

UNITED STATES ENVIRONMENTAL  
PROTECTION AGENCY  
PUBLIC HEARING  
DAY II  
Commencing at 1:00 p.m. (EST)  
May 10, 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: Hello, and welcome  
(2) to the United States Environmental Protection  
(3) Agency or EPA's virtual public hearing for the  
(4) Proposed Rulemaking for titled ruled  
(5) Multi-Pollutant Emissions Standards for Model  
(6) Years 2027 and later Light-Duty and Medium-Duty  
(7) Vehicles.

(8) My name is Jennifer Piggott from  
(9) ICF, a third-party contractor supporting the EPA.  
(10) I will serve as your meeting facilitator for  
(11) today's hearing.

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

(20) I'll now turn things over to  
(21) Mike Olechiw the Director of the Light-Duty  
(22) Vehicle and Small Engine Center within EPA's  
(23) Office of Air and Radiation.

(24) MR. OLECHIW: Thank you,  
(25) Jennifer.

(1) On behalf of the U.S.  
(2) Environmental Protection Agency and the Office of  
(3) Air and Radiation, I would like to welcome you to  
(4) today's virtual public hearing. I'm grateful for  
(5) everyone who's taking the time out of their day  
(6) to testify and participate here today. I am Mike  
(7) Olechiw with EPA's Office Air and Radiation and I  
(8) will be the presiding officer for today's  
(9) hearing. When I am not available, my EPA  
(10) colleague, Robin Moran will serve as the  
(11) presiding officer for this hearing. In addition,  
(12) with me today and listening to the testimony on  
(13) this proposed rule are several of my EPA  
(14) colleagues who work on our light and medium-duty  
(15) vehicles program. EPA is also being assisted by  
(16) our contractor, ICF, in the running of today's  
(17) virtual public hearing.

(18) On April 12, EPA announced an  
(19) important proposal to set new emissions standards  
(20) for light and medium-duty vehicles for model year  
(21) 2027 and later. This proposed rule titled  
(22) Multi-Pollutant Emissions Standards for Model  
(23) Years 2027 and Later Light-Duty and Medium-Duty  
(24) Vehicles, is the subject of today's hearing.  
(25) This proposal would set the most ambitious

(1) federal light and medium-duty vehicle emissions  
(2) standards every established for greenhouse gases  
(3) and other harmful air pollutant emissions. This  
(4) rule, together with the recently finalized  
(5) heavy-duty NOx rule, and the recently proposed  
(6) heavy-duty greenhouse gas rule, is a major step  
(7) forward in EPA's "Clean Trucks Plan," which will  
(8) reduce greenhouse gases and harmful air pollution  
(9) from across the on road sector.

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

(24) At the same time, the proposal  
(25) provides consumers with lower operating costs

(1) resulting from significant fuel savings and  
(2) achieves significant emissions reductions in  
(3) criteria pollutants and greenhouse gases over the  
(4) short and long terms. The proposal's net  
(5) benefits range from \$850 billion to \$1.6  
(6) trillion.

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

(14) EPA's proposed standards allow  
(15) each automaker to chose what set of emission  
(16) control technologies is best suited for their  
(17) vehicle fleet to meet the standards. Across the  
(18) range of alternatives, EPA projects that one  
(19) potential pathway for the industry meet the  
(20) standards would be through approximately 64  
(21) percent to 69 percent of new passenger cars and  
(22) light trucks sold to be electric by 2032.

(23) EPA also projects that auto  
(24) manufacturers could meet the proposed standards  
(25) through about 40 percent of new medium-duty vans

(1) and trucks sold to be electric, widespread use of  
(2) filters to reduce gasoline particulate matter  
(3) emissions and improvements in gasoline vehicle  
(4) CO2 reducing technologies.

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

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

(22) For consumers, EPA estimates  
(23) significant savings from lower operating costs  
(24) through fuel savings and the lower maintenance  
(25) and repair costs of electric vehicles.

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

(7) Our proposal reflects input from  
(8) stakeholders including community groups,  
(9) manufacturers, and the state, local and tribal  
(10) governments. Today we look forward to hearing  
(11) additional input through your comments on our  
(12) proposed rule making entitled Multi-pollutant  
(13) Emissions Standards for Model Years 2027 and  
(14) Later Light-Duty and Medium-Duty Vehicles which  
(15) was published in the Federal Register on May 5,  
(16) 2023. We intend to finalize the proposal by the  
(17) spring of 2024.

(18) This hearing provides interested  
(19) parties the opportunity for oral presentation of  
(20) views and arguments. Witnesses will be allowed  
(21) to make oral statements which they may later  
(22) expand in writing for the official record of the  
(23) hearing. When you are finished with your  
(24) comments, members of this panel may ask  
(25) clarifying questions. This hearing is not

(1) intended to be a discussion of the proposed rule  
(2) making. While we may ask questions or ask for  
(3) additional supporting material, we will not  
(4) respond to comments in the forum. Instead we  
(5) will provide a written response to the comments  
(6) as part of the process of finalizing this  
(7) proposed rule making.

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

(16) So now I'd like to go over how  
(17) we will conduct today's hearing. Today's hearing  
(18) will be conducted informally where formal rules  
(19) of evidence will not apply. I will be serving as  
(20) the presiding officer for today's hearing. As  
(21) such I am authorized to apply reasonable limits  
(22) in the duration of the statements of any witness.

(23) We ask that each person limit  
(24) their verbal testimony to three minutes. Given  
(25) the very large number of testifiers for this



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

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

(19) Please note that EPA has  
(20) distributed a list in the tentative order of  
(21) those registered to speak today and tomorrow. We  
(22) will be making slight adjustments to the hearing  
(23) for accommodations. We plan to take a one hour  
(24) break around four p.m. today, then we will resume  
(25) at five p.m., all times are eastern time.

(1) Because of the very large number of testifiers we  
(2) will continue today's session into the evening  
(3) and we plan to break again for about an hour  
(4) around seven p.m. resuming at eight p.m. and  
(5) continuing until all of today's registered  
(6) testifiers have had an opportunity to speak but  
(7) no later than ten p.m. eastern time.

(8) We will then continue the  
(9) hearing tomorrow, Thursday, May 11 at ten a.m.  
(10) eastern time.

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

(21) Should there be any members of  
(22) the press that have further questions on today's  
(23) hearing, we ask that you they contact the press  
(24) office at [press.epa.gov](mailto:press.epa.gov). Thank you very much.

(25) With that, I am going to turn it

(1) back over to Jennifer Piggott from ICF and  
(2) Jennifer will go over the logistics for today's  
(3) public hearing. Thank you.

(4) MS. PIGGOTT: Great, thank you,  
(5) Mike. Now like to go over today's agenda. This  
(6) is the second of three days of hearing. The  
(7) first day of hearing was yesterday, May 9 from  
(8) approximately ten a.m. to seven p.m. eastern. As  
(9) Mike noted today's hearing is scheduled to last  
(10) until ten p.m. eastern to accommodate testifiers  
(11) who may be calling in from the west coast. We  
(12) will take a break at four p.m. and resume at five  
(13) p.m. eastern and then take another break at seven  
(14) and resume promptly at eight p.m. Additional  
(15) short breaks may be taken as-needed by the  
(16) hearing officer or the court reporter.

(17) This hearing will resume  
(18) tomorrow May 11 starting at ten a.m. eastern and  
(19) continue until all registered speakers have had  
(20) an opportunity to testify. Because we are  
(21) meeting in the virtual space instead of in  
(22) person, we'd like to go over some logistics for  
(23) today's hearing. Today's hearing is being  
(24) recorded for the court reporter and the recording  
(25) will not be posted publicly. However, a written

(1) transcript, a written transcript will be publicly  
(2) available, therefore please do not include any  
(3) information you consider to be confidential  
(4) business information or proprietary business  
(5) information or medical information about someone  
(6) other than yourself or other information whose  
(7) disclosure is restricted by an applicable  
(8) authority in your 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](http://www.regulations.gov) at Docket Number  
(2) EPA-HQ-OAR-2022-0829. We posted this information  
(3) into the chat.

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

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

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

(1) When done click okay.

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

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

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

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

(23) If you are not registered to  
(24) speak today but would like to do so please send  
(25) an email to [epublichearing@icf.com](mailto:epublichearing@icf.com) or call

(1) 760-822-5470 and you will be added to the  
(2) speakers list for Thursday, May 11.

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

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

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

(22) Alright, with that, our first  
(23) panel, panel 15 is shown on the screen. And Liz  
(24) Scott is our first speaker this afternoon, and  
(25) you have received a prompt to be promoted to

(1) panelist.

(2) LIZ SCOTT: Hello, thank you so  
(3) much, my name is Liz Scott and I am the National  
(4) Director of Advocacy for the American Lung  
(5) Association's Healthy Air Campaign. Thank you  
(6) for providing the opportunity to testify today.  
(7) I support EPA's proposal to limit pollution from  
(8) light and medium-duty vehicles and urge  
(9) finalization no later than the end of 2023.

(10) Access to clean air is  
(11) important. It's hard to be good at your job,  
(12) supportive of your family or an active member of  
(13) your community if you are struggling to breathe.  
(14) The transportation sector is a major contributor  
(15) to poor air quality that plagues too many  
(16) communities across the country. While we can't  
(17) simply do away with car trips, we can make the  
(18) car trips healthier by making them less  
(19) polluting.

(20) To do that, I ask EPA to  
(21) finalize at minimum alternative one and increase  
(22) the rules stringency through model year 2035.  
(23) Pollution from cars puts the health of anyone at  
(24) risk but many people including kids, seniors,  
(25) people with lung and heart disease and people



(1) that live near major roads at a greater risk.

(2) Vehicle Pollution

(3) disproportionately harms people of color and low  
(4) income communities, on top of other disparities  
(5) compared to predominantly white communities and  
(6) more affluent communities that lead to poorer  
(7) health outcomes, these communities are  
(8) overburdened by direct exposure to vehicle  
(9) pollution.

(10) The American Lung Association

(11) State of the Air Report released last month

(12) showed that 64 million people of color lived in  
(13) counties that received failing grades for ozone  
(14) or particle pollution. Over 13 million people of  
(15) color lived in counties that failed every grade  
(16) tract with more than half of those identifying as  
(17) Hispanic or Latino. That means people of color  
(18) are 3.7 times more likely than white people to  
(19) live in areas with the unhealthiest air.

(20) The report also showed that 2.6  
(21) million people with incomes at or below the  
(22) federal poverty level live in counties failing  
(23) all grades.

(24) Another report from the Lung  
(25) Association released in March of 2022 found a

(1) transition to zero-emission vehicles powered by  
(2) zero-emission non combustion electricity would  
(3) yield \$1.2 trillion in public health benefits  
(4) from 2020 and 250.

(5) While cleaning up pollution on a  
(6) national level would still require intentional  
(7) actions to make sure benefits are still felt by  
(8) these communities, finalizing emissions on light  
(9) and medium-duty vehicles is a necessary part of  
(10) the solution.

(11) I urge EPA to finalize emission  
(12) limits that are at least as tight as alternative  
(13) one and do so no later than the end of 2023.  
(14) Thank you for your time.

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

(17) Our next speaker this afternoon  
(18) is Mike Spagnola.

(19) MIKE SPAGNOLA: Close enough.

(20) MS. PIGGOTT: Okay. You have  
(21) three minutes.

(22) MIKE SPAGNOLA: Thank you for  
(23) the opportunity to testify regarding EPA's  
(24) proposed multi-pollutant standards for light and  
(25) medium-duty vehicles. My name is Mike Spagnola,

(1) I am the President and CEO of the Specialty  
(2) Equipment Market Association. SEMA represents  
(3) over 7,000 U.S. businesses that manufacture and  
(4) sell parts and accessories that improve  
(5) performance, function and style of motor  
(6) vehicles. 95 percent of our membership are  
(7) considered small business.

(8) The specialty automotive  
(9) industry that I worked for over 40 years is  
(10) driven by passion, innovation and employs over  
(11) one million Americans. While the automotive  
(12) roots are tied to the internal combustion engine,  
(13) SEMA prides itself on a forward looking vision  
(14) that embraces new technologies and other  
(15) zero-emission vehicles. The specialty automotive  
(16) after market has lead the way on alternative fuel  
(17) innovations from replacing older engine  
(18) technologies with newer cleaner versions to  
(19) convert older ICE vehicles to newer electric,  
(20) hydrogen and other alternative fuels.

(21) Sadly the EPA's plan to reduce  
(22) greenhouse gases and criteria pollutants do not  
(23) factor this in. SEMA and its members have  
(24) serious concerns with the proposal which  
(25) aggressively seeks to lower carbon emissions

(1) under timelines that effectively make electric  
(2) vehicles the de facto choice for auto makers to  
(3) meet the requirements. Government should not  
(4) pick winners and losers. This far too fast  
(5) mandate will create a seismic shift for small  
(6) business who don't have the capacity to make the  
(7) shift this quickly especially when they are not  
(8) receiving billions in government funds like the  
(9) large auto makers are to fund the electric  
(10) vehicle programs.

(11) To put this in perspective, 33  
(12) percent of consumer spending on performance and  
(13) accessory products goes towards upgrading ICE  
(14) engines and drive trains. That's nearly \$17  
(15) billion of the \$51 billion specialty aftermarket  
(16) industry. That's \$17 billion of impact largely  
(17) on small businesses.

(18) The future of the automotive  
(19) technology in its inflection point is right now.  
(20) We must get this right for the environment and  
(21) the American economy. The EPA should pause the  
(22) proposal and embrace a technology neutral  
(23) approach that factors in the infrastructure that  
(24) exists, consumer preferences and holistically  
(25) look at the broader opportunities that a device

(1) technology approach can have on reaching emission  
(2) goals. Thank you.

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

(5) Alright, our next speaker this  
(6) afternoon is Berit Foss.

(7) BERIT FOSS: Good afternoon, I  
(8) am Berit Foss. I am the Director of  
(9) Sustainability at POET. POET is the world's  
(10) largest producer of biofuels and bio products.  
(11) Our company is based in Sioux Falls, South  
(12) Dakota. It operate 33 bio processing facilities  
(13) in eight states and employs over 2,200 people.

(14) POET supports the administration  
(15) goal of decarbonizing transportation, this goal  
(16) is also at the core of POET's mission to convert  
(17) renewable resources to energy and other valuable  
(18) goods as effectively as humanly possible.

(19) As the world's leading biofuel  
(20) producer, POET is proud to play its part in  
(21) producing and replacing gasoline under EPA's  
(22) renewable fuel standard.

(23) POET has worked closely with EPA  
(24) on several regulatory actions providing the  
(25) agency with the most up-to-date scientific

(1) information showing that bioethanol significantly  
(2) reduces lifecycle greenhouse gas emissions  
(3) compared to fossil fuels as well as tailpipe  
(4) emissions of harmful air pollutants.

(5) Greenhouse gas reduction targets  
(6) are ambitious, POET understands and agrees with  
(7) the urgency with which the administration is  
(8) acting to avoid the worst effects of climate  
(9) change, however they should remain mindful of the  
(10) full pamphlet of available decarbonization  
(11) technologies and strategies that will play a  
(12) critical as vehicle fleets transition off of  
(13) fossil fuels.

(14) On the surface, the proposal  
(15) claims to be technology agnostic, however in  
(16) ignoring the lifecycle impacts of both vehicle  
(17) fuels and technologies, effectively codifying a  
(18) preference for tailpipe reductions over other  
(19) reductions in fuel and vehicle lifecycles that  
(20) equally impact climate change.

(21) Ignoring lifecycle emissions  
(22) will distort the incentives associated with the  
(23) proposal in a manner that does not minimize  
(24) greenhouse gas emissions, in other words, relying  
(25) on a one size fits all strategy risks falling

(1) short of EPA's goals. EPA should also consider  
(2) how biofuels and other technologies that could be  
(3) leveraged to decarbonize the light and mid-duty  
(4) fleet.

(5) Sustainable biofuels and other  
(6) technologies will play a critical role in  
(7) decarbonizing vehicles, EPA must account for  
(8) their benefits in this rule making, in order for  
(9) the proposal to most efficiently reduce  
(10) greenhouse gas emission.

(11) POET looks forward to providing  
(12) its comments to EPA on the proposed rule and  
(13) thanks the agency for the opportunity to comment  
(14) at this public hearing. Thank you.

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

(17) Our next speaker this afternoon  
(18) is Kelly Senecal.

(19) KELLY SENECA: Thank you very  
(20) much for allowing me to speak at this public  
(21) hearing for the EPA's proposed rule titled  
(22) multi-pollutant emission standards for model  
(23) years 2027 later for light-duty and medium-duty  
(24) vehicles.

(25) I am the co-founder and co-owner

(1) of Conversion Science and a visiting professor at  
(2) the University of Oxford. The opinions that I am  
(3) sharing today's are my personal views and not  
(4) necessarily those of my company or the academic  
(5) institutions of which I am affiliated.

(6) I first want to commend EPA on  
(7) what I believe is well intentioned proposal. We  
(8) all want lower emissions, both human health and  
(9) also for the health of our planet. The proposed  
(10) ruling seeks to do this quite aggressively. For  
(11) example, greenhouse gases a 56 percent reduction  
(12) in fleet average values relative to the 2026  
(13) standards is proposed for 2032.

(14) Now, this is an admirable goal  
(15) and one I strongly support in principle, however  
(16) before we tighten vehicle emissions any further,  
(17) we must evolve the regulations to keep up with  
(18) new technology otherwise we may be fooling  
(19) ourselves into believing we may be reducing when  
(20) in reality we might not be.

(21) Transportation regulations are  
(22) currently based on the tail pipe alone, this made  
(23) sense when virtually all cars on the road had  
(24) tailpipes. However with the increasing  
(25) penetration of battery electric vehicles, this no



(1) longer makes sense. EVs are erroneously counted  
(2) as zero-emission because they have no tailpipes.  
(3) They are moving their emissions somewhere else,  
(4) to the electrical power plants and the production  
(5) of vehicle battery packs.

(6) Although the proposed rule  
(7) claims to be technology neutral, by further  
(8) tightening emissions with only the tailpipe in  
(9) mind, it is favoring technology without tailpipes  
(10) namely battery electric vehicles, thus while the  
(11) proposal is not written as a technology mandate  
(12) that is effectively what it is, an EV mandate.

(13) My request is for the EPA to  
(14) start regulating on the entire carbon footprint  
(15) involving driving. This is the only fair way to  
(16) compare technologies and the only accurate way to  
(17) track progress on decarbonizing the fleet. No  
(18) vehicle is zero-emissions. We must move past the  
(19) hyper focus on the tailpipe and start to view  
(20) transportation emissions from a systems  
(21) perspective. After all, the planet doesn't care  
(22) where the greenhouse gases came from, just that  
(23) they are there.

(24) My proposal to the EPA is to  
(25) implement a lifecycle balance based approach as

(1) the next set of standards, this includes the  
(2) tailpipe emissions but also the other places  
(3) where emissions are formed. Only when that's  
(4) done will ever tightening emissions be  
(5) meaningful. If we want to make progress in  
(6) decarbonization we must count all the emissions.  
(7) Thank you.

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

(10) Alright, our next speaker is  
(11) Laura Turner.

(12) LAURA TURNER: Hello. Thank you  
(13) for the opportunity to testify. My name is Laura  
(14) Turner, spelled L-A-U-R-A T-U-R-N-E-R and I live  
(15) in St. Louis, Missouri. I support EPA setting  
(16) new multi-pollutant standards for light and  
(17) medium-duty vehicles and I urge you to make the  
(18) rule even stronger and finalize it this year.

(19) Many members of my family  
(20) including myself have health conditions that put  
(21) us as at greater risk from air pollution and  
(22) climate change. My asthma symptoms are often  
(23) triggered during outdoor exercise and high heat  
(24) and allergens also exacerbate my symptoms.  
(25) Furthermore, I am concerned about the cumulative

(1) health effects on my four-year-old daughter who  
(2) is genetically predisposed to health conditions  
(3) that will make her vulnerable to air pollution  
(4) and climate change as well.

(5) In the American Lung  
(6) Association's 2023 State of the Air Report, it  
(7) shows that more than one in three Americans are  
(8) living in communities with unhealthy air. I  
(9) personally live in a county that consistently  
(10) gets F grades for high ozone days which I  
(11) personally feel when my asthma symptoms are  
(12) exacerbated.

(13) The burden of living with  
(14) unhealthy air is not shared equally and we know  
(15) that people of color are over three times more  
(16) likely to be breathing the most polluted air than  
(17) white people. EPA's proposal is great start but  
(18) the agency should strengthen the standards even  
(19) further by finalizing the rules with alternative  
(20) one as the minimum to increase the health  
(21) benefits of the policy. All vehicles must take  
(22) advantage to avoid backsliding on progress to  
(23) reduce smog forming emissions particles or  
(24) greenhouse gases as the transition to  
(25) zero-emissions occurs.

(1) Cleaning up gasoline and diesel  
(2) fueled vehicles is a public health priority  
(3) alongside zero-emission vehicle deployments to  
(4) meet more stringent standards. I support the  
(5) proposed particle pollution standards estimated  
(6) to reduce fine particles from gasoline vehicles  
(7) by 95 percent over current standards. Gasoline  
(8) and diesel fueled vehicles will remain on the  
(9) roads for decades and reducing particle pollution  
(10) from these vehicles is critical to protect those  
(11) communities that live near roadways.

(12) I am counting on the EPA to  
(13) capture all possible emission reductions to  
(14) protect my family and those in my community and  
(15) not leave any health benefits on the table. We  
(16) know that the benefits of reducing pollution from  
(17) cars far exceed the costs according to the EPA  
(18) proposal and that's because air pollution cleanup  
(19) prevents health harms and avoids missed days of  
(20) work and school and saves lives.

(21) The benefits of reducing air  
(22) pollutants like particle pollution go for beyond  
(23) even what EPA models can predict. Many of the  
(24) health benefits aren't quantified in this  
(25) analysis and that means that the benefits likely

(1) outweigh the cost by even a greater margin, looks  
(2) like I am out of time. Thank you for your time.

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

(5) Our next speaker in panel 15 is  
(6) Gabrielle Lawrence who we are not seeing on the  
(7) Zoom platform.

(8) As a reminder, please speak  
(9) slowly and clearly for the benefit of our court  
(10) reporter and the transcript and also remember  
(11) that if you do not complete all of your comments  
(12) in the three minutes that you can submit them on  
(13) regulations.gov to the docket number that's  
(14) listed in the chat.

(15) So with that, our next speaker  
(16) is Hazel Chandler.

(17) HAZEL CHANDLER: Hi, it's great  
(18) to be with you. My name is Hazel Chandler,  
(19) H-A-Z-E-L C-H-A-N-D-L-E-R, and I am a field  
(20) organizer in Arizona with Moms Clean Air Force.  
(21) I call on the EPA to finalize strong clean car  
(22) standards this year. Stronger transportation  
(23) standards are crucial in protecting the health of  
(24) our children and our communities and it's urgent  
(25) that we act now.

(1) We must act now while we still  
(2) have sometime to mitigate the worst of climate  
(3) emergency and begin to build a world that we are  
(4) proud to give to our children and our  
(5) grandchildren. The residents of Arizona,  
(6) especially those like me living in Maricopa  
(7) County have been plagued with the health impacts  
(8) of both climate crisis and air pollution. The  
(9) American Lung Association's latest report came  
(10) out last month and again the area, the Phoenix,  
(11) Arizona received an F grade on that report.  
(12) Currently 80 percent of Arizona residents are  
(13) living under a failing grade.

(14) Out of over 220 metropolitan  
(15) areas, Phoenix is fifth worst on ozone, 13 worst  
(16) on 24 hour particle pollution and seventh worst  
(17) on annual particle pollution. Maricopa County  
(18) has had failing grades for air quality for well  
(19) over 20 years. I got actively involved in  
(20) government and stakeholders groups that were  
(21) tasked with trying to bring our area into  
(22) compliance in early 2000s.

(23) I got involved due to serious  
(24) health impacts and I was experiencing as well as  
(25) my job as the Maricopa County Director for the

(1) asthma coalition and I was working with children  
(2) in our low income areas to help mitigate the  
(3) issues around air quality and asthma. It became  
(4) very clear to me that the only way to bring our  
(5) area into compliance was to either take cars and  
(6) trucks off the road or significantly decrease the  
(7) tailpipe emission.

(8) For over 20 years I have dreamed  
(9) that the EPA promulgating greenhouse gas emission  
(10) standards that would protect our health by  
(11) regulating the tailpipe emissions while  
(12) stimulating a transition to electric vehicles. I  
(13) plead with you, have the courage to enact strong  
(14) clean car standards without delay, this would be  
(15) a dream come true, a world where our children can  
(16) breathe clean air while we address climate change  
(17) while we still have time.

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

(20) Alright, our next speaker is  
(21) Rachel Meyer.

(22) RACHEL MEYER: Hi, my name is  
(23) Rachel Meyer, M-E-Y-E-R, and I am the Ohio River  
(24) Valley field coordinator for Moms Clean Air  
(25) Force. I am from Independence Township in Beaver

(1) County, western Pennsylvania. Thank you for the  
(2) opportunity to testify.

(3) Strong multi-pollutant emission  
(4) standards for light and medium-duty vehicles will  
(5) provide protections for our families from  
(6) dangerous tail pipe pollution which is a  
(7) significant contributor to climate change and  
(8) other harmful health impacts. I urge you to  
(9) finalize the strongest possible clean car  
(10) standards this year.

(11) Within the transportation  
(12) sector, passenger cars and trucks are the largest  
(13) contributor to climate change at 58 percent of  
(14) all transportation sources and 17 percent of  
(15) total U.S. greenhouse gases. I am the mother of  
(16) a three year old.

(17) MS. PIGGOTT: Rachel, I am going  
(18) to pause the timer, your connection is going in  
(19) and out a bit. I recommend turning your video  
(20) off to try and save bandwidth so we can hear you  
(21) clearer.

(22) RACHEL MEYER: Okay. I am the  
(23) mother of a three year old, I worry how climate  
(24) change will impact her future and all of our  
(25) children's future. I have already experienced



(1) some possible health impacts of climate change.  
(2) I see consequences of climate change in the  
(3) growing tick population and the rise in pollen.

(4) In 2017 I contracted Lyme  
(5) Disease from a tick bite and had ongoing health  
(6) symptoms for months. I was fortunate to fully  
(7) recover unlike others who have damage to their  
(8) joints, hearts and nervous systems. As allergy  
(9) seasons become worse, I have experience increased  
(10) asthma symptoms triggered by heavy pollen.

(11) For the 16,000 people in Beaver  
(12) who have asthma like me, increased pollen counts  
(13) can be a trigger for asthma attacks.

(14) We must take every action  
(15) possible now to reduce greenhouse gas pollution  
(16) before our children's health and safety are in  
(17) jeopardy. An important step forward is insuring  
(18) the car pollution standards are as strong as  
(19) possible to speed our transition to zero-emission  
(20) vehicles. We owe this to our children.

