 85:10	exhaust (6)	57:1 69:20	6:22 20:24	153:14
evaluate (1)	85:11	137:14	87:14 100:6	25:17 34:21	171:5 189:4
54:25	102:15	143:21	112:2 199:7	42:24 46:2	eye (1) 115:8
evaluated (2)	115:22	168:18	236:24	57:18 73:14	eyes (1)
54:13	117:11,20	193:16	experience...	88:8 129:6	229:10
238:16	123:15,22	194:25	39:12 90:1	141:4 166:7	
evaluating ...	124:20	214:1	109:20	169:1	

202:4 229:8	184:24	197:11	187:14	fetal (1)	208:7
232:20	240:3	200:9	feasible (5)	172:4	241:11
F150 (1)	fair (1) 64:16	family-own...	38:3 66:4	fetuses (1)	finalization...
183:25	fairly (1)	180:15	71:21	73:5	175:20
face (4) 51:13	86:10	far (8) 28:10	157:10	fewer (2)	finalize (54)
83:1 88:7	faith (12)	68:20 95:2	158:3	6:19 110:9	7:23 19:8
209:19	81:23 83:19	123:15	feasibly (1)	fibroid (1)	20:3 26:25
faces (1)	89:11 95:20	219:1 239:2	135:2	73:7	29:20 32:1
221:8	95:23 97:13	239:16,16	feat (1)	fiction (1)	33:9 37:15
facilitating ...	126:4,6	Fahrenheit (1)	116:12	127:2	37:24 38:21
10:2	147:20,25	143:1	feature (2)	field (14)	39:9 41:1
facilitator (3)	148:8,25	farm (4) 34:4	15:3 197:20	32:15 34:14	42:4 43:20
2:9 125:25	fall (2) 143:7	34:6 74:7,8	federal (17)	34:15 41:15	47:9 49:5
211:21	239:16	farmer (2)	4:5,16 8:12	47:3 49:14	49:23 51:18
facilities (1)	falsely (1)	63:18,23	9:10 10:16	75:2 76:6	56:4 69:24
61:5	85:10	farmers (4)	11:14 18:20	77:14	71:25 96:1
facility (3)	familiar (3)	74:3,10	19:5 77:18	141:12	97:25
80:20 87:6	28:5 96:5	143:25	77:20	188:7	100:19
191:11	224:5	243:22	138:14	190:22	114:21
facing (2)	families (15)	fascism (1)	155:3	195:17	125:9
19:11	33:2 39:4	77:5	169:15	203:16	129:23
121:22	45:11,12	fast (1) 93:9	206:13	fifth (2)	139:24
fact (6) 52:23	46:16 51:7	faster (7)	207:7 224:8	201:12,14	141:21
65:19 97:4	60:5 94:16	42:12 58:2	236:14	fight (7) 29:1	142:16
134:24	112:2 140:1	104:7	federation ...	77:4 112:12	144:21
176:5	142:11	105:25	180:13	114:3	148:2 150:1
189:16	202:10	106:6 218:1	feed (1)	233:16,17	155:8 157:9
factors (1)	225:7,13	236:4	74:10	233:18	157:12
224:1	232:8	fastest (2)	feedback (1)	fighting (2)	158:22
factory (1)	family (20)	36:6 187:16	175:7	49:17 86:22	165:15
218:15	33:15 50:1	father (1)	feel (7) 27:16	figuring (1)	167:17
facts (1)	50:1,8,13	74:8	71:1 83:11	127:19	177:7 187:4
130:13	74:7 77:7	father's (1)	83:21 91:24	fill (3) 232:1	190:15
fail (3) 50:16	83:10	77:4	194:16	237:22,23	192:14
121:24	103:23	fathers (1)	229:5	filled (1)	193:1
239:21	112:2	191:1	feeling (2)	70:16	195:10,21
failed (1)	173:19	fault (1)	27:13 28:4	filters (5) 6:6	201:6
71:1	189:4	82:22	feels (1)	22:5 71:18	204:16
failing (11)	191:14	Fax (1) 1:24	140:21	134:22	208:20
31:4,11	192:1	fear (2) 96:18	feet (6) 42:23	237:25	210:23
48:18 80:22	194:23	221:10	42:25 80:19	final (12)	216:3 225:6
206:4 214:9	198:14	fearing (1)	87:5 143:20	7:19 38:10	232:23
228:9,25,25	228:8	221:9	191:10	53:25 72:5	235:22
229:8 239:4	231:18	fears (1)	felt (3) 162:9	88:23,24	finalized (4)
fails (3) 64:8	234:9,17	221:18	214:3	128:16	4:8 137:23
76:2 182:2	family's (4)	feasibility (4)	235:13	152:8	184:20
failure (4)	28:16	68:10 95:7	fertility (1)	172:25	188:13
73:11 170:6	196:24	117:4	73:1	176:20	finalizes (1)

24:1	108:20	flagship (1)	140:9	49:22 51:17	forming (6)
finalizing (9)	122:1	116:3	focus (7) 20:7	79:17 85:3	176:13
9:2 29:2	154:21	fleet (18)	27:4 74:23	139:22	178:23
71:12 81:7	186:2	5:21 37:12	136:19	142:7 188:8	216:14
148:5 158:2	210:17	61:3 62:6	150:21	190:14,23	226:10
197:20	firmament ...	62:10 67:9	165:17	192:24	227:16
203:9 227:2	82:20	67:10 68:1	181:9	195:18,21	242:18
finally (8) 9:4	first (30)	68:6 75:14	focused (5)	198:10	formula (1)
11:9 101:8	16:21 28:18	132:1	34:4 35:19	201:3 203:5	117:25
102:4,14,24	92:19 98:24	138:18	151:22	203:17	formulatio...
138:5	100:3,10,14	149:14	165:21	231:7	136:25
179:23	103:15	176:16	241:20	233:16	forth (2) 66:8
financial (2)	108:5	187:18	focusing (2)	forced (1)	246:7
18:6 146:10	118:10,19	232:5	55:6 108:15	109:12	Fortunatel...
financially ...	122:14	241:24	folks (4)	forces (1)	153:16
246:13	139:16	242:1	57:23	55:12	forum (1)
find (6) 14:19	143:10,19	fleets (3) 7:9	153:23	forcing (4)	8:25
33:10,23	148:4	52:16 53:4	154:3	52:23 56:4	forward (24)
73:16	161:14	flew (1)	159:13	76:25 83:4	4:11 7:14
147:10	165:23	233:23	follow (3)	Ford (5)	7:20 18:23
194:15	177:2,7	flex (2) 75:4	186:4	102:4 183:9	22:19 29:9
finding (2)	178:17	152:4	193:19	183:13	39:4 42:1
27:19 117:3	189:1	flexibilities ...	236:1	184:16	53:19 60:10
findings (2)	196:24	60:19	follow-up (1)	185:7	67:18 95:5
151:17	205:10,19	122:20	118:3	forecasts (1)	103:18
202:14	212:20	flexibility (1)	followers (2)	25:3	117:18
finds (2) 27:7	217:25	187:11	82:6 122:13	foregoing (1)	123:6 152:7
175:21	222:16	flooded (1)	following (3)	246:3	155:7 164:8
fine (6) 87:11	224:18	24:10	38:11	foreseeable...	170:10
149:16	233:22	flooding (6)	126:20	145:25	216:2 217:4
160:18	Firstly (1)	39:13 88:9	157:14	forest (1)	229:17
216:15	208:24	90:22	food (2)	122:1	232:8
226:13	Fisher (3)	108:20	122:5	forestall (1)	235:15
227:22	113:21,22	121:25	243:23	171:13	fossil (15)
finish (2)	113:25	197:16	footprint (8)	forester (1)	46:19 63:4
71:11 148:5	fits (1) 152:1	floods (1)	84:21 90:6	101:10	65:12 77:12
finished (3)	five (14) 7:10	204:4	116:14	form (5)	82:3 96:9
8:19 180:19	11:4 12:8	floor (3)	171:10	30:19	96:10,12
241:1	17:8 30:10	25:25	178:12	135:18	99:6 104:14
finishing (1)	42:15 96:11	140:12	179:21	229:15,16	104:17
153:18	98:10	206:25	235:6,18	230:12	105:16
fire (3)	107:25	Florence (2)	force (30)	formal (1)	109:1 130:8
100:13	132:10	27:25 28:12	26:20 29:20	9:14	171:4
204:4	196:1	Florida (1)	32:15 33:8	formation (...)	foster (3)
210:18	203:14	139:22	38:17,20	57:21 58:1	19:10
fired (1)	209:21	Floridians ...	40:25 41:15	242:3,20	216:23
236:20	220:4	220:24	44:14,19	Formed (1)	217:2
fires (5)	fix (1) 218:11	flow (1)	47:4 49:15	177:24	fought (1)

found (16)	199:11	94:24 96:9	full (12)	future (50)	159:21,22
9:9 25:5	226:3,4	105:16	54:13,23	20:11 26:1	159:23
47:24 63:12	freeways (1)	123:24	70:24 75:6	26:3 27:20	gas (85) 4:10
65:8 112:17	216:21	133:2	85:23 100:4	28:22 29:6	4:16 17:17
124:20	freight (1)	134:22	101:15	31:18 53:2	22:12 23:11
129:4	40:6	137:3,6,10	116:13	57:9 75:5	23:20 30:2
151:14	frequency (...)	137:15	155:1	76:25 77:9	30:14 36:5
166:20	143:6	145:6,9	183:15	81:6 91:5	38:4 39:16
167:2 172:1	234:24	146:6,9	236:12	99:25	40:2 42:6
206:1	frequent (2)	150:18	238:1	103:19	42:18 45:7
207:17	36:18 186:3	151:6 152:4	fully (5)	104:1	52:7 53:8
223:18	frequently ...	152:9 171:4	102:19	108:17	58:4 61:25
226:20	168:17	184:22	132:23	122:22	62:22 63:14
foundation...	194:2	204:12	138:9	126:16	64:16 67:16
163:22	fresh (4) 31:8	218:2,6	146:13	127:16	71:15 72:24
208:13	31:9 86:24	219:11	229:18	144:22	74:13 75:8
founded (3)	122:5	222:23,24	fumes (3)	145:25	75:22 80:7
118:18	freshman (1)	227:19	70:21	148:12	83:10 89:19
177:21	100:15	fueled (3)	103:22	150:25	89:22
208:14	fried (1)	37:9 75:5	193:22	151:24	105:18
four (12)	33:20	196:4	fun (1) 100:8	162:5	108:24
21:20 25:4	friendly (1)	fueling (3)	function (2)	163:17,23	110:4,7
30:10 48:3	220:20	124:19	166:17	170:10	111:12
48:23 49:25	friends (4)	160:22	209:8	179:6,22,25	112:18
73:22 88:24	193:17,21	218:7	Fund (1)	184:5 185:3	121:6
101:20	234:17	fuels (32)	215:15	190:2,2	124:17
103:14	237:7	17:4 52:1,6	funded (1)	196:2	132:7,21
168:14	front (7)	52:12,15	135:7	197:13	133:2
217:18	36:10 50:16	53:13,18	further (22)	198:18,20	142:19
fourth (2)	60:2 88:16	55:11 60:20	11:20 18:3	200:18	150:21
105:8	149:6	74:24 84:13	18:24 25:10	203:9 204:1	151:9,12,15
225:24	169:12	85:21 86:2	37:8 44:22	204:5,15	154:14
fractions (1)	196:6	94:25 96:10	49:1 57:5	217:21	157:4,17
162:2	Frost (3)	96:13 99:6	97:11 114:5	221:19	160:9,18,22
framework...	219:23,24	104:15,17	114:12,15	224:2	161:7
238:17	220:1	109:1 130:8	123:7	230:10	168:10
239:18,22	fuel (50) 5:5	130:10,11	136:23	futures (1)	175:11
framing (1)	7:3 17:23	152:12	151:22	43:23	183:19
205:11	46:19 52:14	180:18,20	160:22		184:13,13
franchise (1)	54:4 58:18	180:20,21	169:4	G	184:21
59:24	60:22 63:4	180:22	180:25	gallon (2)	186:1
Francis (1)	63:22 64:4	181:5,11	182:5 223:5	76:21 237:3	187:21
90:18	64:14 65:12	243:23	227:2 246:8	game (1)	188:16
free (2) 83:22	75:12,19	fulfill (1)	Furthermo...	116:8	192:1
91:24	76:7 77:12	114:9	135:17	gaps (1)	196:11,17
freedom (1)	77:25 78:2	fulfilling (3)	209:11	120:21	196:21
154:4	82:3 86:4	78:11 91:8	fuss (1)	Gary (5)	197:8
freeway (3)	86:14 93:4	238:23	105:23	125:14,18	201:17,21

202:21	134:1	Georgia (1)	55:19 58:5	233:10	218:19,20
210:3	general (3)	58:22	67:4 77:5	240:13	230:1
213:14,14	25:6 34:21	geothermal...	88:1 89:25	241:16	236:19,22
214:22	119:23	111:11	93:25 99:3	goal (12)	237:16
215:25	generally (1)	Getsonia (1)	119:2,4,15	19:6 85:19	240:13
222:17	120:6	41:19	121:16,22	90:7,8 93:8	244:21
226:17	generate (3)	getting (9)	130:12	93:23	good (51) 2:1
228:13	64:3 146:6	44:5 101:19	134:15	108:16	3:3 16:23
234:2,5	187:20	142:23	135:9	115:21	19:21 22:24
235:14	generated (1)	219:9 221:2	163:12,15	119:1,3,10	31:18,21
242:11	149:16	226:14	164:23	128:1	44:12 47:1
243:6	generation ...	229:1 237:8	179:18	goals (17)	51:24 54:2
gases (17) 4:6	29:6 54:17	241:3	globally (1)	52:10 53:1	59:20 64:21
4:12 5:7	75:9 77:4	GHG (9)	120:1	58:17 67:23	67:25 71:10
18:23 39:14	85:13	18:17 52:23	globe (1)	74:17 84:18	73:25 83:21
99:14	105:23	53:4 56:10	82:24	94:20	84:8 95:13
104:11	181:25	85:18,19	globe's (1)	116:18	97:24 102:9
110:6	182:7,13	95:4 114:8	63:13	117:22	108:7
111:13	186:15	188:21	go (44) 9:12	135:14	115:12
117:1	204:6	gift (1) 97:18	11:25 12:3	148:14	118:15
131:22	221:17	girl (1)	12:22 27:15	170:3	121:1
185:22	generation...	231:10	32:8 38:13	183:24	128:11
187:2	74:7 202:14	give (11) 10:5	44:10 59:11	184:5 185:6	131:1
227:17	generation...	13:17 63:3	59:18,19	187:17	133:25
242:13,17	76:25 100:1	101:8	69:12 84:10	214:24	136:15
243:16	148:12	102:24	92:22 98:13	God (4)	147:16
gasoline (24)	179:22	127:1,11	101:4	70:24 97:16	156:18
6:6,7 20:9	196:2	156:9 188:5	106:13	97:17,17	157:8
20:10 22:5	genocide (1)	219:11,13	108:4	God's (2)	162:16
26:2 37:8	50:2	given (7)	110:22	179:21,24	165:9
74:14 76:1	gentlemen ...	9:23 70:24	113:8	goes (1)	170:24
78:2,6	19:19 32:5	80:4 97:18	118:13	215:12	177:15
109:2	35:8 38:9	122:21	123:7	going (28)	185:16
117:10	41:7 46:24	126:11	125:19	11:24 16:22	198:24
123:25	56:17 66:19	206:15	140:8,22	32:8 51:17	202:25
134:17,21	138:22	givers (4)	141:11	59:11 62:16	204:12,20
136:23	139:6 159:1	31:6 45:2	156:15	79:3 91:19	205:2 231:4
151:16	208:7 244:2	49:17 191:1	159:19	102:8,15	234:16
158:10	gentrified (1)	gives (1)	162:6 165:7	125:21	236:17
175:23	51:9	234:13	174:22	126:12	238:5
176:7	geo (2) 99:5	giving (4)	180:8 183:6	127:5	240:15,16
227:19	121:7	114:18	187:7 198:4	138:22	243:12,24
237:5 243:1	Geoff (3)	183:11	202:12	155:15	244:23
GECU (1)	84:7,8,12	220:10	217:10	159:19	goods (1)
161:16	geographic...	225:19	222:3	162:4	237:14
Geller (4)	243:9	glaring (1)	224:17	191:23	gotten (1)
133:19,24	Georgetow...	147:2	228:4	192:19	24:22
133:25	177:17	global (20)	230:25	217:10	governance...

50:6	114:1	53:8 58:4	grew (4) 28:2	guardians (...)	199:22
governing (...)	grateful (1)	62:22 63:14	33:14 47:12	49:16	happy (3)
82:11	3:7	64:16 67:16	193:6	guide (1)	56:13 136:9
governmen...	grave (1)	72:23 74:13	grid (7)	178:3	138:20
19:5 66:2	158:9	75:8,22	54:18 56:2	guilt (3)	hard (9)
77:18 89:18	great (16)	80:7 89:19	131:19	83:22	33:22 34:17
90:9 94:10	23:22 25:13	89:22 99:14	132:23	233:25	55:22 108:3
115:24	25:18 28:2	104:11	133:15	235:17	136:1
171:14	37:7 66:25	108:24	158:13	guilty (1)	138:12
173:13	100:17	110:4,6	207:20	76:24	170:8
177:17	111:10	111:13	grief (1) 28:5		206:11
185:3 241:6	138:6	117:1	Griffen (1)	H	227:15
governmen...	162:15	124:17	200:1	H-U-R-T-...	harder (3)
7:14 197:3	163:11	131:22	grime (1)	47:2	87:21
Governor (1)	183:21	132:21	140:11	habit (1)	231:24,25
234:21	212:1 218:8	133:2	Grose (4)	189:20	hardship (1)
GPF (2)	219:17	142:19	221:25	habitable (1)	230:15
134:25	228:6	150:21	222:1,5,6	82:20	harm (16)
135:1	greater (10)	151:9,12,15	gross (3)	habitats (1)	23:21 38:5
grade (4)	36:14 74:21	154:14	137:19	161:24	50:8 65:8
31:4,11	124:19,21	157:4,17	138:3	Hagen (1)	70:2 87:9
48:18 206:4	124:22	160:9 161:7	193:16	1:16	111:20
grades (2)	137:20	175:11	ground (4)	hail (1)	141:6
80:23 202:3	155:4	183:19	30:19 76:18	234:25	149:18
gram (1) 85:9	184:15	184:13,13	171:22	half (11)	169:9
grams (2)	214:10	184:21	226:13	74:13 79:20	173:14
243:4,5	242:20	185:21	grounded (1)	134:9 147:3	176:11
grand (2)	greatly (1)	186:1 187:1	136:2	168:5 175:3	190:5 194:6
116:7,10	188:18	187:21	group (4)	177:8	216:10
grandchild...	Greco (1)	188:16	99:8 126:5	180:23	228:22
126:25	161:15	196:17	171:23	216:8	harmed (1)
grandchild...	green (5)	197:8	213:4	242:11,14	66:15
78:16 99:22	86:21	201:17,21	groups (2)	Hampshire...	harmful (25)
202:19	127:21	202:21	7:12 45:25	170:18,19	4:7,12 6:16
Grande (1)	132:6	210:3	Growers (1)	hand (4)	33:5 39:6
115:18	213:20	213:13,14	74:1	125:18	40:9 44:22
grandfathe...	241:19	214:22	growing (10)	165:23	45:14,17
98:17 99:18	greenhouse...	215:25	27:6 30:24	244:7,8	47:17 48:9
grandmoth...	4:6,10,12	220:7	36:6 39:11	hands (1)	70:18 74:14
28:2,2	4:16 5:7	222:17	93:15 172:9	244:14	99:5,13,15
217:22	17:17 18:22	226:17	177:21	happen (4)	111:19
grandpare...	22:12 23:11	227:17	180:17	143:17	114:5
191:2	23:20 30:2	228:13	226:5,7	199:11	142:13
202:18	30:14 36:5	234:2,5	growth (7)	217:23	164:15
grants (1)	38:4 39:14	235:14	4:22 61:11	236:5	173:11
147:4	39:16 40:2	243:6,16	129:18	happened (1)	179:17
grass (3)	42:6,18	greetings (2)	181:1 217:2	236:20	188:18
25:17 81:19	45:7 52:7	79:8,8	223:24,25	happens (1)	202:9 209:1