(21) It is important -- in addition  
(22) to important climate benefits, strong, clean car  
(23) standards will help reduce other health harms  
(24) tailpipe air pollutants that will reduce smog and  
(25) soot. Pollution from light and medium-duty

(1) vehicles contributes to harmful soot and smog  
(2) pollution that threatens the health of millions  
(3) of people in the U.S. Where I live we rank the  
(4) 14 worst for annual particle pollution according  
(5) to the American Lung Association State of the Air  
(6) Report for the Pittsburgh Weirton New Castle  
(7) region. Robust clean car standards would help  
(8) improve the health of families in my region, and  
(9) help to decrease the high levels of  
(10) cardiovascular and respiratory disease, lung  
(11) cancers and adverse birth outcomes.

(12) As soon as possible, please  
(13) finalize these important standards this year.  
(14) Thank you.

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

(17) Our next speaker is Chelsea  
(18) Lyons.

(19) CHELSEA LYONS: Hi. Thank you  
(20) for the opportunity to testify. My name is  
(21) Chelsea Lyons, I am the North Carolina state  
(22) field coordinator for the Moms Clean Air Force.  
(23) I live in Greensboro, North Carolina with my  
(24) husband and young son. On behalf of Moms Clean  
(25) Air Force, I call on EPA to finalize the

(1) strongest possible clean car standards by the end  
(2) of this year. This rule is extremely important  
(3) because transportation is the largest source of  
(4) greenhouse gas emissions in the United States,  
(5) making up 27 percent of all emissions. Within  
(6) the transportation sector, passenger cars and  
(7) trucks are the largest contributor at 58 percent  
(8) of all transportation sources and 17 percent of  
(9) total U.S. greenhouse gas emission total.

(10) And although air quality in the  
(11) U.S. has improved in the past several decades, 36  
(12) percent of Americans, nearly 120 million people  
(13) live in places with unhealthy levels of air  
(14) pollution.

(15) According to the American Lung  
(16) Association's 2023 State of the Air Report this  
(17) is not the future I wish for my son or any future  
(18) children that I may have. We can and must do  
(19) better and this rule can help us get there by  
(20) setting strong limits on greenhouse gas emissions  
(21) and air pollution from tailpipes.

(22) In the State of the Air Report  
(23) which was just reduced last month, several  
(24) counties in North Carolina were graded a C or  
(25) lower for high ozone days and particle pollution.

(1) Our state is home to over 264,000 children who  
(2) suffer from pediatric asthma and are especially  
(3) harmed by tailpipe pollution. As you may well be  
(4) aware, health impacts of tailpipe pollution  
(5) includes the risk of asthma attacks, respiratory  
(6) and cardiovascular harm, increased hospital  
(7) admissions, emergency department visits,  
(8) premature death, increased risk of infections,  
(9) cognitive problems, adverse birth health outcomes  
(10) and lung cancers.

(11) We must finalize the strongest  
(12) rule to ensure a safe future for our children. I  
(13) see the harm climate change poses to the  
(14) community especially in terms of mental health.  
(15) I recently had the privilege to speak with people  
(16) in my community at an earth day event. I found  
(17) myself drained after hearing so many stories  
(18) about the horrors and fears of climate change.  
(19) My community is scared and frantic for improved  
(20) safeguards for themselves and their families.

(21) Many stories were from mothers  
(22) who had no idea how to explain climate change to  
(23) their kids, because children are asking  
(24) questions. The EPA's new report Climate Change  
(25) and Children's Health and Well-Being in the

(1) United States so perfectly lays bare the mental  
(2) health impacts of climate change on our kids and  
(3) I can attest parents feel the impacts as well.

(4) These ruling will help curb  
(5) greenhouse gas emissions and help us starve off  
(6) the worst impacts of climate change. Strong  
(7) safeguards are an important step forward in  
(8) protecting the families from harmful climate  
(9) pollution and air pollution.

(10) I would like to be able to tell  
(11) my son about the time we fought for clean cars  
(12) and won. I want to thank you guys today for all  
(13) of your hard work and for listening to our  
(14) testimonies.

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

(17) Alright, our next speaker is  
(18) Emily Pickett.

(19) EMILY PICKETT: Hi, my name is  
(20) Emily Pickett and I am the Florida state  
(21) coordinator for Moms Clean Air Force in Tampa,  
(22) Florida. As a life long Floridian, I have seen  
(23) the adverse affects of extreme weather events  
(24) like hurricanes first hand. Unfortunately these  
(25) storms will continue to become more destructive

(1) as the climates warms which is why I am speaking  
(2) today in support of the strongest clean car  
(3) standards and urging the EPA to finalize the  
(4) protections this year.

(5)                   Transportation is largest source  
(6) of greenhouse gas emissions in the United States  
(7) making up 27 percent of all emissions. Within  
(8) the transportation sector, passenger cars and  
(9) trucks are the largest contributors at 58 percent  
(10) of all transportation sources and 17 percent of  
(11) total U.S. greenhouse gas emissions. These facts  
(12) demonstrate the huge role that cars play in the  
(13) role of climate change.

(14)                   In Florida, sea level rise  
(15) threatens the coast lines, extreme heat effects  
(16) vulnerable populations including our state's  
(17) large Latino community and severe weather events  
(18) like hurricanes cause deadly devastation and  
(19) chaos. For example, Hurricane Ian was projected  
(20) to make a direct hit on Tampa Bay. As with any  
(21) upcoming storm, the days leading up to the  
(22) hurricane were chaotic. People scrounged for  
(23) wood to protect their windows so projectiles  
(24) wouldn't fly through the air, traveled cross  
(25) counties for sand to make sandbags to keep flood

(1) water from entering homes and waited for hours in  
(2) gas pump lines to fill their tanks in case they  
(3) needed to evacuate at the last minute. Grocery  
(4) shelves were wiped out with essentials like  
(5) water, batteries and flashlights, they were  
(6) nowhere to be found. Those in evacuation zones  
(7) were forced to pack up their cars with the most  
(8) prized possessions and leave their home hoping  
(9) they would have a home to return to after the  
(10) storm passed. Schools closed for a week as they  
(11) were prepared to be used as shelters, but then  
(12) the storm took a turn and slammed into southwest  
(13) Florida. The devastation taking place just 100  
(14) miles south of me was heartbreaking to watch as  
(15) peoples lives were torn apart from the historical  
(16) wind and flooding.

(17) Hurricane Ian's destruction  
(18) caused 149 casualties in Florida and cost roughly  
(19) \$133 billion in damage in all. I felt guilty  
(20) about the relief I felt knowing my city was  
(21) spared at the expenses of someone else. But as  
(22) storm like Ian increase in frequency the  
(23) likelihood of a catastrophic storm hitting Tampa  
(24) Bay is ever present. Today's children will live  
(25) through three times as many climate disasters as

(1) their grandparents.

(2) Therefore, to protect the health  
(3) and safety of future generations, it is critical  
(4) to reduce the greenhouse gas pollution causing  
(5) dangerous and costly climate change. I urge you  
(6) to ensure that the car pollution standards are as  
(7) strong as possible to speed up the transition to  
(8) zero-emission vehicles and take action this year.

(9) Thank you for the opportunity to  
(10) testify today.

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

(13) Our next speaker is Liane  
(14) Randolph.

(15) LIANE RANDOLPH: Good afternoon.  
(16) I am Liane Randolph, I am the chair of the  
(17) California Air Resources Board. I am pleased to  
(18) be testifying today to support EPA's ambitious  
(19) multi-pollutant proposal to reduce car and truck  
(20) pollution. CARB applauds the proposed standards  
(21) for its strong push towards zero-emission  
(22) vehicles that will benefit the climate, air  
(23) quality, environmental justice and economic  
(24) development.

(25) California and our partner



(1) section 177 states need these vehicle emissions  
(2) reductions to meet federal national and ambient  
(3) air quality standards and improve air quality  
(4) especially in the overburdened communities who  
(5) have already suffered disproportionately, and  
(6) world needs these standards to preserve a  
(7) liveable climate as we have already committed to  
(8) do here and abroad.

(9)           Already the harmful impacts of  
(10) climate change are effecting every state in the  
(11) nation and collective aggressive action is needed  
(12) to avoid the worst outcomes. EPA's proposal is  
(13) technically feasible in the time required  
(14) considering their cost. Indeed the net benefits  
(15) are overwhelmingly positive.

(16)           As the fifth largest economy in  
(17) the world, California has repeatedly demonstrated  
(18) that strong sensible environmental regulations  
(19) protect the public and grow the economy. In the  
(20) passenger vehicle space, we are increasingly  
(21) hearing from the auto industry that the future is  
(22) zero-emission and the market share of these  
(23) vehicles continues to grow. To support this and  
(24) ensure clean air and clean transportation are  
(25) available, California continues to make

(1) significant investments in vehicle incentives,  
(2) ZEV infrastructure and consumer outreach and the  
(3) federal government's recent action in these areas  
(4) look to support the market in meeting the EPA's  
(5) proposal.

(6) As you know California adopted  
(7) the advanced Clean Cars Two program last year  
(8) that charted us on a course of 100 percent  
(9) zero-emission vehicle sales by 2035 while also  
(10) keeping criteria emissions for remaining  
(11) combustion vehicles as low as possible. To that  
(12) end, we were pleased to see that the EPA is  
(13) proposing to adopt some of our program elements.  
(14) While we recognize there are differences in EPA's  
(15) proposal and California's emission standards, our  
(16) preliminary analysis show car companies will  
(17) likely be able to use the same technologies and  
(18) strategy to comply.

(19) However, we encourage EPA to  
(20) consider two areas to strengthen your proposal.  
(21) First to the extent auto manufacturers use  
(22) battery electric vehicles to comply with EPA  
(23) standards, we urge EPA to adopt minimum  
(24) requirements for Zevs to ensure they will meet  
(25) the everyday needs of new and used vehicle buyers

(1) and thus permanently eliminate emissions. In  
(2) particular, we would like to see stronger  
(3) provisions for battery --

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

(6) Alright, our next speaker is  
(7) Vanessa Lynch.

(8) VANESSA LYNCH: Hi there. Thank  
(9) you for the opportunity to testify. My name is  
(10) Vanessa Lynch and I am a state coordinator for  
(11) Moms Clean Air Force. I am testifying in support  
(12) of the strongest possible multi-pollutant  
(13) emission standards for light and medium-duty  
(14) vehicles or clean car standards.

(15) As we have heard multiple times  
(16) this afternoon, the transportation sector, inside  
(17) of it, passenger cars and trucks, are the largest  
(18) greenhouse gas contributors making this rule  
(19) making extremely important. Pollution from light  
(20) and medium-duty vehicles contributes to harmful  
(21) soot and smog pollution that threatens the health  
(22) of millions of the people in the U.S. and the  
(23) added climate change impacts of tailpipe  
(24) pollution make adopting zero-emission vehicles as  
(25) soon as possible vital.

(1) Climate change is having large  
(2) impacts across Pennsylvania where I live and  
(3) beyond. From increases in Lyme disease to  
(4) flooding to extreme heat, families across the  
(5) Commonwealth are dealing with climate impacts.

(6) For my family extreme heat is a  
(7) serious cause for concern. My daughter is  
(8) particularly susceptible to heat related  
(9) difficulties from rashes to heat exhaustion to  
(10) sun poisoning to even sunburned eyes, we have  
(11) experienced it all. And to be clear for those  
(12) most susceptible like my daughter, sun poisoning  
(13) can occur in 55 degree weather with sunny skies  
(14) like they did for us a few years ago. We had no  
(15) idea this was even possible.

(16) Now consider how much more at  
(17) risk she is to extreme heat being caused by  
(18) climate change. Today's children will live  
(19) through at least three times as many climate  
(20) disasters than their grandparents if those in  
(21) power are unable to act quickly and effectively  
(22) on the climate.

(23) And in addition to important  
(24) climate benefits, strong clean car standards will  
(25) help reduce other harming tailpipe air

(1) pollutants, exhaust from cars is a significant  
(2) source of nitrogen oxides which form ground level  
(3) ozone. Ground level ozone is harmful to breathe.

(4) So this rule will have a direct  
(5) impact on our climate, help reduce other tailpipe  
(6) pollution that harms our health and will help  
(7) speed our transition to zero-emission vehicles.

(8) The cars covered by this rule  
(9) will be on the road for decades impacting air  
(10) quality and climate for generation, and yeah,  
(11) have an impact on my kids' future. I am urging  
(12) EPA to adopt the strongest possible  
(13) multi-pollutant emission standards for light and  
(14) medium-duty vehicles or clean cars. Thank you  
(15) for your time.

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

(18) Our next speaker Natalia Ekberg.

(19) NATALIE EKBERG: Hello my name  
(20) Natalia Ekberg. Thank you for the opportunity to  
(21) testify. I live in Colorado, I am a volunteer  
(22) for Moms Clean Air Force.

(23) I urge EPA to pass stronger  
(24) transportation standards for clean car vehicles  
(25) this year. The stronger -- the stronger

(1) standards would effect my family directly, my  
(2) children attend a pre-K through six school  
(3) located only 2000 feet away from a major highway  
(4) that puts soot and tailpipe exhaust from vehicles  
(5) to nearby communities, on the same block there is  
(6) another school, K through eight that is only  
(7) within 500 feet from a major interstate and the  
(8) location of those schools put the vulnerable  
(9) population at risk for developing respiratory  
(10) issues.

(11) It is the reality of living in  
(12) suburban areas that we have to drive our children  
(13) to school functions, sports events, et cetera, on  
(14) an almost daily basis and expose them to harmful  
(15) ground level ozone pollution. In fact my county,  
(16) the air quality in my county received an F grade  
(17) from American Lung Association and the area is  
(18) considered a severe violator of ozone standards  
(19) by EPA.

(20) In summer of 2021 we had 65  
(21) ozone days and in the summer of 2022 we had 40  
(22) high ozone days in my community. Contributing  
(23) factored are pollution from transportation, not  
(24) from oil gas production and wild fires. So we  
(25) know that transportation is the largest source of

(1) -- in the United States making up (inaudible)  
(2) percent of all emissions and light and medium  
(3) vehicles is the first largest contributor at 57  
(4) percent.

(5) EPA's proposed regulations for  
(6) light and medium vehicles is an important step  
(7) forward in protecting our families from the  
(8) effects of climate crisis. Climate pollution  
(9) effects our health in many ways, and we are  
(10) calling on behalf of all parents calling on EPA  
(11) to finalize the strongest possible car standards.  
(12) Thank you for your attention.

(13) MS. PIGGOTT: Thank you for your  
(14) comments. Alright, Natalie was the last speaker  
(15) in panel 16. We will go ahead and move onto  
(16) panel 17.

(17) As a reminder, when your turn is  
(18) coming up, you will see a popup on your Zoom  
(19) screen asking you to click yes to promote to  
(20) panelist. You need to accept the prompt so we  
(21) can will promote you to panelist that will allow  
(22) you to unmute and turn on your camera if you  
(23) choose.

(24) The next speaker is Celerah  
(25) Hewes.

(1) CELERAH HEWES: Hello, thank you  
(2) for the opportunity to give testimony today. My  
(3) name is Celerah Hewes and I live in Albuquerque,  
(4) New Mexico with my family. I am a national field  
(5) manager for Moms Clean Air Force, an organization  
(6) with over one and a half million parents,  
(7) caregivers and family members working to protect  
(8) our children's health from the impact of climate  
(9) change and air pollution, I am here today to  
(10) support the strongest possible standards for  
(11) light and medium-duty vehicles being produced in  
(12) model year 2027.

(13) This timing is especially  
(14) significant to my family as 2027 is the year my  
(15) daughter can get her driver's license. This rule  
(16) making will impact the cars our children drive  
(17) and the quality of the air they breathe in the  
(18) future. The vehicles covered in this rule will  
(19) likely be on the road until my child is the age I  
(20) am now. They will be part of her world as she  
(21) choose a place to live, a career to pursue and  
(22) possibly to raise a family of her own.

(23) Although air quality in the  
(24) United States has improved in the past several  
(25) decades, 36 percent of Americans live in places



(1) with unhealthy levels of air pollution, according  
(2) to the 2023 State of the Air Report. This  
(3) includes Albuquerque which repeatedly received an  
(4) F grade for ozone pollution.

(5) Clean car standards are an  
(6) important step forward in protecting our families  
(7) from dangerous tailpipe pollution which is a  
(8) significant contributor to climate change and  
(9) other harmful health impacts.

(10) In the southwest we are all too  
(11) familiar with impacts of climate change most  
(12) notably drought and extreme heat. Research shows  
(13) that hot temperatures are associated with worse  
(14) test outcomes for black and Hispanic students as  
(15) well as students from low income communities. In  
(16) addition Hispanic and indigenous communities have  
(17) reduced access to the resources that will help  
(18) them adopt to climate change.

(19) With approximately 75 percent of  
(20) the children in New Mexico identifying as  
(21) Hispanic, black or indigenous, this means New  
(22) Mexico's children are carrying a disproportionate  
(23) amount of climate impacts. New Mexico also has  
(24) the third highest levels of poverty in the United  
(25) States at 19.1 percent according to the most

(1) recent U.S. census. That rate is higher for New  
(2) Mexico's children, 28 percent of children under  
(3) the age of five live in poverty.

(4) Parents around the country want  
(5) to see this rapid transition to zero-emissions  
(6) vehicles not just because our kids are excited  
(7) about a new generation of vehicles but because we  
(8) see the impacts of climate on our families  
(9) everyday.

(10) From children struggling with  
(11) heat stroke, climate anxiety and the ability to  
(12) learn in the classroom too much more severe  
(13) health impacts and the burden of stress on  
(14) vulnerable and marginalized communities.

(15) On behalf of Moms Clean Air  
(16) Force and my family, I urge EPA to finalize the  
(17) strongest possible clean car standards this year.  
(18) Our children are counting on it. Thank you again  
(19) for your time today.

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

(22) Okay. I am going to go back  
(23) real fast to a speaker that is now on from a  
(24) previous panel Gabrielle Lawrence.

(25) GABRIELLE LAWRENCE: Thank you

(1) very much. My name is Gabrielle Lawrence. I am  
(2) a PhD psychologist. I am in Arizona. I am  
(3) speaking today as a climate activist who worries  
(4) and loses sleep thinking of the damage that  
(5) pollution is having in the air and it's causing  
(6) both damage to adults and mostly important  
(7) children.

(8) Daily in my office I see  
(9) children who struggle to sit still or focus for  
(10) even a moment. These children struggle in school  
(11) from brain based changes. The difference in  
(12) their brains creates learning disorders, ADHD,  
(13) autism spectrum disorder among other disorders.  
(14) These differences can impact them academically,  
(15) socially and in many other ways.

(16) All of these impairments have  
(17) increased dramatically in last decade, the  
(18) question is why? Concerning one disorder,  
(19) autistic spectrum disorder, research has found a  
(20) relationship between brain impairment and air  
(21) pollution. Recently the CDC stated that one in  
(22) 44 children or 2.3 percent of children in this  
(23) country have been diagnosed with autism spectrum  
(24) disorder. This number is now about 241 percent  
(25) higher than it was in 2020, in 2020. For these

(1) autistic spectrum disorder children, multiple  
(2) peer reviewed scientist studies have been done  
(3) using brain imaging methods to investigate  
(4) genetic variations in brain development. The  
(5) studies investigating air pollution, exposure for  
(6) those children have found a deficit in white  
(7) matter brain connectivity and vascular -- have  
(8) been found with air pollutants such as nitrous  
(9) oxide, the particulate matter, PM2.5  
(10) hydrocarbons, diesel exhaust and carbon monoxide,  
(11) those are all research recollection studies.  
(12) Those were four studies among dozens of studies  
(13) that suggest strong connection between autism and  
(14) air pollution.

(15) Other studies have investigated  
(16) and found similar relationships between air  
(17) pollution and cognitive impairment such as  
(18) Alzheimer's and others forms of dementia.

(19) On behalf of all the children in  
(20) utero and alive, I thank the EPA and President  
(21) Biden for supporting new and stronger regulations  
(22) on U.S.A. cars and trucks and buses. Hopefully  
(23) these regulations will significantly eliminate  
(24) the poisons in our air and help those who are  
(25) deeply impacted to be more healthy in body and

(1) mind.

(2) Thank you for listening to my  
(3) testimony.

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

(6) Alright, moving back to panel  
(7) 17, our next speaker is Brooke Petry.

(8) BROOKE PETRY: Hi thank you. My  
(9) name is Brook Petry and I am a state coordinator  
(10) for Moms Clean Air Force. Thank you for the  
(11) opportunity to testify.

(12) I live with my family in  
(13) Philadelphia. On behalf of Moms Clean Air Force,  
(14) I am calling on EPA to finalize the strongest  
(15) possible clean car standards this year. Strong  
(16) safeguards are crucial in protecting the health  
(17) of our children and communities and it is urgent  
(18) that we act now.

(19) As a person living with asthma  
(20) and as the mother of an asthmatic child, I know  
(21) what it means to struggle to breathe on a poor  
(22) air quality day or to fear for my child's health  
(23) as they walk to and from school. My family does  
(24) not own a car, and therefore while we contribute  
(25) less than most to climate warming and health

(1) harming pollution, we are up close and personal  
(2) with air pollution every single day as we walk  
(3) through our city going you about our daily lives.

(4) Clean car standards are not just  
(5) about the people who drive vehicles but about the  
(6) air we all share and the climate cost of  
(7) transportation. Transportation is the largest  
(8) source of greenhouse gas emissions in the United  
(9) States making up 27 percent of all emissions and  
(10) within the transportation sector, passenger cars  
(11) and trucks are the largest contributor.

(12) Greenhouse gas pollution is a  
(13) driver of climate change, a crisis that impacts  
(14) every family, every community and every person on  
(15) the planet. We must act now if we hope to ensure  
(16) a liveable planet for future generations.

(17) In addition to the climate  
(18) warming impacts of transportation sector  
(19) pollution, we must consider the health impacts of  
(20) breathing the pollution itself. Tailpipe exhaust  
(21) from cars is a significant source of nitrogen  
(22) oxides which react in the atmosphere to form  
(23) ground level ozone known as smog. Ground level  
(24) ozone is harmful to breathe for all but can be  
(25) particularly dangerous for children, the elderly,

(1) folks with asthma and other respiratory  
(2) conditions and other vulnerable groups. In fact,  
(3) according to the American Lung Association,  
(4) emerging research warrants that traffic pollution  
(5) may cause the onset of new asthma, cause  
(6) cognitive problems and harm prenatal development.

(7) The EPA's proposed clean car  
(8) standards are an important step forward in  
(9) protecting families like mine and families across  
(10) the world from air pollution. The vehicles  
(11) covered by this rule will be on the road for  
(12) decades to come. Parents around 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. Our next speaker is Katherine Garcia.

(19) KATHERINE GARCIA: Good  
(20) afternoon. My name is Katherine Garcia. I am  
(21) the Director of Sierra Club's clean  
(22) transportation for all campaign. Thank you for  
(23) the opportunity to testify today.

(24) The Sierra Club is focused on  
(25) advocating for strong vehicle standards that

(1) protect the health of all Americans and address  
(2) the global threat of the climate crisis.

(3) Today I am here to demand  
(4) standards that will slash pollution from cars,  
(5) pickup trucks and delivery vans as urgently as  
(6) possible.

(7) I live in Washington, D.C. and  
(8) here low income, black and Latino communities are  
(9) disproportionately burdened by air pollution.  
(10) Kids living in areas with poor air are more  
(11) likely to suffer from asthma. And in DC asthma  
(12) effects nearly one in ten children.

(13) This month May is national  
(14) asthma awareness month and we know that  
(15) zero-emission vehicles have an important role in  
(16) reducing the risk of pediatric asthma and other  
(17) chronic respiratory diseases.

(18) The transportation sector  
(19) primarily passenger cars is also the largest  
(20) source of climate disrupting emissions. On April  
(21) 12, the day EPA announced the proposed vehicle  
(22) emission standards, Administrative Regan said  
(23) Americans are seeing and feeling the devastating  
(24) impacts of the climate crisis first hand and  
(25) referenced intense droughts, catastrophic



(1) flooding and uncontrollable wild fires. This is  
(2) not hyperbole. This is happening. That very  
(3) same day on April 12, residents in Fort  
(4) Lauderdale experienced an historic flash flood  
(5) with over two feet of rain in about seven hours.  
(6) Metrologists have written that last month flood  
(7) emergency in Florida coupled with sea level rise  
(8) on the coast needs to serve as a wake up call  
(9) about the severe risks that climate change poses.

(10) This is exactly the moment for  
(11) bold climate action and there is no room for  
(12) delay. We appreciate the EPA's proposal which  
(13) moves our vehicles in the right direction however  
(14) the EPA must finalize the strongest possible  
(15) standards this year to help us meet our health  
(16) and climate goals.

(17) EPA's alternative one takes the  
(18) right approach but we urge EPA to increase the  
(19) pace after 2030 to ensure we are on a path so  
(20) that all new vehicles sold by 2035 are zero  
(21) emissions. We know that some manufacturers will  
(22) still be producing combustion vehicles while the  
(23) standard is in effect and unfortunately EPA's  
(24) proposed standards does not ensure that we are  
(25) moving forward, that moving forward new gas cars

(1) must be cleaner and more efficient.

(2) We urge EPA to take this into  
(3) account when finalizing the standards. Thank you  
(4) for making transportation a priority during this  
(5) critical time. We appreciate EPA finalizing  
(6) these standards as quickly as possible. Thank  
(7) you.

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

(10) Our next speaker is Alondra  
(11) Morales Sanchez.

(12) ALONDRA MORALES SANCHEZ: Hi, my  
(13) name is Alondra Morales Sanchez. I am here on  
(14) behalf of Poder Latinx. I am the climate justice  
(15) organizer and have been in communication with  
(16) Moms Clean Air.

(17) So I am here to urge the EPA to  
(18) uphold the strongest standards for clean truck  
(19) models starting in 2027. I personally would --  
(20) would really appreciate this as there has been  
(21) multiple people stating that the Latinx  
(22) communities are very impacted by this, not only  
(23) us but our other brothers and sisters in other  
(24) communities, and I personally have seen the  
(25) effects that they have -- that the pollution has

(1) taken on my health in terms of new allergies, you  
(2) know, my eyes feeling watery or burning which I  
(3) never had before in my life.

(4) I see that the Maricopa County  
(5) has a grade F for air quality and that is really  
(6) concerning as I also have a two-year-old niece  
(7) whom has a lot of allergies and a lot of food  
(8) restrictions which according to the evidence that  
(9) a lot of people have stated before me, all of the  
(10) pollutants contribute to those kind of adverse  
(11) health effects. I also have a little brother  
(12) with asthma and so all of that really worries me  
(13) and the health of my family.

(14) And as somebody who is 25 years  
(15) old and will probably live to my 80s, I have  
(16) about 40 to 60 years to be here on earth, and I  
(17) am very concerned for my future and my future  
(18) family and my future kids and my future  
(19) grandchildren to the degree that I have to  
(20) contemplate if that's actually a good decision  
(21) for me to make for my kids that are unborn, but  
(22) it is still a decision that is being informed by  
(23) everything going on in terms of pollution and the  
(24) climate crisis so I strongly urge the EPA to  
(25) uphold the strongest standards and really listen

(1) to the people here that are giving you all the  
(2) science and their stories and the way that all of  
(3) these things effected their health. Thank you.