34:25 36:14	4:20 5:2	128:14,19	224:22	9:13,14,17	143:11
141:18	6:22 17:11	128:20	225:2	9:21,25	193:20
194:11	18:9 20:15	129:2,3,7	226:24	10:7,11,12	204:3
199:4	20:19,20,23	129:16,22	227:4,18	10:22 11:6	210:14
harmonize ...	23:7,10,18	130:13,17	228:21	11:21 12:1	243:14
184:21	23:19,21	135:21	230:16	12:4,10,14	heated (1)
harms (17)	24:3,3,12	140:5 141:3	healthier (2)	12:22,23	137:2
24:12,24	24:17,20,20	141:8,10,18	31:18	15:2,9,14	heating (2)
26:5 30:25	24:24 25:2	142:13	103:25	15:15,21	111:11
40:5 42:1	25:3,12,19	143:8,17	healthy (15)	19:22 22:18	180:20
42:20 45:24	25:25 26:5	144:21	23:2 35:17	23:4 52:12	heaviest (1)
50:5 90:1	27:6,7	149:18	36:23 49:17	61:18 92:1	109:13
91:3 96:25	28:14 29:4	153:10	68:4 86:22	115:1 139:6	heavily (7)
112:5	29:23 33:5	154:9	142:7	139:9	43:2 143:21
148:20	34:4,25	155:11	156:23	154:13	162:5
157:2	35:20,25	157:3,11	170:20,25	155:20	166:21
166:16	36:3,8,13	160:2,24	185:18	172:20	186:10
209:15	36:14,15	164:12,22	186:12	211:16,22	193:15
Harris (1)	37:3,5,17	165:18	188:10	217:14	220:24
18:11	38:2,6,24	166:4,5,16	194:10	236:2	heavy (5)
harsh (1)	39:7 40:10	166:24	207:16	244:13,17	137:22
28:17	41:17 42:1	167:20	hear (20)	244:20,24	143:4
Hartrick (5)	42:20 43:23	169:2	2:21 7:17	hearings (1)	186:20
92:19,20,21	44:14 45:14	177:11	11:16 23:17	175:6	195:3 196:9
92:24,25	45:17,21,22	186:6,8	69:10 81:16	heart (22)	heavy-duty...
Harvard (2)	47:17,21	187:22	84:9 90:18	6:24 21:2	4:9,10
96:8 151:10	48:6,10,25	191:24	105:11	51:4 57:7	52:12 104:2
harvested (1)	49:3 50:7	192:3,4	110:21	70:3 73:7	133:11
34:13	51:14 57:23	193:4	113:6	73:10 87:16	137:25
hate (1)	58:5,9 59:1	194:11	118:12	96:7,13	191:16
154:21	65:9 66:15	195:24	156:14	107:2,13	214:17
Haul (1)	68:20 69:2	197:11,19	165:6	109:22	215:3 220:7
213:4	70:2 71:5	199:4 200:8	174:22	111:23,24	226:22
Haven (1)	72:11 75:24	201:9	180:7 222:2	129:8	236:21
213:11	80:2,10,23	202:10,20	228:3 233:8	143:15	239:3,11,12
hazardous ...	81:6 87:3	203:9,19	241:14	144:16	240:2
34:3	87:15 88:13	204:9,20	heard (6)	166:9 169:3	hefty (1)
haze (1)	90:24 96:22	206:14,20	31:7 101:25	186:7	51:12
189:10	97:21 99:3	207:1,21	160:20,23	210:18	held (1)
Hazel (1)	99:15,21	208:22,25	165:22	heart-wren...	12:16
113:25	100:23	209:5,15	188:20	96:15	Hello (10)
head (1)	108:14,15	210:4,16,21	hearing (62)	hearts (2)	32:12 98:11
27:22	109:18,20	211:2	1:6 2:4,10	90:17 107:9	110:20
headaches ...	110:8 111:9	213:24	2:12,19,24	heat (12)	128:8,9,11
229:3,11	111:23	214:10,18	3:7,16,21	33:20 34:11	165:5
heading (1)	112:3	215:1,17	4:3 7:14,18	34:20 36:21	192:21
126:19	114:10,21	216:10,17	8:1,3,5,7,14	88:9 108:21	215:10
health (189)	124:11	217:1	8:19,21 9:5	122:3	217:12

35:4 42:19	203:15	135:5 138:5	234:23	217:2	hubs (1) 40:7
57:21 63:23	205:2	205:14	235:1,12	hopeless (1)	huge (1)
71:1 73:17	219:24	206:15	236:25	27:14	58:23
75:13 82:11	222:1	highlightin...	hold (7) 9:25	horizon (1)	human (12)
82:12 95:4	236:11	23:7	62:8 92:6	189:10	18:9 35:20
104:18	hide (1) 2:17	highlights (...)	153:12	hospital (6)	66:1 83:18
106:5	high (30)	24:6	156:8 163:9	6:17 21:12	91:3 99:15
122:16	20:24 25:16	highly (3)	185:4	21:13 25:6	100:23
124:15	27:23 31:4	65:25,25	holding (3)	194:7	171:25
127:18	31:5 40:7	185:9	19:22 22:18	209:12	179:16
130:12	43:10 57:13	highway (8)	23:4	hospitaliza...	194:22
137:24	75:10,16,17	32:20 70:15	holes (1)	21:16	225:2
157:1	75:18 78:24	78:14 140:5	120:18	209:20	242:23
177:24	80:18 82:18	141:9	home (8)	hospitalize...	humans (3)
178:3,11	83:2,10	191:18	24:10 91:11	96:6 193:18	104:13
179:23	86:2 103:3	199:10	94:5 111:13	hospitals (1)	107:10
189:16	129:5,5	236:14	185:23	89:7	242:22
204:17	134:22	highways (...)	194:2	host (4) 15:4	hundred (2)
210:2,24	135:12	31:22 40:6	232:18	44:6 108:1	199:9
230:4,5,7	140:17	45:1 48:12	234:18	238:11	208:16
helpful (3)	166:7	50:14 51:11	homes (2)	hot (1)	hurricane (3)
57:20 171:1	196:11	90:4 97:3	103:22	217:19	27:24 28:7
171:6	199:10	112:6	193:13	hotter (1)	28:12
helping (5)	232:13,20	124:10	hometown ...	197:13	hurricanes ...
10:2 165:21	238:3	128:17	47:15	hottest (2)	90:21
175:18	higher (21)	169:8	homo (3)	30:10	197:15
194:15	21:10 24:8	191:19	126:9,21,22	197:12	Hurtado (3)
237:11	34:13 46:2	195:2	Honduras (...)	hour (6)	46:25 47:1
helps (4)	46:4 51:3	198:25	90:21	10:23 11:4	47:2
176:1 178:2	58:3 63:5	231:19	honestly (1)	116:11	husband (5)
190:2	87:15	Hills (1)	85:23	132:24	41:21 42:16
194:17	101:22	226:8	honor (1)	193:25	111:10
Hendersho...	102:23	Hispanic (3)	240:3	232:2	112:14
95:12,13,15	103:1	97:6 109:24	hood (1)	hours (2)	192:22
Henderson...	109:21	148:22	43:17	144:8 199:4	hybrid (13)
183:3,4,8,9	110:2	Hispanics (1)	hope (7)	house (6)	58:13,14
hereinbefo...	111:24	48:17	48:22 73:16	132:7	61:25 93:3
246:7	137:1,11,14	historic (1)	127:11	143:22	100:4
hi (16) 76:12	152:11	224:8	155:6	144:6 171:9	101:14,17
86:19	209:11,19	historical (1)	189:25	191:16	101:25
113:22	highest (6)	100:17	217:22	199:9	102:5,19
125:23	42:24 88:7	historically...	224:11	household ...	138:6 171:8
139:18	89:22 101:7	33:24 96:25	hopeful (2)	60:3	189:20
152:21	185:21	124:7	108:16	Hover (1)	hybrids (7)
168:2 173:2	213:21	186:21	221:20	14:22	101:12
190:21	highlight (6)	history (2)	hopefully (4)	Howard (4)	102:11,16
195:15	23:10	179:1 242:8	102:21	64:20,21,22	132:6,6
198:2	130:17	hit (5) 28:18	180:7 183:5	120:25	222:23,24

180:21	134:24	86:3 181:12	142:13	138:13	149:8 235:8
hydrocarb...	identify (2)	impact (18)	164:10	142:10	in-use (1)
6:12 53:8	32:17 79:25	15:17 35:2	178:9 187:1	161:22	21:25
hydrofluor...	identifying...	47:20 54:20	190:4	162:9	incentive (1)
109:3	176:15	103:16	198:16	166:24	34:16
hydrogen (7)	idle (1)	122:4	204:6 210:2	175:8,14	incentives (...)
218:2,3,6,7	199:21	128:16	210:6 214:1	205:7 232:7	18:7 61:14
218:8	idling (6)	133:6	214:11	237:16	68:7 93:14
219:11	65:15,16,23	140:25	220:6	238:13	122:16
222:24	66:6,9	141:2	impair (1)	importantl...	171:4,8
hypertensi...	199:24	143:17	184:25	29:5 49:24	219:8,9
57:18	ignores (2)	144:10	imperative ...	60:6 69:18	incentivize...
	52:25 85:12	154:3 161:3	157:11	113:13	145:15
I	ignoring (1)	198:17	imperative...	124:25	incentivize...
i.e (1) 241:2	56:9	229:21	23:10	218:3	157:19
ICC (1)	II (1) 77:5	230:11	implement ...	imposed (1)	incentivizi...
27:18	Ileagh (3)	243:23	64:15	68:21	151:18
ICCT (3)	147:14,16	impacted (...)	112:20	impractical...	inch (1)
118:17,21	147:17	40:13 43:15	130:19	62:7	116:12
119:3	Illana (5)	50:9 68:15	177:22	impressing...	include (9)
ICCT's (1)	78:21,22	83:13 124:5	implement...	100:5	13:2 25:12
120:6	79:3,7,16	153:19	88:3 132:21	improve (13)	67:1 83:18
ICE (3) 95:1	Illinois (1)	167:16	implement...	49:2 76:7	110:8
135:11	121:5	195:2 196:3	119:12	88:5 103:18	136:24
176:15	illness (7)	198:14	implementi...	110:7	218:1
ICF (5) 2:7	36:20 83:3	199:19	127:6,23	112:11	237:17,20
3:20 10:1	87:16 160:4	205:22	149:2 170:5	137:12	included (4)
11:25	171:19	214:19	implication...	145:22	17:22 20:23
211:19	210:15	230:2	99:2	176:23	179:3
icon (2) 2:14	220:16	impacting ...	implore (2)	203:24	236:17
244:8	illnesses (4)	80:18 143:8	97:23 146:4	223:23	includes (2)
ICU (2)	51:5 91:1	impacts (41)	importance...	235:9,24	55:2 90:11
142:5	169:10	6:22 24:6	61:13	improved (1)	including (...)
144:14	221:9	25:3,12,15	163:19	175:20	6:24 7:12
ID (3) 15:10	images (1)	27:7 28:14	191:22	improveme...	17:7 21:24
16:14	28:5	28:17,20	important ...	177:4,9	30:18 36:20
212:15	imaginatio...	33:5,10,13	3:23 8:1	improveme...	42:15 52:18
Ida (3)	194:18	34:25 35:19	18:4 19:9	6:7 55:10	61:9 65:10
203:14,15	imagine (1)	39:7,14	20:7,19	60:16 86:4	65:11 70:9
203:16	198:23	47:13 55:8	28:25 29:10	94:24 99:24	71:7 75:4
idea (1)	imbedded (...)	69:2 83:1	29:22 33:2	157:18	80:1 87:15
237:16	50:5	85:11 88:9	39:3 41:25	176:4,9	91:1 93:3
ideal (2)	immediate ...	88:18 94:13	45:11 48:4	202:6	105:4
42:11	23:21 36:15	114:17	81:7 91:8	222:23	108:20
101:14	52:3 53:20	124:16	99:2 112:10	improving ...	119:6,19
ideally (1)	208:25	128:21	120:14	68:10 80:2	126:14
102:17	immediatel...	130:18	127:7	94:25	130:8,20
identical (1)	16:6 53:14	141:15	132:10	108:15	167:7 169:2

172:4	224:7	49:25 50:4	inescapabl...	169:20	115:19
180:20	increases (2)	50:12 51:2	31:24	202:5 207:8	147:19
181:23	70:22 132:3	51:7 198:11	inevitable (1)	213:15	inspiring (1)
186:6	increasing ...	indigenous...	105:21	223:7 224:4	178:7
187:23	4:22 36:16	242:22	inevitably (...)	inhaler (1)	installed (2)
188:17	53:1 68:5,9	individual ...	73:18	140:24	22:7 135:2
190:4 196:2	84:18 86:12	15:16 99:8	184:24	inherently ...	installing (1)
209:6	108:19	124:11	infamous (1)	83:17	146:10
226:13	117:4	128:13	234:4	inherit (1)	instance (1)
inclusion (1)	121:17	159:20	infant (1)	162:7	209:21
134:11	158:11	161:20	111:24	inhumane ...	Institute (5)
inclusive (1)	223:9	individuals...	infants (1)	109:11	20:21 97:6
82:2	234:24	81:21 94:16	21:12	injectors (1)	128:20
income (18)	235:16,17	171:11	infection (1)	134:23	129:3 166:5
20:18 31:24	243:3	173:9	225:22	injured (1)	institution...
37:1 71:8	increasingl...	209:14,21	infections (6)	28:13	67:2 178:13
87:7 90:3	36:17 47:13	209:24	21:4 129:11	injuries (1)	instruction...
90:14 110:3	167:9	indoor (1)	141:5	83:7	2:20
124:14,18	169:17,23	24:9	166:11	injury (1)	integral (1)
124:19,25	197:14	indoors (1)	190:6 194:8	210:15	148:10
153:24	227:12	43:4	inflammati...	injustice (1)	intend (1)
164:17	incur (1)	inducing (1)	166:17	45:20	7:23
166:23	230:14	171:20	Inflation (7)	injustices (1)	intended (1)
195:1	indefinitely...	industrial (2)	4:25 18:8	88:15	8:22
209:16	236:22	51:11	68:8 77:19	inner (1)	intense (3)
216:19	independe...	216:21	171:3 179:4	186:19	144:8 186:3
increase (14)	118:18	industries (2)	223:7	innovation ...	210:12
7:8 21:15	151:9	50:10 54:6	influence (1)	18:6 19:10	intensity (2)
25:7 27:9	India (2)	industry (27)	162:5	77:17 93:1	143:5
37:19 71:14	22:7 134:20	5:23 51:11	informally ...	100:22	151:23
143:1,3,4	Indian (1)	58:12 59:4	9:14	133:5	intensive (1)
168:10	50:2	61:8 65:12	informatio...	180:24	225:25
169:2 182:9	indicate (4)	72:18,21	13:2,4,4,5,6	204:14	intentions (...)
223:4 227:4	63:10	73:17 99:9	15:6,11	innovative ...	82:7
increased (...)	120:19	100:22	92:13 134:5	116:12	interest (1)
21:17 25:15	202:15	104:23	172:19	input (6)	99:8
36:21 51:14	244:7	117:17	201:12	7:11,15	interested (5)
55:13 89:13	indicated (1)	138:13	informing (...)	75:12	8:8,14
124:10	232:17	150:19	178:7	117:19	61:24 237:8
128:21	indicates (4)	169:14,18	infrastruct...	121:3	246:13
141:5	73:5 129:1	176:9 179:2	4:25 18:8	150:10	interests (1)
166:18	135:10	185:4 195:3	55:5 59:3	insects (1)	121:21
169:9 179:9	201:25	221:7 223:1	61:14 68:8	161:24	Interfaith (3)
184:20	indicator (1)	223:4 235:6	82:9 93:13	inside (2)	95:16
190:6 194:6	140:14	235:7	94:6 131:16	140:12	147:18,22
194:8 209:9	indifferenc...	243:20	133:8,16	189:8	intergener...
210:7	154:20	inertia (1)	146:18	inspire (3)	76:24
214:14	indigenous...	105:17	155:5	95:19	interior (1)

169:12	147:19,23	239:3,15	194:12	lists (2)	206:3,5
172:1,4,8	148:10	lightning (3)	240:14	123:21	214:8
181:23	150:13	184:1	lined (1)	223:22	229:22,22
189:2	153:2	242:19,20	199:1	literally (3)	229:23
194:16	157:22	Likewise (2)	lines (1)	127:25	231:9
242:11,14	160:12	17:21 63:10	36:10	173:8	lived (11)
life-saving ...	161:8	Lima (1)	lining (3)	199:13	28:1,3
96:21 149:6	165:14	47:15	109:11	literature (1)	38:19 65:2
life-style (1)	168:7	lime (1)	124:7 167:3	99:17	70:14 98:18
197:1	171:18	42:11	link (1)	little (7)	189:5
lifecycle (11)	178:20	limit (11)	201:16	30:23 39:21	225:25
54:13,23,24	191:5 195:9	9:22 10:1	linked (9)	93:24 162:2	231:18
54:25 63:20	202:11	13:22 16:10	20:25 21:11	199:6	234:10,10
75:6 85:23	203:8,21	134:9 173:4	30:21 73:13	217:20	livelihood (1)
152:6	210:23	179:20	96:11,13	225:11	47:21
181:19,21	213:10,17	181:14	166:8 186:9	livable (1)	lives (17)
182:16	214:2,16	212:4,9	210:8	103:23	19:10 28:16
lifetime (4)	215:3 220:7	243:3	links (1) 70:8	live (52) 2:12	36:8 71:6
124:1,3	221:11	limitations ...	liquid (7)	2:15,21	71:20 77:4
158:16	225:4	61:21 76:4	52:12 55:11	20:14,16	97:10
162:6	226:21	167:17	152:12	26:21 30:9	103:25
lifetimes (1)	227:12	limited (5)	180:18,21	31:22 34:7	104:18
196:5	231:14	82:8 129:12	181:5,11	40:6 41:19	112:8
light (73)	235:23	230:3	Lisa (10)	46:9 48:17	135:19
3:19,24 4:5	light-duty (...)	234:16	217:11,12	50:13 51:11	149:9 154:3
4:17 6:1,10	1:13 2:6 4:2	243:9	218:19,24	68:15 79:18	166:4
7:9 17:15	8:11 22:14	limiting (4)	219:3	80:19,22,24	173:20
18:2 19:4	23:8 29:9	15:19 119:1	224:18,20	82:7 87:5	207:22
20:2 21:22	43:22 47:7	119:4	224:20	87:21 97:22	235:9
26:24 28:24	67:16 80:7	175:19	225:9,12	101:6	living (14)
30:3,5	86:13 87:19	limits (9)	list (13)	108:11	31:19 36:25
32:25 35:23	88:3,12	9:18 74:19	10:19 14:3	110:25	45:13 50:22
37:10 39:2	98:21	112:7	16:1 24:12	112:6	53:15 80:18
40:8,16	110:12	131:21	32:7 101:20	113:25	97:16 140:4
41:24 44:17	112:23	136:4 137:7	102:20	139:22	141:2
44:24 46:20	114:6 119:7	149:20	107:25	143:20,24	186:11,20
48:8 56:5	130:21	168:6 187:5	139:16	149:11	205:21
65:4 67:24	132:20	Lina (1) 48:5	153:25	154:3	209:14
69:2 72:16	136:21	Lincoln (1)	155:18	165:21	225:16
79:21 89:19	150:2	59:21	159:2	166:22	Livingston ...
95:16 97:25	162:24	line (13) 10:2	172:23	170:18	198:11,21
107:20	178:16	51:8,15	listen (2)	173:6	199:8
114:19	181:8	60:3 88:16	15:14	189:17	Liz (3) 46:25
118:24	187:16	123:13	155:13	191:6,10	47:1,2
131:23	208:19	149:6	listening (5)	192:22	LLC (1) 1:21
133:11	209:2 216:4	169:12	3:17 49:13	196:6	load (2)
137:5	220:25	176:25	65:10 126:1	198:10	132:9
140:14	222:17	183:16,17	173:10	202:16	137:11

134:15	malignant ...	137:12,25	marketplac...	85:25 87:11	135:6,25
maker (3)	172:10	146:15	146:3,22	96:22,23	137:17,23
85:3 183:16	man-made ...	149:23	markets (5)	97:8 109:9	138:6
223:1	221:15	155:1	22:9 63:23	147:11	MECA's (3)
makers (19)	manage (2)	157:19	119:5 120:1	149:3	133:19
75:17 76:23	67:3 165:25	169:22	131:11	163:18	134:1
77:8,15	manageme...	220:18	marking (1)	226:10	136:16
89:12 93:5	64:2	242:10	179:1	maximize (4)	mechanism...
94:13	manager (7)	manufactu...	markup (1)	25:25 37:16	83:23
122:21	29:19 32:15	115:17	223:22	125:9 211:1	media (1)
123:14	44:13 47:3	manufactu...	Martin (2)	MC (2)	139:21
146:5,12,20	115:15	61:16 93:19	113:21,22	139:18	medical (7)
146:24	185:18	133:4	Maryland (...)	231:4	13:5 70:8
147:8 152:3	188:7	163:21	32:19 33:12	McAndrew...	70:20 99:17
222:13,22	Manassas (1)	179:3	128:15	103:8,8,11	159:24
223:23	79:18	181:25	236:12	McBride (2)	224:22,25
224:6	mandate (3)	182:12	mass (2)	139:17,20	medication...
making (40)	58:9 71:4	207:8	135:8 193:8	McKinley (...)	209:10
8:23 9:3	114:10	243:17	Massachus...	231:3,5	medication...
10:9,21	mandates (2)	map (1)	119:20	mean (3)	225:19
11:12 17:16	60:13 62:6	86:12	massive (3)	83:17	Medicines ...
37:24 39:17	mandatory...	mapping (1)	149:5	207:13	111:25
45:6 60:11	137:18	110:2	169:11	218:5	medium (7)
67:12 68:2	Manhattan...	March (3)	221:1	meaning (2)	1:13 2:6
76:6 85:18	173:6	207:17	match (3)	96:10	29:8 33:1
86:11 87:21	mankind (2)	221:3,4	133:16	140:16	137:25
90:12 91:6	126:13,19	marginaliz...	169:13	meaningful...	214:16
102:13	mano (3)	97:1 148:20	176:19	5:1 61:11	226:22
104:13	106:25	Marianne (...)	matching (1)	meaningful...	medium-d...
105:18	107:8,15	88:25 89:2	207:19	154:11	3:19,24 4:2
112:25	manufactu...	Mario (1)	material (2)	means (6)	4:5 6:4,11
115:14	55:24	198:18	132:11	31:10 82:14	7:9 8:11
129:25	112:21	mark (1)	181:24	102:16	18:2 19:4
138:13	169:23	244:20	materials (7)	143:11	20:2 21:22
142:20	manufactu...	market (11)	8:24 54:16	231:23	22:15 23:9
153:7 155:8	102:8	4:22 56:9	94:2 131:14	242:23	26:24 28:24
183:21	223:13	61:18 68:4	133:9	meant (1)	30:4 35:23
184:10	manufactu...	77:17 125:2	182:11	78:12	37:10 39:3
188:14,22	115:17	134:16	243:17	measure (3)	40:8,17
190:9	manufactu...	144:1	math (1)	55:17 93:12	41:25 44:17
191:22	6:3 7:13	152:10	27:21	134:8	47:8 48:9
200:5 203:1	54:5 60:18	163:22	matter (23)	measureme...	53:22 56:5
206:10	61:9 71:22	207:5	6:6,13 20:9	130:3	65:4,21
223:23	85:9 93:25	marketers ...	21:5,8	MECA (14)	67:24 69:3
236:16	102:13,22	145:10	34:24 52:8	131:2,3,13	72:17 79:22
238:16	105:5	180:12,16	53:9 57:17	132:13	87:19 88:4
makings (1)	119:23	marketing ...	71:18 73:1	133:3,6,12	88:12 89:20
213:7	132:13	181:16	76:1 81:23	134:2,11	98:1 114:6

118:24	15:4 91:24	mercury (1)	Michelle (4)	185:24	mined (1)
130:22	119:3	106:21	198:1,2,6,7	191:18	218:18
131:23	207:10	Mercy (2)	Michigan (3)	199:2 226:8	mineral (5)
136:8,18,24	211:20	89:5 90:5	113:25	233:24	55:20 75:9
137:7,9,19	239:17	mess (2)	142:5 143:9	237:2,23	85:15 93:16
138:3,8	meets (1)	218:13	Michigan's...	milk (2)	182:11
150:13	158:16	223:22	142:23	76:21 77:11	minerals (2)
153:3	Melody (3)	message (4)	microphon...	milligram (1)	55:24 91:4
160:12	29:15,16,17	15:4 44:5	13:24 92:8	134:9	minimize (1)
161:8	member (9)	108:1	133:18	milligrams ...	233:13
162:24	17:9 35:17	125:17	136:7	21:21	minimized ...
165:14	50:22 64:23	messages (1)	212:11	million (29)	128:1
168:7	79:17 82:4	65:18	microphon...	41:16 48:17	minimizes ...
171:18	84:20 96:19	met (3) 21:23	13:10	49:16 80:19	243:5
178:17	198:9	135:15	Microscopi...	80:21 82:4	minimizing...
191:5	members (...)	240:18	107:7	87:5 95:1	241:20
195:10	8:20 11:19	meta (1)	mid (3) 75:5	96:8 126:23	243:2
202:11	44:20 49:18	129:4	75:19 85:20	149:10	minimum (6)
203:8	50:15 60:2	metal (1)	mid-sized (1)	151:19	22:12 37:16
208:19	68:3 74:3	137:14	116:14	156:21	71:14 86:13
209:2	103:24	metals (3)	midtown (1)	168:5 175:3	227:3 242:1
210:24	114:2 131:6	106:21	70:14	185:24	mining (3)
213:10,17	131:13,17	107:12	midwest (3)	188:8 191:9	91:4 181:24
214:2 216:5	133:3 136:5	218:17	101:6,13	205:21	243:16
221:11	137:23	methane (2)	102:2	209:6	minister (2)
225:5	145:17	87:24 109:3	midwife (1)	216:13	89:6 90:17
227:13	156:21	methods (3)	217:17	228:14	Minnesota ...
231:14	160:7 168:5	10:16 107:8	migrant (2)	232:19,21	150:9,16,19
235:23	175:4	117:20	34:4,6	239:9,10,13	151:3 152:6
meet (29)	180:17	metric (7)	Mike (9) 9:20	242:2,5	minority (1)
5:21,23 6:3	191:2 201:5	87:23 151:8	92:20,24	millions (11)	161:3
37:21 52:9	203:5	239:9,10,13	103:8,8,11	40:10 44:23	minute (4)
52:22 56:1	220:10	242:2	133:19	48:11 140:3	13:22 159:6
60:22 66:7	membershi...	243:21	134:1	147:24	172:16
71:22 76:3	145:11	metrics (1)	136:19	179:20	212:9
94:11,15	mental (6)	132:23	mild (1)	190:1 192:4	minutes (43)
102:16,23	27:6,7	metro (4)	33:24	207:23,24	9:23 10:3
103:2 105:4	28:14 29:4	30:9 31:3	mile (7)	208:16	13:13 16:10
136:6 137:7	194:15	50:11 196:6	21:21 85:9	Milwaukee...	19:16 35:7
138:9	215:17	Mexico (3)	134:9 135:7	152:23	38:13 41:12
148:13	mention (2)	190:22	191:17	153:21,25	44:11 46:23
170:1	51:7 127:4	191:7	243:4,5	mind (2)	59:19 62:12
220:19	mentioned ...	192:11	miles (13)	112:16	69:7,13
227:9 239:4	171:21	Michael (9)	76:19 116:7	148:18	77:6 84:11
239:21	216:19	56:19,20,23	116:11	minds (1)	91:25 92:7
240:4,9,17	Mercedes (4)	92:19,20,24	132:24	90:16	92:23 98:14
meeting (8)	119:24	133:24,25	140:23	mine (2) 51:7	101:4
2:9 12:20	231:3,4,5	211:12	168:14	200:13	106:14

110:23	95:20	152:20,21	199:8	mothers (3)	225:23
113:9	147:20	152:21	month (4)	70:7 143:16	235:22
118:14	model (34)	mom (4)	25:3 31:3	191:1	moved (2)
128:10	1:12 2:5	83:21 196:1	58:15 81:10	motor (12)	105:14
139:3,11	3:24 4:1,17	228:7	months (3)	36:1 59:24	111:6
156:2,16	8:10 17:17	232:23	95:6 100:15	59:25 60:4	movement ...
159:13	37:19 44:18	moment (1)	102:6	60:7,11,21	81:19 93:22
165:8	47:8 57:5	156:9	monument...	145:6 167:7	moves (1)
172:13	60:24 67:17	momentum...	131:20	180:20	60:10
174:23	67:17,20,20	169:14	moon (1)	183:10	moving (3)
180:9 183:7	79:22 89:20	mons (32)	78:13	215:25	73:22 164:8
198:5 212:5	97:9 114:7	26:20 29:19	Morad (3)	motorcycle...	207:17
222:4 228:5	114:14	32:15 33:8	81:14,15,17	103:20	MP3s (1)
233:11	118:23	38:17,20	moral (4)	motors (5)	105:11
241:17	148:15	40:25 41:15	76:15 96:20	65:23 94:3	multi (1)
244:1	150:14	41:16 42:3	126:6 178:4	115:16	74:6
mispronou...	162:23	44:14,19	Moreau (1)	119:24	multi-pollu...
16:20	175:22	47:3 49:15	107:18	131:15	1:11 2:5 4:1
misses (1)	178:16,20	49:22 51:17	morning (17)	Mott (1)	8:9 18:2
176:12	191:5	73:4 79:17	2:1 3:3	213:11	19:3 20:1
mission (3)	208:18	139:21	16:23 19:21	mountain (1)	23:15 32:25
95:19	211:17	142:6 188:7	22:25 44:12	38:19	35:22 39:1
115:18	222:16	190:14,23	44:16 51:24	mouse (1)	41:24 53:21
147:19	227:7 237:2	192:24	54:2 59:20	14:22	69:23 74:18
mistake (1)	modeling (2)	195:18,20	64:21 73:25	move (34)	118:23
105:20	119:3	198:9 201:2	84:8 91:15	16:6 18:23	130:20
MIT (1)	135:18	203:4,17	108:7	32:9 56:18	144:17
151:10	models (2)	231:6	162:16,21	59:12 62:16	150:12
mitigate (3)	179:8 224:6	233:15	morning's ...	67:18 96:1	153:2
63:13	moderate (3)	monetized ...	91:18	98:9 104:6	160:11
124:15	20:23 129:5	135:21	Morris (1)	108:5 115:6	162:22
229:21	166:6	money (12)	213:12	118:9	165:13
mitigation ...	modern (1)	58:18 83:23	mortality (7)	125:20	178:15
230:16	227:14	123:8 127:8	6:25 21:1,2	148:1	187:10
mix (2) 25:14	modes (1)	203:24	21:12	149:25	188:15
222:22	143:23	204:12	111:24	152:7 154:4	191:4 207:2
mixture (1)	modificatio...	217:3 219:7	129:9	155:7	208:18
166:3	55:5	219:12,14	166:10	159:19	225:4
MNOGs (1)	modify (1)	219:15	mother (14)	161:13	229:14
22:13	242:25	230:12	28:1 48:3	162:8 174:6	232:6
mobile (6)	Moerman (4)	monitoring...	49:25 69:19	174:10	multi-pollu...
2:25 3:10	69:9,10,14	130:3,5	73:3 79:19	192:19	211:17
17:3 18:14	69:15	monolithic ...	80:25	214:23	213:9
18:21 19:1	mold (1)	60:12	153:14	216:2 217:4	multifacete...
mobility (3)	186:3	monoxide (1)	198:9 201:2	217:10	83:7
131:3,5	molecules (1)	17:25	217:21	219:22	multiple (2)
133:10	226:11	Montana (2)	225:17	221:25	44:22
mobilize (2)	Molly (3)	198:11	231:10,12	224:17	182:19

multiply (1)	115:14	206:7 210:5	78:21,22	13:23 14:18	60:22 85:24
42:12	121:4 123:3	215:18	79:3,7,16	18:24 23:8	94:12,15
multitude (1)	125:16	226:21	NCG's (1)	25:21 28:21	104:2,17
58:6	126:3 134:1	nation's (7)	74:3	33:16,17,21	105:4
music (1)	139:19	26:4 32:22	near (24)	37:4 39:20	112:19
235:12	141:7 142:4	37:12 86:13	20:14,16	57:22 58:3	130:2,14
musical (1)	145:4	133:15	31:22 40:6	63:6 71:9	133:16
235:16	147:17	149:15	43:7,12	71:14 79:20	148:4
musician (1)	150:15	187:20	45:13 50:13	81:1 85:20	169:18
233:22	156:18	national (35)	51:11 53:15	85:22 89:17	198:19
Musk (1)	159:23	17:2,5	80:18 90:3	91:5,6 92:6	219:5
218:13	162:16	19:23 23:1	99:25	92:7 103:1	negate (1)
Mustang (1)	165:10	28:6 32:14	103:23	112:18	91:6
184:1	168:3	35:18 41:15	112:6 117:5	113:14	negative (2)
muted (1)	170:17	44:13 46:6	132:5 133:8	115:5 132:5	39:14 186:8
13:10	173:2	47:3 64:1	134:7	137:15	negatively ...
	177:16	72:9 74:1	166:22	144:2	83:13
N	180:10	93:13 94:19	186:20	145:16	214:19
NACAA (3)	185:17	95:25 145:7	189:10	146:16	neighbor (2)
17:4,13	188:6	145:9	194:1	148:14	81:24 97:17
19:6	190:21	149:13	209:14	155:17	neighborh...
NACAA's (...)	192:21	156:19	nearby (1)	163:16	109:12
18:10	195:16	163:3,11,18	195:3	170:3,20	144:7,11
NADA (3)	198:7 200:2	164:11,23	nearly (11)	171:13,14	206:18
59:23 60:15	201:1	165:11	18:14 30:3	174:9,14	226:5
61:7	203:16	178:1 188:7	80:21	177:22	neighborh...
NADA's (1)	205:3	198:23	111:16	188:23	80:22
60:2	211:18	205:4 213:4	118:25	197:9 202:8	186:21
name (73)	213:1	214:9	131:3	204:4	213:12
2:7 14:17	219:25	223:17	134:24	212:11,22	214:12
14:18,22,24	222:6	240:18	190:25	218:12,15	237:6
16:20,24	224:20	nationally (...)	201:15	225:10	neighborin...
22:25 26:18	228:6 231:5	238:20	209:6	227:11,19	103:22
29:17 32:13	names (1)	nationwide...	235:14	230:3,4,7	neighbors (5)
35:13,14	46:15	188:11	nebulizer (1)	235:20	97:20 141:9
38:16 41:13	Naperville ...	239:5	153:13	needed (11)	144:12,14
44:13 47:2	121:5	NATSO (2)	necessarily ...	12:10 54:16	149:1
49:13 51:25	nation (17)	145:7,17	219:13	61:6 76:6	neither (3)
56:23 59:21	18:18 20:11	natural (3)	necessary (8)	101:10	194:12
62:19 64:22	43:11 85:19	81:24 86:25	66:10 71:20	131:19	246:9,11
66:21 76:12	88:18 105:1	220:17	99:23	177:10	net (10) 5:8
79:16 81:17	112:18	naturally (1)	100:22	214:18	55:16 63:8
84:12 86:20	147:25	242:18	126:15	228:20	68:22 83:17
95:14	149:9	nature (2)	127:5	239:15	84:21 85:19
106:15	157:20	126:10	187:13	240:16	90:7 151:24
108:1,9	167:6	234:12	231:25	needs (19)	179:11
110:25	197:14	nay (1) 78:9	need (61)	18:18 54:10	network (7)
113:24	201:13	Naylor (5)	9:25 13:18	56:2 60:7	67:8 69:17

72:9 95:25	165:14	242:16	Norwood (2)	123:22	octane (6)
101:13	170:18,19	nitrous (5)	125:15,18	134:18	63:5 75:16
145:15	173:3	57:22 87:25	nose (3)	135:9	75:19 86:2
146:23	179:15	109:3	106:24	137:24	86:13
networks (1)	181:8,12	166:20	107:1,6	172:18	152:11
67:1	182:19	171:21	Notary (1)	212:7,14	offer (4)
neuro (1)	190:22	NITSA (1)	246:23	numericall...	116:8
73:11	191:7	184:21	note (6)	117:7	123:22
neurologic...	192:11	NO2 (2)	10:18 13:9	Nunez (3)	150:10
109:23	207:18,19	166:15	15:8 16:3	2:24 3:3,9	163:5
neutral (9)	214:4 216:4	167:3	160:21,23	nurse (4)	offers (6)
52:21 56:7	216:5 217:2	noise (2)	noted (4)	35:16 79:19	19:4 75:20
64:13 86:9	224:6 225:3	144:5,7	12:4 111:21	142:5	75:24
152:8 164:4	237:4,18	non (13)	160:25	217:17	151:11,15
181:19	246:23	66:23	175:9	nurses (5)	187:16
182:16	newborns (1)	118:18	notice (5)	35:17 36:10	office (7) 3:1
222:18	25:11	130:11	9:10 10:17	142:7,14	3:5,11,14
Nevada (3)	newly (1)	138:18	115:3,4	160:1	11:22
231:6,9,16	61:16	147:19	174:8	nursing (1)	168:15,20
never (6)	news (6) 28:6	150:17	noticed (1)	35:18	officer (6)
101:25	31:19,22	162:25	128:18	nurtured (1)	3:15 8:4
102:2	67:25 102:9	172:8 175:1	notificatio...	97:18	9:16,21
126:12	154:20	186:22	14:7	nutrient (1)	12:10 246:1
189:23	NICU (1)	196:7,8	NOx (15) 4:9	64:2	official (4)
197:2	79:19	207:11	22:13 30:18		8:18 10:10
242:14	niece (1) 74:9	non-partis...	138:1 186:5	O	11:12,17
nevertheles...	night (3)	17:5	188:17	o'clock (1)	offset (1)
145:13	70:17,18	non-profit ...	196:9	155:21	63:23
new (57) 1:23	176:18	17:5	242:13,14	Oakland (2)	Ohio (6)
3:23 5:25	nightmare ...	norm (1)	242:16,17	226:1,5	201:3,6,12
6:4 18:20	46:21	90:12	242:19,22	obesity (1)	202:1 203:1
25:1 35:22	nine (7)	normal (1)	242:24	73:12	203:5
48:24 58:13	48:17 108:2	48:24	243:3	obligations...	Ohio's (1)
58:14 59:24	125:17	North (3)	noxious (1)	238:23	202:2
60:8,12,23	139:16	27:25 28:3	103:21	observe (1)	oil (10) 55:16
61:2 62:3	152:20	74:7	NRDC (1)	234:11	76:22 96:11
75:14 76:23	155:19	northeast (2)	156:20	obsolete (1)	110:7 121:6
95:3 98:21	159:2	42:13 50:10	NRDC's (1)	77:12	163:4,9
107:7 111:1	Nissan (1)	northeaste...	156:21	obstructive...	164:2,11
112:17	196:25	25:13	number (23)	21:14	196:10
115:22	nitrogen (14)	northern (5)	9:24 10:10	occasional ...	okay (18)
119:7,18,20	6:12 17:24	25:13	11:2 13:20	77:7	14:25 29:14
126:24	18:25 30:18	192:23	14:1 15:9,9	occur (1)	35:8 44:1
148:9,17	53:8 57:20	193:6	15:14 28:11	58:2	56:17 59:14
153:1,14	58:1 166:14	198:22	31:4,19	occurred (1)	81:16
157:21	209:2 216:8	218:14	41:10 45:8	30:11	125:20
158:11	226:11	northwest (...)	92:11 102:7	ocean (1)	152:19
164:9	232:11,12	33:23	108:19	170:24	153:17

159:9	onset (4) 21:3	113:24	52:13 90:11	114:1	99:7
174:16	129:9	114:19	152:9 170:5	190:23	overburde...
215:12	166:10	118:21	227:6	195:17	164:17
224:15	186:7	120:13	optional (1)	organizers ...	overburde...
233:6,9	open (9) 7:23	121:2 123:3	117:19	147:18	91:10 124:4
241:11,18	10:11 14:23	130:17	options (3)	organs (1)	124:8,13
old (12)	57:7 74:24	138:15	74:22 86:10	107:3	191:14
26:22 27:18	91:24	139:19	144:1	original (1)	213:24
27:23 50:25	140:10,15	141:17,21	oral (3) 8:15	155:21	215:3
101:10	144:9	142:4 150:3	8:17 26:12	originally (1)	overcome (1)
105:9	operate (2)	150:10	orally (1)	132:20	146:9
112:15	106:1	152:13,24	16:12	outages (1)	overheated...
173:19	152:11	162:19	orange (1)	143:7	77:1
220:4	operated (1)	164:25	140:15	outcome (1)	overlook (1)
225:23	180:15	167:20	ordained (1)	181:7	150:25
234:13	operating (6)	175:4	95:16	outcomes (...)	overlooked...
235:17	5:4 7:2	176:13	order (17)	25:19,22	19:2
older (3)	137:10,11	181:11	10:19 16:7	36:3 51:5	overregula...
36:25 46:11	146:11	183:11	16:16 52:22	70:9 74:23	242:17
220:6	158:15	185:11	67:22 92:14	87:15 94:22	oversee (1)
oldest (2)	operation (1)	188:5	102:5 104:1	129:8,17	67:7
70:13	134:14	189:15	148:13	186:8 190:7	overwhelm...
208:15	operators (3)	192:16,25	149:21	outdoor (6)	194:17
Olechiw (4)	65:14 67:9	195:16	156:8 163:2	31:12 34:19	owned (2)
9:20 79:8,8	68:1	197:21	170:21	34:19 43:7	68:6 100:2
211:24	opinion (1)	205:7	192:3	194:14,21	owners (7)
Oliver (4)	66:4	208:10	197:10	outdoors (6)	46:18 68:1
49:11,12,14	opportunit...	213:8 215:4	212:3,17	31:8,10	124:21
200:1	59:3 63:21	217:5,13	Oregon (2)	193:19	132:12
on-line (1)	206:21	219:17,25	34:5 119:20	194:10,15	146:5,7
13:16	opportunit...	220:11	organic (3)	194:17	158:17
once (8) 29:7	8:15 9:6	222:6	17:24	outpace (1)	ownership ...
32:1 34:11	10:5,13	229:21	106:22	123:15	46:18 124:1
49:4 82:14	18:3,5 19:5	230:13	107:12	outpaces (1)	124:3 197:6
94:3 192:13	19:13 23:19	238:12	organizatio...	223:11	224:9
223:25	26:18 29:3	240:6	35:18,21	outraged (1)	oxide (8)
one-third (1)	29:11,17	241:21	41:16 66:23	27:13	30:18 53:9
30:3	35:15 38:1	oppose (1)	118:18	outside (6)	87:25 109:3
ones (3)	38:15 44:15	85:16	147:22	23:22 65:24	166:20
109:16	49:7 52:2	opposite (1)	150:17	134:16	171:21
111:22	54:3 56:21	128:25	159:25	140:6 194:1	216:8,14
225:14	62:19 67:11	optimally (1)	161:19	201:4	oxides (11)
ongoing (3)	72:12 74:2	18:4	163:1 188:8	outweigh (1)	6:12 17:24
133:13	79:11 84:2	optimistic (...)	208:15	31:13	18:25 57:20
176:1	84:15 89:3	19:7	organizatio...	overall (4)	57:22 58:1
215:16	94:25 99:22	optimizatio...	23:17 213:5	68:20 110:7	209:3 216:9
onroad (1)	100:24	53:20	organizer (5)	215:22,23	226:10
4:13	110:15	option (5)	38:17 72:8	overarch (1)	232:12,12