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

(6) Alright, our next speaker is  
(7) Tina Catron.

(8) TINA CATRON: Hi, my name is  
(9) Tina Catron, C-A-T-R-O-N. Thank you to the EPA  
(10) committee for the opportunity to testify today.  
(11) I live in Troy, Michigan which is in the Metro  
(12) Detroit area. I am also a grass roots organizer  
(13) with the Environmental Defense Action Fund and we  
(14) have thousands of members working across Michigan  
(15) to fight for bold climate action and I am also a  
(16) mom, so two different perspectives there.

(17) I support the EPA's ambitious  
(18) proposed standards to further reduce harmful air  
(19) pollutant emissions from light-duty and  
(20) medium-duty vehicles starting with model year  
(21) 2027. Greenhouse gas emissions from our motor  
(22) vehicles significantly contribute to climate  
(23) change and we must accelerate our transition to  
(24) clean technology.

(25) The EPA must fill its statutory

(1) mandates to protect public health and welfare by  
(2) taking action to curb those emissions further.  
(3) To drive the point home, I would like to share my  
(4) personal experience as an EV owner.

(5) I bought a Mustang Mach E so  
(6) just about a year ago. I am often approached  
(7) with the same set of questions and curiosity  
(8) about our early adoption of EV technology. A  
(9) couple things to share, first we love driving an  
(10) EV, that's a lot of fun. We are happy to be  
(11) reducing our long term carbon footprint.

(12) Although the investment in an EV  
(13) is higher, after one year, we have already seen  
(14) significant cost savings in our family budget.  
(15) Charging our car at home cost us on average about  
(16) eight dollars a charge. The EV charging has  
(17) saved our family \$3,000 in this last year alone  
(18) by not having to buy gas and it's fluctuating  
(19) costs, and by performing basic maintenance like  
(20) oil changes and other engine fluid  
(21) replenishments.

(22) So I just wanted to also say  
(23) that the EPA's proposed standards will be crucial  
(24) in addressing tailpipe pollution in communities  
(25) across the United States. Such standards will

(1) help mitigate tailpipe pollution which  
(2) disproportionately impacts low income communities  
(3) leading to respiratory illnesses and other health  
(4) issues. These communities often live near  
(5) highways and often suffer -- suffer the most from  
(6) that type of vehicle pollution.

(7) So once again, I just want to  
(8) say thank you for taking the time to listen to my  
(9) testimony. I love the proposed EPA light vehicle  
(10) rules and I urge you to act quickly to finalize  
(11) the strongest and most comprehensive rules to  
(12) protect our health by reducing a significant  
(13) climate burden caused by vehicle pollution.  
(14) Thank you so much.

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

(17) Alright, our next speaker in  
(18) panel 17 is Ann Mesnikoff.

(19) ANN MESNIKOFF: Good afternoon,  
(20) my name is Ann Mesnikoff. I am the Federal  
(21) Legislative Director for the Environmental Law  
(22) and Policy Center. ELPC is the midwest leading  
(23) environmental legal advocacy and sustainability  
(24) innovation organization and I appreciate the  
(25) opportunity to testify today.

(1) ELPC urges EPA to adopt  
(2) standards stronger than alternative one for  
(3) greenhouse gas emissions and the strongest  
(4) possible criteria pollution standards. EPA  
(5) should continue standards after 2032 to sustain  
(6) reductions and the transition to an all electric  
(7) fleet, and EPA must issue stronger standards for  
(8) gasoline powered vehicles for model year 2027 and  
(9) beyond.

(10) Vehicles are the leading source  
(11) of climate pollution and dangerous air pollution  
(12) that impacts communities across the midwest,  
(13) great lakes states where ELPC works. Reducing  
(14) greenhouse gas pollution from cars and trucks is  
(15) primary in mitigating climate change and  
(16) achieving President Biden's goals and commitments  
(17) including rejoining the Paris Climate Agreement.

(18) Climate change is already  
(19) reeking havoc globally and we are seeing impacts  
(20) across the midwest and the great lakes region.  
(21) Climate change threatens great lakes' ecosystem,  
(22) fresh water supplies and the economies that  
(23) depend upon them.

(24) In addition to literally driving  
(25) the climate crisis, this proposal recognizes the

(1) harms from vehicles, other vehicle pollutants  
(2) linked to premature death and other serious  
(3) impacts.

(4) The air pollution effects  
(5) communities across the midwest and nationwide  
(6) with greater impacts on black, brown and low  
(7) income communities who live or work near  
(8) transportation corridors.

(9) EPA should finalize the  
(10) strongest possible standards by the end of this  
(11) year, and as EPA notes, stronger criteria for  
(12) criteria pollutants will benefit areas across the  
(13) country needing to comply with max standards for  
(14) PM and ozone.

(15) EPA's final rule must be at  
(16) least alternative one with additional  
(17) stringencies, weaker standards to be rejected.

(18) I am going to skip ahead, I do  
(19) appreciate the effort to reduce, close the loop  
(20) holes for AC credits and off cycle credits and  
(21) close the difference between the car and light  
(22) truck curve and I'll close with an ending.

(23) My son graduates from college  
(24) next Monday, he's already an EMT working in New  
(25) York City with long hours in an ambulance and



(1) plans on becoming a paramedic. So stronger  
(2) medium-duty standards that will drive  
(3) electrification and reduce emissions of those  
(4) vehicles will benefit people that drive those  
(5) vehicles and the communities they serve. Thank  
(6) you. 13 seconds left.

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

(9) Alright, our seventh and final  
(10) speaker in panel 17 is Peter Huether.

(11) PETER HUETHER: Thank you. Good  
(12) afternoon, my name is Peter Huether. I am a  
(13) senior research associates with the American  
(14) Council for an Energy-Efficient Economy.

(15) Thank you for the opportunity to  
(16) testify today on the proposed multi-pollutant  
(17) emission standards for light and medium-duty  
(18) vehicles. ACEEE welcomes this strong proposal  
(19) that will deliver on cleaner air, better health  
(20) and fuel savings. Light and medium-duty vehicles  
(21) are the single largest contributor to the  
(22) greenhouse gas emissions in the transportation  
(23) sector and this proposal is an important step to  
(24) the long term goal of net zero emissions economy  
(25) wide.

(1)                   However while EPA's preferred  
(2)                   standard achieves historic levels of emission  
(3)                   reduction, we urge EPA to adopt alternative one.  
(4)                   Alternative one leads to the greatest adoption of  
(5)                   electric vehicles, among the alternatives  
(6)                   considered, and gets the highest likelihood of  
(7)                   meeting the climate goals.

(8)                   Alternative one is the strongest  
(9)                   option and may not keep the progress going on ICE  
(10)                  vehicles which will still makeup a large portion  
(11)                  of the new vehicle markets over the next decade.

(12)                  MS. PIGGOTT: Peter, I am going  
(13)                  to pause the timer. We just need you to slow  
(14)                  down a little bit for the court reporter. Thank  
(15)                  you.

(16)                  PETER HUETHER: No problem.  
(17)                  Greater use of hybrid technology should be  
(18)                  encouraged for ICE vehicles as a proven  
(19)                  technology with decades of success on reducing  
(20)                  emissions and saving drivers money at the pump.

(21)                  We also welcome some of the  
(22)                  proposed changes that would limit the incentive  
(23)                  for auto makers to up size their offerings and  
(24)                  urge EPA to include these changes in the final  
(25)                  ruling.

(1)                   However, ACEEE also urges EPA to  
(2) consider proposals to make zero-emissions  
(3) accounting for electric vehicles permanent.  
(4) While EVs deliver on considerable vehicle savings  
(5) and are key to reaching our climate goals, they  
(6) are not entirely without emissions. Zev  
(7) accounting also treats all EVs the same, and  
(8) provides no incentives to further EV efficiency.

(9)                   ACEEE would like to once again  
(10) thank the EPA for this opportunity and more input  
(11) will be included in our submitted comments.  
(12) Thank you.

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

(15)                   Alright, we are ready to move  
(16) onto panel 18. Our next speaker is Chris Bliley.

(17)                   CHRIS BLILEY: My name is Chris  
(18) Bliley, I am the head of regulatory affairs for  
(19) Growth Energy. Growth Energy is the world's  
(20) largest association of biofuel producers.  
(21) Together we remain committed to help our country  
(22) diversify its energy portfolio to grow more green  
(23) energy jobs, decarbonize our nation's energy mix,  
(24) sustain family farms, and drive down the costs of  
(25) transportation fuel for consumers.

(1) Let us be clear, liquid fuels  
(2) need to play a dominant role in the  
(3) transportation sector now and for decades to  
(4) come. As such, it is imperative to consider the  
(5) vital role that environmentally sustainable fuel  
(6) options such as ethanol will reduce greenhouse  
(7) gas emissions from the current and future vehicle  
(8) fleet rather than putting the thumb on the scale  
(9) for one single technology.

(10) Ethanol is an available and  
(11) affordable means to immediately cleanup our  
(12) liquid fuel supply. Recent data showed today's  
(13) corn ethanol reduces greenhouse gas emissions by  
(14) nearly 50 percent compared to gasoline and  
(15) provide reductions of up to 100 percent with the  
(16) use of readily available technologies.

(17) With a stable policy and access  
(18) to drivers, we believe we can deliver low carbon,  
(19) low cost high performing fuel solutions that  
(20) reduce greenhouse gas emissions now and well into  
(21) the future.

(22) Today E15 is approved for more  
(23) than 96 percent of today's vehicle fleet. One  
(24) recent study shows by moving to E15 nationwide we  
(25) can reduce greenhouse gas emissions by more than

(1) 17 million tons. The equivalent of taking more  
(2) than four million cars off the road each year.

(3) The EPA should approve a high  
(4) octane mid level fuel blend for vehicle  
(5) certification such as the hundred RON E-30 that  
(6) we first proposed. EPA and NITSA should work  
(7) together to re-establish credits for the  
(8) production of flex fuel vehicles. EPA should  
(9) complete and finalize strong volumes for the  
(10) renewable fuel standard for 2023 through 2025 and  
(11) well into the future and encourage the use.

(12) Finally we greatly appreciate  
(13) EPA's emergency RVP waiver for E15 this summer  
(14) and reiterate the call to continue to work on a  
(15) solution for all ethanol above ten percent.  
(16) Thank you for your consideration.

(17) MS. PIGGOTT: Thank you, that's  
(18) time.

(19) Alright, our next speaker is  
(20) Connor Mighell.

(21) CONNOR MIGHELL: Wonderful. Hi,  
(22) my name is Connor Mighell. I am an attorney at  
(23) the Center for the American Future of the Texas  
(24) Public Policy Foundation, a not for profit  
(25) organization dedicated to insuring personal

(1) liberty, preserving private property rights, and  
(2) advocating for a balanced common sense approach  
(3) to environmental regulations. The EPA's proposal  
(4) to revise the tailpipe greenhouse gas emission  
(5) rule for light and medium-duty vehicles is  
(6) ill-advised, statutorily impermissible and likely  
(7) unconstitutional. It is based on faulty science  
(8) and an incorrect reading of the Clean Air Act and  
(9) it will harm American auto buyers unnecessarily.

(10) Former Supreme Court Justice  
(11) Bryers (ph) stated in Whitman vs. American  
(12) Trucking that the Clean Air Act does not require  
(13) the EPA to eliminate every health risk however  
(14) slight at any economic cost however great to the  
(15) point of hurdling industry over the brink of  
(16) ruin. In the Whitman case, the Supreme Court  
(17) vacated the 1997 National Ambient Air Quality  
(18) Standards because of the poor science and lack of  
(19) discernible criteria underlying.

(20) Likewise here, no scientific  
(21) data requires the EPA to enact the most stringent  
(22) tailpipe limits conceivable. The approach the  
(23) EPA seeks to adopt is like using a ballistic  
(24) missile to kill a mouse.

(25) Worst still, this rule is based

(1) on the scientific mistake that has haunted  
(2) environmental policy making for over a decade,  
(3) the incorrect belief that carbon dioxide, the  
(4) most prevalent naturally occurring greenhouse gas  
(5) in the world can be classified as a pollutant  
(6) under the Clean Air Act and regulated as such.  
(7) The Supreme Court reached this conclusion by  
(8) misconstruing the CAA in 2007 Massachusetts  
(9) versus EPA.

(10) Subsequently in 2009, the EPA  
(11) violated 42 U.S.C section 4365 by making an  
(12) endangerment finding regarding CO2 without first  
(13) seeking peer review from the Science Advisory  
(14) Board, an expert panel established by Congress to  
(15) ensure EPA regulations are based in sound data.  
(16) Every EPA CO2 regulation since has been  
(17) ultraviries (ph).

(18) If the EPA puts the proposed  
(19) tailpipe rule in place, it will force consumers  
(20) to pay higher prices for vehicles all in a  
(21) misguided effort to force them to purchase  
(22) electric cars that run on batteries with  
(23) materials mined using child labor and become  
(24) unuseable in times of disaster when the power  
(25) grid goes down.

(1) Electric vehicles still emit  
(2) over half the CO2 that gasoline powered vehicles  
(3) do and still significantly contribute to  
(4) pollution by running on electricity that  
(5) frequently comes from coal fired power plants and  
(6) requiring chemicals for battery manufacturer.

(7) The EPA should have learned from  
(8) the Supreme Court's decision in West Virginia vs.  
(9) EPA that Congress did not delegate to EPA the  
(10) ability to force market change by regulation  
(11) under the CAA. The Clean Power Plan was  
(12) unconstitutional under the Major Questions  
(13) Doctrine and this proposed rule is too for the  
(14) same reasons the court articulated in West  
(15) Virginia.

(16) The United States cannot  
(17) possibly effect worldwide climate change by  
(18) acting unilaterally. The proposed rule will not  
(19) meaningful alter the climate either globally or  
(20) locally but it will disrupt the auto market in  
(21) substantial ways. Accordingly, the EPA must  
(22) refrain from adopting this rule, thank you.

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

(25) Alright, our next speaker, in



(1) speaker four in panel 18 is Robert Larew.

(2) ROBERT LAREW: Yes, are you able  
(3) to see me --

(4) MS. PIGGOTT: We are not able,  
(5) your camera function is on, we are not able to  
(6) see you though.

(7) ROBERT LAREW: Okay. Well, I am  
(8) happy to proceed audio only if that's  
(9) permissible.

(10) MS. PIGGOTT: Absolutely. Go  
(11) ahead, you have three minutes. Are you able to  
(12) see the Zoom screen and the timer?

(13) ROBERT LAREW: I am.

(14) MS. PIGGOTT: Go ahead.

(15) ROBERT LAREW: Good afternoon,  
(16) my name is Rob Larew. I serve as President of  
(17) National Farmers Union which represents  
(18) approximately 200,000 farmers across the country  
(19) whose operations range in size, type and  
(20) production method and NFU appreciates the  
(21) opportunity to present testimony on the proposed  
(22) standards to reduce emissions for light-duty and  
(23) medium-duty vehicles starting with model year  
(24) 2027.

(25) As an advocate for family

(1) farmers, ranchers and their community is, NFU has  
(2) been a strong supporter of increased use of  
(3) biofuels as an important and vital component of  
(4) this nation's energy policy.

(5) In this proposal, EPA has again  
(6) missed the opportunity to take advantage of  
(7) ongoing investments in vehicle improvements that  
(8) EPA has previously recognized can deliver  
(9) significant improvements in reducing greenhouse  
(10) gas emissions once fully deployed. These new  
(11) technologies go hand in hand with the use of high  
(12) octane fuels such as mid level ethanol blends.

(13) EPA should support low carbon  
(14) fuels and provide auto makers with the  
(15) flexibility to pursue innovative strategies for  
(16) decarbonizing vehicles.

(17) We also note while EPA believes  
(18) the proposal will result in increased use of  
(19) electric vehicles, internal combustion engines  
(20) will remain a significant majority of vehicles on  
(21) the road for years to road come. Higher ethanol  
(22) levels increase engine and vehicle efficiency and  
(23) also reduce emissions of criteria pollutants and  
(24) air toxins such as benzene, toluene and xylene.

(25) While NFU recognizes EPA's claim

(1) the focus of this proposal is on tailpipe  
(2) emissions, NFU is concerned that the proposal  
(3) gives unfair advantages to electric vehicles  
(4) excluding consideration of upstream emissions  
(5) from compliance calculations. EPA contends  
(6) consideration of upstream emissions for electric  
(7) vehicles is not necessary because of regulations  
(8) on the power sector but also notes that emissions  
(9) from the power sector are estimated to increase  
(10) under this proposal.

(11) EPA should incorporate upstream  
(12) emissions for all electric vehicles or recognize  
(13) the benefits of using biofuels to ensure  
(14) emissions reductions are not simply increased use  
(15) of electric vehicles. Nonetheless we agree with  
(16) multipliers and additional credits for electric  
(17) vehicles as EPA proposed as these would be  
(18) unfair.

(19) NFU has long urged EPA to  
(20) support rural America by promoting higher level  
(21) blends of ethanol as a cost effective means of  
(22) achieving required and improved octane levels and  
(23) we ask that Administrator Regan stand by his  
(24) commitment to work with the agricultural  
(25) community.

(1) Thank you once again for this  
(2) opportunity to speak today.

(3) MS. PIGGOTT: Alright out next  
(4) speaker is Chris Harto.

(5) CHRIS HARTO: Thank you for the  
(6) opportunity to speak today. My name is Chris  
(7) Harto and I am a senior policy analyst at  
(8) Consumer Reports. I want to thank the EPA for  
(9) putting forward a strong proposal.

(10) However, both market and  
(11) technology goal trends indicate that EPA can go  
(12) even further to deliver greater consumer and  
(13) environmental benefits. EPA should finalize a  
(14) rule that's at least as stringent as alternative  
(15) one. While this proposal sets a good pace in the  
(16) early years of the rule through 2030, it taps the  
(17) brakes in 2031 just when we need to hit the  
(18) accelerator to maximize consumer benefits and  
(19) keep pace with U.S. climate commitments.

(20) By these later years of the  
(21) rule, research from ICCT finds even EVs with 350  
(22) to 400 miles of range will be at or near cost  
(23) parity with our gasoline powered equivalents in  
(24) all vehicle classes even before the generous  
(25) incentives under the Inflation Reduction Act are

(1) factored in. This will alleviate most consumer  
(2) concerns about EV range and cost.

(3) Furthermore by setting the  
(4) strong standards, EPA can help solve the chicken  
(5) and egg problem with infrastructure. Setting a  
(6) clear direction for the vehicle fleet will give  
(7) the private sector the confidence it needs to  
(8) deliver plentiful accessible and reliable  
(9) charging infrastructure.

(10) But this rule isn't just about  
(11) EVs, it's a technology neutral performance  
(12) standard. EPA's modeling estimates that the  
(13) pathway that maximizes overall benefits is one  
(14) with -- one in which auto makers comply almost  
(15) entirely through battery electric vehicles. This  
(16) makes sense due to the roughly \$15,000 in  
(17) lifetime fuel and maintenance savings they  
(18) deliver.

(19) However, this is not the only  
(20) feasible compliance pathway. Our internal  
(21) modeling shows that auto makers will be able to  
(22) comply with the rules while building between 50  
(23) and 55 percent BEVs by 2032 within their existing  
(24) plans and commitments, as long as they continue  
(25) to make incremental improvements to their

(1) remaining ICE fleets and build modest numbers of  
(2) plug in hybrids.

(3) Improvements to ICE fleets may  
(4) not even require deployment of new technologies  
(5) but nearly prioritizing the retirement of their  
(6) highest emitting power trains while focusing on  
(7) production of the lowest emitting power trains.  
(8) Auto makers that choose to invest heavily in the  
(9) hybrids and plug in hybrids can comply with good  
(10) deployments under 40 percent. This diversity of  
(11) compliance pathways is good for consumers.

(12) Overall this rule will deliver,  
(13) cheaper and better option for consumers. This  
(14) rule is consistent with auto makers commitments  
(15) and consumer demands. To maximize the consumer  
(16) environmental benefits, EPA should finalize the  
(17) rule that's at least as stringent as alternative  
(18) one. Thank you for your time.

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

(21) Alright, our next speaker is  
(22) Ginnie Judd. And as a reminder, when your turn  
(23) is coming up, you will receive a prompt asking  
(24) you to accept it so we can promote you to  
(25) panelist. This will allow you to unmute and also

(1) turn your camera on if you choose. Ginnie Judd.

(2) GINNIE JUDD: Thank you. You  
(3) are going to need to turn my camera on. Okay.

(4) Thank you. Good afternoon,  
(5) thank you for the opportunity to testify. My  
(6) name is Ginnie Judd, and I am here today as a  
(7) private citizen. I live in Glen Ellen, Illinois,  
(8) a Chicago suburb.

(9) The Chicago area has some of the  
(10) worst air pollution in the country. Global  
(11) warming and climate change are the biggest  
(12) threats to our nation and our world. I want the  
(13) EPA to do everything in its power to make car  
(14) manufacturers transition to clean transportation  
(15) vehicles and the sooner that happens the better.

(16) Stronger pollution standards for  
(17) cars and trucks which result in more electric  
(18) vehicles to purchase will benefit all of us. We  
(19) all should be able to breathe clean air. The  
(20) fact that so many people suffer from asthma  
(21) because of high air pollution is unacceptable and  
(22) preventable. We need to change and we need to  
(23) change now.

(24) The majority of the auto  
(25) industry is not going to change their business

(1) model to reduce the amount of polluting unless  
(2) they are forced into it by government standards.

(3) I drive a 2014 Toyota Prius plug  
(4) in that I bought used in 2015. At the time eight  
(5) years ago there were very few to be found within  
(6) 200 miles of my home. I had to go to an out of  
(7) state dealer to find one and I am glad I made  
(8) that effort. Most of my driving is very local so  
(9) the electric charge is usually enough to get me  
(10) through my local driving needs, and when I drive  
(11) more than the ten to twelve miles that the charge  
(12) supplies, the hybrid engine provides better gas  
(13) mileage than a conventional combustible engine.  
(14) My primary reason for buying a hybrid in 2015 was  
(15) to reduce my carbon emissions but it also saves  
(16) money at the pump as a bonus.

(17) But as much as I like my hybrid  
(18) plug in, I want my next car to be electric. The  
(19) more pressure on the car makers to shift to  
(20) electric vehicles, the easier those electric  
(21) vehicles will be for consumers to find and the  
(22) lower their cost will be.

(23) So EPA please set the strongest  
(24) standards possible as soon as possible, we want  
(25) cost effective emissions reductions. Thank you



(1) for the opportunity to testify.

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

(4) Our next and final speaker for  
(5) panel 18 is James Colen. James Colen, I see that  
(6) you are a panelist, you should be able to unmute  
(7) and turn your camera on if you choose.

(8) JAMES COLEN: Hello. My name is  
(9) James Colen. I am a member of Environmental  
(10) Action along with a number of other environmental  
(11) groups. I want to highlight some factors I am  
(12) afraid EPA may not have considered.

(13) I used to live in Miami Beach  
(14) where the sea level has gone up over one foot in  
(15) ten years. And I now live in Broward County  
(16) where we recently had a storm with over 25 feet  
(17) of rain, not even during hurricane season. In  
(18) the past this has been considered a one in one  
(19) thousand year storm, but recently it seems to me  
(20) that storms that used to be rare are much more  
(21) common and I don't believe it's that rare in the  
(22) future.

(23) A friend of mine was driving in  
(24) this storm with her children to her house and  
(25) spent 36 hours in her car with her kids and I

(1) know of another person who spent five days in his  
(2) car just trying to get home.

(3) So with sea level rise and  
(4) climate change, insurance really is too cheap and  
(5) people have to move away from their homes, I  
(6) think that's a factor that's not really  
(7) considered with the federal flood insurance  
(8) program. In Miami, there is no solution for sea  
(9) level rise because a dyke and pumps will not work  
(10) because the water comes up through the  
(11) ground. There is no way to avoid the rising  
(12) level of water.

(13) In the future there will be huge  
(14) savings from more electric vehicles because a war  
(15) is avoided like the one in Ukraine. More  
(16) electric vehicles are great for the economy, more  
(17) jobs are created and savings of energy bills for  
(18) consumers and health savings that have already  
(19) been highlighted.

(20) I own two electric vehicles.  
(21) Less noise, time saved and not needing  
(22) maintenance or refueling. I have three children  
(23) myself and I -- I worry about the future for all  
(24) the environment for them and I urge -- urge the  
(25) EPA to adopt the strongest standards possible for

(1) the good of them and for the -- all the other  
(2) reasons that I stated along with all the other  
(3) panelists.

(4) Thank you very much for  
(5) considering me.

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

(8) Alright, at this time we will  
(9) begin a brief recess. EPA what time would you  
(10) like to reconvene?

(11) MR. OLECHIW: Until three p.m.  
(12) eastern time.

(13) MS. PIGGOTT: We are now on  
(14) recess until three p.m. eastern time. We will  
(15) resume promptly at three p.m. and begin with  
(16) panel 19. Thank you.

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

(18) Alright, it is now three p.m.  
(19) eastern and we are restarting the hearing. EPA  
(20) are you ready to continue?

(21) MR. OLECHIW: Yes, we are ready  
(22) to go, Jennifer.

(23) MS. PIGGOTT: Thank so much. We  
(24) will resume with panel 19 where our first speaker  
(25) is Stacie Slay.

(1) STACIE SLAY: Okay. Thank you  
(2) for the opportunity to testify. My name is  
(3) Stacie Slay and I live in Four Corners, New  
(4) Mexico. I am here today as a private citizen. I  
(5) support this administration's swift action on  
(6) light and medium-duty vehicle cars and I urge the  
(7) EPA to adopt the strongest emission standards  
(8) possible. We have the technology and the ability  
(9) today to cut pollution and save money today,  
(10) cleaner cars, vans, trucks, are available and  
(11) ready right now.

(12) There are dozens of  
(13) zero-emission medium and heavy-duty trucks,  
(14) models already available and coming on the market  
(15) within a couple of years. I have a lot of  
(16) information about --

(17) MS. PIGGOTT: Stacie, my  
(18) apologies. I am going to pause you there for  
(19) just one moment. Go ahead and pause the timer.

(20) (Whereupon, a technical issue  
(21) occurred.)

(22) STACIE SLAY: Can you all see  
(23) me?

(24) MS. PIGGOTT: Yes, we can see  
(25) you just fine.

(1) Thank you for that. I wanted to  
(2) be sure the timer was working. We had a little  
(3) hiccup on our end. Go ahead, apologies for the  
(4) interruption.

(5) STACIE SLAY: No problem.  
(6) Basically I just wanted to say that this proposal  
(7) is a good first step, now the EPA must finalize  
(8) the long term standards this year to accelerate  
(9) the adoption of zero-emission cars, trucks,  
(10) pickup trucks and delivery vans. I say  
(11) zero-emission because that's possible, has been  
(12) possible since 1837.