oxygen (2) 231:25 242:16	paired (1) 86:5	183:2 212:23	100:11	63:1	189:21
Ozilynn (3) 219:23,24 220:1	palpable (1) 99:23	230:25	part (23) 9:2 60:1 61:2	particularl... 121:23 141:14	passenger (...) 4:17 5:25 6:10 17:15
ozone (33) 24:7 30:20 30:20,25 31:4,5 50:16,18 68:15 140:20 143:10,13 154:1 171:22,22 189:14 196:7,11,15 202:4 205:22 209:7 210:7 216:13 217:19 221:2 226:13,14 229:4,6,8 232:14,20	Panama (1) 90:21	panelists (2) 224:16 228:17	74:6,11 82:5 83:8 83:19 90:9 95:24 107:6 122:17 126:4 152:25 154:16 183:17 213:3 218:14 219:6 220:2 230:24	145:23 167:21 208:22 239:18	30:4 37:12 37:22 39:24 42:7 45:7 62:23 66:10 79:22 87:22 111:19 149:8,13 157:22 167:10 178:20 185:25 187:18 201:18 216:11 226:18 227:9,13
	pandemic (2) 233:22 235:13	panels (5) 14:4 58:20 115:9 156:8 170:23	Pantoja (3) 86:18,19,20	particulate... 6:6,12,22 20:9 21:5,8 21:21 22:5 22:11 52:8 53:9 57:16 58:1 68:16 71:17 73:1 76:1 87:11 97:7 109:9 130:6 134:17,22 148:23 175:13 189:14 226:10	42:7 45:7 62:23 66:10 79:22 87:22 111:19 149:8,13 157:22 167:10 178:20 185:25 187:18 201:18 216:11 226:18 227:9,13
	panel (45) 8:20 32:6,9 35:10 38:10 38:12 54:1 56:18 72:6 73:22 88:24 98:10 108:5 118:8,10 120:18,21 120:22,24 125:20 127:22 152:20 155:19 159:7,19,20 161:14,14 172:22 173:1 174:7 177:13 192:19,19 195:15 203:14 208:8 211:5 212:21 221:24 224:16,18 230:24 240:13 241:12	paper (1) 18:11	papers (2) 20:22 167:2	participant... 14:20	passengers ... 65:19 134:18 196:18
	parent (2) 50:12 70:23	parallel (3) 135:13 179:2 193:14	parent (2) 50:12 70:23	participate... 3:9 19:14	passing (1) 136:7
	parents (17) 31:6 33:6 39:7 45:2 47:25 48:1 49:16,20 51:15 142:14 165:23 188:9 189:19,22 190:12 192:11 199:21	Paris (2) 148:13 183:18	parents (17) 31:6 33:6 39:7 45:2 47:25 48:1 49:16,20 51:15 142:14 165:23 188:9 189:19,22 190:12 192:11 199:21	participati... 7:18 15:21	passion (1) 80:23
	panelist (20) 14:8 16:22 19:20 22:23 29:15 32:11 44:3 103:9 115:5,6 125:22 156:10,12 174:9,11,15 174:16	Park (2) 113:25 198:23	particle (13) 21:11 50:19 135:8 140:20 160:17,18 205:23 209:3,7 210:7 216:14 227:21 232:21	particulate... 57:19,21 99:14 106:20,23 229:9	paste (2) 92:12 212:15
P		Parkinson'... 21:17	particles (11) 106:25 107:4,9,11 107:15,21 134:19 149:16 216:15 226:13 227:23	parties (3) 8:8,15 246:10	pastor (2) 69:18 96:4
p.m (25) 9:8 10:23,24,25 11:4,5,6 12:5,6,7,8,9 12:14,15 91:19,20 92:2 139:3 139:7 155:22 159:7 211:10,12 244:22,25		parks (1) 193:13	part (23) 9:2 60:1 61:2 67:7 73:9 74:6,11 82:5 83:8 83:19 90:9 95:24 107:6 122:17 126:4 152:25 154:16 183:17 213:3 218:14 219:6 220:2 230:24	partner (2) 26:22 144:12	Patel (4) 224:19,20 224:21 225:12
pace (4) 71:14 131:16 133:7 168:10		Parson's (1)	particular ...	partners (3) 115:24 138:15 178:1	path (9) 99:24 126:20 148:16 157:20 158:20 163:8 175:19 187:17 223:4
pain (1) 187:23				passed (3) 163:20 171:3	pathology (...)

106:17	penetrate (1)	173:17	188:22	121:15	89:9 90:21
paths (3)	43:3	174:2	189:17	personally ...	Phoebe (3)
82:2 193:12	penetratio...	178:11	196:19,20	58:11 81:4	81:14,15,17
193:14	60:23	180:1	201:20,21	143:20	phone (7)
pathway (5)	131:17	186:10,23	206:3	perspective...	13:17,17
5:23 75:21	135:13	191:9,12	214:24	99:6 103:15	14:13 15:8
94:11	penetratio...	192:5	216:5,12	104:9,19	15:9 65:18
222:20	120:9	204:10	222:21	105:8	108:2
223:14	Pennsylvan...	214:7	223:2,9,15	207:14	phones (1)
pathways (2)	41:20	231:23	223:18	234:13	14:14
67:13 74:24	185:23	237:1 238:3	226:19	perspective...	physical (4)
patience (2)	186:13	240:16	227:9 230:6	103:14	29:4 129:17
81:9 161:10	people (78)	peoples' (1)	238:18	persuasion ...	168:16
patient (2)	20:14,16,17	111:9	239:6,13	66:3	215:17
208:15,22	21:9,9	percent (80)	241:25	Peru (2)	physically (...)
Patrice (4)	24:18,23	5:15,16,25	percentage...	47:12 90:22	28:13
38:12 41:11	28:11 34:7	5:25 6:4	124:19	pervasive (1)	physician (3)
41:13,14	36:25 40:10	37:21 39:17	perfectly (1)	83:4	98:17 99:10
Patrick (3)	42:14 46:10	39:25 40:1	77:21	pessimistic ...	106:16
54:1,2,4	46:15 48:11	42:8 45:6	performan...	78:10	physicians ...
patterns (1)	50:4,6 51:3	45:24 52:22	52:21 60:14	Petelle (6)	159:25
210:14	51:10 70:4	60:24,25	61:10 62:2	56:19,20,20	225:1
Paul (11)	71:7,7	63:1,13	85:6 86:5	56:23 59:8	physicist (1)
19:19,21,22	76:19 80:19	67:15,20	100:3 132:4	59:9	121:7
23:13 98:10	82:10,25	68:14 72:23	152:5	Petersburg...	pick (2) 56:8
98:11,15,15	83:12,19	80:6,8,9	222:19	139:22	84:24
183:3,4,8	87:5 88:14	87:11 89:23	performers...	140:8	Pickeringt...
pause (3)	90:25 95:20	93:2,10,20	176:19	Peterson-T...	201:3
218:20	96:9 97:13	97:7 101:15	performing...	168:1,2,3	picking (1)
225:10	105:12	108:25	235:5	petrochemi...	199:21
244:10	108:17	111:16	period (3)	54:5,6	pickup (2)
pay (2) 60:8	111:20,21	115:22	7:22 9:7	petroleum ...	44:24 46:20
78:1	112:12	119:7,25	142:24	55:16	piece (1)
paying (1)	120:19	123:23,24	permanent...	PEVs (1)	106:2
104:12	122:11	132:7	189:6,10	115:22	Piggot (2)
peak (1)	126:5,13,17	142:20	permission...	ph (1) 170:16	11:24 12:2
144:8	127:4,19	143:3 145:6	79:14	Ph.D (2)	Piggott (132)
pediatric (3)	129:22	148:16,23	permitting ...	56:24 69:17	2:1,7 19:15
72:9 79:19	130:4 140:3	149:15	94:8	phase (2)	19:18 22:21
228:11	143:14	151:11,15	persisted (1)	119:18	26:6 29:12
pediatricia...	147:20,25	157:16,21	167:8	135:3	32:3 35:6
72:10	148:8,25	164:8 170:4	person (7)	phased (2)	38:7 39:19
Pediatrics (...)	153:23	171:16	9:22 12:21	79:23	41:4 43:24
72:8 224:23	154:2,6	175:21	16:9 95:17	131:25	44:7,10
peer (1)	155:18	179:9	206:2,7	PhD (2)	46:22 49:8
129:12	156:23	180:19	212:4	121:7	51:21 53:23
Pema (1)	165:21	181:8	personal (3)	203:17	56:15 59:8
228:10	166:3,21,23	187:19,21	24:24 70:12	Philippines...	59:18 62:11

69:6,12	190:17	199:21	141:12	101:25	214:5 222:7
72:3 73:20	192:17	234:18	199:22,23	102:5,11,15	222:7 227:4
76:8 78:18	195:12	placing (1)	playing (7)	102:19	238:15
78:25 79:5	197:23	55:14	45:13 75:2	132:6 171:8	political (2)
79:9 81:11	198:4	plagued (1)	76:6 77:14	222:24	99:5 121:21
84:4,10	200:21	199:23	152:9	plus (3)	pollen (3)
86:15 88:21	203:11	plains (2)	193:19	22:13 44:23	25:15,17
91:12,22	204:23	25:13,18	234:14	82:3	168:22
92:22 95:9	208:3,6	plan (7) 4:11	Plaza (1)	PM (11)	polling (1)
98:5,13	211:3,11,15	7:8 10:22	1:22	18:25 94:25	27:11
101:1 103:5	211:19	11:3 33:15	plead (1)	134:4,7	pollutant (...)
106:8,13	212:1 215:6	33:17	99:18	135:4,6,11	4:7 17:14
107:22	217:6	193:21	please (35)	135:12,14	18:24 64:25
110:16,22	218:19	planet (18)	10:18 11:16	136:3,19	67:19 68:25
113:2,8,20	219:1,19	18:9 77:1	11:21 13:2	PM's (1)	94:21 114:5
114:24	221:21	80:24 87:22	13:9,13	135:17	121:11
118:5,13	222:3	88:14	14:16 15:3	point (9)	138:17
120:15	224:13	104:13	15:8,23	15:13 37:20	178:25
122:23	225:9	154:22	16:3,17,17	77:24 83:3	pollutants (...)
125:11	227:24	156:24	26:10 59:6	121:17	5:7 6:17
128:4,9	228:4	173:22	79:6 81:5	159:2 227:8	23:25 76:21
130:23	230:21	188:10	92:15 103:3	236:25	96:12
133:21,23	233:4,10	203:19	107:18	243:11	111:19
136:11	236:7 238:6	204:21	108:2 115:8	pointed (1)	113:13
138:21	240:10	215:21	141:20	23:13	116:23
139:5,15	241:9,15	242:7,13,14	173:25	points (4)	121:18
141:24	243:25	242:18,24	195:8,10	23:7 33:25	131:22
144:24	Pinellis (1)	planning (1)	197:19	61:22	134:13
147:12	140:19	214:5	203:8	222:15	160:9 161:1
150:4	pipe (1) 48:6	plant (3)	212:18	policies (11)	164:15
152:17	pivotal (1)	82:20	218:1,1	54:8 77:17	166:3
155:14	117:9	243:22,24	219:8	77:21 93:12	168:22
156:3,15	place (5)	plants (2)	229:16	117:13	178:22
158:24	33:22 34:2	22:8 236:20	235:22	122:16	185:22
159:9,18	77:18	Plaster (1)	244:7	124:8	209:1
161:11	198:24	16:25	pleasure (1)	146:17	213:25
162:11	246:6	plate (1)	171:9	163:7,20	226:12
165:1,7	placed (3)	107:7	pleasures (1)	164:12	229:12
167:23	18:20	platform (3)	126:11	policy (20)	pollute (8)
170:13	109:15	125:14	plenty (1)	19:24 26:19	20:13 40:4
172:12	121:10	174:9 244:9	198:25	29:19 50:6	46:8 78:3
174:4,21	placenta (2)	play (2)	plows (1)	63:22 69:16	97:20
177:12	107:3,14	31:13 122:6	52:19	90:9 91:5	112:25
180:3,8	placentas (1)	played (1)	plug (15)	123:5 164:1	200:6 216:9
182:22	107:10	180:22	58:14 61:25	164:4,20	polluted (5)
183:6	places (5)	player (1)	93:3 100:3	165:11	31:10,21
185:13	28:5 147:11	215:20	100:9	175:1	35:2 189:13
187:25	189:17	playgroun...	101:11,17	208:12	191:8

polluters (2)	107:4,10,14	197:10,18	population...	71:9,12,25	5:23 52:25
104:3,7	107:19	198:15,25	34:22 46:17	81:8 88:11	61:20 63:16
polluting (6)	109:9,10,13	199:3,7,17	208:23	96:2 97:25	64:9 70:24
111:17	109:21	199:20,25	231:21,22	98:23 99:12	138:6
112:18,21	110:1,3	200:8,14	243:11	99:20	165:18
168:19	111:4,5,17	201:23	population...	100:20	181:7
207:12	111:18,22	202:4,9,22	30:24	101:8 103:3	Potomac (1)
236:19	112:5,8,9	202:23	population...	107:19	39:12
pollution (...)	113:17	203:7,21,23	36:11 53:14	113:18	pound (1)
4:12 6:14	114:23	205:22,23	80:17	127:23,24	76:20
16:25 17:6	122:20	205:24	143:14,19	130:20	pounds (3)
20:16,18,22	129:2,7,15	206:6 209:3	161:25	131:24	76:20
20:25 21:6	129:20	209:5,7,8	167:21	139:24	137:20
21:8,11	130:4,5,7,9	209:18	204:10	141:22	138:4
22:6 24:8	130:15,18	210:7 214:2	209:19	148:2,6,14	poverty (2)
25:15 26:24	140:2,16,20	214:20,23	popup (1)	150:1	186:11
27:2 28:23	140:25	215:4,22	115:3	155:10	225:16
30:7,18,21	141:4,15,19	216:23	porch (1)	165:16	power (14)
30:25 32:17	142:12	220:15	143:22	168:6 173:5	54:17 55:2
32:20,22,23	143:5 144:5	221:2,13	porosity (1)	188:24	61:25 83:15
33:3 34:23	148:19,23	226:4,10,17	137:1	190:15	95:16 97:23
34:25 36:2	149:12	227:14,22	Port (2)	191:4	143:7
36:24 37:6	150:22	228:16	213:11	192:14	147:18,22
38:3 39:5	154:1,7	230:5,7	236:12	193:2 195:9	186:15
40:4,5,7,9	155:2 157:2	232:21	portfolio (1)	195:11	207:20
41:18,21	157:5,24	pollutions (1)	180:17	197:18,21	213:7
42:2,9,19	158:6 166:6	124:16	ports (2) 40:6	198:13	236:20
42:25 43:3	166:8,24	pool (1)	186:21	200:11	241:21
43:15 44:22	167:6,16	147:1	position (2)	201:7	powered (6)
45:5,11,15	168:7,9,24	pools (1)	55:19	202:24	46:19
45:18 46:2	169:1,25	193:13	173:17	203:7,10,21	105:19
46:5,8,12	170:3	poor (14)	positive (2)	204:17	170:20
47:16,18	171:20	25:19 40:14	108:16	210:23	175:23
48:6,8,10	172:2,2	46:11 70:9	187:1	215:19	176:7 192:1
48:14 50:9	175:13	87:14,18	possible (82)	224:12	powerful (1)
50:16,18,20	183:13	90:19	20:3 26:25	228:19	197:15
51:9,12	187:9	109:15	29:3,8,21	230:20	powering (1)
53:17 68:16	188:17,19	111:8 124:5	32:2 33:9	232:24	63:4
70:1,9,22	188:24	129:17,17	34:10 37:4	233:20	practical (3)
70:25 73:2	189:14,18	178:6 221:6	37:24 38:21	240:22	99:23 100:9
73:13 76:18	190:3	Pope (1)	39:10 40:16	possibly (1)	103:12
80:2,5,14	191:13,15	90:18	40:24 41:1	107:5	practice (1)
87:21 88:18	192:8	popular (1)	42:4 43:21	post (1)	65:14
91:1,10	193:11,20	143:23	47:10,11	93:23	practices (5)
96:24 97:2	194:14	populated ...	49:5,6,23	posted (3)	63:18 65:20
97:8,19	195:2,5,9	173:21	51:19 53:13	12:24 15:6	99:17 167:4
106:17,20	196:14,17	186:22	58:11 59:7	15:11	214:6
106:25	196:25	202:3	65:3 69:23	potential (9)	precious (1)

137:14	56:6 82:19	220:16	169:2	producing ...	237:15,17
precipitati...	179:21	previous (3)	187:22	20:18 85:5	240:23
143:4,6	President (9)	91:2 160:25	190:7 194:9	product (1)	programs (6)
precisely (1)	23:2 52:9	216:18	218:11	130:7	15:19 18:20
77:19	63:7 69:16	previously ...	procedures...	production...	74:4 117:13
predicated ...	93:1 95:15	120:19	134:10	55:3,20	117:19
93:12	162:18	226:1 229:5	137:21	56:11 75:10	184:23
predicted (1)	240:4,20	price (3)	proceed (1)	89:13 99:13	progress (8)
34:12	presiding (4)	83:10	139:16	181:10,22	18:13 83:5
preexisting...	3:15 8:4	236:25	proceeding...	182:7,9	174:2
143:15	9:16,21	238:4	184:15	185:9	205:15,19
204:11	press (4)	primarily (2)	proceeding...	223:14	206:11
preferred (1)	11:20,22	186:19	16:19 92:17	224:3,7	227:16
123:12	108:2	242:19	212:19	productive ...	236:5
pregnancy ...	125:17	primary (2)	246:5	112:4	progresses ...
129:17	press@epa...	74:9 243:2	process (7)	products (2)	167:5
pregnant (6)	11:22	prime (2)	9:2 105:15	55:16	progressive...
46:10 70:4	pressing (1)	101:19	112:15	107:12	17:14
70:11,13	14:14	116:4	127:12,13	professiona...	122:19
143:16	pressure (6)	prior (2) 14:8	131:20	99:11	project (6)
189:22	34:12 57:13	158:1	206:22	108:14	34:4 63:16
premature ...	57:15,17	prioritize (3)	processing ...	159:25	64:15
6:24 25:11	134:22	88:13	54:16 55:20	233:21	108:10
50:24 51:5	137:4	117:14,17	proclamati...	professiona...	128:17,22
87:17 110:9	pressures (1)	priority (2)	234:22	17:9 160:2	projected (7)
141:7	132:12	18:20	produce (12)	235:19	5:14 25:7
166:18	presumabl...	183:14	65:7 85:3	Professor (1)	93:16 120:5
168:25	194:10	private (7)	87:24 97:8	224:23	120:9 132:2
186:17	pretending...	56:24 66:24	102:15	profit (8)	179:11
190:5 194:9	85:24	98:16,24	105:6	44:8 66:23	projecting ...
210:10	preterm (2)	121:5	111:13	77:12	72:21
228:14	70:10	128:13	171:12,18	118:18	projects (6)
prematurel...	106:19	146:9	210:17	147:19	5:22 6:2
226:25	pretty (5)	privileged (...)	216:8	150:17	22:4 25:10
premiums ...	79:5 104:10	89:4 194:24	226:12	162:25	176:6 181:6
124:22	153:19	probable (1)	produced (8)	175:1	promising ...
prescribed ...	198:23	127:3	61:17	profound (2)	87:3
225:19	202:25	problem (4)	134:25	36:8 140:25	promote (9)
present (3)	prevent (7)	104:22	148:24	program (1...	16:22 24:3
110:15	38:5 58:4	105:17	151:14,23	3:19 18:4	57:21
238:13	152:3	113:15	172:11	27:11 47:4	125:22
240:7	226:24	221:12	216:13	118:1	174:9
presentatio...	227:15	problems (...)	242:22	139:20	179:16
8:15 126:2	228:17	30:22 51:10	producers ...	151:7	183:2
presents (2)	229:12	58:6 73:11	74:9 84:15	190:24	230:25
134:5	prevention ...	109:23	243:22	231:7	243:22
239:19	160:3	129:17	produces (1)	233:16	promoted (8)
preserve (3)	prevents (1)	141:6 154:8	242:24	236:18,25	14:8 19:20

32:10 44:3	113:11	123:12	57:23 58:9	48:25	9:1 42:10
115:5	114:4 119:9	124:24	71:4 81:6	165:16	60:3 69:3
212:23	119:22	128:17	97:17 98:3	proud (1)	77:14
promoting ...	120:3,10	134:9 135:4	99:20	183:15	117:18
52:21 72:11	123:6 125:7	135:11	109:16	proudly (1)	118:9
promotion ...	132:2,14	136:4 137:7	114:10,21	67:13	132:12
74:4	134:6 136:4	141:16	140:1	proven (2)	172:23
prompt (10)	137:18	142:9	152:15	131:7 151:5	178:10
115:6,8	145:16	144:18	155:10	provide (40)	204:12
125:22	148:4 157:8	150:11,24	157:10	2:20 4:19	provisions ...
156:11,11	157:12	152:1 157:7	167:20	8:2 10:12	117:20
174:10,15	160:14,16	157:15	173:14,18	11:12 12:19	124:24
212:23	168:8 170:8	160:17	174:2	13:25 16:12	125:3
230:25	176:3	162:22	179:16	22:16 26:12	Pruitt (4)
231:1	184:11	163:6,25	191:23	35:10,15	165:4,5,9
promptly (2)	207:2	164:5	192:3 193:4	41:8 52:16	165:10
12:8 92:2	217:16	165:13	197:11,19	56:12,21	psychologi...
proof (1)	222:10,16	169:17	200:5,7,8	88:15 92:10	28:11
151:17	229:13	176:1	200:12,18	109:18	public (66)
proper (1)	230:20	178:18,24	202:10,20	115:13	1:6 2:3 3:7
54:25	239:2 240:1	179:10,15	203:8 204:5	118:19,22	3:21 4:20
properly (1)	240:8	181:4,21	206:14	132:16	5:1,11 7:22
54:24	proposal's ...	184:9	207:1 217:1	134:3 137:5	8:1 12:1,4
prophecy (1)	5:8	186:24	227:18	138:7	12:22 16:3
78:11	proposals (2)	187:10	protected (1)	139:11	17:11 19:23
proponent ...	136:3 207:3	188:15	168:16	159:14	34:4 35:25
17:13	propose (2)	208:24	protecting ...	162:20	37:5 49:2
proposal (72)	56:6 242:25	210:1	33:2 35:25	169:18	60:12 69:2
3:23 4:4,14	proposed (...)	211:16	38:24 39:4	172:17	71:5 75:24
4:21 5:3,13	1:11 2:4	213:9	45:11 80:10	179:11	80:2 82:8
5:14 7:11	3:17,25 4:9	227:21	87:3 142:11	180:17	82:12 87:3
7:16,24	4:18 5:18	236:16	183:22	181:11	92:5 94:6,9
9:11 10:17	6:3,9 7:5	proposing (...)	195:24	183:11	96:22
11:13,18	8:9,22 9:3	21:20 44:21	201:9 232:8	185:11	108:14
20:8 22:3	11:12 19:3	116:21	protection ...	205:10	110:8
23:5 25:23	20:1 32:24	144:20	1:5 2:3 3:4	212:13	114:10
37:6 60:18	39:1 41:23	208:17	17:11 81:1	213:9	124:10
64:7,13	52:20 53:7	proprietary...	112:24	244:12	139:21
66:8 68:20	55:12 56:5	13:4	150:11	provided (4)	143:8 146:4
71:10 74:19	61:10 67:12	prosperity ...	195:9	16:14 18:7	146:17
75:7 76:2,5	67:13 72:16	19:11	protections...	244:5,11	150:10
76:13 85:2	74:17 78:5	164:23	24:15 29:10	providers (1)	157:10
85:17 86:8	80:13 84:25	protect (47)	47:10 125:4	72:12	162:20
95:8 99:1	93:21 98:20	18:9 19:10	197:19	provides (4)	164:12
99:12,20	115:14	24:3 29:5	202:12	5:4 8:14	168:4,14
103:13	116:20	29:22 37:5	203:7	89:24	175:1,7
104:15	118:3,22	38:1 41:17	protective (...)	123:10	177:11
106:5	119:13	42:1 43:22	20:3 35:24	providing (...)	178:9 204:9

206:20	144:2	153:20	racial (2)	rapid (12)	reach (7)
207:1,21	176:18	154:2 157:3	45:25 167:2	33:7 39:8	67:15,19
209:5 210:4	pushed (2)	166:1 170:9	racing (1)	40:20 45:3	70:24 85:19
211:16	50:13 51:10	198:24	122:14	49:20 51:16	119:6,8
212:2	pushing (1)	202:6	racism (1)	132:3	147:23
220:23	146:3	203:24	109:11	142:15	reaching (2)
227:18	put (10) 29:9	205:13,15	Radiation (...)	190:13	93:20
232:2	31:17 102:5	214:9,15	3:1,5,11	192:5,11	187:17
237:21,23	113:12	221:6,8	RAHN (1)	195:6	react (1)
238:1 241:2	119:13	228:9	246:22	rapidly (4)	226:11
241:3	123:6	quantities (...)	rail (1)	40:17 67:25	reaction (1)
246:23	127:19	65:7	109:14	80:15 146:3	57:25
publicly (2)	148:16	quarters (1)	rain (1)	rare (4)	reactions (1)
12:25 13:1	163:10	46:17	189:11	28:10	58:2
published (...)	217:15	question (2)	raise (5)	189:11	reacts (1)
8:12 11:14	puts (2) 64:7	93:8 193:23	57:17	218:17	30:19
20:21 27:19	157:20	questions (...)	102:14	243:16	read (4) 2:13
100:12	putting (3)	8:21,23,25	108:3	Rasto (3)	100:11
128:16,24	62:3 85:8	11:20 16:4	125:18	130:24	126:8
129:3 167:1	175:6	22:19 31:7	244:8	131:1,2	233:13
171:24	puzzle (1)	56:14 136:9	raised (4)	rate (9) 112:8	readily (3)
202:14	106:2	138:20	188:25	118:19	43:3 138:2
pulling (1)	pyroelectro...	quick (2)	189:4 234:7	135:12,23	151:3
243:14	131:14	138:23	244:15	135:24	ready (18)
pulmonary...	Q	155:16	raising (2)	177:3,9	56:3 91:15
21:14 160:4	quadruple...	quickly (12)	234:9 244:7	202:7	92:18
purchase (4)	231:21	37:24 47:10	ramp (3)	209:12	123:19
61:24 78:2	Quaker (1)	76:16 96:1	89:16	rates (10)	138:23
124:22	148:7	97:24	182:10	21:10 25:16	139:12,13
125:4	qualify (1)	114:20	224:1	58:2 83:2	148:8
purchased ...	237:2	127:24	range (15)	87:15	155:23
58:13 100:3	qualities (2)	140:14	5:9,12,13	109:22	159:15,17
111:11	149:9 229:7	144:3 148:1	5:22 36:19	169:9	164:7 211:7
196:23,25	quality (39)	150:1 155:8	50:16 75:3	209:20	211:9,21,23
purchases (...)	3:14 17:8	quieter (1)	101:16	213:20	211:25
93:14	24:10 28:15	105:25	109:18	228:12	244:16
purchasing...	28:15,22	Quinta (3)	116:7	rating (1)	reaffirmed ...
127:13	33:19 34:17	123:1,2,4	136:22	86:13	93:4
pure (1)	36:16 40:14	quiz (2)	166:16	ratings (2)	real (6) 36:12
86:24	41:22 46:12	126:2 128:3	196:7 197:5	137:20	46:15 99:23
purifier (1)	48:18 80:23	quoting (1)	243:14	138:4	130:17
140:12	87:18 88:5	79:15	ranges (1)	ration (1)	134:14
purpose (3)	98:19	R	161:21	137:6	215:16
8:7 53:6	103:16,18	R-I-O-S (1)	ranging (1)	RAV4 (1)	realistic (2)
143:25	110:8 111:8	190:22	135:22	101:19	120:5 197:6
pursuing (1)	112:11	Rachel (1)	ranks (3)	raw (3) 94:2	reality (4)
152:3	124:5 135:5	100:11	50:17	181:24	24:21
push (2)			201:12,14	182:10	108:10

179:10	139:2,6,8	235:1	197:9 202:9	164:14	77:6 146:23
221:7	155:24,25	rectify (1)	202:21	171:3 179:4	regard (5)
realize (1)	159:3,11	221:12	214:22	181:20	80:25
242:4	189:8 211:7	recycling (1)	215:19	184:14	122:11
realized (1)	211:10,14	55:6	216:23	203:23	194:24
82:14	recessing (1)	red (5) 51:8	220:14	206:21	222:11
really (12)	211:12	109:11	227:16,22	214:24	239:2
77:5 105:1	recharging...	124:6	239:12	221:13	regarding (4)
153:12	55:4	140:15	243:15,20	222:12	20:22 44:16
154:17	recognition...	167:3	reduced (14)	223:7	60:19 61:9
204:2	20:6	reduce (68)	5:15 6:23	238:18	regardless ...
205:14	recognize (6)	4:12 6:6,10	17:23 63:18	242:4	54:22 55:2
206:14,25	60:11 62:4	18:21,22	63:19 66:2	reductions ...	135:15
207:5,9	132:5	19:11 23:8	66:16 80:1	5:6 6:14,16	regimes (1)
230:19	163:13,17	26:1 30:14	80:3 94:22	18:24 64:17	78:4
240:2	184:10	38:4 42:19	129:18	123:11	region (1)
reap (3) 83:5	recognized ...	44:22 52:7	135:18	135:12,19	202:7
146:15	67:5	53:4,7	166:17	136:18	regional (5)
158:18	recognizes ...	54:11 62:22	239:8	138:18	95:22
reason (3)	184:16	63:11 65:9	reduces (2)	149:5 151:3	180:13
31:3 66:12	recognizin...	66:5 69:1	185:21	151:22	206:17,18
113:16	184:22	77:23 87:2	197:5	155:10	243:8
reasonable ...	196:22	94:25 95:4	reducing (1...	161:23	regions (2)
9:18 120:10	recommen...	99:12	6:8 23:10	169:11	134:23
reasons (2)	15:18	103:17	42:17 45:10	176:24	135:9
28:21 161:5	160:15	110:6,6	75:25 84:19	184:6,12	register (4)
rebates (1)	227:1	112:8 114:5	88:17 90:6	239:6	8:12 9:10
83:9	recommen...	114:22	124:16	refer (1)	11:14 244:5
rebuttal (1)	117:23	115:25	151:5 158:5	11:16	registered (...
10:13	reconsider ...	116:23	166:23	refining (3)	10:20 12:18
receive (9)	64:12 86:8	122:20	179:17	54:6 181:24	13:21 14:4
7:22 8:8	reconvene ...	123:7	204:13	182:11	15:22 35:16
14:7 51:12	138:25	132:11	209:1 210:3	reflect (4)	201:15
115:3	159:4,6	133:5	210:16	155:3	212:8 244:3
125:21	244:21	136:23	216:24	179:10,19	registratio...
156:11	record (9)	137:15	reduction (...	223:3	119:18
174:8	8:18 10:10	145:20,21	4:25 18:8	reflecting (1)	201:14
231:25	16:18 30:10	151:18	52:23,25	178:21	regretted (1)
received (5)	92:16 131:7	160:18	53:3 64:9	reflects (3)	197:2
31:3,11	151:5	161:6 163:2	67:16,20	4:21 7:11	regular (1)
202:3	197:13	171:9	68:8 74:17	18:5	193:23
230:24	212:19	175:25	74:21 75:23	reform (1)	regularly (3)
232:20	recorded (1)	176:13	77:20 79:21	107:7	30:5 109:6
receiving (1)	12:23	178:11,22	120:8 132:7	refuel (2)	199:7
206:4	recording (1)	180:25	135:14	145:16	regulate (3)
recess (15)	12:24	182:18	151:11,16	147:11	113:18
91:16,19	recovering ...	183:17	157:16	refueling (4)	188:15
92:3 138:24	124:12	196:14,24	158:18	55:4 61:21	230:5

regulated (2)	48:2 59:2	remain (5)	111:12	180:14	132:15
134:18	85:13	37:9 91:24	192:1	representat...	135:6
157:7	117:22	93:19	replaced (2)	11:10 16:4	184:14
regulating ...	128:21	145:24	101:11	125:24	240:17,19
62:24	129:7 166:6	205:24	117:11	represente...	requires (3)
157:23	186:9	remains (3)	replaceme...	34:19	62:3 154:18
168:9	205:11	133:7	17:19	149:14	157:17
229:19	209:13,20	138:13	replaceme...	187:19	requiring (4)
regulation ...	relationshi...	193:10	55:5	223:17	94:6 102:23
17:19 77:20	84:1 129:14	remember ...	replaces (1)	representin...	137:18
100:21	relative (3)	27:21 28:4	74:14	67:9 92:25	197:4
129:24	214:14	92:5 100:13	replacing (2)	108:25	rerouted (1)
132:21	246:9,11	105:10,22	63:4 112:15	131:4	199:12
184:16,18	relatively (1)	162:10	replicate (1)	150:18	research (21)
187:18	128:23	193:7	146:23	161:18	20:21 21:7
regulations...	relatives (1)	225:17	report (19)	180:12	21:11 27:7
66:2 104:20	33:16	231:18	25:1 27:13	183:9	28:10,16
104:22	released (4)	remind (2)	27:18 31:2	represents ...	70:8,21
105:3	31:2 205:14	9:4 26:9	46:13 48:16	54:5 59:23	73:5 86:2
112:23	207:16	reminder (6)	50:21 63:25	208:23	96:7 107:17
113:12	232:16	26:11 41:7	68:13	224:25	118:19
184:19,24	releases (1)	115:2	153:21	repressive (...)	120:7 136:3
218:2	109:2	139:10	186:12	78:4	146:16
220:12,13	reliability (1)	159:12	189:13	reproducti...	151:9 160:3
221:11	132:16	172:14	201:25	109:23	205:9
236:18	reliable (1)	Removal (1)	205:12,13	Republic (1)	207:15
regulations...	52:16	50:3	205:18	236:12	218:16
10:8 26:14	reliably (1)	removed (2)	207:17	request (4)	researcher ...
41:9 172:17	60:17	120:21	228:9	8:23 75:12	118:16
regulators ...	reliance (2)	172:22	232:16	184:20	reservation...
118:21	46:19 55:13	renewable ...	reported (1)	200:10	51:8
regulatory ...	relied (1)	52:4,5 53:2	246:5	require (8)	reside (1)
18:13 29:19	128:18	53:10 84:13	reporter (8)	31:5 66:6	201:3
52:1 84:23	relief (4)	132:23	12:24 13:14	101:23	resident (2)
94:22	88:15 149:6	146:6	16:18 26:10	119:5	58:22
115:15	169:12	150:18	92:16 212:7	149:20	168:13
131:20	235:13	151:4,6	212:19	169:21	residents (4)
175:14	religion (1)	158:12	225:11	181:7 239:7	80:22
184:11	82:10	180:20	Reporting ...	required (5)	149:10
Reis (3)	religions (1)	226:23	1:21	55:24 86:12	213:22
29:15,16,18	149:1	repair (6) 7:4	Reports (4)	89:17	232:22
reiterates (1)	relive (1)	60:1 123:24	123:5,17	179:19	resides (1)
210:22	235:17	124:23	222:8,9	214:17	228:8
rejoin (1)	reluctance ...	126:23	repost (1)	requireme...	resiliency (1)
91:25	89:15	158:19	172:18	21:23	131:19
related (15)	rely (2)	repeal (1)	represent (3)	requireme...	resilient (1)
6:22 20:22	146:24	17:18	134:14	94:21 103:2	126:22
21:6 36:20	220:24	replace (2)	145:4	103:3	resource (2)

104:21	104:25	121:7	140:6	78:6 86:12	69:21
230:3	194:3	retrofit (2)	168:19	87:12 95:2	rolled (1)
resources (7)	219:17	237:4,18	173:22	104:4,8	17:19
61:15 81:25	239:23	retrofitted ...	192:10	131:10	rooftops (1)
86:25	restart (3)	236:22	199:12,15	143:21	170:23
117:15	92:1 139:9	revenue (1)	217:16	149:15	room (8)
151:13	241:16	67:10	225:18	151:20	89:24 91:24
156:20	restaurants...	Reverend (4)	229:17	156:25	124:14
234:17	199:16	69:15 95:12	236:25	161:3	209:12,23
respect (3)	Restoring (1)	95:13,14	rights (1)	181:14	225:8,14,20
24:22 126:5	81:18	reverse (1)	156:22	182:20	rooms (2)
149:2	restraints (1)	121:13	Riley (3)	187:20	82:11 112:1
respectfull...	122:19	reversed (1)	177:14,15	190:11	root (1) 57:8
200:10	restricted (1)	126:13	177:16	216:12	roots (3)
respectivel...	13:7	review (5)	Rios (3)	roads (6)	81:19 114:1
97:8 148:24	result (10)	20:21	190:20,21	37:9 44:25	161:25
respiratory...	6:13 87:14	128:18,24	190:22	90:3 97:3	Rose (1)
21:4 25:7	132:3	166:5	rise (2) 47:14	193:15	152:22
30:22 51:4	134:20	171:25	216:17	231:19	Roselie (4)
83:2 87:16	184:12	reviewed (1)	rising (2)	roadway (6)	128:7,8,11
90:25 96:14	207:3	129:13	36:17	43:2,8	128:12
103:24	222:10,20	revolution ...	228:10	80:20 87:6	round (2)
129:11	223:10,14	78:13 83:16	risk (18)	143:22	228:8 229:8
154:7 160:1	resulted (1)	183:25	21:14,17	191:10	route (3)
166:11,15	151:7	rewarding ...	34:21 36:8	roadways (...)	42:23 71:15
169:10	resulting (3)	117:24	36:15,19,24	20:14,17	177:5
190:5 194:6	5:5 80:16	Reynolds (1)	50:23 51:3	43:12 53:15	routes (4)
220:16	109:5	234:21	51:14 57:9	103:23	31:23 52:18
respond (2)	results (4)	RFA (2)	70:22 141:5	140:4 141:2	193:21,23
8:24 178:2	123:17	84:17,20	164:12	141:13	RPR (1) 1:16
responded ...	171:24	Rica (1)	166:18	166:21,22	ruining (1)
90:18	196:11	234:8	169:3 190:6	194:1	126:17
responding...	209:11	Richard (3)	214:10	209:14	rule (91) 2:4
65:17	resume (4)	113:4,6,10	risks (6)	213:15	3:17,25 4:8
response (2)	10:24 11:5	richest (1)	19:11 31:13	232:1	4:9,10 7:19
9:1 178:4	12:7,14	239:24	37:3 55:14	robs (1)	8:22 9:3
responsibil...	resuming (1)	ride (1)	111:23	70:25	10:9 11:12
91:9 96:20	12:8	103:20	194:8	robust (4)	17:16,22
99:11 126:7	retail (1)	ridge (1)	River (2)	19:6 21:25	18:3 19:4
173:18	145:6	170:24	39:12	89:18	20:1,3 26:1
179:19	retailers (2)	riding (1)	100:13	176:24	37:24 40:23
215:18	145:10	83:22	Rlemensch...	Rocco (4)	41:23 52:21
responsible...	146:9	Riemensch...	208:8	180:5,6,10	53:7 55:12
30:2,6	retain (1)	208:9,11	road (25)	180:11	60:11 67:12
76:16 80:6	132:19	right (15)	20:10 26:2	role (3) 99:4	69:24 74:18
98:25	retired (2)	40:14 77:17	31:17 40:23	180:22	76:6 85:1
130:16	79:19 121:6	86:5 101:9	43:1 61:3	240:7	85:18 86:11
rest (4)	retirement ...	102:12	71:24 75:15	roles (1)	94:13,19

112:23	148:19	safe (8) 34:1	139:17,18	scared (1)	scratching ...
115:14	170:25	34:2 60:4	139:19	238:2	194:3
116:20	175:24	73:14	Saudi (1)	scary (1)	screen (15)
118:4	176:5	129:20	78:4	153:14	2:15 13:16
119:13	188:13	179:25	save (13)	scenario (2)	14:7,22
124:15,24	208:20	194:21	19:10 97:10	163:6,24	15:4 16:8
136:17	223:3 227:3	198:20	112:2,8	schedule (2)	16:17 92:15
138:13	239:16	safeguard (2)	123:8 127:8	155:17	110:1 115:4
140:4	run (7) 26:12	29:4 156:22	135:19	156:7	120:17
144:18	65:15 140:6	safeguardi...	203:24	scheduled (5)	174:15
145:14	193:24	215:1	204:12	12:4,15	212:4,18
150:12	217:3 218:4	safeguards ...	207:22	91:16	233:13
152:1,8	236:24	27:1 29:22	217:3	155:21	sea (1) 47:14
153:4 155:8	runner (1)	32:2 139:25	218:21	211:8	seam (1) 34:9
157:7,12	193:21	safety (4)	226:23	schedules (1)	search (1)
158:2,22	running (6)	168:16	saves (2)	52:17	129:12
162:22	3:21 155:16	215:1	58:17 124:2	school (11)	season (1)
163:25	156:6 179:2	233:17	saving (8)	6:20 25:8	143:2
164:5	193:23	235:25	22:6 83:23	27:23 42:22	seasons (1)
165:16	194:10	sake (3)	123:10,25	43:10 70:20	210:11
167:15	rural (2)	117:12	126:8	129:18	seat (1) 94:4
175:8,17	198:22	192:9	127:11	141:11	Seattle (1)
176:1,8,12	234:11	235:25	149:9	189:3	33:20
176:20,25		sale (2) 22:8	169:12	199:15	second (8)
181:4,7,14	S	145:6	savings (13)	209:13	13:18 99:10
181:21	S (1) 107:18	sales (13)	5:5 7:2,3	schools (4)	104:9
184:9,14	S-I-M-P-S-...	37:22 60:1	80:3,3	25:13 43:11	153:18
185:19	188:6	60:23 93:2	100:8	89:6 199:20	197:12
186:24	S-T-A-I-N-...	119:8,18	124:21,23	science (10)	218:11
187:11	162:17	132:3	135:22	69:16 90:16	223:8
188:15	S-T-E-I-N ...	148:17	158:15,18	100:22	225:25
189:15	233:15	164:9 179:7	207:6	104:10	secondary ...
190:2,9,11	Sabetta (3)	181:8	226:24	121:9 127:2	125:2
211:16	200:24,25	207:18	sayers (1)	127:18	Secondly (1)
213:7 225:6	201:1	227:10	78:9	175:2	210:1
236:16	sacred (1)	Salvador (1)	saying (2)	202:15	sector (37)
238:13,16	148:12	231:17	47:22	203:18	4:13 18:17
239:11,14	sacrifice (2)	Sami (3)	225:18	sciences (1)	18:22 19:1
240:2	83:17	203:14,15	says (3) 2:15	57:1	30:1 31:15
rulemakin...	194:13	203:16	77:17 129:4	scientific (1)	32:21 36:4
1:11 8:9	sacrificed (1)	samples (1)	Sc.D (1)	236:2	39:15,24
rules (19)	77:4	107:9	128:12	scientificall...	42:9 45:5
9:15 23:22	sacrifices (1)	sanctionin...	scale (2) 85:8	136:2	48:20 66:24
68:10,21	126:15	240:24	163:14	scientist (1)	67:25 72:22
72:16 96:24	sad (1)	sapiens (4)	scaling (1)	69:18	80:5 89:23
113:18	109:10	126:9,9,21	224:8	scientists (3)	108:23
114:20,21	Sadly (1)	126:22	scarcity (1)	63:10 160:1	111:15,17
144:2	144:4	Sarah (3)	82:16	174:25	150:23