(13) I have a few devices right here  
(14) that make hydrogen. I do this in my own home. I  
(15) have been experimenting with hydrogen and oxygen  
(16) for two decades now. It's the perfect fuel. It  
(17) runs everything from small internal combustion  
(18) engines to larger internal combustion engines,  
(19) turbines, rockets, steam engines, it's a one fuel  
(20) that's versatile enough to run everything.

(21) We can make it right now, it's  
(22) limitless. I can make it with less than a volt  
(23) and a half electricity and make enough to play  
(24) with my radio controlled car. It's easy, cheap,  
(25) if I were a farmer needing a gallon or few right

(1) now, I could paying three and a half to four and  
(2) a half gallons per -- dollars per gallons, but I  
(3) can get seven gallons of hydrogen for a penny,  
(4) for a penny, get seven gallons of hydrogen. It's  
(5) completely clean.

(6) We use it, it turns back into  
(7) water. We separate it to oxygen hydrogen, it's  
(8) ready to use. It is safer than petroleum  
(9) products, they want to make you think all the  
(10) hydrogen, the Hindenberg blew up, it's dangerous.  
(11) No, I lived in Houston, near oil refineries.  
(12) They were dangerous, they blew out windows for  
(13) ten, 20 miles year round. They blew up every  
(14) year.

(15) Hydrogen is not dangerous and  
(16) does not cause cancer. If you make hydrogen  
(17) strictly from water or solar or wind or clean  
(18) energy, you have a product that's ready to be  
(19) used right then, safely, safer than gas, safer, I  
(20) can run it in a turbine at my local power plant,  
(21) so many things could be done and we could stop  
(22) pollution, emission, carcinogens, all those  
(23) things that can stop today, we could do this --

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

(1) Moving on with panel 19, our  
(2) next speaker is David Gorman.

(3) DAVID GORMAN: Trying to start  
(4) my video here. Well, the video was working,  
(5) doesn't seem to be working right now.

(6) MS. PIGGOTT: David Gorman, I am  
(7) sending you a prompt to assist. There we are.  
(8) We can see you. Go ahead. You have three  
(9) minutes.

(10) DAVID GORMAN: That worked,  
(11) thank you.

(12) In the old days the better  
(13) system would prevail, motor cars replaced horse  
(14) and buggies because they were the better mode of  
(15) transportation. That was before dis-information  
(16) ruled the airwaves. In the 1970s there was a  
(17) fuel shortage. How many of you remember waiting  
(18) in line for hours only on odd or even days to buy  
(19) gas. Sentiment began to turn against oil and gas  
(20) companies.

(21) Also in the '70s Charles Cook  
(22) and friends founded the KATO Institute. Since  
(23) then they and the oil companies have been using  
(24) their paid "scientists to spread doubt about  
(25) climate change." Certain TV networks now say

(1) that while some scientists think climate change  
(2) is a problem, other scientists not so much. They  
(3) will even claim that the earth temperature is  
(4) cyclical while ignoring the fact it's been  
(5) climbing since the start of the industrial  
(6) revolution.

(7) I have been driving electric  
(8) since 2016. I charge my car overnight using the  
(9) same 240 volts as our oven, dryer and AC system.  
(10) Since none of those are running over night, there  
(11) is no strain on the grid, we will not need to  
(12) build more power plants if there are more  
(13) electric cars. The current car gets 132 MPGE,  
(14) that stands for mile per gallon equivalent, in  
(15) other words, a gas car would have to get 132  
(16) miles per gallon to equal what my car gets when I  
(17) drive. This means if all cars were like mine, we  
(18) would be using 80 percent less fuel to power  
(19) them.

(20) Now you know why the oil  
(21) companies are nervous about new regulations. In  
(22) 1977 California enacted their own clean air rules  
(23) changing the state. There are car chargers  
(24) everywhere and electric cars everywhere, it's a  
(25) model for the rest of the country. I am hoping



(1) the EPA ignores the dis-information and enacts  
(2) the rules to protect the environment while moving  
(3) us into the future.

(4) I am also hoping that a Texas  
(5) judge doesn't decide the EPA has no authority to  
(6) regulate such things. My fingers are crossed.

(7) Thank you for your time, and  
(8) EPA, thank you for everything you have been doing  
(9) for us.

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

(12) Alright, our next speaker is  
(13) Bryan Just.

(14) BRYAN JUST: Hello, my name is  
(15) Bryan Just. I am with the American Petroleum  
(16) Institute. API is the only association that  
(17) represents the entire natural gas and oil  
(18) industry including companies that are producers,  
(19) refiners, suppliers, marketers and pipeline  
(20) operators. Thank you for the opportunity to  
(21) testify today on this multi-pollutant emissions  
(22) standard proposed rule.

(23) Today I'll touch on three  
(24) issues, lower carbon fuels, the stringency of  
(25) proposed standards, and potential consequences.

(1) API has adopted the climate  
(2) action framework as a way to support lower carbon  
(3) fuel and policies that drive GHG emission  
(4) reductions in the transportation sector taking a  
(5) holistic approach to fuels, vehicles and  
(6) infrastructure systems. Policy should recognize  
(7) the hundreds of conventional internal combustion  
(8) engine powered vehicles that will remain in  
(9) operation for decades. Further those policies  
(10) should recognize performance standards that  
(11) extend beyond the tailpipe and recognize that all  
(12) vehicles have emissions across their lifecycle  
(13) from production, utilization, infrastructure and  
(14) disposal. Using this analytical method will  
(15) provide the best path to decarbonization of the  
(16) transportation sector.

(17) Lower carbon drop in fuels can  
(18) enable significant and near term reductions in  
(19) transportation GHG emissions across the existing  
(20) fleet while also preserving consumer choice,  
(21) utilizing existing infrastructure and  
(22) strengthening energy security.

(23) The stringency of the standards  
(24) as proposed and illustrated by EPA are  
(25) effectively a ban on internal combustion engines,

(1) eliminate the opportunity to improve ICEV and AGV  
(2) technologies and include a reliance on battery  
(3) materials from other countries to meet United  
(4) States' transportation needs.

(5) To fully assess the  
(6) environmental performance of different power  
(7) trains, it is necessary to analyze the emissions  
(8) generated during all phases of a vehicle lifetime  
(9) including those released during the extraction of  
(10) raw materials using component manufacturer,  
(11) assembly vehicle operation and ultimately  
(12) disposal.

(13) In conclusion, the emission  
(14) reduction program should recognize that all forms  
(15) of energy including petroleum and biofuels are  
(16) needed today and in the foreseeable future.  
(17) Affordable, reliable and abundant energy is  
(18) necessary to sustain human, health and well-being  
(19) while simultaneously building a more equitable  
(20) economy and improving the standard of living for  
(21) all.

(22) We look forward to submitting  
(23) written comments to expand on the above and  
(24) address other items including EPA's request on  
(25) gasoline standards to reduce vehicle exhaust

(1) particulate matter emissions.

(2) Thank you for the opportunity to  
(3) testify in this important proposal.

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

(6) Alright, our next speaker is Luz  
(7) Drada.

(8) LUZ DRADA: Good afternoon,  
(9) thank you for the opportunity to allow to me to  
(10) speak today. I am Luz Drada, I am the field  
(11) coordinator of Moms Clean Air Force, and its  
(12) Latino engagement program EcoMadres.

(13) In communities of color, one  
(14) point five million moms and dad across the  
(15) country united to protect children from air  
(16) pollution and climate change. The transportation  
(17) sector is the U.S.'s largest source of climate  
(18) pollution making up 27 percent of all emissions  
(19) with the transportation sector, light-duty  
(20) vehicles are the largest contributor. Cars are  
(21) also a significant source of dangerous pollutants  
(22) like particle pollution and NOx which harm our  
(23) health.

(24) My family and I live near a busy  
(25) road with a heavy traffic in Washington, D.C.

(1) and today I call on the EPA to finalize the  
(2) strong clean cars standards this year. It will  
(3) help to cleanup our air, protect the health of  
(4) our families and communities and advanced  
(5) environmental justice. More standards are  
(6) crucial in protecting the health of our children  
(7) and it's urgent that we act now.

(8) I have an underlying health  
(9) condition that compromises my immune system and  
(10) burning air pollution can worsen that. I am also  
(11) a mother to a premature child and I know  
(12) firsthand that health outcomes can last a  
(13) lifetime for some preterm children. As a mother  
(14) of an early child, it's scary to know he's  
(15) breathing polluted air and his little lungs are  
(16) still developing.

(17) Babies born premature like mine  
(18) can be more susceptible to the health effects of  
(19) air pollution. We will benefit from strong EPA  
(20) action and these regulations represent a critical  
(21) opportunity to address the climate crisis and  
(22) improve public health.

(23) Once again, I support a strong  
(24) standard for clean cars. Everyone has a right to  
(25) breathe clean air. Please protect our health and

(1) our future by the finalizing the strongest  
(2) possible clean cars standards soon.

(3) Thank you for your work and  
(4) thank you for your time today.

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

(7) Alright, our next two speakers  
(8) for panel 19 are not currently on the Zoom  
(9) webinar, Christine Feely and Sven Thesen. If you  
(10) are on under a different name or call in only  
(11) user, you can send the host a chat message, raise  
(12) your hand or press star nine to raise your hand.  
(13) If they join us later, we will try and move them  
(14) back into the line up.

(15) So with that, we are going to go  
(16) ahead and move onto panel 20. We are also not  
(17) seeing the first speaker on Marla DiBenedetto.

(18) Our next speaker is Anna Mudd.  
(19) We have sent you a chat message to identify  
(20) whether or not you are on the platform. If you  
(21) would just respond back to the chat to let us  
(22) know.

(23) So in the meantime our next  
(24) speaker will be Rich Reis.

(25) RICH REIS: Hi there. I am

(1) Richard Reis. I am transportation chair for the  
(2) greater Baltimore group of the Sierra Club. The  
(3) testimony I am providing today conveys my own  
(4) personal thoughts on the proposed EPA emission  
(5) standards for light and medium-duty vehicles.

(6) The proposed standards would  
(7) require manufacturers to provide efficient  
(8) vehicles that will lessen the threat of climate  
(9) change at the same time reduce health harming  
(10) pollution. While reducing climate pollution  
(11) principally carbon dioxide, these vehicles will  
(12) necessarily be more efficient reducing fuel cost  
(13) for drivers.

(14) To the extent that manufacturers  
(15) supply battery electric vehicles that can be  
(16) powered by renewable energy, reduction in both  
(17) climate and health harming pollution will be  
(18) profound. This pollution is personal as my wife  
(19) and I live in Baltimore. A city burdened by high  
(20) levels of pollution. There is significant truck  
(21) traffic in front of our condominium. My  
(22) daughter's family with her husband and two young  
(23) sons live close nearby and are effected by this  
(24) pollution. My grandsons ride school buses in  
(25) many diesel pollution.

(1) My other daughter lives in New  
(2) York City, she and her husband and their two  
(3) children can avoid the worse aspect of pollution  
(4) with strong EPA pollution standards for vehicles.

(5) These standards would help all  
(6) Americans indeed the entire world live healthier  
(7) lives and provide future generations with  
(8) prospects that their lives will not be  
(9) significantly harmed by adverse climate change.

(10) Thank you for this opportunity  
(11) to convey the potential for these standards if  
(12) they are made strong enough.

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

(15) Alright, our next speaker is  
(16) Neil Feldmeier.

(17) NEIL FELDMEIER: I live in  
(18) Louisville, Kentucky. Thank you for the  
(19) opportunity to speak to you today. I appreciate  
(20) the EPA's efforts to continue to improve the air  
(21) quality in this country and make a positive  
(22) impact on the global environment.

(23) There have been several  
(24) modifications to ICE engines over the past  
(25) hundred plus years to improve the efficiency and



(1) reduce negative effects on the environment. For  
(2) most of these changes however government  
(3) intervention was necessary to transform the  
(4) status quo of the auto industry. I believe that  
(5) continuing to try to make great perfect we are  
(6) losing ground on discovering the next energy  
(7) source for human transportation.

(8)                   When the needs of the people can  
(9) no longer be met by conventional technology, a  
(10) new solution is required. I have recently  
(11) purchased an EV to show my support of alternative  
(12) energy vehicles. I understand that EVs are  
(13) resource intensive to manufacturers and fossil  
(14) fuels are still consumed to provide propulsion  
(15) My hope is that EVs are used to provide a  
(16) stepping stone to more environmentally friendly  
(17) transportation making alternatives a national  
(18) conversation gets great minds wondering what  
(19) other innovation may be possible.

(20)                   That being said, I hope that  
(21) manufacturers throughout the supply chain engage  
(22) in innovative engineering practices to improve on  
(23) current designs and discovery breakthroughs that  
(24) will further reduce air pollution. Unfortunately  
(25) the push to strive for ingenious solutions to

(1) perilous problems needs to be sparked by external  
(2) sources.

(3) I support increasing  
(4) restrictions on vehicle emissions. By staying  
(5) the current course, we are destined to crash and  
(6) burn and unfortunately it seems quite literal.  
(7) We should not view these new standards as  
(8) something to circumvent or waste time on  
(9) attempting to minimize. This should be an  
(10) opportunity for our best and brightest  
(11) engineering minds to embrace a challenge and  
(12) explore what is possible.

(13) Thank you to the EPA for  
(14) continuing to improve the air we rely on as human  
(15) beings to survive. And I thank you for your time  
(16) today.

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

(19) Alright, our next speaker is  
(20) Tonyisha Harris.

(21) TONYISHA HARRIS: Hello?

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

(24) TONYISHA HARRIS: Hello, my name  
(25) is Tonyisha Harris. I am 25 years old and I have

(1) been a youth climate and activist for 12 years.  
(2) I'd like to thank the EPA allowing me to speak  
(3) today on behalf of Action as a Climate Emergency,  
(4) and as a former resident of an environmental  
(5) justice community on the south side of Chicago.

(6)                   While I applaud the  
(7) administration for the policies for clean cars, I  
(8) urge the EPA for setting the strongest possible  
(9) limits on light and medium-duty vehicle  
(10) pollution. Chicago ranks 17 as the most polluted  
(11) city in the nation for ozone and 23rd for year  
(12) round particle solution in the 2023 State of the  
(13) Air Report. This trend simply cannot continue.

(14)                   Environmental justice  
(15) communities deserve a relief from diesel fumes,  
(16) climate impacts and air pollution. I grew up  
(17) thinking asthma was normal, thinking that  
(18) struggling to breathe and experiencing  
(19) complications in sports was normal. My family  
(20) and neighborhood was riddled with asthma and  
(21) other respiratory problems.

(22)                   Imagine my surprise when I left  
(23) my neighborhood, made friends with people who  
(24) didn't suffer from air pollution. They weren't  
(25) plagued with respiratory issues like mine.

(1) Communities like mine, low income, experience  
(2) disproportionate harm from dirty vehicle  
(3) pollution. Enacting policies on vehicle  
(4) pollution will change the environmental justice  
(5) communities and allow us to breathe physically  
(6) and mentally.

(7) Climate change is the largest  
(8) existential crisis of my generation. I urge for  
(9) this administration to take a robust and  
(10) comprehensive action on the climate emergency.  
(11) Thank you for your time.

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

(14) Alright, our next speaker is Ian  
(15) Kolesinskas, but before you begin, Ian, just a  
(16) reminder for Anna Mudd, we do see you on the call  
(17) and you sent us a chat message you would be  
(18) calling in. Once you are on the phone line,  
(19) please hit star nine to raise your hand so we can  
(20) identify what phone line you are on.

(21) Ian, thank you for that  
(22) announcement. Go ahead, you have three minutes.

(23) IAN KOLESINSKAS: Thank you. My  
(24) name is Ian Kolesinskas. I am here today as a  
(25) private citizen from Boston, Massachusetts.

(1) As a professional transportation  
(2) planner, I am aware of the need to place limits  
(3) on the emission of light and medium-duty vehicles  
(4) and I urge the EPA to finalize a regulation at  
(5) least as strong as alternative one and to  
(6) continue to make cars cleaner and more efficient.  
(7) I advocate for public transportation whenever and  
(8) wherever possible as the most efficient means of  
(9) moving people.

(10) However, I also recognize that  
(11) accessible quality transit is not available in  
(12) all parts of the United States and that private  
(13) automobile ownership will continue to be part of  
(14) society and our transportation system. As sales  
(15) of pickup trucks and SUVs continue to make up a  
(16) larger percentage of automobile purchases, these  
(17) vehicles must be made safer not only for those  
(18) inside of them but also for those outside who are  
(19) impacted. These impacts cause physical and  
(20) mental harm caused by collisions as well as  
(21) pollutants.

(22) This nation should not be harmed  
(23) by the same transportation system that people  
(24) rely on everyday to get around their communities  
(25) especially considering vehicles stay on the road

(1) for decades. Cars and pickup trucks pollute  
(2) roadways, neighborhoods, parking lots and main  
(3) streets with their fumes. Being locked in a room  
(4) with a running ICE car can spell death. Such a  
(5) dangerous form of transportation should not be  
(6) acceptable when alternatives are available.

(7) The EPA place an essential role  
(8) in effecting Americans from the harm of tailpipe  
(9) emissions. By enacting the strongest regulations  
(10) to eliminate emissions, the EPA is helping every  
(11) person walking on the sidewalk, every child  
(12) playing in the driveway all while helping the  
(13) global ecosystem, remember plants and animals  
(14) cannot advocate for themselves.

(15) I thank this administration for  
(16) continuing the path of strong achievable emission  
(17) standards for vehicles, I encourage the EPA to  
(18) adopt the strongest possible multi-pollutant  
(19) emission standards for model years 2027 and later  
(20) in order to preserve public health and limit  
(21) global warming.

(22) Thank you for the opportunity to  
(23) testify today.

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

(1) Our next speaker will be Anna  
(2) Mudd. I am going to send you a prompt to unmute  
(3) your phone line.

(4) ANNA MUDD: My name is Anna Mudd  
(5) and I live in Philadelphia. Thank you for  
(6) allowing me to speak today. I spoke last week  
(7) during the hearing for heavy-duty vehicles. That  
(8) day and today it has shocked me, I keep thinking  
(9) of the proverb the forest is shrinking but the  
(10) trees kept voting for the ax but the ax was  
(11) clever and convinced the trees that because its  
(12) handle was made of wood he was one of them.

(13) The people speaking against  
(14) these emission standards, the people working, the  
(15) people speaking on behalf of oil companies and  
(16) car manufacturers are brainwashed. It's not too  
(17) sudden or drastic to pass these rules. This  
(18) should have been done decades ago. We all have  
(19) to breathe this air on this planet, even the  
(20) people who make their living in these industries  
(21) which are poisoning us.

(22) Please pass the strongest rules  
(23) against car emissions. Thank you.

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

(1) Next speaker is Billy Brooks,  
(2) you should be able to unmute, and I'll give you a  
(3) prompt for your video.

(4) BILLY BROOKS: Good afternoon.  
(5) My name is Billy Brooks. I am the chief  
(6) technical and compliance officer for COBB Tuning  
(7) in Austin, Texas, thank you for allowing me to  
(8) comment on the EPA's proposed multi-pollutant  
(9) emission standards for light and medium-duty  
(10) vehicles.

(11) My comments today are my  
(12) personal views and do not represent that of COBB  
(13) Tuning. COBB Tuning is a small business and  
(14) member of the Special Equipment Market  
(15) Association or SEMA. I have been in the after  
(16) market automotive industry for over 17 years and  
(17) very familiar with the EPA's emission rules.

(18) COBB Tuning has been working  
(19) closely with SEMA and the California Air Resource  
(20) Board for many years and today they hold more  
(21) than 140 car executive orders for its product  
(22) show casing emission compliance and improvements.  
(23) The innovation of our industry and own work has  
(24) allowed us to add performance parts to the  
(25) vehicles while making them cleaner than the



(1) factory while increasing performance and  
(2) enjoyment.

(3) I agree with the need to reduce  
(4) emissions however I believe the proposed ruling  
(5) is shortsighted and needs to focus on the  
(6) lifecycle emission of light and medium-duty  
(7) vehicles from the production of the component in  
(8) vehicle to the useful life of the vehicle instead  
(9) of focusing solely on the tailpipe emissions.  
(10) This ruling is pushing for the extinction of  
(11) internal combustion engines while small  
(12) businesses have shown the success in the  
(13) reduction of tailpipe emissions with alternative  
(14) fuel technology.

(15) COBB Tuning is one of many in  
(16) the aftermarket auto sector that has shown fuel  
(17) technologies specifically flex fuel and ethanol  
(18) blends. New engines and transmission  
(19) calibrations, emission control equipment, hybrid  
(20) and other technologies, a reduction of tailpipe  
(21) emissions while ultimately leading to improved  
(22) lifecycle emissions. These areas of innovation  
(23) still has potential to be realized and continue  
(24) feasibility demonstrated.

(25) We know technological

(1) breakthroughs usually don't come as quickly as  
(2) most would like but innovation does pay off. We  
(3) just need to give it time.

(4) We need to approach the goals  
(5) outlined in the EPA ruling with an all of the  
(6) above approach with diverse fuel technology not  
(7) just electric. Without focusing on lifecycle  
(8) emissions, we may be reducing tailpipe emissions  
(9) but continuing to pollute our world with no real  
(10) way to recycle the batteries from the EVs.

(11) Here in Texas as in many parts  
(12) of the country, the infrastructure can't handle  
(13) the current electrical grid requirements for the  
(14) amount of EVs that would be proposed. Roughly  
(15) two years ago the majority of Texas was without  
(16) power during the freeze. Their needs to be more  
(17) R&D before making EVs the only option.

(18) In the meantime, bring other  
(19) technologies to light, give the innovators of  
(20) this country a level playing field. I am  
(21) confident we can reach our desired environmental  
(22) goals by clearing the way of technology to  
(23) provide us with the answers. Thank you for your  
(24) time.

(25) MS. PIGGOTT: Thank you for your

(1) comments.

(2) We are now at the end of our  
(3) afternoon session.

(4) EPA are you ready to recess for  
(5) the scheduled lunch break?

(6) MR. OLECHIW: Yes, we are ready  
(7) to recess.

(8) MS. PIGGOTT: Okay. Thank you,  
(9) Mike, thanks, we are now adjourning for the lunch  
(10) break. The virtual meeting room will remain  
(11) open. Feel free to maintain your connection or  
(12) rejoin a few minutes early. We will start  
(13) promptly at five p.m. eastern with panel 21.  
(14) Thank you.

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

(16) We will now continue our public  
(17) hearing. The speaker order is currently  
(18) displayed on the screen. I will serve as your  
(19) meeting facilitator for today's hearing.

(20) Again we ask that each person  
(21) limit their verbal testimony to three minutes.  
(22) And speak slowly and clearly for the benefit of  
(23) the court reporter and the interpreter.

(24) Because of the large number of  
(25) registered speakers, we will be strictly

(1) enforcing the three minute time limit. If you  
(2) exceed your time, we will need to turn off your  
(3) microphone. If you have additional comments you  
(4) are not able to provide today, you can submit  
(5) them through the docket at [www.regulations.gov](http://www.regulations.gov)  
(6) using Docket ID EPA-HQ-OAR-2022-0829.

(7) I will be calling on each  
(8) speaker one at a time in the order displayed on  
(9) the screen. Please speak clearly so our court  
(10) reporter can record these proceedings accurately.

(11) Alright, we are just going to  
(12) start with panel 21 and our first speaker is  
(13) Donna Jackson. You will receive a prompt to  
(14) promote to panelist. Please accept the prompt  
(15) which will allow you to unmute and turn your  
(16) camera on if you choose.

(17) DONNA JACKSON: Yes, good  
(18) evening and thank you for having me. My name is  
(19) Donna Jackson, I am the Director of Membership  
(20) Development For the National Centers Project 21  
(21) Black Leadership Network.

(22) We are in the business of  
(23) looking for and promoting better solutions to the  
(24) challenges faced by the black community and  
(25) American in general and the transportation

(1) affordability is definitely one of those  
(2) challenges.

(3) This new proposed rule has the  
(4) distinction of harming black people on two  
(5) continents, in the African nation of Congo as  
(6) well as here in the United States. In the Congo  
(7) where 75 percent of the world's cobalt needed for  
(8) rechargeable EV batteries is located, black slave  
(9) and child labor is readily being used to mine  
(10) these minerals. It is well documented that their  
(11) conditions are deplorable. The need for cobalt  
(12) and thus the extent of the suffering will  
(13) increase exponentially as a result of the EPA's  
(14) proposed rule and if that wasn't bad enough, this  
(15) new proposed rule will create an economic  
(16) hardship and serious decline in the standard of  
(17) living for all Americans but especially black  
(18) Americans.

(19) Blacks have more single parent  
(20) households, lower medium household income and  
(21) higher poverty rates than the overall population.  
(22) According to the 2021 U.S. Census Bureau, the  
(23) median household income for black Americans was  
(24) \$45,000 compared to \$71,000 for white Americans  
(25) and \$101,000 for Asian Americans. As such, they

(1) can't afford more expensive EV vehicles nor the  
(2) higher prices for limited supply of gasoline  
(3) powered vehicles and as it is, many Blacks have  
(4) already been priced out of the new vehicles  
(5) markets and can only afford used ones.

(6) Overall the consequences of this  
(7) rule will remove private car ownership from many  
(8) if not most black Americans. Even if the EVs  
(9) weren't so expensive, they still don't fit the  
(10) lives of many Blacks Americans, for example, more  
(11) Blacks are renters, so fewer have the chance to  
(12) charge their vehicles at home. Many black  
(13) Americans live in apartments where street and  
(14) parking lots is the norm with no ability to  
(15) charge.

(16) In addition, many black  
(17) households can only afford one vehicle but the  
(18) reality is EVs are practical only for multi car  
(19) households and the list goes on. Suffice to say  
(20) it is that no EV supporter ever bothered to ask  
(21) the black community if this is what they want or  
(22) fits the needs of their family.

(23) And for those Blacks who want EV  
(24) vehicle, they are free to choose one with or  
(25) without an EPA mandate. The proposed rule here

(1) only serves to force more expensive vehicles on  
(2) everyone whether they like it or not. The truth  
(3) is that black people like most Americans want to  
(4) make these choices for themselves.

(5) For this reason, I urge the EPA  
(6) to withdraw the proposed rule and instead start  
(7) thinking of ways to make personal transportation  
(8) more accessible.

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

(11) Alright, our next speaker is  
(12) Constantin Donea.

(13) CONSTANTIN DONEA: Thank you so  
(14) much for inviting me to speak. I will start by  
(15) pointing out that I in my family we are EV  
(16) enthusiasts. We have been driving EVs since 2011  
(17) starting with the Nissan Leaf and now right now  
(18) in our household we have two Tesla vehicles and  
(19) one plug in EV.

(20) Speaking personally as a  
(21) consumer, I think our quality of life and the our  
(22) -- if you want the household finances have  
(23) greatly improved since the acquisition of the  
(24) EVs. I -- I can attest for myself that I believe  
(25) my neighborhood is cleaner, our health is better

(1) and our driving budget has seen savings since we  
(2) adopted electric vehicles in my family.

(3) On the other hand, I -- we are  
(4) fortunate that we are able to charge our EVs at  
(5) home. In the area where we live in Everett,  
(6) Indiana there is still scarcity of public  
(7) charging stations and I think many residents have  
(8) difficulty charging their EV vehicles in a public  
(9) station, so it would be important in my mind that  
(10) regulations that drive adoptions of EVs to be  
(11) duplicated by changes to the building codes that  
(12) ask, you know, new house construction and the new  
(13) multi-family, you know apartment complexes to  
(14) include charging facilities.

(15) At the same time I would point  
(16) out to a large extent there is the cost they did  
(17) not really -- they did not really effect us, I  
(18) think EVs are being available at more and more  
(19) accessible prices and secondhand vehicles are  
(20) going to hit the market and this will absolutely  
(21) be a non issue, and when taking into account not  
(22) just the cost of, you know, recharging the EV,  
(23) but the cost of maintenance, we already see, you  
(24) know, a significant improvement running and  
(25) owning EVs in our family versus traditional ICE



(1) vehicles.

(2)                   So in short, our family fully  
(3) supports mandates from the government through the  
(4) adoption of EVs and we think this is the future  
(5) of transportation for Americans, for the world  
(6) and our communities can benefit from accelerating  
(7) the transition to this new mode of  
(8) transportation. Thank you.

(9)                   MS. PIGGOTT: Thank you for your  
(10) comments. Next speaker is Darren Bakst.

(11)                   DARREN BAKST: Thank you. My  
(12) name is Darren Bakst. I am deputy director for  
(13) the Center of Energy Environment at the  
(14) Competitive Enterprise Institute. I appreciate  
(15) the opportunity to provide comments on the  
(16) proposed emission standards.

(17)                   The EPA has stated the proposed  
(18) standard are also projected to accelerate the  
(19) transition to electric vehicles and then the  
(20) agency points out that EV can count for 67  
(21) percent new light-duty vehicle sales by 2032.  
(22) Congress hasn't given the EPA the authority to  
(23) use Clean Air Act as a means to restrict the  
(24) availability of gas power vehicles in the attempt  
(25) to kill off the internal combustion engine.

(1) Besides the legal issues what  
(2) are some of the impacts of the rule? Start with  
(3) the restrictions on consumer choice, despite  
(4) receiving massive subsidies, EVs account for just  
(5) 5.8 percent of all new vehicle sales in 2022.  
(6) Less than one percent of all registered vehicles  
(7) in 2021 were EVs. EVs still cost about \$18,000  
(8) more than gas powered vehicles and therefore  
(9) financially out of reach for many Americans.

(10) Even at a lower price point,  
(11) there are many problems with EVs, long charging  
(12) time and limited range, make it more suitable as  
(13) a wealthy person's second car than a working  
(14) families only car.

(15) It is clear Americans don't want  
(16) EVs, but the EPA is going to use the standard so  
(17) that Americans have to buy EVs, not drive  
(18) anything at all or have to buy whatever new gas  
(19) power vehicles might still be available for sale.

(20) Then there are the rules  
(21) impacting mobility, Americans rely on driving  
(22) cars to get from point A to point B evidenced by  
(23) the fact that 92 percent of American households  
(24) have access to at least one vehicle where most  
(25) households have the access to two or more.

(1) Making it more difficult for Americans to  
(2) purchase cars will soon impact everyday mobility  
(3) from getting to work to going to the doctor, and  
(4) for all this upheaval the alleged reduction of  
(5) greenhouse gas emissions are questionable.

(6) There are more greenhouse gas  
(7) emissions from producing an EV than a gas powered  
(8) vehicle which means it could take several years  
(9) of driving an EV for offsetting the emissions and  
(10) if the battery needs to be replaced which is a  
(11) distinct possibility, than achieving any  
(12) greenhouse gas benefits would be unlikely.

(13) I strongly urge the agency to  
(14) withdraw the proposed standards. Thank you.

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

(17) Alright, our next speaker is  
(18) Mariela Ruacho.

(19) MARIELA RUACHO: Hello, I am  
(20) Mariela Ruacho, I am the clean air advocacy  
(21) manager for the American Lung Association in  
(22) California. I support EPA setting new  
(23) multi-pollutant standards in light and  
(24) medium-duty vehicles and urge you to make the  
(25) rule even stronger and finalize it this year.

(1) Transportation is the single  
(2) biggest source of greenhouse gas emission in the  
(3) U.S. and transitioning to zero-emission cars is a  
(4) critical part of addressing climate change.

(5) The proposal is a great start  
(6) but the agency should strengthen the standards  
(7) even further by finalizing the rule with  
(8) alternative one as the minimum to increase the  
(9) health benefits of the policy but should be made  
(10) even more stringent and continue through modern  
(11) year 2035.

(12) I urge EPA to set those  
(13) standards so that they continue to increase in  
(14) stringency through mode year 2035 the point at  
(15) which California and other state standards have  
(16) been set to meet 100 percent zero-emission  
(17) passenger vehicle sales. According to the  
(18) American Lung Association's 2022 zeroing in on  
(19) healthy air report, they are setting more  
(20) stringent standards and transitioning to  
(21) zero-emission vehicles and cleaner energy sources  
(22) will result in 110,000 lives saved by 2050, \$1.2  
(23) trillion in health benefits and \$1.7 trillion in  
(24) additional climate benefits.

(25) We need EPA to set stronger than

(1) proposed standards to ensure all communities  
(2) benefit from cleaner air, I urge EPA to waste no  
(3) time in finalizing this rule as quickly as  
(4) possible, no later than the end of 2023. We  
(5) cannot miss out on this opportunity to protect  
(6) health particularly for those most vulnerable  
(7) populations. Thank you.

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

(10) Alright, our next speaker is  
(11) Thomas Boylan.

(12) THOMAS BOYLAN: Good afternoon.  
(13) My name is Thomas Boylan. I am the regulatory  
(14) director at the Zero-Emission Transportation  
(15) Association or ZETA. ZETA is a coalition  
(16) spanning the entire electrical vehicle supply  
(17) chain, charging companies, critical mineral  
(18) producers and electricity providers among others.

(19) I want to first thank EPA for  
(20) all of its hard work on the proposed standards  
(21) and the opportunity to speak about them today.  
(22) ZETA encourages the agency to finalize  
(23) alternative one for light-duty greenhouse gas  
(24) standards and finalize multi-pollutant standards  
(25) that are equally as stringent.

(1) Finalizing the standards in such  
(2) a way would ensure the supply chain has the  
(3) regulatory certainty needed to protect the  
(4) investments being made today on a glide path to  
(5) zero-emission vehicles.

(6) Emission from internal  
(7) combustion engine powered vehicles are the  
(8) leading source of domestic greenhouse gases and  
(9) they don't just contain carbon. Pollution from  
(10) vehicles lead to poor local air quality, make it  
(11) harder to breathe for millions of Americans  
(12) everyday.

(13) Electrification will not only  
(14) reduce emissions but create American economic  
(15) competitiveness and create good paying American  
(16) jobs. Based on ZETA's research, private sector  
(17) investment into the domestic EV supply chain  
(18) total more than \$200 billion and support nearly  
(19) 400,000 American jobs.

(20) While range anxiety with EVs can  
(21) be a real concern, recent trends suggest charging  
(22) deployment is keeping pace with vehicle  
(23) deployment. The Department of Energy Alternative  
(24) Fuel Data Center has mapped over 136,000  
(25) individual charging points across 53,000 public

(1) EV charging stations in the U.S. that doesn't  
(2) include at home charging where most of the  
(3) charging occurs.

(4) Coupled with the seven and a  
(5) half billion in federal IRA investment to expand  
(6) the national charging network and billions in  
(7) private capital means we are well on track today  
(8) to meet the charging needs tomorrow.

(9) Expanded EV deployment will lead  
(10) to significant changes in the 24 hours power  
(11) demand cycle. By incorporating emerging  
(12) technologies such as power storage and grid scale  
(13) battery technology, using smart software to  
(14) optimize charging schedules, capitalizing on time  
(15) of use rates and strategic charging build out,  
(16) transportation electrification can become a  
(17) mechanism for reenforcing and stabilizing US  
(18) infrastructure.

(19) ZETA supports many of the  
(20) provisions included in the proposed rule such as  
(21) the phase out of all cycle credit multipliers,  
(22) the passenger vehicle definition, the flattening  
(23) of the light-duty footprint curves. That said we  
(24) believe there are areas where the proposal can be  
(25) strengthened to further protect the public health

(1) and environment and areas where EPA clarification  
(2) would be beneficial.

(3) We look forward to expanding on  
(4) these and many more points in our written  
(5) comments. We thank you again for the opportunity  
(6) to testify today and for all of EPA's hard work  
(7) on this critical issue.

(8) MS. PIGGOTT: Thank you for your  
(9) comments. Alright, our next speaker and final  
(10) speaker for panel 21 is Patrick Quinn

(11) PATRICK QUINN: Good afternoon.  
(12) I am Patrick Quinn, Executive Director of AESI  
(13) which is a trade association representing  
(14) suppliers of clean mobility technologies for  
(15) electric and conventional vehicles. We want to  
(16) thank EPA and the staff of the Office of  
(17) Transportation and Air Quality for their  
(18) collaboration in the development of light of  
(19) medium-duty multi standards proposal.

(20) ASEI supports the proposal to  
(21) reduce greenhouse gas emissions and criteria  
(22) pollutant emissions from light and medium-duty  
(23) vehicles by setting performance standards that  
(24) drive improved efficiency of internal combustion  
(25) engines while accelerating the introduction of



(1) electric power trains. AESI member companies  
(2) provide EV components from critical battery raw  
(3) materials, power electronics, motors and EV  
(4) transmissions, in addition, and suppliers are  
(5) commercializing EV charging infrastructure which  
(6) is critical to the pace of EV penetration.

(7) EPA should also recognize the  
(8) critical greenhouse gas reductions that hybrid  
(9) electric vehicles and plug in electric vehicles  
(10) can achieve in the short term. In the next five  
(11) to ten years, hybrid electric and electric  
(12) vehicles can reduce over 30 to 60 percent  
(13) greenhouse gas reductions compared to  
(14) conventional vehicles reducing battery material  
(15) supply chain issues.

(16) The United States lags badly  
(17) behind the European Union, China and India with  
(18) regard to PM standards for gasoline passenger  
(19) cars. EPA presents compelling data that  
(20) demonstrate the ability to control PM emissions  
(21) to near zero levels. These control technologies,  
(22) gasoline particulate filters and high compression  
(23) fuel injection are off-the-shelf and cost  
(24) effective. In fact vehicles now manufactured in  
(25) the United States are exported to Europe where

(1) gasoline particulate filters are installed.

(2) A recent study conducted by MECA  
(3) shows cumulative benefits of 60,000 tons of PM  
(4) reduced from conventional vehicles sold at a rate  
(5) that EPA projects going forward.

(6) Regarding medium-duty vehicles  
(7) hybrid technologies has substantial potential to  
(8) reduce greenhouse gas emissions in the short term  
(9) as we transition to zero-emission power trains.  
(10) And the engine and exhaust technologies now being  
(11) commercialized to meet EPA's recently finalized  
(12) heavy-duty NOx standards can be quickly adapted  
(13) for certain medium-duty vehicles.

(14) The clean mobility supplier  
(15) industry employ more than 300,000 workers remains  
(16) committed to developing and deploying --

(17) MS. PIGGOTT: That's time.  
(18) That's three minutes thank you for your comments.

(19) The next speaker is Doug  
(20) O'Malley. I have sent you a prompt to promote to  
(21) panelist. I need you to accept the prompt so you  
(22) will be able to unmute and turn your camera on if  
(23) you choose.

(24) Next speaker is Doug O'Malley  
(25) which is our first speaker in panel 22.

(1) DOUG O'MALLEY: Thank you so  
(2) much and hopefully my video will cooperate, it  
(3) usually has a little bit of a delay here.

(4) My name is Doug O'Malley, I  
(5) serve as a director of Environment New Jersey  
(6) which is one of the states, excuse me, one of the  
(7) state's largest environmental advocacy, excuse  
(8) me, one of the state's largest environmental  
(9) advocacy groups, which is a group of citizen  
(10) members and activists on this beautiful spring  
(11) day which has lots of pollen in the air as you  
(12) can tell.

(13) I wanted to start off by  
(14) thanking EPA for the rule proposal. It's been a  
(15) long time in coming to say the least, and I was  
(16) thrilled to be able to join EPA Administrator  
(17) Regan as well as the whole EPA staff with the  
(18) roll out of this announcement about a month ago  
(19) in Washington. This is a culmination of years of  
(20) work not just by EPA and not certainly by one or  
(21) two states but by a whole set of auto  
(22) manufacturers, by auto dealers as well as state  
(23) leadership across America.

(24) I am proud to say New Jersey was  
(25) one of the first states legislatively to pass

(1) clean car standards all the way back in early  
(2) 2004. We saw multiple other states adopt those  
(3) California clean car standards and obviously the  
(4) Obama administration moved forward with clean car  
(5) standards in the late, you know, late 2000s early  
(6) 2010s.

(7) This obviously the next step,  
(8) this is the culmination of moving beyond where we  
(9) are now and moving to a truly electric future and  
(10) I want to kind of emphasize the importance not  
(11) just of this rule proposal but the importance of  
(12) the urgency of action and this gets the  
(13) commitment to action and the more broader issue  
(14) of reducing climate emissions in this country in  
(15) line with the scientific consensus through the  
(16) IPCC climate pollutant reduction this decade.

(17) This is not just a goal, this  
(18) needs to be a standard that's met by this country  
(19) and I speak representing New Jersey residents  
(20) that are still displaced more than a decade after  
(21) the impacts of Hurricane Sandy, there are  
(22) residents that are still waiting to go back home  
(23) because of those impacts from Sandy.

(24) More recently we saw Hurricane  
(25) Ida which had devastating impacts onto the Gulf.

(1) It was a wake-up call in many ways because  
(2) Hurricane Ida provided unprecedented flooding  
(3) across Central Jersey putting New Jerseyans --  
(4) ended up losing their life in Hurricane Ida and  
(5) this is the reminder, what is the cost of climate  
(6) change, the cost ultimately is not just dollars  
(7) and cents, it's about humans lives, the quality  
(8) of life.

(9) When we think of the quality of  
(10) our air in New Jersey, it's still too polluted to  
(11) breathe and unhealthy to breathe on the hottest  
(12) summer days. That's why the rule is so critical  
(13) to move forward. We are thrilled that --

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

(16) Our next speaker is Dan Millen.

(17) DAN MILLEN: Good afternoon. So  
(18) my name is Dan Millen. I employ over 30 people  
(19) at Livernois Motorsports here in Dearborn,  
(20) Michigan. We are an automotive engine and  
(21) performance shop.

(22) MS. PIGGOTT: We will stop the  
(23) timer.

(24) (Whereupon, a technical issue  
(25) occurred.)

(1) Let's restart the timer and Dan  
(2) you can restart your comments. I apologize for  
(3) that interruption. There was a delay in getting  
(4) Doug off of mute.

(5) DAN MILLEN: No problem, I  
(6) appreciate that.

(7) Good afternoon, so my name is  
(8) Dan Millen. I employ over 30 people at Livernois  
(9) Motorsports. We are in Dearborn, Michigan. We  
(10) are an automotive engine tuning and performance  
(11) shop.

(12) The Livernois name has been  
(13) around for over 70 years. We specialize in late  
(14) model Ford, GM and Chrysler performance parts,  
(15) service and tuning. You will probably be  
(16) surprised to know that I own an electrical  
(17) vehicle so my comments today come from both an EV  
(18) consumer and business owner whose profession is  
(19) built around the internal combustion engine.

(20) We all want to reduce emissions  
(21) but Americans shouldn't be forced into buying an  
(22) EV. One quick fact about all cars and EVs, over  
(23) 55 percent of roadside pollution comes from tires  
(24) and almost 2000 times more particulates come from  
(25) tires than an engine and gasoline car. And with

(1) EVs being heavier and having quicker starting  
(2) acceleration, the numbers will be significantly  
(3) higher once you see more EVs.

(4) I know this, I put tires on my  
(5) EV at 13,000 miles. Yes, 13,000 miles.  
(6) Consumers will gravitate what works better and  
(7) saves money for them and their families. The  
(8) newly proposed greenhouse gas emission standards  
(9) intend to lower carbon emissions forcing EVs to  
(10) be the only vehicle for auto makers to produce.

(11) The government is picking  
(12) winners and losers. Small businesses like mine  
(13) will be forced out because the federal  
(14) government's action.

(15) My business has evolved  
(16) alongside technology and innovation. At no time  
(17) in my lifetime does the government action create  
(18) such a systemic disruption like these proposed  
(19) rules.

(20) Now my consumer EV hat. I like  
(21) my EV, right, but it has pitfalls and  
(22) misunderstandings about the technology. Plugged  
(23) into a standard plug doesn't cut it at my house.  
(24) It charges at one percent per hour. A full  
(25) charge can take over three days. Installing a

(1) level two charger will help but if you have the  
(2) power available at your house. Older most medium  
(3) and lower income housing will not have the luxury  
(4) without having the power come run power, you need  
(5) a certified electrician to perform the work,  
(6) expect to spend anywhere \$2,500 to \$5,500 to  
(7) complete the installation not the \$500 often  
(8) mentioned.

(9) So you get a lot of range  
(10) anxiety for me, it forces me to drive my diesel  
(11) powered car. While electric power is relatively  
(12) affordable now, cost in many states have seen  
(13) double digit increases year over year. This will  
(14) make affordability a problem in the future.

(15) I also witnessed first hand many  
(16) public charger in the Detroit Metro area are  
(17) broken and don't often work. Whether you are one  
(18) of the big three auto makers, or aftermarket  
(19) performance enhancers like me, we should be  
(20) afforded the opportunity to pursue solutions that  
(21) are all of the above not just one of the above.

(22) I urge the EPA to reconsider for  
(23) both American jobs --

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



(1)                    Alright, our next speaker is  
(2) Cassandra Carmichael.

(3)                    CASSANDRA CARMICHAEL:Thank you  
(4) and I can't turn on my video because it's  
(5) apparently disabled but okay. Here we go.

(6)                    MS. PIGGOTT:I just sent you a  
(7) prompt.

(8)                    CASSANDRA CARMICHAEL:Okay.  
(9) Thank you. My name is Cassandra Carmichael, I am  
(10) the Executive Director of the National Religious  
(11) Partnership For the Environment. We represent  
(12) and work with the evangelical community, the  
(13) Catholic community, the Jewish community and the  
(14) National Council of Churches which is main line  
(15) protestants orthodox community, and we also work  
(16) with Black churches.

(17)                    Many of our faith communities  
(18) have been advocating for clean cars for a very  
(19) long time. Our evangelical partners actually  
(20) launched a What Would Jesus Drive Campaign to  
(21) highlight the need to have cleaner cars so that  
(22) we can reduce emissions and reduce pollution.

(23)                    We all know that transportation  
(24) is one of the main drivers of climate change and  
(25) we also know that transportation and particularly

(1) clean -- particularly cars causes  
(2) disproportionate impacts to communities of color  
(3) mainly because of red lining and how our  
(4) transportation hubs and our highways have  
(5) bisected communities of color.

(6) We urge the EPA to have strong  
(7) and robust clean car standards because it's not  
(8) just a matter of protecting the environment but  
(9) it's also a matter of protecting human health.

(10) The National -- at the National  
(11) Religious Partnership For the Environment one of  
(12) the things we strive for is protecting God's  
(13) creation and protecting all God's people and  
(14) having a strong and robust clean car standard is  
(15) something that is needed from a moral perspective  
(16) and a stewardship perspective.

(17) We urge the EPA to do this so  
(18) they can live up to their justice mandate. Thank  
(19) you.

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

(22) Alright, our next speaker is  
(23) Veena Dharmaraj.

(24) VEENA DHARMARAJ: Good  
(25) afternoon. My name is Veena Dharmaraj, and I am

(1) the director of transportation at the  
(2) Massachusetts Sierra Club. Thank you to the EPA  
(3) for all your work on this regulation.

(4) Massachusetts has about five  
(5) million passenger cars. They account for 78  
(6) percent of the vehicle miles traveled and a vast  
(7) majority of transportation emissions in the  
(8) state. I am sharing today just three reasons why  
(9) it's important that the EPA adopt the strongest  
(10) possibly light-duty vehicle standards.

(11) First, it will offer air quality  
(12) and public health benefits especially to  
(13) frontline communities that face the highest  
(14) pollution burdens. Gas and diesel vehicles are  
(15) known emitters of dangerous air pollutants that  
(16) contribute to higher rates of asthma, bronchitis  
(17) and other cardiovascular diseases.

(18) I know this first hand as  
(19) someone who has suffered from severe asthma  
(20) growing up and spent countless hours in doctors  
(21) offices. Clean air that is safe from harmful  
(22) pollution should not be a luxury. It is a human  
(23) right.

(24) Second, the lack of reliable and  
(25) affordable transit options in many parts of the

(1) country means the people are often dependent on  
(2) cars to get around. Even as a regular transit  
(3) user, I still have to depend on my personal  
(4) vehicle or ride hailing services to get to places  
(5) that have limited transit options or are not  
(6) connected by transit service. While we need to  
(7) invest in expanding transit options and active  
(8) transportation infrastructure, having strong  
(9) vehicle standards would ensure that the cars on  
(10) our roads are clean.

(11) Finally strengthening federal  
(12) clean car standards will support the transition  
(13) to electric cars that is expected to make up as  
(14) much as 67 percent of new passenger vehicles sold  
(15) in the country by 2032.

(16) I urge the EPA to finalize a  
(17) strong light-duty vehicle standard that will reap  
(18) benefits for our air quality, public health and  
(19) our economy.

(20) Thank you so much for your work  
(21) on this issue and this opportunity to provide  
(22) public comments.

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

(25) Alright, our next speaker is

(1) Brittany Meyer.

(2) BRITTANY MEYER: My name is  
(3) Brittany Meyer. I live in Washington, D.C. I  
(4) support EPA setting new multi-pollutant standards  
(5) for light and medium-duty vehicles and I urge you  
(6) to make the rule even stronger and finalize it  
(7) this year.

(8) I lived without a car in  
(9) Washington, DC for about 17 years and part of the  
(10) reason I got rid of my car which was actually a  
(11) hybrid when I moved to DC was because I had spent  
(12) the previous ten years with my window directly  
(13) facing a very major freeway in Los Angeles,  
(14) California. The wall that they put up was a  
(15) sight and sound barrier but it did not prevent  
(16) pollution from the cars getting into the windows  
(17) and landing on my belongings.

(18) I remember coming home from a  
(19) long day of school or work and seen the dust that  
(20) I just removed from the morning building up  
(21) again. It was not a safe place to live.

(22) Anyone's health can be put at  
(23) risk by car emissions by climate change, but many  
(24) people including kids and seniors, people with  
(25) heart diseases and people that live near major

(1) roads like I did are at greater risk.

(2)                   These people, unlike me, are  
(3) more likely people of color and lower income.  
(4) These overburden communities are directly exposed  
(5) to pollution that causes respiratory and  
(6) cardiovascular problems and very serious and  
(7) costly health effects. Cutting pollution from  
(8) gasoline vehicles by this rule will save lives.

(9)                   The American Lung Association  
(10) report Zeroing in on Healthy Air found that a  
(11) nationwide transition to zero-emission light,  
(12) medium and heavy-duty vehicles coupled with a  
(13) transition to zero-emission electricity would  
(14) result in 110,000 premature death prevented and  
(15) \$1.2 trillion in health benefits.

(16)                   Because of this the benefits of  
(17) reducing pollution by cars far exceed the cost by  
(18) the proposal. When it comes to clean air  
(19) standards, the benefits outweigh the cost, that's  
(20) because air pollution cleanup prevents health  
(21) harms, avoided missed days of work and school and  
(22) then also saves lives.

(23)                   The benefits of reducing air  
(24) pollution like particle pollution go far beyond  
(25) what the EPA models.

(1) I urge the EPA to waste no time  
(2) in finalizing this rule making as quickly as  
(3) possible hopefully before the end of 2023 because  
(4) we cannot miss out on an opportunity to protect  
(5) health especially for vulnerable populations.  
(6) Thank you.

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

(9) Alright, our final speaker in  
(10) panel 22 is Mike Copeland.

(11) MIKE COPELAND: Hello.

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

(14) MIKE COPELAND: My name is Mike  
(15) Copeland. I am the CEO of Arrington Performance,  
(16) a family owned automotive performance and  
(17) engineering company in Brighton, Michigan. It  
(18) was formed in 1964 and we currently have 14  
(19) full-time highly skilled employees.

(20) For over two and a half years we  
(21) have been working on a process to run internal  
(22) combustion engines on hydrogen with Bosch  
(23) Engineering support we have developed a process  
(24) that will allow any four stroke internal  
(25) combustion engine to run on hydrogen.

(1) Our process will work on  
(2) anything from a lawnmower to a Class A semi  
(3) truck. We have built a running driving hydrogen  
(4) burning proof of concept vehicle. It is a 1948  
(5) Chevrolet truck powered by a late model 6.2 liter  
(6) GM engine equipped with a Magnuson 2650 super  
(7) charger.

(8) As part of the continued  
(9) development of our hydrogen burning engine, we  
(10) recently ran EPA test FTP74, 75 and U.S.06 on our  
(11) proof of concept vehicle. We tested against the  
(12) EPA certified results for production vehicles  
(13) equipped with the same engine family. Our  
(14) results are measurably better than EPA certified  
(15) vehicles. We still have some work to do to meet  
(16) future regulations but we believe we can get  
(17) there with more development and testing.

(18) One major advantage of burning  
(19) hydrogen, it is carbon free. Without adding some  
(20) form of carbon based fuel to the combustion  
(21) process, it is impossible to make a carbon  
(22) footprint when burning hydrogen. As a matter of  
(23) fact, when we use green hydrogen manufactured  
(24) with zero-carbon footprint, we can burn the  
(25) hydrogen extract the energy to create



(1) transportation without creating any carbon  
(2) footprint. We have the only true carbon-zero  
(3) start to finish process that exists /TP\*R motor  
(4) vehicles.

(5) We have proven there is an  
(6) opportunity to meet or exceed the future emission  
(7) requirements by burning hydrogen, we just need  
(8) time to refine the development.

(9) I have shared our proof of  
(10) concept vehicle and emission results with some of  
(11) the major companies in the automotive industry.  
(12) Automotive companies including Toyota, Hyundai  
(13) and BMW are working on hydrogen internal  
(14) combustion engine for possible future production  
(15) vehicles.

(16) The EPA's proposed rule making  
(17) as currently written all but eliminates the  
(18) development of other motor vehicle technology  
(19) other than electric. The EPA must provide a  
(20) realistic measurement of the true environmental  
(21) impact of electric vehicles. We are a country of  
(22) innovators with some of the greatest minds known  
(23) to man. I believe it is wrong for government to  
(24) select and dictate one path especially one that  
(25) has as many major challenges as electric

(1) vehicles.

(2) The role of government should be  
(3) to define the requirement and let the --

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

(6) Alright, our next speaker, first  
(7) speaker in panel 23 Andy Burt.