157:6 158:6	109:6	131:22	11:3 12:16	193:18	24:4 52:9
163:4,10	121:25	senior (9)	91:15,18	197:16	93:17 139:2
164:3,11	122:6,9	19:23 26:19	211:7	210:14	141:12
191:16	125:14	29:18	244:16	214:10	160:5
196:18	143:6	156:19	set (23) 3:23	234:23	163:16
201:18	154:19	165:11	4:4 5:19	severity (1)	189:8
206:16	197:14	172:5 205:4	37:18,21	21:15	239:16
209:4	202:6	208:11	50:16 66:8	Shaina (3)	shorten (1)
232:11	244:14	222:7	66:12 75:15	49:10,12,14	166:4
239:16	seeking (1)	seniors (2)	89:18 103:3	shameful (1)	shorter (1)
242:3,21	5:11	143:14	104:24,25	76:24	42:10
sectors (2)	seen (9)	204:10	105:2,6	share (9)	shortly (2)
208:2 213:8	33:13 36:12	sense (2)	130:13	52:11 62:21	14:8 100:12
securing (1)	42:13 50:6	113:14	131:21	74:16 81:24	show (10)
94:1	53:3 55:18	233:25	198:12	89:22 106:7	2:16 6:21
security (8)	65:16,21	sensitive (2)	200:11	153:6 205:8	43:1 103:8
54:9 55:15	184:15	107:8	214:15	205:18	123:18,19
55:17,22	sees (2) 138:6	143:13	227:9	shared (1)	129:20
163:3,11	232:18	sent (1) 44:7	240:21	119:1	176:23
164:11,23	segregated ...	sentence (1)	246:7	shares (2)	216:11
Sedan (1)	51:8	57:11	sets (1)	61:7 84:17	231:12
116:4	selected (1)	separate (1)	104:24	sharing (3)	showers (1)
see (30) 33:7	135:24	104:4	setting (9)	95:5 178:5	189:8
33:15 39:8	self (1) 78:11	sequestrati...	35:22,24	178:8	showing (1)
49:20 51:16	self-centere...	63:15	40:15 152:2	sheet (1) 97:4	36:7
58:23,25	126:10	serious (4)	153:1	Shenk (3)	shows (7)
102:2	sell (3) 59:24	51:9 76:4	157:24	51:23,24,25	21:7 28:16
104:12	145:19	145:13	207:1 241:6	Shepardsto...	68:19 70:21
120:17,21	147:9	154:9	241:6	38:18	86:2 119:4
127:14	selling (2)	seriously (2)	seven (11)	Sherman (3)	120:3
141:9,11	105:18	130:19	11:5 12:5	64:20,21,22	shut (1) 34:9
142:14	119:25	223:19	26:22	shift (5) 68:2	sick (2) 166:4
174:16,20	sells (1)	servants (1)	118:10	122:9	229:1
174:21	145:11	82:12	119:17	176:21	side (1) 161:3
189:10	selves (1)	serve (5) 2:9	120:18,23	179:1 207:4	sidelined (1)
190:13	126:11	9:21 17:3	120:24	shifting (2)	121:21
192:11	semester (1)	36:10	147:2	122:3	sides (1)
199:13,17	100:11	211:20	159:20	243:10	199:24
199:23	seminaries ...	serves (1)	226:6	shipped (1)	sidewalk (1)
207:20	81:20	96:4	seventh (3)	135:1	103:21
212:22	semis (1)	service (4)	172:25	ships (1)	sidewalks (1)
218:24	199:14	59:25 65:22	208:7	101:21	199:17
234:15	send (6) 9:6	89:7 127:25	241:11	shocking (1)	Sieling (2)
240:13	15:23 78:3	services (1)	sever (2)	27:19	101:4,5
244:10	108:1	109:18	196:8	shopping (1)	Sierra (5)
seeing (14)	125:16	serving (1)	225:22	193:14	64:23 108:9
61:17 62:14	231:1	9:16	severe (7)	short (12) 5:8	111:1
68:4 98:8	sends (1)	session (6)	6:21 122:3	10:24 12:9	170:19

173:3	Similarly (1)	slash (1)	227:16	74:11,18	source (32)
Sigler (3)	124:11	48:19	243:8	151:4 219:6	18:22 19:1
113:5,6,10	simple (1)	sleep (1)	smoke (7)	243:12,18	30:1,17
SIGMA (2)	200:15	160:5	24:9 25:19	solutions (7)	32:21,23
145:9,17	simply (2)	slight (2)	33:17,18	53:13 67:6	34:24 36:1
sign (1)	63:7 202:6	10:21 223:4	34:10	76:3 82:18	36:5 39:16
225:21	Simpson (3)	slightly (1)	210:17,18	83:7 148:9	42:6 45:5
signal (2)	188:3,4,6	220:6	smoker (1)	215:23	56:10 80:5
131:23	simultaneo...	slow (6)	172:8	solve (1)	109:9
169:18	131:21	39:20	snow (1)	66:24	142:19
signals (1)	138:16	127:16	52:19	son (10)	154:14
164:1	175:16	130:12	soaring (1)	43:19 50:25	157:1,4
signed (1)	single (2)	177:5	223:9	70:14,18,19	160:21
89:11	74:22	225:10	social (3)	71:2 74:8	166:19
significant ...	154:14	238:24	89:7 108:12	153:10	175:10,12
4:19 5:5,6	Sipp (4)	slowing (2)	177:23	189:23,25	185:25
7:2 27:8	228:2,3,6,7	172:4	societies (1)	soon (8) 29:3	188:21,24
30:17 33:4	sister (1) 34:9	221:14	224:25	40:24 49:6	193:11
39:5 54:15	sisters (4)	slowly (4)	society (4)	81:7 144:21	196:17
56:10 64:9	89:5,6,10	13:13 26:10	86:23	195:11	201:17
75:21 87:20	90:5	199:14	159:24	197:20	206:17
93:22 94:13	sit (3) 96:15	212:6	160:8	203:10	209:4
116:16	146:19	slows (1)	224:22	sooner (3)	221:17
120:4 137:8	199:3	172:2	soft (2) 79:1	84:22	sources (20)
142:12	sites (1)	smacks (1)	79:6	151:24	2:25 3:11
143:4	216:21	65:18	soil (2) 63:15	173:15	17:4 18:15
158:15	sits (2) 199:8	small (6)	162:1	soot (10) 40:9	23:19,20,23
182:3,10	199:9	144:13	solar (4)	48:9 106:20	40:1 46:3,5
187:1	sitting (1)	149:17	58:20	107:8,21	75:10 83:15
significantl...	65:16	161:24	170:23	143:22	90:10
6:10 27:3	situation (1)	172:7	218:5 219:5	168:18	144:18
53:7 62:22	154:18	180:15	sold (11) 6:1	178:22	167:6
66:2 87:25	six (11) 11:5	198:21	6:5 123:20	186:5	180:19
88:5 141:18	12:8 14:14	smaller (3)	134:23	188:17	186:1
158:10	50:1 108:5	54:19	135:1,15	sophomore...	196:14,20
184:15	118:8	141:14	169:23	177:16	201:20
196:3 216:1	120:22	171:7	175:22	sore (1) 194:2	sourcing (1)
silent (2)	124:1	smart (3)	176:15	sorry (4)	83:14
100:12	172:22	63:21 64:7	216:5	98:12	south (6)
225:21	211:10,12	64:17	222:21	101:20	89:8 108:13
sills (1)	sixth (1)	smells (1)	solely (1)	170:22	213:2,12
140:12	50:17	144:7	35:19	211:24	214:7 234:6
similar (6)	size (3)	smog (8)	soliciting (1)	sound (1)	southeast (1)
52:25 94:22	116:13	30:20 40:9	175:7	54:7	25:16
135:12	152:1	48:10	solid (1)	sounded (1)	southeaster...
136:21	231:22	176:13	134:5	101:14	142:5
152:4	skeptics (1)	178:22	solution (8)	sounds (1)	southern (1)
236:19	78:9	226:10	38:4 62:24	202:25	25:18

southwest (...)	76:10 78:20	204:25	89:17	stable (2)	17:17,20,23
122:6	81:13 84:6	208:7	202:24	197:11	19:9 20:8
southweste...	86:17 88:24	212:16,20	204:17	242:11	22:11,13,14
41:20	88:25 92:14	215:8	spend (2)	staff (4)	23:15 24:2
space (6)	92:19 95:11	216:18	77:6 124:18	136:1	28:23 29:2
12:21	98:7,10	217:8,11	spending (4)	138:12	29:8,21
116:13	101:3 103:7	224:18	124:11	159:23	32:25 33:1
131:12	106:10	228:1	189:1	175:6	33:10 35:4
152:10	108:5	230:23	194:14,17	stage (1)	35:23,24
194:21	110:18	231:3 233:6	spent (5)	172:3	37:8,10,17
213:20	113:4,20	236:9 238:8	24:16 72:10	stagnate (1)	37:18,20
span (2)	115:10	240:12	165:19	176:18	38:2,22,24
172:1,4	118:10	241:12	193:19	Stainken (3)	39:2,2,10
Spanish (2)	120:22,22	speakers (16)	234:7	162:14,15	40:16 41:2
2:19,21	120:24	9:25 10:2	spewed (1)	162:17	41:24 42:5
speak (23)	122:25	12:18 13:21	141:19	stake (3)	42:19 43:21
10:5,20	125:21	14:4,13	spewing (1)	122:15	44:16,21
13:13,13	128:6	16:1 91:2	76:20	163:14	47:7 48:25
14:5 15:23	130:24	118:7	sphere (1)	164:24	49:6,24
16:17 26:10	133:24	125:13	178:9	stakeholde...	51:19 52:22
79:6 82:1	136:13	160:21,23	spoken (1)	7:12,17	56:4,5,6
84:3 92:15	139:10,16	160:25	7:24	19:8	57:3,5,19
95:21	142:1 145:1	171:21	sports (3)	stand (2)	57:22 58:4
120:20	147:14	173:11	43:7,7	167:14	58:11 59:7
123:3	150:6	212:8	100:2	234:4	61:10 62:4
147:21	152:19	speaking (1...	spot (2)	standard (...)	65:4 66:7
188:12	155:19	11:10 14:6	147:2	21:21,23	66:13 67:14
205:7 212:6	159:13	14:9 59:22	217:19	64:4 71:16	67:19 68:18
212:18	161:14	64:22 66:22	spotlight (1)	71:25 75:16	68:25 69:23
217:5	162:13	142:5	24:16	104:5	71:9,12,19
241:22	165:3	152:23	spread (1)	129:21	71:23 72:15
244:4	167:25	212:3 213:2	145:24	134:12	73:17 75:1
speaker (1...	170:15	235:5,9	spring (4)	135:7,9	75:2,13
13:12 16:6	172:21,22	238:14	7:24 89:12	151:7 153:2	76:3,7
16:7,16,21	172:25	special (2)	100:12	158:4	77:13 78:5
19:19 22:22	174:13	70:6 99:8	194:20	160:11,13	80:10,14
26:8,15	177:13	specialty (1)	sprinklers (...)	160:17	81:3,5,7
29:14 32:6	180:5	106:16	189:7	186:25	82:2 88:4
32:7,9 35:9	182:24	species (1)	spurring (1)	207:2	88:13 89:18
35:11 38:10	183:3	126:24	179:4	224:11	91:7 93:22
38:10 41:11	185:14	specific (1)	squandere...	standards (...)	96:2,21
44:1 46:25	188:2	56:8	147:5	1:12 2:5	97:9,15
49:10 51:23	190:19	specifically...	St (2) 139:22	3:13,23 4:1	98:1,21,22
53:25 56:18	192:18,20	25:4 46:4	140:7	4:6,15,16	100:20
59:12,14	195:14	71:13	stabilizatio...	4:18 5:16	101:7,22
62:13 64:20	197:25	116:22	137:13	5:18,21,24	102:14,24
66:20 69:8	200:23	160:13	stabilize (1)	6:3,9 7:5	107:19
72:6 73:23	203:13,14	speed (3)	238:24	8:10 17:15	110:4,12

112:20	198:13	state (40)	164:6,7	step (18) 4:10	234:25
114:5,13,16	200:12	7:13 14:16	175:11	19:6,9 33:2	235:1
116:22	201:7,8	27:25 31:2	177:24	35:24 39:3	storms (3)
117:1,8	202:23	32:20 33:13	179:5	41:25 71:11	154:21
118:23	203:10	37:20 38:19	180:16	87:3 89:18	186:2
123:12	204:8,11,17	42:23 46:13	205:16,25	91:8 119:9	234:24
126:8 127:6	207:1,10	48:16 50:18	206:2,8	142:10	story (2)
127:10,24	208:18,24	50:19,21	207:23	148:4,10	43:10 153:6
130:9,20,21	210:1,24	58:23,25	209:25	200:15	stove (2)
132:5 133:3	211:17	94:7 95:22	216:9 234:3	229:17	111:12,12
134:17	214:9,15,22	128:15	234:9 243:8	232:7	stranger (1)
135:4,6,11	216:3,22	134:4	station (3)	Stephanie (...)	47:17
137:21	220:19	138:15	146:5,7	1:16 246:22	strangle (1)
138:1	221:18	153:21	237:10	stepped (1)	163:9
139:25	222:12,18	154:22	stations (3)	94:6	strategic (1)
141:17,22	222:19	169:14	146:11	Steve (1)	183:14
142:10,17	225:4 227:2	175:18	197:5 237:6	183:9	strategies (2)
144:20	227:8,12,22	180:13	statistics (1)	Steven (3)	137:3
146:7 148:3	228:19	185:23	70:12	183:3,4,8	230:16
148:6,15	229:14	191:3 201:2	status (1)	stewardshi...	strategy (2)
149:3,4,20	231:13	201:14,25	90:13	100:24	18:19 61:13
150:2,13,24	232:6,24	202:4	statutory (2)	stimulating...	strawberry...
152:2 153:8	233:20	205:12	72:13	100:21	34:14,15
154:25	235:21,23	206:13	114:10	stimulus (1)	stream (3)
157:10,25	239:2 241:6	214:4 227:8	stave (1)	58:23	107:1
158:17	241:7 243:1	229:23	25:22	stock (1)	149:18
160:19	stands (1)	231:6	Stavis (6)	74:10	213:16
162:23	63:23	232:16	217:9	stood (1)	streaming (...)
165:14,19	Stanford (1)	246:23	219:22	183:18	15:20
167:9 169:6	224:24	stated (3)	221:24	stop (5)	Street (1)
169:10,13	star (3) 14:14	53:6 187:14	230:24	32:19 85:24	199:13
169:17	108:2	229:5	240:13,15	121:13	streets (2)
170:6	125:17	statement (1)	stay (3) 33:18	126:15	45:1 173:7
178:15,18	start (12)	128:16	71:15	168:21	strengthen ...
178:19,24	37:7 44:5,8	statements ...	225:25	stopped (1)	37:7 44:21
178:25	59:17 78:23	8:17 9:19	staying (1)	238:11	57:4 58:3
179:10,15	91:20	states (35)	125:25	Stops (1)	110:11
179:19,23	136:23	1:4 2:2 17:6	stays (1)	145:8	112:22
183:19	154:11	19:7 39:17	242:11	store (1)	157:12
184:22	157:9 168:9	40:11 42:7	steady (1)	105:13	227:2
185:20	200:5	45:6 47:19	140:9	storied (1)	strengthen...
190:16	206:15	74:5 89:23	Stein (4)	100:21	57:23
191:4	starters (1)	99:4 102:25	233:7,8,12	stories (2)	strengtheni...
192:15	146:4	105:4	233:14	126:1 178:8	22:13 57:3
193:2,3	starting (5)	111:18	stems (1)	storm (6)	68:11
195:5,11,22	11:4 12:16	119:6,17	157:5	28:4 82:25	160:15
195:23	27:23 114:7	145:7	stenograph...	143:7	stressors (1)
197:20	193:22	147:23	246:5	210:14	28:19

stricken (1) 28:5	strong (52) 18:18 29:2	201:7 206:25	224:11 227:5	subjected (1) 64:25	97:19
strict (3) 22:10 113:12 116:21	29:22 38:2 42:18 47:7 48:25 67:14 68:18 71:16	207:10 221:18 225:6 229:15 231:13	229:15,16 230:20 232:24 233:19 235:23	submit (10) 9:9 10:13 10:14 13:25 16:12 26:13 41:9 92:10 120:11 212:13	sum (1) 106:4
stricter (6) 58:16 76:3 114:16 220:12 221:10 232:6	71:19,22,23 75:11 81:2 97:9,15 98:20 105:3 110:4 112:20	strongest (...) 26:25 29:8 29:21 32:1 33:9 37:4 38:21 39:9 40:16 41:1 42:4 43:21 47:10 49:5 49:23 51:19 67:13 69:22 71:9,12,25 88:11 96:2 97:25 98:22 99:19 100:20 130:19 139:24 141:21 142:17 148:2,5,14 149:3 150:1 157:15 163:7 164:20 168:6 170:6 177:1 178:25 188:13 190:15 191:3 192:14 193:2 195:8 195:21 197:18 198:13 200:11 201:6 203:7 203:21 204:17 210:23 222:11	strongly (12) 22:3 23:14 26:22 35:21 79:20 84:22 85:4,16 122:18 160:11 161:6 228:17	submitted ... 238:19	summary (2) 80:1 81:2
strictest (5) 58:10 59:6 65:3 107:19 113:17	121:10 122:2 123:6 127:10,10 129:24 139:25 153:8 157:25 158:3 164:12 168:8 169:6 169:10,16 169:17 175:18 183:23 184:18 185:20 191:24 195:5 202:23 203:23 204:8,11 216:22 220:19,20 232:2 235:21		structural (...) 184:23	substantial... 75:24 85:14 138:7 182:9	summer (5) 33:16 66:11 111:8 152:15 196:12
strictly (2) 13:21 212:8			structures ... 34:7	subtitles (2) 2:16,17	sunburn (1) 226:14
stringency ... 37:19			struggle (2) 96:16 147:10	suburb (1) 65:1	sunlight (1) 232:13
stringent (...) 5:13 17:14 20:8 37:10 66:7 81:5 88:3 91:7 116:25 122:19 129:21 134:17 135:6 153:4 157:10 160:14 165:19 167:9 173:5 208:21 227:6,12 228:19			struggles (1) 90:16	suburban (1) 83:21	supplemen... 204:14
strip (1) 232:18	stronger (22) 28:23 35:3 38:23 57:19 66:13 80:9 114:16 143:7 153:4 157:14 158:2,22		student (2) 121:8 234:9	suburbs (1) 193:9	supplemen... 10:13
stroke (7) 50:24 57:12 70:3 73:10 96:14 109:22 111:23			studied (1) 166:13	supply (1) 133:10	suppliers (2) 60:19 131:5
strokes (3) 106:19 169:3 186:7			studies (8) 43:1 87:13 107:7 128:24 129:13,19 171:25 216:10	suffer (5) 68:17 87:9 187:8 200:1 243:14	supplies (1) 93:16
			study (4) 47:24 97:5 121:15 135:7	suffered (1) 111:2	supply (13) 54:18 55:19 68:12 93:18 94:2 123:16 132:11 133:15 180:19 182:10 223:11,23 223:24
			studying (1) 177:17	suffering (1) 83:18	supplying (1) 131:13
			style (1) 44:24	sufficient (2) 133:9 145:14	support (52) 7:6 22:11 26:23 29:7 47:7 53:12 67:14 71:13 72:19 73:17 74:21 79:10 79:20 81:2 81:4 82:1 93:19 98:20 98:25 99:11 106:4
			Subaru (2) 101:10,24	suggest (1) 78:10	
			subject (2) 4:3 134:16	suggesting ... 117:24	
				suggestion ... 217:25	
				suggests (1) 28:10	
				suite (1) 155:2	
				suited (1) 5:20	
				sullied (1)	