(8) ANDY BURT: Okay. Great. Good  
(9) evening. My name is Andy Burt. I live on the  
(10) coast of Maine, today I speak as a Quaker, a  
(11) climate activist and a grandparent concerned for  
(12) the future of my grandchildren and others will  
(13) experience if we don't act boldly and immediately  
(14) on the climate emergency.

(15) Thanks to this administration's  
(16) Inflation Reduction Act there is money on the  
(17) table for climate action. I urge the  
(18) Environmental Protection Agency to establish the  
(19) strongest possible clean car and light truck  
(20) standards that will protect the environment and  
(21) health of all living beings today and for  
(22) generations to come.

(23) For more than 20 years, I have  
(24) provided climate and environmental justice  
(25) education and programs to Maine faith communities

(1) and the general public. Most recently I have  
(2) worked intensively with Maine youth who are  
(3) advocating for aggressive and just climate  
(4) solutions on the ground and in public policy.

(5) I have come to know that  
(6) establishing robust, federal and state policies  
(7) and regulations opens doors to individuals,  
(8) businesses and state agencies in governments to  
(9) implement effective climate solutions in their  
(10) communities.

(11) Over the past five years Maine  
(12) has created a comprehensive climate action plan  
(13) with stretch goals to meet its moral obligation  
(14) to rapidly transition to clean energy. Like so  
(15) much of the nation, our state is challenged to  
(16) meet emissions reductions goals primarily in the  
(17) transportation sector. Here 54 percent of our  
(18) emissions come from transportation. Of those  
(19) emissions 59 percent come from light-duty cars  
(20) and trucks. Most significant reductions will  
(21) come through electrification of Maine's  
(22) transportation systems and the availability of  
(23) cleaner vehicles.

(24) We are actively working in  
(25) communities across the state to meet our plans

(1) goals but we can't reach our transportation goals  
(2) unless there are cleaner vehicles in the  
(3) marketplace.

(4) We need your help. The EPA has  
(5) the opportunity to establish strong clean vehicle  
(6) standards and put Maine and our nation on a path  
(7) to aggressively tackle the climate crisis as we  
(8) have pledged to do. We know we need to reduce  
(9) our greenhouse gas emissions in the  
(10) transportation sector by 75 percent by 2030 and  
(11) leading to 100 percent zero-emissions for new car  
(12) sales by 2035. That's just a decade away.

(13) Wisdom from the Judeo Christian  
(14) tradition says that without a vision, the people  
(15) will perish. I believe that we all hold a vision  
(16) in our hearts of a world with resilient and just  
(17) ecosystems and at peace with one another but  
(18) living into that vision takes work and part of  
(19) that work is establishing rules and regulations  
(20) such as you now have the opportunity to do.

(21) Thank you for your time and  
(22) service to our people --

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

(25) Alright, our next speaker is

(1) Alexa Aispuro.

(2) ALEXA AISPURO: Thank you so  
(3) much. Hello everyone. Thank you for giving me  
(4) the opportunity to testify today in support of  
(5) clean vehicles. My name is Alexa Aispuro, I am  
(6) chief digital and creative campaign manager and  
(7) today I am speaking as a community member who  
(8) currently lives in a -- always have lived in  
(9) neighborhoods with very bad air quality here in  
(10) the city of Las Vegas.

(11) While I appreciate this  
(12) administration's move on -- very quick move on  
(13) clean cars, I definitely urge the EPA to set the  
(14) strongest standards when it comes to our  
(15) vehicles.

(16) Here in Nevada, these standards  
(17) will provide much needed relief from the burden  
(18) of diesel fumes and climate impacts and of course  
(19) air pollution. Sadly once again, the American  
(20) Lung Association has given us a failing grade  
(21) here in Clark County. So it's obviously very  
(22) disappointing that every year we just keep  
(23) getting these low grades and I keep, you know,  
(24) hearing stories of friends, families who are  
(25) struggling with the asthma and respiratory

(1) illnesses that they have.

(2) Due to the proximity to highly  
(3) polluted areas, the toxic areas effecting our  
(4) kids, our kids who are walking to school, I live  
(5) right next to a school, I get to see them walk, I  
(6) get to see the kids also ride the dirty school  
(7) bus, get to school see so many of our outdoor  
(8) workers, working not only in the heat but also in  
(9) areas where the air quality is terrible.

(10) We also have youth community  
(11) members and leaders who are on the ground, I see  
(12) them, they have like their air quality monitors  
(13) and they go into neighborhoods and first hand we  
(14) all get to see what is the air that we are  
(15) breathing and how deadly it is and all these  
(16) illnesses that one can develop if, you know, if  
(17) things aren't changing.

(18) So just once again, I urge this  
(19) administration to set the strongest standards  
(20) possible because our communities deserve better  
(21) and, you know, these standards will help protect  
(22) communities from years of disproportionate  
(23) negative impacts from air pollution and it's  
(24) definitely time now that we create those pathways  
(25) for, you know, a cleaner world, cleaner air,

(1) clean energy, that definitely is the future and  
(2) we must not leave communities behind when we  
(3) start these transitions.

(4) Thank you so much for letting me  
(5) speak today.

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

(8) Our next speaker is an Anne  
(9) Mellinger-Birdsong.

(10) ANNE MELLINGER-BIRDSONG: My  
(11) name is Anne Mellinger-Birdsong,  
(12) M-E-L-L-I-N-G-E-R-B-I-R-D-S-O-N-G. I am speaking  
(13) on behalf of mothers and others for clean air. I  
(14) am a pediatrician and I live in Atlanta, Georgia.  
(15) Our cities has three interstates that intersect  
(16) and I live a quarter of a mile from a road that  
(17) has four U.S. highway numbers traveling on it.  
(18) My street is a cut through with over 1000 vehicle  
(19) trips a day for people that work at a nearby  
(20) university.

(21) There are schools along the  
(22) major road that has four U.S. highway numbers and  
(23) in the Metro area around here there are multiple  
(24) schools and homes and practice fields located  
(25) near busy interstates and intersections.

(1) My daughter's high school soccer  
(2) team practice at a field intersection that called  
(3) spaghetti junction. Every afternoon it is  
(4) stalled with traffic with all these cars stopped  
(5) making exhaust that drifts over her practice  
(6) field. And I so worry, worried so much about her  
(7) and her teammate's health.

(8) I am concerned about the air  
(9) pollution we all breathe. Last year our Metro  
(10) area had eight orange and one red ozone  
(11) exceedance. In 2019 we had an ozone AQI of 172,  
(12) in September, and several years we have had ozone  
(13) exceedances into October. This is because of  
(14) warming climate is bringing a longer ozone  
(15) season. People who are children now will bear  
(16) the brunt of climate change throughout their  
(17) whole lives.

(18) Because the interstates and  
(19) major roads were planned during the 1950s and  
(20) '60s when red lining was legal, the highways are  
(21) very often located in communities of color.  
(22) Therefore car exhaust creates disproportionate  
(23) exposure and contributes significantly to  
(24) disproportionate health disparities. And both  
(25) NO2 and PM damage children's lung growth and



(1) cause asthma attacks.

(2) During two weeks of the 1996  
(3) Olympics in Atlanta, the traffic counts went down  
(4) by 20 to 30 percent. During this time we had 40  
(5) percent fewer pediatric hospital admissions and  
(6) ER visits for asthma. After the Olympics were  
(7) over, both asthma and hospitalizations went back  
(8) up. This shows there are immediate health  
(9) benefits from reducing vehicle exhaust.

(10) Mother's and others for clean  
(11) air strongly support this rule and we urge EPA to  
(12) finalize the most protective standards quickly in  
(13) order to protect health. Thank you.

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

(16) Alright, our next speaker is  
(17) Guadalupe Valenzuela who I am not seeing on the  
(18) Zoom platform. If you are a call in user or  
(19) logged in by a different name, please send a  
(20) message to the meeting host or press star nine to  
(21) raise your hand if you called in.

(22) Moving onto the fifth speaker in  
(23) panel 23, the next speaker is Jennifer Cantley.

(24) JENNIFER CANTLEY: Okay. Thank  
(25) you. My name is Jennifer Cantley, and I am a

(1) Nevada state coordinator for Moms Clean Air  
(2) Force. I want to discuss the pressing need to  
(3) address the impacts of climate change by reducing  
(4) greenhouse emissions and other harmful tailpipe  
(5) pollutions from vehicles.

(6) As a mother of three boys with  
(7) asthma and someone who has experienced long Covid  
(8) and COPD, I have witnessed first hand the  
(9) devastating effects of air pollution on our  
(10) health. It is critical that we take action to  
(11) protect the health and the future of our children  
(12) and communities.

(13) The transportation sector is the  
(14) largest source of greenhouse gas emissions in the  
(15) United States accounting for 27 percent of all  
(16) emissions. These gases such as carbon dioxide  
(17) trapping heat in the atmosphere and causing  
(18) climate change hurts all of us. The burning of  
(19) fossil fuels including gasoline used in vehicles  
(20) is the primary source of carbon dioxide  
(21) emissions.

(22) In Nevada, we are already seeing  
(23) the effects of climate change from more extreme  
(24) heat, for worsening wild fire seasons, it is  
(25) essential that we take action to address the

(1) issues by transitioning to zero-emission vehicles  
(2) and decreasing the use of gas and diesel  
(3) vehicles.

(4) We can and we must combat  
(5) climate change and improve air quality. In  
(6) Nevada, passenger cars and trucks are significant  
(7) sources of greenhouse gas emissions contributing  
(8) to the state's overall carbon footprint.  
(9) According to the Nevada Division of Environmental  
(10) Protection transportation accounts for  
(11) approximately 37 percent of the state's total  
(12) greenhouse gas emissions with passenger cars and  
(13) trucks being the largest contributor.

(14) In addition to the greenhouse  
(15) gas emissions, the vehicles also contribute to  
(16) air pollution and poor air quality which can have  
(17) negative impacts on public health among other  
(18) health impacts that make respiratory illness like  
(19) asthma and the COPD I live with everyday.

(20) Efforts to transition to the  
(21) zero-emission vehicles are critical in reducing  
(22) the environmental impact on transportation in  
(23) Nevada. In conclusion, we must not ignore the  
(24) urgent need to reduce greenhouse gas emissions  
(25) and other forms of tail pipe pollution from

(1) vehicles to address the impact of climate change  
(2) by embracing stronger standards that will speed  
(3) our transition to zero-emission vehicles we can  
(4) protect the health of the future of our  
(5) communities and our planet.

(6) Thank you for your attention on  
(7) this critical issue.

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

(10) Our next speaker is Leah Qusba.

(11) LEAH QUSBA: Hi, thanks for  
(12) having these sessions today. My name is Leah  
(13) Qusba, I am the executive director of Action for  
(14) Climate Change Emergency, we also go by ACCE. I  
(15) am here representing the 1.1 million young people  
(16) that are part of our youth action in all 50  
(17) states around the United States.

(18) I am here to urge the EPA to set  
(19) the strongest possible climate pollution  
(20) reduction targets to boldly address the climate  
(21) crisis, the public health emergency related to  
(22) tailpipe emissions and also equity issues  
(23) effecting low income and people of color related  
(24) to tailpipe emissions.

(25) First off, I want to say clean

(1) cars are really good for the economy, lower  
(2) tailpipe emissions and transition to  
(3) zero-emission vehicles a win for the American  
(4) people and all those looking to really protect  
(5) public health and spur job creation and family  
(6) cost savings for families struggling from record  
(7) high inflation.

(8) The EPA conservatively estimates  
(9) that climate health and vehicle cost savings for  
(10) Americans will substantially exceed \$1 trillion  
(11) over the next three decades.

(12) Next I want to talk about  
(13) climate change, to effectively limit the  
(14) transportation sector pollution driving climate  
(15) change and also urgently address the air quality  
(16) problems effecting communities these need to be  
(17) the strongest possible clean and car trucks  
(18) standards. This is a first step and the EPA  
(19) needs to finish the job by finalizing the  
(20) strongest possible standards this year.  
(21) According to the EPA's own analysis the  
(22) transportation sector does account for about 27  
(23) percent of greenhouse gas emissions, that's more  
(24) than any other sector in the United States and is  
(25) the fastest growing emitter of greenhouse gas

(1) emissions.

(2) We know that greenhouse gases  
(3) are contributing to irreversible climate change  
(4) and really a threat human society at large, and  
(5) this is the step that the EPA can protect current  
(6) generations and future generations to come and  
(7) finally I want to talk about equity in public  
(8) health.

(9) We are in a public health crisis  
(10) from tailpipe pollution containing toxic and  
(11) harmful compounds that pollute the air quality,  
(12) harm public health and also someone living less  
(13) than a mile from a major interstate highway,  
(14) highway 43 in Milwaukee, Wisconsin. This does  
(15) not effect people equally. Low wealth and black  
(16) and indigenous people of color experience  
(17) disproportionate harm from dirty vehicle  
(18) pollution leading to increased rates of asthma  
(19) and other respiratory illnesses.

(20) The EPA needs to set the  
(21) strongest possible climate pollution reduction  
(22) targets to adequately address the climate criss  
(23) and transportation pollution. We really need  
(24) this for our communities, our climate and all  
(25) future generations. Thank you once again for

(1) hosting these hearings.

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

(4) Alright, our next speaker in  
(5) panel 23 is Elizabeth Hauptman.

(6) ELIZABETH HAUPTMAN: Hello, I am  
(7) Elizabeth Hauptman. I live in Livingston County  
(8) with my family and I am the field manager with  
(9) Moms Clean Air Force Michigan. We have over  
(10) 34,000 members here in Michigan and over a  
(11) million and a half fighting for clean air and  
(12) climate action for the sake of our children's  
(13) future. Thank you for taking my family's  
(14) testimony today.

(15) As a mom, to a son who struggles  
(16) with asthma, the significance of this proposed  
(17) rule is not lost on me. Strengthening EPA's  
(18) proposed multi-pollutant emission standards for  
(19) light and medium-duty vehicles is an important  
(20) step forward in protecting our families from  
(21) dangerous tailpipe pollution which is a  
(22) significant contributor to climate change and  
(23) other harmful health impacts.

(24) Parents in Michigan want to see  
(25) rapid transition to zero-emission vehicles. Moms

(1) Clean Air Force is calling on the EPA to finalize  
(2) the strongest possible tailpipe standards this  
(3) year protecting our children and communities from  
(4) avoidable harm. Pollution harms all of us but  
(5) disproportionately impact our children's bodies,  
(6) lungs, kids are smaller and they breathe more  
(7) rapidly and their bodies and brains are still  
(8) growing.

(9) Michigan has some of the worst  
(10) rates of asthma in the country according to the  
(11) American Lung Association. My son and niece have  
(12) asthma. We often check weather reports to see if  
(13) it's safe for him to go outside. We have 12  
(14) counties with failing air quality grades.

(15) Children asthma rates are  
(16) significantly higher for children of color,  
(17) Latino children are twice as likely to die from  
(18) asthma and black children are ten times more  
(19) likely to die from asthma than white kids.

(20) Many neighborhoods and schools  
(21) are adjacent to industrial facilities with large  
(22) trucks driving to and from the sites. About  
(23) 69,000 Detroiters live within 150 meters of a  
(24) major freeway and 58 Detroit public schools an  
(25) estimated 24,490 students are within 200 meters



(1) of a major roadway.

(2) In addition our family's climate  
(3) driven extreme weather like intense heat days,  
(4) flooding in the spring, drought all take a toll  
(5) on our mental health. Children are feeling more  
(6) anxious about climate change especially after a  
(7) major climate event.

(8) EPA can calm those fears when  
(9) they chose the strongest tailpipe protections,  
(10) the vehicles covered by this rule on the road for  
(11) decades to come. Parents around the country want  
(12) to see a rapid transition to zero-emission  
(13) vehicles. Moms Clean Air Force is calling on the  
(14) EPA to finalize the strongest possible clean air  
(15) standards for this year.

(16) Please hear the urgency in my  
(17) voice, for the sake of my son and children in  
(18) Michigan, we need you to act now because their  
(19) futures are at stake. Thank you.

(20) MS. PIGGOTT: That's time.  
(21) Thank you for your comments. Our next speaker is  
(22) Oscar Hauptman.

(23) OSCAR HAUPTMAN: Hello, my name  
(24) is Oscar Hauptman, O-S-C-A-R H-A-U-P-T-M-A-N. I  
(25) am 12 years old. I live in Michigan with my

(1) family.

(2) Cars, trucks and buses spew  
(3) cancer causing pollution to the air. When that  
(4) pollution heats up on hot days, it's hard for me  
(5) to breathe. I have asthma. I love to play  
(6) sports but poor air quality makes it hard.

(7) I just started soccer season  
(8) again and most of the fields are next to  
(9) highways, that's bad because tailpipe pollution  
(10) can trigger my asthma. My team and I are exposed  
(11) to these dirty emission zones. It makes me mad  
(12) that we are near these freeways breathing dirty  
(13) air while we are trying to be healthy and strong.

(14) The dirty air is especially bad  
(15) for kids. Kids breathe more rapidly and our  
(16) hearts and brains are still developing. We are  
(17) breathing in the poisons from these trucks and  
(18) buses that harm our bodies. It also heats up our  
(19) planet.

(20) I can't ice fish or ski as often  
(21) because we see less snow in the spring -- in the  
(22) spring we get too much rain and flooding. And my  
(23) summers can be dangerously hot. That's why we  
(24) need to protect our developing lungs and planet.

(25) This rule could help kids across

(1) Michigan and the United States for many years to  
(2) come.

(3)                   Once again, I support  
(4) strengthening EPA's proposed multi-pollutant  
(5) emission standards for light and medium-duty  
(6) vehicles. It's an important step towards  
(7) protecting me and my friends from dangerous  
(8) tailpipe pollution which is a significant  
(9) contributor to climate change and other harmful  
(10) health impacts. And I ask that you finalize  
(11) these important protections this year.

(12)                   Thank you for the opportunity to  
(13) testify today. There is no time to waste, please  
(14) protect my lungs, heart and brain. Thank you.

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

(17)                   The next speaker is Andrew  
(18) Hauptman.

(19)                   ANDREW HAUPTMAN: Hi, thank you  
(20) for taking my testimony today. I am Andrew  
(21) Hauptman. I live in Livingston County and that's  
(22) in Michigan. I volunteer for Moms Clean Air  
(23) Force Michigan. Thank you for also taking the  
(24) rest of my family's testimony today.

(25)                   I support strengthening EPA's

(1) proposed emission standard for light and  
(2) medium-duty trucks and vehicles. It's an  
(3) important step forward in protecting our families  
(4) from dangerous tailpipe pollution which is a  
(5) significant contributor to climate change and  
(6) other harmful health impacts.

(7) As a father with a son with  
(8) asthma this can't come soon enough. I think of  
(9) my son and the proximity of highways near the  
(10) soccer field and school and worry about the air  
(11) that he breathes. I also think about my niece,  
(12) like many children in the Detroit area, she  
(13) suffers from asthma which can be triggered by  
(14) tailpipe pollution, that means more doctor  
(15) visits, more absences from school and the risk of  
(16) a lifelong respiratory problem or problems.

(17) Pollution harms all of us but  
(18) disproportionately impacts children.  
(19) Zero-emission cars, trucks and buses are among  
(20) the best available tech for reduce greenhouse  
(21) gases and dangerous air pollution.

(22) Once again I support  
(23) strengthening EPA's proposed multi-pollutant  
(24) emission standards for light and medium-duty  
(25) vehicles and ask that you finalize these

(1) important protections this year.

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

(4) MS. PIGGOTT: Thank you for your  
(5) comments. Alright, that concludes panel 23.

(6) We will move onto panel 24 where  
(7) our first speaker is Jacqueline Georgi.

(8) JACQUELINE GEORGI: Okay. Hi,  
(9) my name is Jacqueline Georgi. I live in Okaloosa  
(10) County in Florida, and I have very personal and  
(11) selfish reasons for being a strong supporter of  
(12) this ruling and would like to see even stronger  
(13) standards as the years go on.

(14) Okaloosa County is in the  
(15) Florida pan handle and I live in the north half  
(16) of the county. The county is bisected by the  
(17) Eglin Air Force base so that's one route to get  
(18) from the north to the south and there are a lot  
(19) of jobs that are in the south on the Air Force  
(20) base but also on the south and this leads to a  
(21) daily count of vehicles going on one road which  
(22) is state road 85 of about approximately 42,000  
(23) per day making a lot of air pollution from the  
(24) vehicles.

(25) I have asthma. Since moving

(1) here, I have seen my asthma go from a kind of  
(2) mild annoying thing to a very bad thing where I  
(3) have to take a lot of expensive medications. As  
(4) a result if I could see the air quality improve,  
(5) this would be wonderful for me and my friends who  
(6) also have asthma and the children in this area.

(7) So on a very personal level, I  
(8) am very much in support of this, I would really  
(9) like to see emission standards become very very  
(10) strong so that those of us who can't breathe  
(11) could begin to breathe again. I want to thank  
(12) you for your time.

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

(15) Alright, our next speaker is  
(16) David Hill.

(17) DAVID HILL: Hello, my name is  
(18) Dr. David Hill. I reside in Middlebury,  
(19) Connecticut and I have been a practicing  
(20) pulmonary and critical care physician in  
(21) Waterbury, Connecticut for 25 years. I am in  
(22) support of the EPA setting new multi-pollutant  
(23) standards for new light and medium-duty vehicles  
(24) and urge you to make those standards even  
(25) stronger and to finalize them this year.

(1) Waterbury is a city in central  
(2) Connecticut that is divided by interstate 84 and  
(3) state route eight. My patients who live along  
(4) the highway corridor are lower income residents  
(5) and more likely to be people of color.

(6) The majority of the patients  
(7) that I see regularly suffer from asthma, chronic  
(8) obstructive pulmonary disease and are at highest  
(9) risk to become ill by exposure to air pollution  
(10) which is driven by both the vehicular emissions  
(11) and climate change.

(12) Both I and two children suffer  
(13) from exercise induced asthma and experience  
(14) increased symptoms on bad air quality days.

(15) Transportation is the largest  
(16) source of greenhouse gas emissions in the United  
(17) States and transitioning to zero-emission  
(18) vehicles is a key way to address both climate  
(19) change and air pollution. Nitrogen oxide and  
(20) volatile organic compounds combine the presence  
(21) of heat to produce ozone which is harmful when  
(22) inhaled. This reaction is being driven by  
(23) climate change as more heat leads to increased  
(24) ozone days.

(25) MS. PIGGOTT: David, I am going

(1) to pause the timer. Your audio is coming in and  
(2) out a bit and we also need you to slow down.  
(3) Recommend maybe turning off your camera, it might  
(4) increase the bandwidth so we can clearly hear the  
(5) audio clearer.

(6) DAVID HILL: Sure. Okay. You  
(7) want to try it again.

(8) So I'll continue, New Haven  
(9) County which is the home of both Middlebury and  
(10) Waterbury received an F in the State of the Air  
(11) Report due to high ozone pollution. Some of my  
(12) patients and my oldest child reside in Fairfield  
(13) County which has the worst ozone east of the  
(14) Mississippi River. My patients are more likely  
(15) to become ill, go to urgent care and be  
(16) hospitalized on bad ozone days which are more  
(17) than ten percent of the days of the year.

(18) In my practice our patients  
(19) complain of difficulty breathing on hot humid  
(20) days and many are unable to leave their homes on  
(21) these days when the air quality is poor. For  
(22) patients with asthma, climate change is  
(23) prolonging the allergy season, increasing  
(24) exposure to mold, allergenic pollen and worsening  
(25) patient's lives.



(1) Addressing climate change is  
(2) cost effective, reducing greenhouse gas emission  
(3) from vehicles will lead to reductions in air  
(4) pollutants and substantial health, air and  
(5) economic benefits.

(6) I urge EPA to finalize the rule  
(7) making as soon as possible prior to the end of  
(8) the year for the benefit of my family, the  
(9) patients, I care for and for everyone who  
(10) breathes, and thank you for taking the time to  
(11) hear this testimony and I hope it came across  
(12) clearly.

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

(15) Alright, as a reminder, if you  
(16) have additional comments that you are not able to  
(17) provide today, sorry about that, if you have  
(18) additional comments that you are not able to  
(19) provide today, you can submit them through the  
(20) docket at [www.regulations.gov](http://www.regulations.gov) using the docket ID  
(21) that we have posted into the chat feed.

(22) Alright, moving on with panel 24  
(23) our next speaker is Joan Schiller.

(24) JOAN SCHILLER: Hello everybody.  
(25) I assume you can hear and see me, so --

(1) MS. PIGGOTT: Yes, you have  
(2) three minutes.

(3) JOAN SCHILLER: Introduce  
(4) myself, I am Dr. Joan Schiller. I am  
(5) representing a professional organization called  
(6) Oncologists United for Climate Health as well as  
(7) a patient advocacy group called Lung Cancer  
(8) Research Foundation.

(9) I am a retired medical  
(10) oncologist who served as a deputy director of the  
(11) Novashire Cancer Center in Fairfax, Virginia and  
(12) before that as a deputy director of the  
(13) University of Texas southwestern comprehensive  
(14) cancer center in Dallas.

(15) I have published extensively on  
(16) lung cancer, have served in numerous leadership  
(17) positions in national and international  
(18) organizations and the reason I am telling you all  
(19) this is to establish my credentials and expertise  
(20) as a lung cancer professional.

(21) Now, you have heard today  
(22) extensive testimony about the impacts of air  
(23) pollution on climate and health and I will not  
(24) take up your time to reiterate those points here.  
(25) Instead I would like to address one health

(1) problem you might not have heard and that is lung  
(2) cancer.

(3) Lung cancer is responsible for  
(4) nearly a quarter of cancer deaths in the U.S.  
(5) each year about 180,000 people and it kills more  
(6) Americans each year than does breast cancer,  
(7) colon cancer and prostate cancer combined. It  
(8) is also one of the most lethal cancers.  
(9) Untreated the median survival for patients with  
(10) metastatic non small cell lung cancer is only  
(11) about four to five months.

(12) Even with the newer more  
(13) effective treatments that have recently become  
(14) available, the five year survival of patients  
(15) diagnosed with metastatic non small cell lung  
(16) cancer is only about six percent. Lung cancer is  
(17) a cancer you do not want to get.

(18) So why do I mention these -- the  
(19) statistics? Because air pollution is a class one  
(20) carcinogen, as labeled by the International  
(21) Agency For Research on Cancer. It's a class one  
(22) carcinogen and the word carcinogen means it  
(23) causes cancer and the cancer it causes is lung  
(24) cancer.

(25) Air pollution is responsible for

(1) about 14 percent of all lung cancers worldwide.  
(2) It even causes lung cancer in people who have  
(3) never smoked. There are multiple scientific  
(4) studies which shows that air pollution does  
(5) indeed cause lung cancer. I saw these patients  
(6) everyday of my practice and with that, we must  
(7) prevent these tragic deaths.

(8) MS. PIGGOTT: That's time.  
(9) Thank you for your comments.

(10) Alright, our next speaker in  
(11) panel 24 is Maribeth Diggle.

(12) MARIBETH DIGGLE: Hello, my name  
(13) is Maribeth Diggle. I am a proud volunteer at  
(14) Moms Clean Air Force in Washington, D.C. and I am  
(15) also a Ph.D. student at the Ritz School of Arts  
(16) in Brussels specializing in breath art. I  
(17) research the diversities of breath qualities as a  
(18) tool in all performing bodies in relation to the  
(19) growing topic of breath politics.

(20) I am testifying today to call on  
(21) the EPA to finalize the strongest possible clean  
(22) car standards this year. Stronger standards are  
(23) crucial in protecting the health of our children  
(24) and communities and it is urgent that we act now.

(25) Being given the opportunity to

(1) conduct research as a Ph.D. student, I realize  
(2) that it is impossible to speak about breath  
(3) function and breath expression without speaking  
(4) about the realities of air pollution which leads  
(5) to preventable breath injustices such as asthma  
(6) attacks, respiratory issues, lung cancers and  
(7) other diseases made worse by air pollution.

(8) In fact transportation is the  
(9) largest source of greenhouse gas emissions in the  
(10) United States creating 27 percent of all  
(11) emissions with passenger cars and trucks making  
(12) up 58 percent of that, making a total of 17  
(13) percent of U.S. greenhouse gas emissions.

(14) I would like to advocate for  
(15) breath function as a way to embody the science of  
(16) air quality and its politics. Breathing is not  
(17) just a way to survive. It shows us the dynamics  
(18) of our personal and physical expression, a way to  
(19) listen to our bodies and therefore a diverse  
(20) pallet to create bridges between different people  
(21) and cultures.

(22) Breath is an action, a public  
(23) pluralism, a private individualism and the  
(24) demonstration of the vulnerabilities of those  
(25) exterior and interior spaces. Belgium

(1) philosopher Luce Igre (ph) calls our age the age  
(2) of breath stating that breath is the first  
(3) autonomous gesture of a living human. If breath  
(4) function enables such a vast amount of human  
(5) experiences, than the air we breathe effects  
(6) culture too by supporting human development or  
(7) smothering it.

(8) Air quality means the quality of  
(9) lives are changed, therefore as we listen to the  
(10) experts as well as the members of our community  
(11) speak about the importance of air quality, I  
(12) would like to finish by reminding us that  
(13) breathing is an autonomous function that we own,  
(14) it is a space that we inhabit, it is a form of  
(15) engagement in community and it is reflection of  
(16) power relations and vulnerabilities.

(17) Please remember the embodied  
(18) ethics of air quality when setting the strongest  
(19) standards to reduce greenhouse gas emissions for  
(20) light and medium-duty vehicles. Thank you for  
(21) your time.

(22) MS. PIGGOTT: Thank you for your  
(23) comments. Our next speaker is your Urvashi  
(24) Nagrani.

(25) URVASHI NAGRANI: Alright, I

(1) wanted to speak out generally in favor of this  
(2) action for the multi-pollutant emission standards  
(3) for model years 2027 and later and I wanted to  
(4) however make a few requests, one we should pass  
(5) these emission standards this year. The climate  
(6) crisis is urgent, we do not have time to waste  
(7) and especially with three years of a pandemic  
(8) increases the number of Americans who now have  
(9) respiratory conditions that make them high risk,  
(10) the impacts of air quality are even greater than  
(11) they were when most studies being cited today  
(12) came out.

(13)                   Secondly I'd like to request a  
(14) modification within this language. Right now  
(15) within the proposal there is a measure to change  
(16) how battery electric or power train components  
(17) are specified in terms of warranty coverage.  
(18) Presently the coverage requirement is two years  
(19) or 24,000 miles and this would increase that for  
(20) both battery electric vehicles and plug in hybrid  
(21) vehicles to eight years or 80,000 miles.

(22)                   The reason this is a problem is  
(23) that for a battery electric vehicle it will never  
(24) have any emissions whether it has a two year life  
(25) span or ten year life span, it will have

(1) zero-emissions and should not be treated in the  
(2) same way as a hybrid electric vehicle which could  
(3) start out its life at one mileage standard and if  
(4) the battery were to fail become a more polluting  
(5) vehicle.

(6) This is something that is very  
(7) important when you think about introduction of  
(8) new battery chemistries into the market because  
(9) every new battery chemistry that we discover  
(10) today that offers more sustainable supply chains  
(11) or faster timelines manufacturability we don't  
(12) know how it will perform in eight years. We  
(13) don't have that data because we are making those  
(14) research progresses right now.

(15) Additionally as we see an  
(16) increase in renewable electricity from  
(17) intermittent sources such as solar and wind or  
(18) hydrologic release from damns and geo thermal,  
(19) the importance of storage because incredibly  
(20) important. If you are going to use a warranty  
(21) that is based on both time and miles and a  
(22) manufacturer is purchasing a battery that is  
(23) warrantied in cycles, it means that the vehicle  
(24) manufacturer is going to have less of an  
(25) incentive to integrate batteries and vehicle



(1) grade component functionality into their vehicles  
(2) because if you use your battery for balancing the  
(3) grid it might have a lower life span in terms of  
(4) mileage.

(5) Because the importance of  
(6) renewable energy and electrical vehicles claimed  
(7) together is paramount, by removing that provision  
(8) from battery electric vehicles you could improve  
(9) the technology transferability, reduce the  
(10) vehicle cost and still have the emissions  
(11) reductions that this measure is seeking.

(12) I urge are you to adopt this  
(13) measure this year and thank you for your time.

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

(16) Alright our next speaker is  
(17) Anastasia Gordon.

(18) ANASTASIA GORDON: Hi. Hello,  
(19) can you see me?

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

(23) ANASTASIA GORDON: Excellent.  
(24) Hello, thank you for the opportunity to testify.  
(25) My name is Anastasia Gordon, energy and

(1) transportation policy manager with We Act For  
(2) Environmental Justice. We convene the clean air  
(3) for the long haul and national cohort of  
(4) environmental justice organizations working --  
(5) working to embed environmental justice and rule  
(6) makings in the power and transportation sectors.

(7) Cars and light-duty trucks not  
(8) only represent 94 percent of the nation's on road  
(9) vehicles but they make up greatest proportion of  
(10) U.S. greenhouse gas emission of all  
(11) transportation sources. They are also  
(12) responsible for the highest oil consumption  
(13) annually and as such a significant culprit of  
(14) harmful air pollution.

(15) In 2020, passenger cars and  
(16) light-duty trucks fleets generated over one  
(17) million tons of nitrogen oxides and over 33,000  
(18) tons of particulate matter.

(19) The negative impacts of climate  
(20) and air pollution from largely gas guzzling light  
(21) and medium-duty vehicles are not equally felt. A  
(22) legacy of discriminatory planning and zoning  
(23) practices in this country has meant that low  
(24) income and communities of color are experiencing  
(25) the worst impacts of the climate crisis and are

(1) disproportionately overburdened by toxic air  
(2) pollutants causing a range of health impacts like  
(3) asthma, strokes, heart attacks, cancer and  
(4) premature death.

(5) Our communities like many  
(6) environmental justice communities across the  
(7) country live in high traffic major roadways  
(8) contending with higher than average smog and soot  
(9) pollution and a report from the ALE found that  
(10) people of color are 3.7 times more likely to live  
(11) in counties with failing national air quality  
(12) standards. In New York City where We Act is  
(13) located, districts with higher traffic density  
(14) have higher levels of PM pollution mostly in  
(15) communities that are black and Latino and they  
(16) have higher rates of asthma than the city  
(17) average.

(18) Getting rid of tailpipe  
(19) emissions is required to bring much needed relief  
(20) and health benefits for communities negatively  
(21) impacted by traffic congestion and pollution from  
(22) cars, trucks and vans. Clean zero electric --  
(23) zero-emission electric vehicles are readily  
(24) available, more efficient, cost effective and  
(25) continued growth and investment in these models

(1) and can and should provide jobs across the supply  
(2) chain especially for disadvantaged communities.

(3) The EPA must swiftly enact  
(4) strong long term standards that reduce greenhouse  
(5) gas emission and tailpipe air pollution to  
(6) safeguard the health and safety of environmental  
(7) justice communities.

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

(10) Okay our next speaker, our final  
(11) speaker in panel 24 is William Jeffrey Hunicutt  
(12) who I am not seeing on the Zoom platform.

(13) William Hunicutt, if you are a call in user, you  
(14) can press star nine to raise your hand or if you  
(15) logged in by another name you can raise your hand  
(16) or send the host a chat message.

(17) Alright, we are now at the end  
(18) of our afternoon session. EPA, are you ready to  
(19) recess for the scheduled dinner break.

(20) MR. OLECHIW: Yes, we are ready  
(21) to recess until eight p.m. eastern time.

(22) MS. PIGGOTT: Okay. Thank you,  
(23) Mike. We are now recessing for a dinner break.  
(24) The virtual meeting room will remain open.  
(25) Please feel free to maintain your connections or

(1) join a few minutes early. We will restart  
(2) promptly at eight p.m. eastern time. Thank you.

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

(4) Welcome back to the virtual  
(5) public hearing for the proposed rule titled  
(6) multi-pollutant emission standards for model  
(7) years 2027 and later light-duty and medium-duty  
(8) vehicles.

(9) My name is Jennifer Piggott from  
(10) ICF, the third-party contractor facilitator for  
(11) this evening's hearing. We are now ready to  
(12) continue the hearing.

(13) We are transcribing today's  
(14) hearing and you can turn on live captioning if  
(15) you would like to read the verbal dialogue. To  
(16) turn on live captioning, click on the CC icon on  
(17) the bottom of your screen, then click show  
(18) subtitles to view the closed captioning and hide  
(19) subtitles to turn them off.

(20) We are also interpreting the  
(21) session in Spanish. Please click on the global  
(22) interpretation icon at the bottom of your Zoom  
(23) platform and select English or Spanish. I will  
(24) now introduce our interpreter Sylvia Cola to hear  
(25) the live Spanish interpretation. Sylvia?

(1) (Whereupon, instructions are  
(2) given in Spanish.)

(3) Thank you, Sylvia. We will now  
(4) move you over to the Spanish channel.

(5) EPA are you ready to continue  
(6) the hearing?

(7) MR. OLECHIW: Yes, Jennifer we  
(8) are ready to proceed.

(9) MS. PIGGOTT: Thank you, Mike,  
(10) we will now continue our public testimony. The  
(11) speaker order is currently displayed on the  
(12) screen.

(13) Again we ask that each person  
(14) limit their verbal testimony to three minutes and  
(15) speak slowly and clearly for the benefit of the  
(16) court reporter and the interpreter. Because of  
(17) the large number of registered speakers we will  
(18) be strictly enforcing the three minute time  
(19) limit. If you exceed your time, we will need to  
(20) turn off your microphone.

(21) If you have additional comments  
(22) that you are not able to provide today, you can  
(23) also submit them through the docket at  
(24) [www.regulations.gov](http://www.regulations.gov) using Docket ID  
(25) EPA-HQ-OAR-2022-0829 and we will paste this

(1) docket number into the chat.

(2) I will be calling on each  
(3) speaker one at a time in the order displayed on  
(4) the screen. Please speak clearly so our court  
(5) reporter can record these proceedings accurately.

(6) Again, I apologize for  
(7) mispronouncing anybody's name.

(8) Okay. Our first speaker, our  
(9) first couple of speakers in panel 25 aren't yet  
(10) on the Zoom platform, so I am going to proceed  
(11) with speaker three Chris Nevers.

(12) You are going to receive a  
(13) prompt from me to promote to panelist. Please  
(14) accept that prompt, that way you become a  
(15) panelist and you will be able to unmute and turn  
(16) your camera on if you choose.

(17) Our next speaker is Chris  
(18) Nevers.

(19) CHRIS NEVERS: Thank you for the  
(20) opportunity to speak today. I am the senior  
(21) director of public policy at Rivian Automotive  
(22) where our mission is to keep the world  
(23) adventurous forever.

(24) Rivian is an independent U.S.  
(25) based EV only manufacturer building electric

(1) vehicles and chargers. Our vehicles include the  
(2) R1T truck, the R1S SUV and the electric delivery  
(3) van, all within the regulatory scope of the  
(4) multi-pollutant proposal giving proof that now is  
(5) the time for standards to set industry on a path  
(6) of full electrification.

(7) I will now, since the proposal  
(8) has focused on opportunities, to strengthen the  
(9) proposal and specific request for comment. We  
(10) look forward to providing detailed written  
(11) comments. First adopt alternative one, targeting  
(12) a fleet average of 72 GPM per mile in model year  
(13) 2032. We find that EPA compliance modeling shows  
(14) additional reductions by 2032 to be feasible  
(15) using the technologies available and factoring in  
(16) Rivian's current and future production.

(17) It is important to note that  
(18) EPA's analysis did not include in its baseline  
(19) Rivian's nearly 25,000 vehicles produced in model  
(20) year 2022 our plans to ramp medium-duty  
(21) production nor the plant in Georgia that will  
(22) have capacity to build 400,000 light-duty  
(23) vehicles annually.

(24) Secondly accelerate the phase  
(25) out of off cycle credits so the menu cap declines



(1) to zero in model year 2030. Accelerating the  
(2) phase out by one year ensures that off cycle  
(3) credits continually decline as a share of the  
(4) fleet standard.

(5) Finally, establish a declining  
(6) schedule for medium-duty vehicle advanced  
(7) technology multipliers and eliminate them  
(8) entirely by 2027. Given the expectation of rapid  
(9) electrification of vehicles such as delivery  
(10) vans, the agency should be cognizant of possible  
(11) backsliding. Multipliers for technology that's  
(12) not well established are not necessary.

(13) Some stakeholders might warn  
(14) that this proposal is too much too soon but the  
(15) technology is here and we have never seen such a  
(16) committed partner in the federal government  
(17) coupled with related electrification investment  
(18) announcement from industry.

(19) We ask that the EPA adopt  
(20) alternative one and accelerate the phase out of  
(21) off cycle credits and multipliers for the  
(22) strongest possible standards. Thank you for your  
(23) time.

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

(1)                    Alright, our next speaker is  
(2)                    Thomas Easley.

(3)                    THOMAS EASLEY: Hello, my name  
(4)                    is Tom Easley. I am the senior policy advisor  
(5)                    for Colorado Communities For Climate Action or CC  
(6)                    for CA. CC for CA is a coalition of 42 diverse  
(7)                    local governments that have come together to  
(8)                    advocate for stronger state and federal climate  
(9)                    policy. Our members are cities, counties and  
(10)                   towns from across Colorado.

(11)                   We represent front rain, western  
(12)                   slope, mountain, urban, suburban and rural  
(13)                   communities. Collectively our members represent  
(14)                   over 1.5 million Coloradans, more than a quarter  
(15)                   of the state's population.

(16)                   We believe the size and  
(17)                   diversity of our membership represents the scale  
(18)                   and enormity of vulnerabilities local governments  
(19)                   realize in the face of climate change. Climate  
(20)                   related threats include but aren't limited to  
(21)                   wild fires, floods and extended heat waves that  
(22)                   threaten infrastructure, public and private  
(23)                   property, public health and the Colorado quality  
(24)                   of life.

(25)                   As a coalition we are also

(1) deeply concerned about equity and environmental  
(2) justice. We carefully evaluate the equity and  
(3) possible implications of all potential policies,  
(4) rule makings and legislation that we engage.

(5) CC for CA welcomes and supports  
(6) the EPA's proposed rule on multi-pollutant  
(7) emission standards for model years 2027 and later  
(8) for light-duty and medium-duty vehicles. In  
(9) Colorado, the transportation sector is the  
(10) largest source of greenhouse gas emissions. Our  
(11) state has recently taken important and strong  
(12) steps to reduce emissions from the sector by  
(13) adopting California's advance clean trucks, no  
(14) NOx omnibus and large energy reporting rules.

(15) Previously Colorado adopted  
(16) California's clean cars and our state is now  
(17) scheduled to have a hearing regarding the  
(18) adoption of clean cars two. We know that by  
(19) supporting the electrification of the  
(20) transportation sector, by way of requirements  
(21) from our manufacturers, to offer more electric  
(22) vehicles while simultaneously enhancing emission  
(23) standards is essential to meeting our greenhouse  
(24) gas reduction goals, improving public health,  
(25) promoting environmental justice and saving

(1) drivers money.

(2)                   However, carbon emissions, air  
(3) pollution and climate change don't recognize  
(4) state boundaries. To most effectively address  
(5) the issues we need strong federal emission  
(6) standards for both criteria pollutants and  
(7) greenhouse gases.

(8)                   In every region of our state,  
(9) local governments are threatened by the climate  
(10) crisis. We support the proposed rule and hope to  
(11) see it passed. Thank you for the opportunity to  
(12) testify.

(13)                   MS. PIGGOTT: Thank you for your  
(14) comments. Our next speaker is Kent Schaeffer.

(15)                   KENT SCHAEFFER: Yes, hello,  
(16) thank you for the opportunity to testify. My  
(17) name is Kent Schaeffer, and I am here today as a  
(18) private citizens although invited by the Consumer  
(19) Reports organization. Currently I live in Salt  
(20) Lake City in the Metro area. I support the  
(21) proposed EPA emission standards for new  
(22) light-duty vehicles between the years 2027 to  
(23) 2032 and beyond and urge you to adopt the  
(24) strongest standards possible.

(25)                   I am concerned about the

(1) particular health concerns in the Salt Lake  
(2) Valley for two main reasons, first the public  
(3) transportation grid is only available in small  
(4) pockets of the Valley. This requires every adult  
(5) who can afford to buy a vehicle to get where they  
(6) need to.

(7)                   Second we have a bowl effect due  
(8) to being in a valley between two mountain ranges  
(9) and this allows smog from the vehicles to settle  
(10) and remain for months on end which in turn has  
(11) degraded the health of many who live here. We  
(12) have often one of the highest amounts of smog of  
(13) any cities in the U.S. despite our small --  
(14) relatively small population size. I personally  
(15) sometimes suffer from asthma due to simply  
(16) walking around outside.

(17)                   Strong standards can drive down  
(18) vehicle pollution, support our economy with  
(19) consumer savings and spur innovation and the  
(20) development of new clean car technologies and  
(21) electrification of the transportation sector.  
(22) Strong standards will help ensure that auto  
(23) makers deliver more affordable clean choices  
(24) across all vehicle types making it easier for all  
(25) Americans to find a clean vehicle that works for

(1) their own unique needs.

(2) I personally would love to  
(3) afford an electric vehicle but until they become  
(4) more mainstream, the cost of such vehicles will  
(5) be out of the reach of the average American.

(6) Once again, I urge the EPA to  
(7) set the strongest standards possible. EPA  
(8) standards have an excellent track record of  
(9) delivering constant effective emission  
(10) reductions. I urge EPA to finalize standards at  
(11) least as strong as alternative one in order to  
(12) maximize consumer savings while ensuring a more  
(13) sustainable future. Thank you for the  
(14) opportunity to testify.

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

(17) Alright, our next speaker is  
(18) Naman Rawal.

(19) NAMAN RAWAL: Hi, this Naman  
(20) Rawal. I am today speaking as a private citizen.  
(21) I live in Princeton, New Jersey. But I am also a  
(22) contractor for the U.S. Government and I have  
(23) worked with the USGS, EPA, NOAA and NASA. I work  
(24) in climate change and I am in agreement with the  
(25) new rule for multi-pollutant emission standards.

(1) Climate change is largely  
(2) intangible to the general public but we are now  
(3) seeing everyday that there are interesting  
(4) weather patterns developing all over the world  
(5) and many may say that the science is not yet  
(6) there to -- to determine a direct link between  
(7) human impact and the consequence, I can tell you  
(8) that working with AI and machine learning,  
(9) machine learning models and big data that yes, it  
(10) is an incredibly complex network of cause and  
(11) effect that up until this point in history, we  
(12) have not been able to adequately model these --  
(13) model the weather patterns and climate change but  
(14) that is going to be changing very soon with the  
(15) introduction of AI such as chat GPT and Google's  
(16) climate engine, we will start to see, it will  
(17) start to become more -- start to become more  
(18) tangible, the links between human impact and the  
(19) weather and climate patterns that we are seeing  
(20) developing across the world.

(21) Again it is a very complex and  
(22) interconnected situation that can be actually  
(23) synonymous with traffic patterns, predicting  
(24) traffic patterns and even the human brain.

(25) So I thank everyone for letting

(1) me speak today and I hope that my input was  
(2) helpful. Thank you.

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

(5) Alright, I am not seeing the  
(6) remaining three individuals from panel 25 on the  
(7) Zoom platform. Jessica Mengastab, Eric Lee Burr  
(8) and Franklin Perez. If you have joined the Zoom  
(9) platform under a different name or perhaps are a  
(10) call in user, please send the host a chat message  
(11) or press star nine to raise your hand. Again  
(12) Jessica Mengastab, Eric Lee Burr, and Franklin  
(13) Perez.

(14) Alright, not seeing any hands  
(15) raised or messages in the chat, we will go ahead  
(16) and move on to panel 26 where our first speaker  
(17) is Tyler Kerce.

(18) TYLER KERCE: Thank you very  
(19) much. And thank you for this time to speak, this  
(20) opportunity, thank you to all at the EPA for the  
(21) work you are doing and for coming up with these  
(22) responsible standards that I very much appreciate  
(23) and support.

(24) Taking just a few moments to  
(25) speak today has lead me to think about a number



(1) of things that I generally avoid thinking about,  
(2) the unprecedented weather events we have seen  
(3) especially over the last ten years, the  
(4) unprecedented hurricanes we have seen in Puerto  
(5) Rico and the eastern sea board, the wild fires in  
(6) the west, the floods in the midwest, droughts  
(7) across the large swathe of the country, it's truly  
(8) getting difficult to deny and I greatly  
(9) appreciate all those at the EPA who have taken  
(10) the time to come up with these more responsible  
(11) standards that will hopefully slow these changes  
(12) to our climate that are having a major impact on  
(13) our quality of life.

(14) So I do urge you to please  
(15) protect American citizens and adopt these more  
(16) strict -- these stricter standards. Thank you so  
(17) much.

(18) MS. PIGGOTT: Thank you for your  
(19) comments. Our next speaker is Kineema Moore.

(20) KINEEMA MOORE: Yes, hello, my  
(21) name is Kineema Moore. I am a private citizen of  
(22) Humboldt County, and I am a proud lifelong  
(23) Californian.

(24) Thank you for your continued  
(25) fight to reduce emissions and subsequently limit

(1) climate change. I am here to respectfully  
(2) request that you choose alternative one or a  
(3) stricter option as outlined in your proposal.

(4) My goal today is to address  
(5) three points, charging station infrastructure,  
(6) insufficient power grid and EV cash incentives.  
(7) These are the reasons that are cited for the  
(8) reluctance to change, and as long as these  
(9) obstacles exist, my EV excitement falls on deaf  
(10) ears.

(11) In January 2017 I purchased my  
(12) fully loaded 2013 Fiat 500E. A BEV, a California  
(13) compliance car. Cost \$6,000. The money that I  
(14) saved on gas paid for half of my car payments  
(15) with no significant increase to my electric bill.  
(16) Six years maintenance was minimal, tires, wipers,  
(17) a 12 volt battery and one light bulb. I love my  
(18) Fiat but its range is limited so I'll be  
(19) upgrading.

(20) A bonus, a big surprise, resale  
(21) on my Fiat, \$2000 more than what I paid for it.  
(22) Now onto some important points.

(23) Our charging infrastructure is  
(24) woefully inadequate. Humbolt County has 44  
(25) chargers to serve 1800 miles of roadway. Most

(1) are on private property and many have additional  
(2) parking fees. Some fees as high as \$15. More  
(3) and faster charging stations are needed.  
(4) Chargers should be available at all rest stops,  
(5) parks and at gas stations and they must be  
(6) maintained.

(7) Our power grid, it's  
(8) insufficient. Pacific Gas and Electric serve 16  
(9) million people in northern California and in the  
(10) past year I have had more than two months of  
(11) total power outages, up to ten days at a time.  
(12) The primary cause is PG&E's lack of routine  
(13) maintenance made worse by, you got it, climate  
(14) change. We need reliable, safe renewable energy.

(15) And now EV cash incentives, not  
(16) just tax credits, those incentives are essential  
(17) to allowing low income folks like me to make such  
(18) a large purchase. Advertise these incentives.  
(19) Policies towards reducing --

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

(22) Our next speaker in panel 26 is  
(23) Joel Charles.

(24) JOEL CHARLES: Hi, thank you for  
(25) your hard work to protect Americans. My name is

(1) Dr. Joel Charles, I speak today as a rural family  
(2) doc from Wisconsin. I speak as a father on  
(3) behalf of my children. I speak as a leader on  
(4) behalf of Healthy Wisconsin and over 600 health  
(5) professionals committed to building a healthier  
(6) Wisconsin for all. I urge EPA to adopt the  
(7) strongest of the alternatives proposed.

(8) I grew up in a neighborhood  
(9) sandwiched between a busy freight rail yard and  
(10) two of the busiest roads in Green Bay, I and my  
(11) siblings have asthma. Now as a rural family doc  
(12) I see my patients suffer from fossil fuel air  
(13) pollution.

(14) As you know, light and in  
(15) particular medium-duty vehicles are particularly  
(16) harmful to health. As you also know that harm is  
(17) unjustly born by the people of color. As a  
(18) doctor, what I know is what that harm does to  
(19) peoples' lives. What I know is that we need to  
(20) do better.

(21) It's worth looking at precedent.  
(22) Students of the Clean Air Act know it is among  
(23) the most successful health policies in U.S.  
(24) history. That history has repeatedly shown us  
(25) when better technology is available mandating its

(1) use is always more beneficial than anticipated.  
(2) It's almost always easier quicker, cheaper and  
(3) more beneficial than expected. Frankly, given  
(4) that well established precedent, the EPA should  
(5) discount what is said by those that urge delay.

(6) Today you have repeatedly heard  
(7) the number of lives these rules would save, the  
(8) number of asthma and heart attacks they would  
(9) prevent, but when you do the work I do, you know  
(10) those numbers really mean something because you  
(11) see the individual people in front of you  
(12) everyday.

(13) The recurring question with the  
(14) Clean Air Act is this, is the air clean enough.  
(15) If you are a parent or health professional who  
(16) has ever watched a child have an asthma attack  
(17) and if you know the vehicle industry now has the  
(18) technology has the ability to clean itself up  
(19) while saving consumers money, the answer is no,  
(20) the air is not clean enough. The answer is that  
(21) we have to do more and the faster the better.

(22) I don't fault people in industry  
(23) for looking out for their bottom line but from  
(24) where I sit as a former kid with asthma in a poor  
(25) neighborhood polluted by vehicles, as a father

(1) concerned about the world I leave my children, as  
(2) a doctor who takes care of kids suffering from  
(3) asthma, I find the argument for delay lacking in  
(4) evidence but frankly morally insufficient.

(5) I urge the EPA to adopt at least  
(6) the strongest of the alternatives proposed.  
(7) Thank you again for doing this work.

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

(10) Alright, our next speaker is  
(11) Mark Hardin.