107:18	137:17	193:13	115:25	127:10	220:3
113:11	160:11,13	switch (2)	116:23	139:8	238:15
114:4,19	161:6	147:7,8	117:5	159:11	tears (1)
115:20	165:13	switched (1)	131:25	173:14	225:18
133:10	178:14	111:10	140:2,24	175:14	tech (2)
136:4	179:14	switching (2)	141:4	211:14	82:18 164:4
146:17	223:6	77:2 171:4	142:11	takes (1)	technical (5)
153:1	sure (3)	symbols (1)	144:5	75:16	15:2 35:9
160:17	156:7	90:13	150:24	Talbot (3)	134:5
162:21	217:15	symptoms ...	157:24	177:14,15	136:16
163:5,7	225:12	6:19	161:7	177:16	187:11
164:20	surgery (2)	system (8)	168:24	talk (6) 32:16	technically ...
169:20	57:7 172:10	75:20 78:14	173:10,12	126:17	71:21
182:8,19	surpass (1)	83:4 111:11	175:19	162:9 175:4	techniques ...
188:12	28:12	133:17	188:16	219:7	178:10
191:3	surpassing ...	158:21	190:3	228:21	technologic...
207:10	95:2	232:3	214:16,23	talked (3)	18:5,13
220:11,12	surprised (2)	243:23	tailpipes (5)	91:2 160:25	116:1,4
222:9 225:3	140:18,21	systemicall...	27:3 87:25	228:20	118:20
227:21	surprises (1)	226:3	160:10	talking (2)	technologie...
229:18	194:19		161:2	32:18	4:22 5:20
230:19	surrounde...	T	164:15	217:18	6:8 7:9
231:12	173:21	T-O-M-C-I...	take (28)	tank (1)	37:12 55:9
233:19	survey (3)	41:14	10:22,24	76:20	56:1 60:20
237:4,18	68:3 123:17	table (2)	12:5 19:5	tapes (2)	74:25 75:18
supported ...	223:17	155:11	54:8 63:6	105:10,13	85:5 86:6
17:16,21	survivors (1)	206:21	91:19 95:7	Taping (1)	115:20
60:15 93:6	50:2	tackle (1)	95:20	34:8	117:6 131:5
93:12	Susan (3)	18:23	138:22,23	target (3)	132:25
136:25	95:12,13,14	Tackling (1)	139:2	93:10 96:24	133:5
177:25	sustainabil...	34:23	141:20	148:19	134:21
207:5	66:25	tags (1) 238:4	152:1	targets (4)	135:2 136:5
supporters ...	116:18	tail (1) 48:6	154:10	5:15 120:8	137:4,24
168:5	123:5 222:7	tailored (1)	155:16,24	148:17	138:2
supporting...	sustainable...	60:13	159:6	176:14	145:22
2:8 97:14	18:19 74:9	tailpipe (43)	167:19	tasks (1)	152:3 158:5
150:18	99:25	26:23 31:14	173:25	220:25	167:13
211:20	115:19	33:3 34:25	178:7	tax (1) 77:22	182:19
230:8	170:20,21	39:5 40:5	182:14	taxi (1) 232:5	207:4,7,12
supportive ...	171:5	42:19 43:3	189:7	teachers (1)	208:1
23:14	SUVs (3)	45:18 47:18	193:12	31:6	210:25
supports (17)	44:24 46:19	54:15,20	203:6	teaching (3)	technology ...
20:1 22:3	176:6	55:7 74:12	205:18	56:25	22:6 30:13
35:22 54:11	Suzanne (2)	74:15 80:14	227:14	177:23	52:15,21
68:24 69:22	98:8 107:24	87:9 88:16	235:12	178:6	56:3,7
116:20	swiftly (1)	90:1 103:17	taken (10)	team (6)	58:16,17
132:13	29:24	111:18	12:10 32:7	12:11 13:15	60:22 64:13
134:11	swimming ...	112:5,9	92:3 127:2	26:11 39:21	66:16 71:22

74:23 84:24	173:1	79:11 98:16	156:4	101:1,5	183:10
86:9 91:4	176:18	98:20	thank (254)	103:4,5	185:12,13
95:3 100:5	202:2	100:25	2:23 7:25	106:6,8	188:1,4,14
105:9,15,20	tend (1)	113:24	8:1,5,6	107:21,22	190:16,17
116:9 117:4	125:1	139:19	11:23 12:1	110:14,16	192:15,17
131:9	tended (1)	150:3	12:2 19:16	110:24	192:24
132:17	97:18	152:14	19:17,22	113:1,2,19	195:11,12
134:2	tens (3) 21:8	192:16,25	22:18,20,21	113:23	195:15
136:22	168:24	195:16	23:3 26:5,6	114:18,24	197:21,23
138:7 147:5	233:23	197:22	26:17 29:10	115:13	198:2,6
151:21	tentative (1)	208:10	29:12,16	118:5,15	200:19,21
152:8 158:7	10:19	215:5	31:25 32:3	120:12,15	200:25
164:7	term (13)	217:13	32:12 35:7	122:22,23	203:10,11
176:22	24:4,6 52:9	219:25	35:13,14	123:2	204:21,23
178:21	95:4 99:25	231:12	38:6,7,14	125:10,11	208:4,5,9
180:24	129:6 132:5	testifying (4)	38:15 39:22	125:23,24	211:4,11,13
181:19	133:8	17:1 49:19	41:3,4	125:25	212:1 213:8
182:16	148:15	128:12	43:23,24	127:25	215:4,6,13
184:8	176:11	198:12	44:9,15	128:4	217:5,6,13
187:13	208:25	testimony (...)	46:23 49:6	130:16,23	217:14
220:19	214:21	3:17 8:2	49:8,12	133:20,22	219:1,2,3
222:18	234:20	9:23 10:3	51:20,21	136:10,11	219:16,19
228:23	terms (2) 5:8	10:14,15	52:2 53:22	138:11,19	219:24
teenage (1)	163:14	12:19 13:8	53:23 54:3	139:5,7,18	220:9
234:7	terrible (5)	14:18 16:3	56:15,21	141:23,24	221:20,21
telling (1)	34:9 48:7	16:5,10	57:2 59:12	142:3	222:1,5
238:10	126:25	17:12 26:13	62:12,18	144:19,22	224:10,13
tells (1)	189:16	35:11 65:10	64:18,19	144:24	227:25
140:13	235:6	79:16 92:5	66:17,18	145:3	230:21
temperatur...	territories (...)	92:6 97:13	69:5,7,14	147:12	233:3,4
21:24 34:17	17:8	115:2,13	72:2,3,13	150:2,4,8	236:5,7
36:17	Tesla (1)	118:2,9,22	73:15,18,20	152:13,17	238:6,12
134:12	238:2	133:19	73:24 74:1	152:24	240:6,10
143:1	test (3) 21:24	139:11	76:7,8	155:12,14	241:7,9,21
232:13	21:24	159:14	78:16,16,18	156:17	244:1,19,23
temperatur...	137:21	172:23	78:24 79:7	158:25	Thankfully...
24:8 58:3	testifiers (3)	185:11	79:10,11	159:7,9	58:17
137:15	9:24 11:2	188:5 212:2	81:9,10,11	161:9,11,17	thanks (6)
ten (19) 7:10	12:12	212:5	81:15 84:2	162:11,19	72:12 83:9
11:7 12:15	testify (33)	233:14	84:4 86:14	164:24	121:2 128:3
12:16 42:14	3:8 14:11	238:13	86:15,19	165:1	170:11
48:22 124:1	14:15 23:17	244:6,12,19	88:20,21	167:22,23	183:8
132:10	26:18 29:11	246:4	89:2 91:11	170:7,13	theology (1)
146:14	29:17 38:15	testing (1)	91:12,17,21	172:12	177:18
155:18	44:16 49:7	134:12	91:22 92:2	174:2,4	theoretical ...
159:6,7,19	52:3 54:3	Texas (1)	95:8,9,14	177:11,12	70:12
161:14,14	62:19 65:11	78:5	98:4,5	180:1,3	therapists (1)
172:22	69:19 74:2	texted (1)	100:24	182:21,22	160:1

Thereza (3) 145:2,3,4	threat (4) 170:1 210:4	205:17 209:23	tightest (1) 127:23	214:14 217:4	17:1 19:14 20:5,6 23:7
thing (1) 34:5	215:16	212:5,9	till (1) 64:1	221:20	23:9 26:13
things (3) 66:17	225:2	222:4	tillage (1) 63:19	224:10	28:25 29:17
112:10	threaten (1) 181:16	225:23	time (80) 3:8	227:24	35:15 38:16
198:19	threatenin... 206:11	228:5	5:3 9:8 10:1	230:18	41:3,8 47:6
think (12) 34:13	threatens (5) 40:10 48:10	233:11	11:1,6	233:3	49:13,19
103:13,13	129:2	235:2,15	13:22,23	234:25	52:15 53:13
113:14	206:20	241:16	14:9 15:1	235:7 244:3	59:22 64:22
120:8	209:5	243:4,25	16:16 23:9	244:22	65:11 69:19
126:10	threats (1) 163:3	thrilled (3) 76:13 100:7	24:16 26:12	246:6	84:3,16
144:4,10	three (68) 9:23 10:3	thrive (2) 42:12 82:13	28:1 30:15	timeframe ... 187:14	95:15 98:16
215:12	10:25 13:12	thriving (2) 179:25	31:25 41:3	timeless (1) 82:18	110:15
230:12	13:22 16:10	throat (3) 168:23	65:3 80:25	timely (1) 182:17	113:24
237:15	17:22 19:15	187:23	91:20,21	timer (3) 13:16	118:9
238:2	21:23 27:12	194:3	92:7,14	218:20	120:13,20
thinking (1) 140:24	35:6 38:13	throw (1) 237:14	98:9 115:13	225:10	139:23
third (3) 99:18	41:12 44:11	throws (1) 226:4	117:9	times (8) 34:20	141:23
104:19	46:17,22	thumb (1) 85:8	133:21	188:20	142:6
189:22	56:18 59:19	Thursday (4) 10:20 11:7	138:19,22	202:16	146:19
third-party... 2:8 211:19	61:20 62:11	12:17 16:1	138:24	206:5	147:21
Thirdly (1) 206:9	69:6,13,20	ticking (1) 127:25	139:4	209:22,23	151:20
Thoracic (2) 159:24	72:6 82:3	ticks (1) 42:11	141:23	214:8 226:6	152:14,23
160:8	84:11 92:6	tied (2) 87:17	142:21,24	timing (1) 182:6	153:7 155:2
thoroughfa... 140:7	92:23 98:14	186:6	147:12	206:5	155:13
thoroughly... 99:16	106:14	tier (3) 17:22	154:10,17	209:22,23	161:17
thought (1) 171:5	110:23	21:20	154:20	214:8 226:6	162:4,8
thoughts (2) 95:6 106:7	118:14	176:14	155:15,21	Timothy (1) 107:18	163:5
thousand (1) 124:1	128:10	tight (3) 140:21	155:23	tire (1) 109:10	165:17
thousands ... 21:9 95:23	139:10	140:21	158:24	tires (1) 237:25	166:3
114:2	155:20,22	167:18	159:3,7	tissues (2) 107:11,15	168:3
168:25	156:16,21	187:5	164:1	titled (4) 2:4	172:15,24
171:25	159:7,13	tightening ... 220:13	167:22	3:25 8:9	175:5
200:12	165:8	tighter (1) 149:20	172:16	211:16	176:15
233:24	172:13,15		173:16	today (95) 3:9,12,16	183:12
	174:23		174:1 180:2	7:14,17 8:7	185:11
	176:14		175:15,21	10:5,20,23	188:5,20
	177:2,4		182:14	10:25 11:10	192:25
	180:9 183:7		183:20	11:16 14:6	196:5 198:7
	191:6 198:5		187:25	15:23 16:12	198:12
	198:9,18		193:19		200:20,22
	202:16		194:1,14,15		203:20
			194:17		206:1
			198:7		208:10
			200:19		212:13
			208:3 211:3		215:5
			211:6,10		223:12,21
			212:9,10,17		224:10
					228:18,22

230:18	202:8	59:21	143:21	146:13	152:9
233:3,19	240:22	101:18	193:15	154:15	154:13
234:20	Top (1) 18:19	Tracey (1)	train (2) 55:2	187:15	157:3 158:6
244:4,6,17	topic (2)	201:1	55:4	210:19	158:21
244:19	120:14	track (8)	training (1)	transitions ...	163:4,10,13
today's (28)	205:7	30:12	61:4	20:11	163:17,18
2:10,11,18	tops (2)	105:10,12	trains (2)	226:21	163:23
3:6,15,21	170:24	110:1	61:25	translates (1)	164:3,21
4:3 8:4 9:5	189:12	119:13	241:21	228:15	170:3
9:13,13,16	torrential (1)	131:7 151:5	Transcribe...	transmissio...	171:17
11:3,21	235:1	223:2	1:16	33:7 40:20	175:10,12
12:1,3,4,22	total (7) 40:2	Tracy (2)	transcribin...	119:15	182:18
12:23 56:2	80:6 109:1	200:24,25	2:11	142:15	186:1,15,20
60:25 74:12	143:3	trade (7)	transcript (...)	182:8,14	188:21
78:7 151:10	196:20	55:21 84:14	2:15 10:6	transmissio...	191:11,15
176:19	201:13,21	131:4 145:5	12:25 13:1	131:15	193:3
202:15	totality (1)	145:7,9	246:4	transportat...	195:23
244:13,20	94:12	180:14	transit (1)	3:14 18:19	196:16,20
toddler (1)	tough (2)	tradeoff (1)	193:9	30:1 31:15	201:8,16,20
153:12	82:1 153:12	243:5	transition (...)	32:21 36:4	202:5
told (2)	touring (3)	tradeoffs (1)	18:11 31:16	38:23 39:15	206:16
189:21	116:8,10	54:25	39:8 42:21	39:24 40:1	208:1 209:4
237:7	233:21	traditionall...	45:3 48:20	42:5 45:4	209:18
toll (1) 35:1	tow (1) 52:19	65:6	49:21 51:16	48:20 52:17	213:7 214:5
Tomcik (4)	towing (1)	traffic (37)	69:1 80:15	56:1 59:4	220:24
38:12 41:12	137:11	20:22,24	83:25 93:6	60:7 64:14	221:7
41:13,14	town (6)	21:6 40:7	94:18	72:22 80:4	226:16,19
tomorrow (...)	41:19	42:24,25	104:16	80:9,20	231:13
10:20 11:7	140:23	51:12 70:1	105:9,10,15	86:10,25	232:3,11
12:14 106:6	198:21	70:8,18,22	105:21,22	87:6,12	234:1 239:7
244:21	199:6,15	70:25 73:2	106:3 125:5	89:21 90:10	241:24
ton (1) 54:21	232:2	80:18 83:12	144:2	93:5 97:15	242:1,3,21
tons (11)	town's (1)	112:7	149:23	104:17	Transporta...
87:23	83:15	128:21	163:22	108:23	236:14
149:16	towns (1)	129:6,15	164:2,21	109:8	trauma (1)
151:8	199:8	140:9 144:8	176:2 179:5	111:15	108:21
216:13,15	toxic (10)	166:2,5,8	182:4	114:17	travel (2)
239:9,10,13	17:25 64:25	166:14	184:25	116:5	107:11
242:2,5	65:7 66:5	167:16	186:14	118:17	145:8
243:21	87:8 106:20	186:9	190:13	124:9 125:6	traveled (3)
tool (1) 14:21	106:22	191:13	192:6,12	127:20	43:2 166:21
toolbox (1)	107:12,12	192:8 193:8	195:6	133:6,14,17	233:25
202:9	220:14	193:9	202:24	142:18	traveling (2)
tools (8)	toxify (1)	194:23	203:2,25	143:24	116:11
28:25 37:5	213:17	196:10	204:18	145:12,18	235:19
61:5 135:18	toxins (2)	199:2,12,14	207:25	145:22	treat (2)
154:24	70:1 83:11	214:19	transitioni...	148:9	90:25 149:1
178:10	Toyota (2)	trafficked (2)	40:17	150:23	treated (2)

42:14	4:11,17 6:1	tumor (2)	191:19	154:15	60:14
209:22	6:5 17:16	172:7,8	201:16	163:23	undermini...
treating (1)	30:5,15	turn (26)	222:15	170:1	206:12
225:17	39:25 40:8	2:12,14,17	225:24	171:16	underpinni...
treatment (1)	42:7 44:24	2:24 8:3	234:3	177:24	136:3
160:3	44:25 46:20	11:24 13:23	two-fifteen ...	178:2,4	underscore...
treatments ...	52:19 65:22	14:5,12	139:3,7	179:20,24	146:16
153:13	65:22	79:1 92:8	two-thirds ...	184:6	underserve...
treats (1)	107:20	103:9 115:2	27:15 216:4	188:22	109:19
86:9	110:5,12	115:7,9	two-year-ol...	189:14	237:6
tremendou...	113:13	156:13	231:10	191:10	understan...
31:16 34:12	115:22	174:7,12,17	type (3)	192:5	96:20
79:12 122:2	119:2,12	189:7,16	135:15	196:21	121:15
176:10	137:7	212:11,24	145:18	201:11,18	143:24
trend (1)	143:23	218:21	161:18	236:13	191:21
117:7	148:10	225:15	typhoons (1)	238:17,20	225:1
tribal (1)	156:25	237:1	90:20	238:22	understan...
7:13	157:22	turned (3)	typical (1)	239:8,17,19	63:15
trigger (1)	171:17,18	13:10 180:6	87:22	239:23	122:15
210:13	173:7	215:11	typically (1)	241:24	197:1
triggers (1)	178:20	turning (2)	23:20	242:2,4	undertook ...
209:9	187:16	62:5 184:9	<hr/>	U.S.A (1)	128:23
trillion (7)	196:18	turnover (1)	U	122:12	undervalue...
5:10 67:3,9	198:15	62:10	U-B-E-R-U...	Uber (1)	150:24
68:22	201:19	turns (1)	198:8	232:5	undesirabl...
207:21	203:22	198:18	U.N (1) 242:8	Uberuaga (4)	147:6
226:23	207:19	turquoise (1)	U.S (65) 3:4	198:1,2,6,8	undiscerni...
243:20	214:20	20:5	17:12 18:16	ultimately ...	191:7
trillions (1)	236:21	tv (1) 189:6	22:8 27:10	94:14,23	unequal (1)
230:13	true (1)	twelve (2)	30:2 40:2	97:12	47:20
trip (2) 33:15	246:4	10:23 12:6	44:25 46:17	116:24	unequally (1)
77:7	truly (2)	twenty (1)	48:17 49:18	210:20	186:22
tripled (1)	121:22	178:1	54:6 55:15	221:14	unfortunat...
179:7	152:7	twins (3)	55:18,21	unable (2)	24:21
tripping (1)	truth (1)	26:22 27:18	63:2 77:10	44:4 172:14	Unfortunat...
121:17	70:25	27:22	80:6 81:20	unaware (1)	31:1 64:5
trips (1)	try (6) 59:18	two (22) 25:4	84:14 87:5	70:17	84:25 176:3
101:15	79:4,6	27:18 32:9	89:8,10	unbiased (1)	unhealthy ...
trouble (1)	102:20	38:12 41:21	90:25 91:8	118:19	6:15 24:7
70:19	161:22	54:1 69:19	93:8 118:22	unborn (2)	140:14
troublesho...	238:1	84:20	118:25	70:7,18	149:11
183:1	trying (4)	104:23	119:13,17	uncles (1)	189:18
truck (7)	24:16 78:23	118:7 119:4	122:6,16	191:1	196:13
6:10 31:22	206:13	120:22	123:20	uncommon...	205:22
39:3 50:10	233:12	125:13	130:14	143:12	206:17
138:1 145:8	Tufts (1)	141:13	134:25	undermeas...	unified (1)
199:12	151:10	145:5 153:8	142:20	130:6	61:12
trucks (40)	tug (1) 236:4	184:23	148:13	undermine...	Union (2)

174:25	unnecessar...	112:22	23:9 25:24	212:21,21	148:17
unique (3)	65:15 66:6	122:18	53:1 56:11	213:1,2	149:14
43:11 60:6	unnecessar...	125:8	62:6 80:13	vast (1) 17:9	150:2 151:2
231:20	55:14	129:23	85:9 86:11	vastly (1)	157:23
unit (2) 1:22	221:10	130:19	97:23	161:21	158:7,16,17
225:25	unplanned ...	144:20	117:14	vector (1)	160:10,18
Unite (1)	52:18	149:25	130:10,11	36:22	161:2 168:7
213:3	unprecede...	152:7 153:3	145:24	Vegas (4)	173:4 181:8
united (28)	18:6 184:12	164:19	151:18	231:9,16,20	182:2,12
1:4 2:2	unreliable ...	167:17	206:24	232:18	183:19
39:17 40:11	147:5	168:5	209:10	vehicle (113)	184:5
41:17 42:7	unsafe (1)	185:19	216:25	4:5,21 5:21	187:18,20
45:6 47:19	143:13	198:12	222:22	6:7,11	191:17
89:23 99:4	unseeded (1)	203:6,20	243:11	17:22 18:2	192:1
111:18	198:10	204:16	useful (1)	23:15 37:22	193:20
119:6,16	unstable (1)	208:20	243:13	38:2 41:21	194:25
145:7 164:6	242:13	225:5	user (1)	48:13 55:3	196:9
175:11	unwelcome...	232:23	125:16	55:8 56:5	202:11
177:23	194:19	237:20	usually (2)	58:15,21	203:25
179:5	unwilling (1)	urged (2)	193:24	59:24,25	204:15
180:16	77:6	90:18	216:20	60:7,14,16	207:18
205:15,24	updated (2)	146:14	utility (3)	60:18,23	209:16
206:2,8	94:21 129:3	urgency (4)	61:15 65:22	65:1,14,23	220:13,14
207:22	updating (1)	113:14	94:9	66:13 67:8	220:18
209:25	104:5	121:13	utilized (1)	67:24 68:10	222:17
216:9 234:3	upfront (1)	154:18	136:22	68:17 69:23	223:20
234:8	54:19	184:16		71:21 72:19	227:10
universities...	upgrades (1)	urgent (6)	V	75:1,4 76:3	237:11
89:7	182:13	25:22 38:25	Valentine (5)	79:22 82:2	238:2
University ...	upper (2)	80:12 122:8	32:6 38:11	83:22 84:18	239:11,15
96:8 177:17	107:5,6	195:25	38:14,16	85:15 86:14	242:10
224:24	upstream (3)	201:10	39:23	87:2,22	vehicle's (2)
unknown (1)	85:12,17,24	urgently (2)	validate (1)	88:3,4,12	54:23 83:14
52:17	urban (3)	88:19	63:17	88:12 93:2	vehicles (2...
unknowns ...	166:20	108:18	value (3)	94:3 96:21	1:13 2:7
62:25	173:20	urges (6)	34:13 85:10	98:1 99:14	3:19,24 4:3
unlock (3)	243:10	20:2 69:24	146:8	102:20	4:23 7:4
5:1 63:20	urge (39)	71:17	van (1) 184:2	105:5	8:11 19:4
64:8	25:24 32:1	165:15	vans (3) 6:4	114:20,22	20:2,9,10
unmute (9)	37:15,17,23	181:18	44:24	115:25	20:12,19
14:10,14	47:9 49:4	182:15	214:20	116:3,13	21:22 22:8
103:9 115:7	67:18 71:11	urging (3)	varies (1)	119:7 120:2	22:15 23:9
156:12	71:16,24	43:20 95:25	60:9	120:7,9	26:2,24
174:11,17	74:23 75:15	197:17	variety (2)	127:13	28:24 30:4
212:24	76:4 86:7	usage (1)	46:3 131:9	131:12	30:17 31:17
231:1	98:22	181:22	vary (1)	132:8	32:17 33:1
unmuted (1)	100:19	use (22) 6:5	15:17	134:13,16	33:8 35:23
240:14	104:6	7:8 15:3	Vasquez (4)	134:25	36:1 37:9

37:11,13	125:1	197:10	157:14	visits (6) 6:18	wake (1) 28:9
39:3,8 40:4	129:25	199:1,7,20	viability (1)	25:6,16	walk (4)
40:8,17,18	130:8,22	200:7	181:16	112:1 194:8	102:18
40:21,22	131:10,25	201:22	Vice (3) 23:2	209:12	103:20
41:25 42:21	132:4 133:1	202:25	69:15	vital (3) 60:5	140:22,23
43:1,22	133:1,11	203:8	162:18	61:13	walking (1)
44:17 45:4	135:11,15	204:18	video (13)	114:17	193:12
45:7 47:8	136:6,8,19	208:20	44:5,8	vocation (2)	Wall (1) 1:23
48:9 49:21	136:21,24	209:2,8	59:17 78:23	82:6,7	want (32)
51:17 52:4	137:10,19	210:3,20	103:10	voice (3) 47:6	33:6 39:7
52:19,24	138:3,8,17	211:1	115:7	220:11,12	49:20 57:2
53:17,22	142:15	213:10,17	156:13	volatile (1)	68:1 70:23
54:12 55:13	145:15	214:2,17	174:12,18	17:24	77:11,15
58:13,25	147:9 149:8	215:3 216:1	180:7	volume (1)	101:9
60:5,9	149:15,21	216:4,5,7	215:11	79:2	113:10
61:24 62:6	149:24	216:11,12	218:21	volunteer (6)	120:20
62:8,9,23	150:13	216:13,25	238:11	79:17 111:2	122:21
63:2 65:5,5	151:20	218:2,12	view (3) 2:16	142:6	123:6,18
65:17,24	152:4,11	219:5,11	32:19 65:2	170:19	133:18,20
66:5,6,9	153:3 155:4	220:7,21,25	viewing (1)	192:23	138:5
67:16 68:5	157:6,20	221:11	15:18	215:14	142:14
69:1,3	158:8,10,11	222:21	views (2)	volunteers ...	147:7,8
70:16 71:24	160:12,21	225:5	8:16 199:5	44:20	156:7 175:5
72:17 74:19	161:8,21	226:18,22	VIN (1)	vulnerable ...	190:12
75:5,7,14	162:24	227:13,14	102:7	30:25 36:11	192:11
75:23 77:2	164:16	227:19,21	Virginia (7)	37:2 47:13	200:17
78:6 80:7	165:15	230:5	38:17,18	70:5 71:7	202:18
80:16 83:9	166:24	231:14	39:7 79:18	80:17 88:8	205:10,18
85:4 87:20	167:7,10,11	232:7	119:21	98:4 141:14	218:21
89:14,16,20	168:20	235:21,24	192:23	143:18	230:12
90:12 91:7	169:19,22	237:1,2,5	193:7	167:21	241:4,4
93:4,6,24	169:24,25	239:3	virtual (7)	180:1	wanted (5)
94:15 95:1	173:7	240:25	2:3 3:6,21	200:12	101:7
95:3 98:21	175:22,23	243:1,10,15	12:1,21	204:9	102:11
101:9,23	175:25	vehicular (2)	91:23	209:15	120:19
102:9	176:5,10,13	73:2 129:1	244:17	216:20	153:6
103:22	176:15,17	vein (1)	visa (1) 234:9	—————	206:14
104:3,6,24	176:23	105:14	vision (2)	W	wants (1)
105:6,16,17	178:17	verbal (4)	146:2,22	W-I-L-L (1)	218:13
105:19,24	181:9,13,13	2:13 9:23	visit (2)	205:3	war (2) 77:5
111:19	182:20,20	16:10 212:5	111:7	wait (4)	236:4
114:7	183:22	verified (1)	225:24	101:20	Warehouse...
115:17	185:10,25	151:10	visiting (1)	102:20	109:13
116:8	187:3	Vermont (2)	96:5	197:17	warm (2)
117:10	190:10,14	26:21	visitors (1)	223:22	66:10 109:4
118:24	191:5 192:6	119:21	232:19	waiting (3)	warmer (3)
119:19,25	192:12	version (3)	visitors' (1)	65:18 102:6	24:8 42:10
123:25	195:7,10	11:13,17	199:4	123:21	142:24

warmest (1)	103:12	129:1	142:24	208:5	woman (1)
30:12	104:21	Wednesda...	whatsoever...	willing (1)	45:19
warming (...)	105:25	244:22	85:12	126:14	womb (1)
24:25 25:5	111:13	week (4) 20:6	wheel (1)	willingness...	73:3
32:23 42:8	145:21	23:17	203:6	60:8 155:13	women (1)
58:5 88:1	164:13	193:24	wheels (1)	Wilmington...	46:10
119:2,4	168:12	198:18	116:12	28:3,6	wonder (2)
130:12	170:11	week's (1)	white (13)	win (3) 125:7	144:14
179:18	182:17	52:11	16:21,23,24	125:7	216:16
warms (1)	187:7	Weid (3)	19:17 21:10	219:15	wonderful ...
242:12	202:12	142:2,3,4	47:25 51:6	wind (3)	156:17
warning (1)	240:25	weigh (1)	87:12	199:10	161:16
13:18	241:1,2	67:12	186:23	218:5 219:5	word (1) 63:6
warranty (3)	ways (4)	weight (3)	206:7	windmills (1)	words (1)
117:20	18:22 65:6	70:10	209:24	170:24	48:5
124:23	200:5	137:20	214:11	window (4)	work (38)
132:15	206:12	138:4	226:7	14:23 34:8	3:18 6:19
Warren (3)	wealth (5)	Weir (4)	wide (8)	140:6,12	23:4 25:23
123:1,2,4	50:7 97:1	110:19,20	36:19 75:3	windows (4)	27:5 34:16
wash (1)	121:23	110:24,25	82:4 94:1	103:20	67:7 76:5
137:13	148:21	welcome (5)	131:9	140:10,15	79:10,12
washed (1)	169:7	2:2 3:6 18:1	145:24	144:9	89:4 97:13
189:11	wealthier (1)	92:4 211:15	166:16	windshield ...	108:11
Washingto...	109:16	welfare (3)	176:16	237:25	109:17
33:13 46:9	wearing (1)	58:10	widely (1)	winner (2)	110:10
119:21	20:5	112:23	60:9	56:9 84:24	117:15
wasn't (3)	weather (15)	114:11	widespread...	winter (1)	120:14
140:21	24:11 28:10	well-being ...	6:5,13 22:4	66:11	128:1
172:9	33:23 34:3	25:2 29:5	65:14,25	winters (1)	129:25
235:13	34:14 36:21	47:21 48:4	71:17	42:10	134:5 136:1
watch (1)	47:15 59:2	99:16,21	187:12	wiped (1)	138:12
140:8	104:12	100:23	207:4	126:13	143:23
watching (1)	108:20	194:23	wife (1)	wipers (1)	152:14
189:6	124:6,12	wells (1)	189:22	237:25	154:11
water (10)	196:4	85:13	wiggle (1)	Wisconsin ...	170:8,10
86:24 97:21	210:13	went (2)	124:14	101:6	186:18
100:14	220:16	101:18	wild (6)	152:24	206:12
122:5 147:1	weatherize ...	102:4	122:1	wish (1)	207:24
156:23	171:9	Werner (3)	154:21	13:25	217:14
218:4	Weber (4)	150:7,8,15	186:2 204:4	witness (1)	221:1
229:25	59:15,16,20	west (8)	210:17,18	9:19	231:24
230:1,16	59:21	12:13 25:20	wildfire (3)	witnessed (2)	233:24
wave (2)	webinar (5)	38:16,18	24:9 25:19	58:12	236:13
33:20	15:10 62:15	39:7 101:22	33:18	109:19	238:5 243:7
210:14	98:9 212:22	226:1,5	wildfires (1)	Witnesses (1)	243:21
way (19) 18:4	224:17	Westcheste...	36:18	8:16	worked (4)
62:24 63:20	website (4)	110:25	William (3)	woefully (2)	24:15 34:3
66:5 76:19	9:11 10:8,8	wetter (1)	205:1,2	93:17 202:4	98:18

237:12	168:15,17	<hr/> X <hr/>	188:14	161:9	151:24
worker (2)	190:3		190:16	162:23	154:15
34:6 108:12	229:25	<hr/> Y <hr/>	191:5	171:7	155:4
workers (4)	worrying (1)	Yale (1)	192:15	176:18	157:21
34:5,20	154:5	27:11	193:3	177:2,4	158:6
94:14	worse (6)	yard (1)	195:22	178:16	167:12
143:25	87:17 122:8	144:9	197:12	189:1	169:19,24
workforce ...	143:19	yards (2)	198:13	196:22	176:2 177:6
34:19	171:13	109:14	201:7	208:19	zero-emissi...
working (13)	204:6	199:9	216:16	211:18	20:12 31:17
19:7 45:13	229:24	yeah (1)	221:5	217:15	39:8 40:18
53:19 66:24	worsened (2)	102:1	222:17	220:4	40:21 48:21
67:10 114:3	90:22 167:8	year (86)	225:6 227:7	225:23,24	49:21 51:16
115:23	worsening ...	3:24 20:4	228:8,15	233:23	52:24 68:5
138:14	34:18 36:2	21:9 26:22	229:7 232:1	234:8,13	69:1 71:24
163:1	worst (10)	27:1,24	232:17,19	235:2,4,15	89:16
171:23	25:22 28:18	29:10,21	232:25	241:23	105:16,24
183:5	47:16 50:18	30:11 32:2	233:24	Yellowston...	119:7,25
184:17	50:19 154:1	33:10 37:19	235:24	198:22	120:2
213:5	187:8 206:6	38:22 39:10	237:2 242:5	Yesterday ...	176:21
world (19)	229:6,7	41:2 42:5	242:10,11	168:20	182:1
27:20 77:5	worth (2) 7:7	43:21 44:18	yearly (5)	York (4)	185:10
105:14,14	64:2	49:24 50:18	241:25	111:1	186:14,25
108:18	wrap (1)	51:1,19	242:4,7,21	119:20	187:3,15
109:7 114:3	13:19	57:3 60:24	243:21	173:4 214:4	190:13
122:7,14	wrapping (1)	67:17,20,21	years (61)	young (1)	192:6,12
131:10	59:11	69:25 71:13	1:12 2:6 4:2	43:4	195:6,7
134:14	wrist (1)	72:1 79:22	4:17 7:10	youngest (3)	200:8
162:5	163:12	87:23 89:20	8:10 17:18	43:19 50:25	202:25
170:22	writing (2)	96:3 97:10	18:14 20:11	198:18	204:18
235:8	8:18 120:12	100:4,15	26:3 27:18	Yuhnke (2)	207:4,6,11
238:23	written (13)	101:10,20	27:20,22,23	238:9,10	207:18
239:21,23	7:21 9:1,6,7	102:11	30:10,11		208:1
239:24	9:9 10:6	114:7,14	31:5 34:3	<hr/> Z <hr/>	210:19,25
240:3	11:17 12:25	118:23	42:15 43:10	zero (29)	216:25
world's (1)	13:1 22:17	121:6 129:4	46:11 47:8	33:7 37:11	220:21
66:25	56:13 118:1	139:25	48:22 50:25	37:21 71:15	226:21
worldwide ...	118:3	141:22	56:25 57:5	83:18 84:21	227:9
96:12	wrong (2)	142:17	75:15 79:20	85:9,19	235:20
228:15	32:20	143:12	84:20 97:15	90:12 99:24	240:5
234:5	126:18	148:6,15	100:7 121:9	116:5 117:5	zero-emissi...
worried (3)	wrote (1)	153:5,18	126:24	117:5	4:23 7:8
27:15,16	18:12	155:8	130:21	119:15	63:8 80:16
43:17	www.regul...	157:13	131:3	131:25	90:7 185:3
worry (9)	14:1 16:13	160:16	132:10	134:7	227:20
141:1,7,8	92:11	165:16	134:24	142:15	zero-emitti...
141:10	212:14	169:5	146:14	148:17	45:4 216:6
153:14		175:22	150:14	149:23	zeroing (2)

186:12	177:13	16 (1) 143:2	241:24	137:23	79:24
207:16	192:19	16,000 (1)	20,000 (2)	179:4	2030 (13)
zone (1)	11:59 (1) 9:8	59:23	191:1	207:17	71:15 77:22
196:7	110 (1) 93:7	160 (2) 15:10	228:11	223:10,17	93:2,10,20
zones (3)	110,000 (2)	135:22	2001 (1)	2023 (14) 1:9	119:8 124:2
83:17 122:4	207:22	17 (3) 40:1	58:13	4:18 7:24	157:17
243:11	226:24	196:20	2005 (1)	8:13 11:14	168:10
zoning (1)	115 (1) 17:7	201:20	58:14	37:25	170:4
214:6	119 (1)	17-year (1)	2006 (2)	102:11	186:25
Zoom (8)	149:10	173:19	172:6	115:23	223:3
14:19,21	12 (10) 1:22	175 (1) 42:22	177:21	143:11	238:19
62:14	3:22 27:20	18 (2) 221:4	2010 (1)	167:19	2032 (14) 6:1
125:14	27:22	246:24	129:13	178:18,20	52:23 60:24
174:8	178:17	18-year (1)	2012 (1)	187:6	67:17,20
212:22	192:19	112:15	17:16	201:25	79:23
224:17	195:15	1800 (2)	2014 (1)	2024 (1) 7:24	135:16
244:9	203:14	239:9 242:2	17:22	2025 (2)	175:22
Zwiebel (4)	208:8 211:6	18th (1)	2015 (1)	67:21	176:16
98:10,11,15	12,000 (1)	50:19	134:19	132:20	177:9 181:9
98:16	228:16	19 (1) 116:12	2016 (2) 57:7	2026 (7) 4:18	216:6
<hr/>	120 (3) 77:9	1950s (1)	58:14	5:17 57:4	222:21
0	80:21	55:18	2017 (2)	67:17	223:16
0.5 (1) 21:21	205:20	1951 (1)	17:18	148:15	2035 (9)
07719 (1)	126,000 (1)	142:25	132:20	178:21	37:19
1:23	46:9	1953 (1)	2018 (3)	184:3	119:19
<hr/>	13 (5) 212:21	208:14	27:17 63:12	2027 (28)	120:1
1	221:24	1969 (1)	96:10	1:12 2:6	148:17
1 (1) 67:9	224:16	100:10	2020 (11)	3:25 4:2	157:22
1.2 (2) 151:8	230:24	1984 (1)	17:19 63:25	8:10 44:18	160:17
226:23	240:13	98:18	134:20	47:8 57:6	164:9
1.5 (2) 41:16	130 (1)	1987 (1)	149:13	75:23 79:22	207:19
188:8	185:24	231:17	171:16	89:20 97:10	227:7
1.6 (1) 5:9	14 (3) 27:22	<hr/>	179:7	114:7,14	2040 (1)
1.8 (1) 68:22	224:18	2	187:18	118:24	207:19
10 (1) 244:22	241:12	2 (1) 102:6	197:12	130:21	2045 (1) 90:7
10,000 (1)	14,000 (1)	2,000 (1)	216:11	132:22	2050 (7) 78:7
43:1	153:22	217:20	220:2 223:9	137:22	84:22
10:00 (1) 1:8	148,000 (1)	2.2 (1)	2021 (8) 4:15	150:14	151:24
100 (8) 34:14	186:17	232:21	17:18 18:10	162:23	186:14
37:21	15 (6) 18:10	2.6 (1) 143:1	33:21 93:1	178:16	207:22
119:25	139:3 143:3	2.9 (1)	142:25	179:12	214:25
148:16	146:14	239:12	202:14	191:6	240:5
157:21	156:2	20 (8) 76:19	239:9	208:19	2055 (1)
164:8 227:9	237:22	101:9 121:6	2022 (10)	211:18	179:12
243:4	15,000 (2)	121:9	20:20 68:13	216:22	21 (2) 45:24
11 (7) 12:17	89:10 124:3	135:22	119:16	231:14	153:17
16:1 30:11	152,000 (1)	221:4	128:15	246:24	22,000 (5)
50:25 174:7	202:1	239:13	132:22	202A (1)	95:24

137:20	87:5 191:10	<hr/> 5 <hr/>	15:10	228:11
138:4	237:23	5 (5) 7:23	67 (2) 119:6	850 (2) 5:9
147:24	242:11	8:12 9:8	222:20	179:11
22.2 (1) 80:9	300,000 (1)	11:14 221:5	69 (3) 5:25	86,000 (1)
220 (1) 67:2	74:3	5,000 (1)	60:24	46:10
228 (1) 42:23	31 (1) 102:10	76:20	187:21	87 (1) 186:16
23 (1) 233:23	314,000 (1)	50 (14) 5:15	<hr/> 7 <hr/>	89 (1) 63:12
24 (2) 189:1	135:20	76:20 93:2	7,940 (1)	89,000 (1)
232:2	32 (2) 67:8	93:10,20	186:17	201:5
24th (1)	222:17	115:21	70 (2) 151:15	<hr/> 9 <hr/>
205:13	33,000 (2)	123:24	181:7	9 (1) 1:9
25 (1) 223:15	149:16	131:3	700,000 (1)	9,000 (1)
2510 (1) 1:23	216:15	143:20	224:25	46:10
26 (3) 56:25	35 (2) 34:20	184:2 223:2	732-282-07...	90 (2) 101:14
209:6	161:9	232:20	1:24	199:9
238:21	350 (1) 223:9	238:18	732-282-07...	930 (1) 68:22
27 (8) 39:17	353 (1) 20:21	239:6	1:24	94 (3) 149:14
45:6 108:25	36 (2) 189:16	500 (1) 42:25	735,000 (1)	187:19
142:20	223:18	516 (1) 116:7	186:18	216:12
161:9	39 (1) 79:20	52 (1) 238:18	75 (2) 67:4	95 (1) 160:19
171:16	<hr/> 4 <hr/>	5470 (1) 15:6	157:16	975352 (1)
188:22	4.1 (1)	55 (1) 100:7	75/85 (1)	246:22
222:17	201:15	56 (2) 97:7	70:14	99 (1) 63:1
27.2 (1) 80:6	4.2 (1)	148:22	760-822 (1)	
279 (1) 64:2	228:14	57.1 (1) 80:8	15:5	
28 (2) 89:23	4.6 (2) 87:23	58 (5) 39:25	760-822-54...	
241:23	116:11	42:8 196:19	15:25	
281 (1)	40 (9) 6:4	201:19	77,000 (1)	
151:19	17:6 28:13	226:18	153:22	
285 (1) 44:23	87:11 95:22	59 (1) 67:15	78-year-old...	
289 (1) 95:1	147:23	<hr/> 6 <hr/>	231:11	
29 (2) 170:4	179:9 216:5	6:44 (1)		
221:3	232:19	244:25	<hr/> 8 <hr/>	
2975 (1)	40,000 (1)	60 (7) 18:14	8 (1) 60:25	
15:10	74:3	67:3,4,19	8,000 (1)	
<hr/> 3 <hr/>	41 (1) 68:14	123:23	77:24	
3 (1) 221:4	41,000 (1)	132:7	8,027 (1)	
3,000 (1)	49:18	175:21	223:17	
89:6	44 (1) 52:22	61 (2) 5:16	80 (4) 145:6	
3.5 (1) 206:5	45 (6) 80:18	234:12	151:15	
3.7 (1) 214:7	87:4 123:19	628 (1) 15:10	180:19	
30 (8) 10:11	191:9	63 (2) 97:7	214:24	
13:18 72:23	223:11	148:23	800 (1)	
77:6 111:16	224:25	64 (2) 5:24	239:10	
132:7 221:4	450 (1) 242:5	206:2	81-year-old...	
230:6	46 (1) 151:11	65 (1) 46:11	64:24	
300 (5) 80:19	47 (1) 180:13	669-254-52...	85,000 (1)	