(12) MARK HARDIN: I don't see -- I  
(13) don't see my image on the screen, oh, here we go.  
(14) Okay. Thanks for having me, letting me testify.

(15) I live in Portland, Oregon. I  
(16) am here as a private citizen and I support the  
(17) proposed emission standards and I want them to be  
(18) as strong as possible. I am here because I am  
(19) worried about my grandchildren, I don't want them  
(20) to live in a world cursed by increasing droughts,  
(21) floods, forest fires, dangerous heat waves, mass  
(22) migrations and political instability.

(23) Your proposed regulations can  
(24) help us avoid all this. The regulations can help  
(25) encourage the use of electric vehicles, slow the

(1) release of carbon in the atmosphere and slow  
(2) climate change. The regulations can also help  
(3) keep us Portlanders healthy, there is a high  
(4) level of pollution here and the proposed  
(5) regulations should -- should reduce the release  
(6) of noxious materials into the atmosphere such as  
(7) particulate matter, ozone and carbon monoxide.

(8) I am also convinced that the  
(9) regulations proposed are practical, Norway and  
(10) China for example have demonstrated the  
(11) production of electric vehicles can be ramped up  
(12) rather quickly. The new regulations also will  
(13) encourage and speed the building of charging  
(14) stations for electric vehicles.

(15) I live in an apartment building  
(16) and right now buying an electric car just isn't  
(17) practical for me. I would like to but there  
(18) aren't any charging stations near where I live  
(19) but the regulations can help change that.

(20) I think we should put more  
(21) pressure on manufacturers to produce electric  
(22) vehicles, it's just too tempting for them to keep  
(23) making big inefficient but highly profitable  
(24) internal combustion cars and trucks. I expect  
(25) they are going to argue that the proposed

(1) regulations are impractical and will cut into  
(2) their profits. Ultimately I don't think these  
(3) things were true but even if they were the  
(4) dangers of climate change take precedence.

(5) Our country is a world leader  
(6) and we should be leading the way out of this  
(7) crisis. Thanks for listening.

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

(10) Alright, our next speaker is  
(11) Thomas Barnstable.

(12) THOMAS BARNSTABLE: Hi, this is  
(13) Thomas Barnstable. Thank you for the opportunity  
(14) to testify today.

(15) I am here in support of the  
(16) proposed standards for the model years 2027 and  
(17) later light-duty and medium-duty vehicles.  
(18) Really looking forward to the clean air to  
(19) breathe for everybody. I have asthma sufferers  
(20) in my direct family, my eight-year-old grandson,  
(21) have COPD stricken members of my siblings, and  
(22) it's important for us to have clean air and I  
(23) know that the standards that you have will lead  
(24) us in that direction, it did on regular  
(25) automobiles and now on the light-duty and medium



(1) duty vehicles it's extremely needed.

(2) I know that the technology is  
(3) available to help the manufacturers get us to the  
(4) reduced emissions so I encourage you to provide  
(5) the best standards, the manufacturers will not  
(6) implement it without the standard being in place.  
(7) Thank you very much.

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

(10) Alright, our next and final  
(11) speaker in panel 26 is Patricia Samples.

(12) PATRICIA SAMPLES: Yes, hello.  
(13) I am grateful to be able to testify today and one  
(14) of the reasons I want to testify both for myself  
(15) as an individual and as a representative of  
(16) Elders Climate Action of which I am a co-leader  
(17) of the chapter in Minneapolis St. Paul area and I  
(18) have been long in service to people, older people  
(19) and their well-being and in caregivers as well,  
(20) and I am so very very conscience of how many of  
(21) our citizens as we age are falling into cognitive  
(22) decline and dementia. It's an enormous problem,  
(23) it's an enormous cost to our society on all  
(24) levels.

(25) I have cared for people with

(1) dementia, I have friends that have dementia, I  
(2) have concerns myself at age 77 that could be a  
(3) future for me and it could be a future for any of  
(4) you and your family members as well. And one of  
(5) the main reasons I am talking about this is that  
(6) one of the preventative efforts to prevent  
(7) cognitive decline, improving air quality is one  
(8) very simple solution that has not been explored  
(9) much previously but there is now research in last  
(10) few months that has been released and published  
(11) in medical journals and partially done by the  
(12) National Institute on Aging that show that if  
(13) there is a decline in bad air quality, there is  
(14) actually an improvement in cognitive decline  
(15) statistics. So that people actually live with  
(16) cognitive -- are more likely -- less likely to  
(17) get cognitive decline up to 1.6 years longer they  
(18) will take to get cognitive decline if they are --  
(19) when the air quality is improved over a ten year  
(20) period.

(21) So this is not a matter of  
(22) waiting for some day, we have people in our  
(23) family, we have people in our community, we have  
(24) people we care about that are on the verge of  
(25) cognitive decline if air quality continues to

(1) decline as it has and we certainly know that the  
(2) air quality issues of vehicles is a huge piece of  
(3) that and the EPA isn't going -- new standards  
(4) don't go far enough in creating these  
(5) zero-emissions by 2030 and we need to make sure  
(6) that they are using the technology to have HEV  
(7) categories where ever the technology is available  
(8) so by 2030 every knew HGB will be using this  
(9) technology. Thank you.

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

(12) Alrighty, that was the last  
(13) speaker in panel 26, so we will move onto panel  
(14) 27. Our first speaker asked to be removed from  
(15) the list so we will move onto speaker two,  
(16) Brittany Keyes.

(17) BRITTANY KEYES: Good evening.  
(18) My name is Dr. Brittany Keyes, and I am a  
(19) therapist, physical therapist representing  
(20) Healthy Client Wisconsin. I want to thank you  
(21) all for the opportunity to testify tonight.

(22) My purpose is voice my support  
(23) for the strongest multi-pollutant emission  
(24) standards for light-duty and medium-duty vehicles  
(25) possible. In health care especially in the U.S.

(1) we often react to injuries or illnesses after  
(2) they occur. In my clinic, recently it feels like  
(3) we are seeing an increase in chronic conditions  
(4) and comorbidities including cardiovascular  
(5) disease, lung disease, autoimmune,  
(6) neurodegenerative and cancers.

(7) The hospitals in my country are  
(8) seeing high levels of childhood asthma  
(9) hospitalizations, and nationally our schools are  
(10) seeing a rising number of children diagnosed with  
(11) autism.

(12) While factors contributing to  
(13) this can be multi factorial, there is one  
(14) powerful driver behind all these diagnosis and  
(15) that is air pollution. In health care we often  
(16) react but our goal is prevention. We want to  
(17) prevent heart disease, diabetes and cancer, we  
(18) want to prevent the pain, suffering and loss that  
(19) individuals and families experience physically  
(20) emotionally and financially.

(21) Unfortunately the irrefutable  
(22) evidence surrounding the negative health impacts  
(23) of burning fossil fuels has been known for  
(24) decades and that alone has not swayed industry to  
(25) transition away from this harmful practice. We

(1) need the EPA's strong guidance to prioritize  
(2) public health and prevention.

(3) On a personal level I reside in  
(4) a community with a poverty rate much higher than  
(5) the state's average. As with many low income and  
(6) diverse communities, we are divided by highways.  
(7) The only route that my family has to walk our  
(8) neighborhood elementary school is along a four  
(9) lane highway. From particulate matter monitoring  
(10) sensors, we have installed throughout our  
(11) community, we know that we have concerning spikes  
(12) of particulate matter air pollution during the  
(13) morning and evening commuting hours. This is the  
(14) air pollution that surrounds us as my two year  
(15) old and I walk my kindergartner home from school.  
(16) This air pollution is a majority from light-duty  
(17) and medium-duty vehicles. When it is really bad,  
(18) I instinctively hold my breath but I can't do  
(19) that the entire walk.

(20) The long term impact of this  
(21) pollution on my health for my family and my  
(22) community is terrifying. So again, I ask that  
(23) the EPA helps us and invest in the health of our  
(24) children and our communities by adopting the  
(25) strongest standards possible. Please provide the

(1) guidance necessary for industry and our country  
(2) to successfully transition the transportation  
(3) sector away from the high polluting personal  
(4) motor vehicles and prioritizing in health and  
(5) prevention and investing in our future. Thank  
(6) you.

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

(9) Our next speaker is Jonathan  
(10) Walker.

(11) JONATHAN WALKER: Thank you,  
(12) thank you for the opportunity to testify and even  
(13) having evening hours for this so we can get a  
(14) chance to speak, appreciate that and also,  
(15) Jennifer, thank you for running this.

(16) My name is John Walker and I am  
(17) here today as a retired physician at the  
(18) suggestion of Consumer Report. I hope to offer a  
(19) unique viewpoint as part of the supporting the  
(20) strongest emission standards possible. You have  
(21) heard about the health consequences of these kind  
(22) of emissions and how the public health issues  
(23) fall disproportionately on people of color and  
(24) poverty and also support the greenhouse gas  
(25) emission control, but I am here because I am an

(1) ophthalmologist and in particular, I am a retina  
(2) specialist, which means I treated diseases that  
(3) cause blindness which means macular degeneration  
(4) and diabetic retinopathy, things you cannot fix  
(5) with glasses or Lasik or cataract surgery. When  
(6) the retina is damaged, it's gone forever and so  
(7) is the vision.

(8)                   The tiny blood vessel in the  
(9) retina are an early marker for that damage before  
(10) that damage shows up elsewhere in the body.  
(11) Basically the retina is like a canary in the coal  
(12) mine when it comes to the effect of pollution on  
(13) the human body and the research clearly shows  
(14) that the emissions produced by the vehicles can  
(15) worsen retina health in a way that risks  
(16) permanent vision loss. There are measurable  
(17) effects on the retina with even relatively low  
(18) levels of exposure and I am going to drop some  
(19) references in the chat and you can also just  
(20) Google air pollution and retina damage and I'll  
(21) also be submitting written comments on the  
(22) docket.

(23)                   To thank you, you are all doing  
(24) important work to protect us from the threats to  
(25) the planet and our overall health but I want you

(1) to know that you are helping to avoid blindness  
(2) too.

(3) And we know that industry  
(4) representatives as have been pointed out have a  
(5) duty to provide reasons to weaken the law and you  
(6) guys need to balance all the viewpoints and what  
(7) I am about to say sounds harsh but I think it  
(8) applies, the tobacco industry in the 1950s when  
(9) it was clear that smoking caused cancer yet their  
(10) lobby sowed doubt and uncertainty when there was  
(11) none causing untold harm as people kept smoking.

(12) So please continue to keep our  
(13) air clean by continue to working to keep the law  
(14) strong. Thank you for the opportunity of being  
(15) here and thank you guys for being here.

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

(18) Alright, our next speaker is  
(19) Brian Russo.

(20) BRIAN RUSSO: Hi, I am Brian  
(21) Russo. I am a volunteer for Sierra Club Climate  
(22) Reality Project and Food and Water Watch. I want  
(23) to speak a little bit about vehicle  
(24) manufacturers.

(25) The first vehicle was made to



(1) runoff of peanut oil. Ford made a vehicle that  
(2) ran off of hemp biofuel and was made with hemp  
(3) body panels. So at some point we started burning  
(4) fossil fuels and became dependent on fossil fuels  
(5) and seems it's by design because vehicles could  
(6) have been made to be powered by alternatives.

(7) You may be familiar with some of  
(8) the alternative lower emission fuels. Some  
(9) states are using biofuels to mix with our  
(10) gasoline for the purposes of lowering emissions  
(11) and they have been successful. Diesel vehicles  
(12) can be powered with hemp biofuel -- bio diesel  
(13) without any modifications so I can't help but  
(14) wonder if it would be easier to power these  
(15) vehicles with hemp bio diesel rather than replace  
(16) fleets of vehicles.

(17) So I worked in the auto industry  
(18) for over ten years and I can tell you that  
(19) vehicle manufacturers have no regard for their  
(20) waste. During the Obama administration when  
(21) vehicle manufacturers were required to lower  
(22) emissions, they introduced composite materials  
(23) that are not going to be biodegradable or  
(24) recyclable. When I asked the engineer if there  
(25) was any consideration for the environmental

(1) impact, they say no. I say what's the point.

(2) We can no longer be burying  
(3) batteries or tires in the ground, it's  
(4) contaminating our soil. I live in the land of  
(5) Lenape where Ford has contaminated our land and  
(6) killed many people. They may have paid a small  
(7) lawsuit but it's nowhere near the destruction  
(8) they caused to the environment and the death of  
(9) the Lenape people.

(10) So I support strong limits on  
(11) emissions but I don't think it goes far enough.  
(12) I think we need to be regulating the vehicle  
(13) manufacturers as far as the overall environmental  
(14) impact when it comes to the sourcing of the  
(15) materials and produce a responsibility when it  
(16) comes to their waste. They could be making the  
(17) vehicles with hemp body panels and using -- they  
(18) could be powered off of biofuel and everything  
(19) should be recyclable rather than ending up in a  
(20) junkyard.

(21) So I became a climate activist  
(22) when I realized I would not be able to retire and  
(23) most likely die from catastrophic climate events.  
(24) So I am asking the EPA to support a strong  
(25) emission standard but also take it one step

(1) further and protect us from the vehicle  
(2) manufacturers. Thank you.

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

(5) Alright, our next two speakers  
(6) are not on the Zoom platform, Dr. Shelly Francis  
(7) or Bill Tyson. If you are on the platform under  
(8) a different name or maybe called in, you can  
(9) raise your hand, you can send the host a chat  
(10) message or if you are call in only user, you can  
(11) press star nine to raise your hand. Dr. Shelly  
(12) Francis and Bill Tyson.

(13) Alright, let's move onto panel  
(14) 28. Patricia Bond. Alright, I am not seeing the  
(15) first three speakers on our Zoom platform,  
(16) Patricia Bond, Adam Rossi and Abby Saks.

(17) Again if you are on the Zoom  
(18) platform under a different name or if you are a  
(19) call in user, you can use the raise your hand  
(20) feature function to identify yourself, send us a  
(21) chat message to the meeting host or again for  
(22) call in users, you can press star nine to raise  
(23) your hand.

(24) With that I'll move onto the  
(25) fifth speaker in panel 28, Matthew LeFluer.

(1) MATTHEW LE FLUER: Hello, first  
(2) of all, am I on?

(3) MS. PIGGOTT: Yes, we can hear  
(4) and you and see you. Go ahead. You have three  
(5) minutes.

(6) MATTHEW LE FLUER: Thank you.  
(7) Greetings everyone. My name is Matthew LeFluer.  
(8) I am actually calling from the green state  
(9) of Vermont. I am actually a Sierra Club  
(10) transportation advisory member of that non  
(11) profit. I work within the State of Vermont, ABC  
(12) of Transportation to take suggestions and  
(13) recommendations.

(14) Thank you EPA government for  
(15) bringing this up to the forefront of climate  
(16) change and crisis across the globe but within the  
(17) New England states including my state, the green  
(18) mountain state of Vermont.

(19) As an individual of color with  
(20) disability autism, I have also have health  
(21) inequities as well, asthma. I support the  
(22) strictest and the most available standards the  
(23) EPA can offer and even more forward to that.

(24) For myself it's been critical  
(25) and crucial that rural communities across this

(1) great nation have that accessibility and access  
(2) needs they need to provide for the communities  
(3) what the advanced technology we have available.  
(4) To the strictest measure of moving forward making  
(5) sure that the heavy-duty, light-duty or all of  
(6) the above are -- to the strictest standards of  
(7) the EPA and making sure that our cars, trucks,  
(8) trains, airplanes, cargo ships, submarines, all  
(9) of the above are treated very very seriously  
(10) under the climate change and crisis law of the  
(11) United States of American but also the global  
(12) heat standards that we made an agreement upon  
(13) with the Paris Climate Agreement.

(14) I support EPA decision on all of  
(15) the above recommendations and suggestions because  
(16) my green mountain state of Vermont needs all the  
(17) help it can get with resource, tools, technology,  
(18) et cetera. Most rural areas across this great  
(19) nation are left out of conversation and we need  
(20) to be coming together to prevent this climate  
(21) catastrophe crisis that's plagued us for  
(22) centuries.

(23) Moving forward, I think, you  
(24) know, making sure that the EPA understands that  
(25) everybody access needs need to be met including

(1) myself and indigenous and people of color across  
(2) this great nation. Thank you very much.

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

(5) Alright, our next speaker is  
(6) Rabbi Daniel Swartz.

(7) RABBI DANIEL SWARTZ: Hi, I am  
(8) Rabbi Daniel Swartz. I am the Rabbi at Temple  
(9) Hesed in Scranton and the executive director of  
(10) the Coalition on the Environment and Jewish Life.  
(11) In the Jewish calendar right now we mark the time  
(12) between the exodus of Egypt and the revelation on  
(13) Mt. Sinai and we are focused on that journey in  
(14) between and looking at how to -- to take on  
(15) life's journey with a sense of purpose and ethics  
(16) and I appreciate EPA's work on regulating the  
(17) transportation society and our country so that we  
(18) as a nation can begin to -- to move from one  
(19) place to another in a way that creates less harm  
(20) to each other.

(21) In addition to supporting the  
(22) particular recommendations of EPA, I want to  
(23) highlight some of the values quickly that both --  
(24) that I think future standards should be based on  
(25) and that need to be articulated as these

(1) particular standards are moved forward.

(2)                   The first is to look at  
(3) vulnerable populations. To understand as our  
(4) sages did long ago that not everything effects  
(5) everybody equally, that clean air can effect the  
(6) cognitive well-being of older adults and can  
(7) effect the developing lungs of young children.  
(8) To look at who suffers the most, in the ancient  
(9) world our sages regulated where different kinds  
(10) of factories that would have emissions like  
(11) tanning, leather could be located knowing that  
(12) the poorer people usually were aware that such  
(13) businesses were cited and making sure that those  
(14) who are less powerful in society were protected.

(15)                   And third to look at the idea of  
(16) prevention. We are taught in Deuteronomy that  
(17) one who builds a house should build a parapet on  
(18) the roof, a guardrail so you don't incur blood  
(19) guilt. The idea being that once somebody has  
(20) fallen off a roof, you can't make that all better  
(21) and that we should be trying to prevent problems  
(22) instead of picking up after them.

(23)                   To articulate that idea of  
(24) prevention and how that is an ancient value of  
(25) respecting life and justice is one thing that I

(1) hope EPA will continue to do as these  
(2) preventative standards move forward.

(3) Thanks again for the time and  
(4) again I appreciate the work that you have done  
(5) and I hope that you will articulate some of the  
(6) great values behind this work as you move  
(7) forward.

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

(10) Alright, ladies and gentlemen,  
(11) those are all of the registered speakers that we  
(12) have for this evening's session. That said we  
(13) did get a note from our final speaker in panel 28  
(14) that he will be joining shortly so we will stay  
(15) on the line waiting for Daniel McCarthy, but at  
(16) this time if anyone who did not register to  
(17) provide a testimony this evening and hasn't  
(18) already provided a testimony for this hearing  
(19) would like to provide testimony, please use the  
(20) raise your hand feature button at the bottom of  
(21) your platform or message the meeting host or  
(22) again if you are a call in user, you can press  
(23) star nine to raise your hand.

(24) If you have not already provided  
(25) a testimony today and would like to, please raise



(1) your hand or send us a chat message. Thank you.

(2)                    Alright, our next speaker is Dan  
(3) McCarthy. You are going to receive a prompt from  
(4) me to promote to panelist. It will allow you to  
(5) unmute and turn your video on if you choose.

(6)                    DANIEL MC CARTHY:Good evening.

(7)                    MS. PIGGOTT:Dan, we can hear  
(8) you, go ahead, you have three minutes.

(9)                    DANIEL MC CARTHY:Thank you.  
(10) Good evening everyone, my name is Dan McCarthy.  
(11) I live in Boston, Massachusetts and I am a  
(12) transportation and toxics coordinator with the  
(13) Massachusetts chapter of the Sierra Club.

(14)                    The transportation sector makes  
(15) up nearly 30 percent of our country's climate  
(16) pollution and nearly 40 percent of my state's  
(17) greenhouse gas emissions. We know that air  
(18) pollution can cause significant health impacts  
(19) such as heart and lung disease, asthma and even  
(20) neurological and development issues. Regulating  
(21) the transportation sector and clean cars in  
(22) particular is a vital part of protecting the  
(23) health of our communities.

(24)                    I work with communities who are  
(25) particularly at risk for air pollution. These

(1) communities are often communities of color and so  
(2) cleaning up our air is a major step we can take  
(3) to enact climate justice and reduce the burden of  
(4) pollution that these communities already face.

(5) I am glad that Massachusetts has  
(6) already adopted the clean cars two rule and so we  
(7) are taking a strong step to address air pollution  
(8) from our light vehicles and this will help  
(9) protect our state's air quality and help increase  
(10) the availability of vehicles that will reduce our  
(11) emissions as well.

(12) Every state deserves strong  
(13) regulations to protect the health and air quality  
(14) of our communities and a strong federal rule will  
(15) help make that a reality. Strengthening the  
(16) light-duty rule will reduce children's exposure  
(17) to air pollution and reduce the health outcomes  
(18) across the country.

(19) We have the technology now to  
(20) transition to a cleaner, safer world where our  
(21) vehicles don't pollute the air that our children  
(22) breathe. I call on the EPA to strengthen the  
(23) rule and help protect the health of our  
(24) communities and our climate. Thank you very  
(25) much.

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

(3) Alright, those are all of the  
(4) speakers registered to speak this evening. If  
(5) there is anyone who did not register and hasn't  
(6) already provided a testimony as part of this  
(7) hearing but would like to make a comment, please  
(8) indicate this by raising your hand in the Zoom  
(9) platform, you can do this by clicking the raise  
(10) your hand feature at the bottom of your Zoom  
(11) platform or send the host a message using the  
(12) chat.

(13) If you called in this evening,  
(14) you can press star nine to raise your hand. We  
(15) will pause for a few minutes to see if anyone  
(16) else would like to make a comment this evening.  
(17) Thank you.

(18) Again, we have heard from  
(19) everyone who registered to speak in this evening  
(20) is session but if there is anyone who did not  
(21) registered and hasn't already provided a  
(22) testimony today but would like to make a comment  
(23) please indicate this by using the raise your hand  
(24) feature on Zoom, you can use the raise your hand  
(25) feature icon located at the bottom of your Zoom

(1) platform or you can send the host a chat message.  
(2) If you called in this evening, you can press star  
(3) nine to raise your hand. Again, we will wait a  
(4) few more moments to see if anyone else would like  
(5) to provide a testimony this evening. Thank you.

(6)                   Alright, not seeing any  
(7) additional requests for testimony this evening,  
(8) we are now at the end of our evening session.  
(9) EPA are you ready to adjourn this virtual hearing  
(10) for today.

(11)                   MR. OLECHIW: Yes, we are ready  
(12) to adjourn.

(13)                   MS. PIGGOTT: Hold on, one  
(14) moment, I see a hand just got raised.

(15)                   MARCO CASTELLANOS: Thank you.

(16)                   First thank you for letting me  
(17) testify, as you said my name is Marco  
(18) Castellanos, I am from Phoenix, Arizona. I am  
(19) here as a private citizen and the reason I am  
(20) testifying is because I support the proposal to  
(21) increase emission standards on the light-duty  
(22) vehicles in the coming years of 2027 and 2032.

(23)                   I also personally think that the  
(24) standards should be extended to all vehicles, the  
(25) classification difference between light-duty and

(1) heavy-duty is just a big old loop hole that big  
(2) trucks are driven through and clog up our streets  
(3) and clog up our air especially with their poor  
(4) emission standards.

(5) I am from Phoenix and I don't  
(6) know how familiar any of you are with the area,  
(7) there is a lot of nice beautiful hikes around the  
(8) city. But I am reminded everyday of air  
(9) pollution whenever I go hiking because I see a  
(10) cloud just hanging over the city and it is not  
(11) pleasant to look at and it's not pleasant to  
(12) breathe because I am also -- get a more personal  
(13) reminder every time I have to use my inhaler  
(14) whenever I overexert myself.

(15) So I have a lifetime  
(16) subscription to breathe normally that I have to  
(17) pay because of lacks standards. Air quality is  
(18) very important to me and I think everyone in the  
(19) country.

(20) Again, thank you for your time,  
(21) that is all I have to say.

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

(24) Alright, those are all of the  
(25) speakers that we had registered. Again if anyone

(1) else who has not provided testimony during this  
(2) evening's hearing would like to, please use the  
(3) raise your hand feature at the bottom of your  
(4) Zoom platform, send the host a chat message or  
(5) you can press star nine to raise your hand.

(6) I see another hand is raised.  
(7) Ah, Dr. Shelly Francis, I see that you are on the  
(8) platform, I am going to promote you to panelist  
(9) so you can provide your testimony.

(10) SHELLY FRANCIS: Thank you and  
(11) good evening. Thank you for the opportunity to  
(12) testify this evening.

(13) I am Dr. Shelly Francis, I am a  
(14) cofounder and executive director of  
(15) EVHybridNoire. We are a membership based 501C3  
(16) non profit with thousands of members across the  
(17) United States as well as globally. Our mission  
(18) is to increase awareness of multiple level  
(19) electric vehicles and transportation and  
(20) accelerate their adoption in a manner that's  
(21) inclusive to all communities to have access to  
(22) this mobility technology.

(23) Our membership is made of  
(24) members who identify as black and brown so our  
(25) organization is the voice of this community.

(1) This evening I am here as a concerned citizen as  
(2) well as representing EVHybridNoire and I am  
(3) also a public health professional and mobility  
(4) expert. I want to thank the administration for  
(5) making it a priority to put forth the  
(6) strongest possible limitations on vehicle  
(7) emissions.

(8) These standards particularly  
(9) here in my state of Georgia and the states that  
(10) we work in across the United States will provide  
(11) much needed relief on the burden of diesel fumes  
(12) and air pollution. Vehicle manufacturers have  
(13) the technology, we need stronger standards but  
(14) failed on many instances to act without the  
(15) guiding hand of the EPA.

(16) I am particularly concerned  
(17) about transportation driven air pollution. As a  
(18) child I was very active and loved to play outside  
(19) with friends and play sports and it was only a  
(20) few years ago I began to use an inhaler and  
(21) experience respiratory issues, and I don't live  
(22) in a transportation corridor or a refinery but  
(23) imagine if I did.

(24) I have to be careful when the  
(25) air quality is poor because I have respiratory

(1) problems now. This is important from a public  
(2) health and justice perspective, it's also very  
(3) personal for me, so some of the benefits of  
(4) stronger standards include the standard for  
(5) vehicles that will be on the road for decades to  
(6) come, families and environmental justice  
(7) communities in West Oakland, West Harlem, cancer  
(8) alley or northeastern rural North Carolina, they  
(9) have suffered for far too long and as a result  
(10) risk harms for cardiovascular disease, lung  
(11) cancer and other respiratory health illnesses.  
(12) These emissions cause 21,000 premature deaths  
(13) each year and impact nearly 135 million Americans  
(14) which means a third of Americans and the majority  
(15) of these individual belonging to environmental  
(16) justice communities.

(17) I may refer to it as a public  
(18) health crisis that not enough people are talking  
(19) about. In conclusion, I want to encourage  
(20) administration to set forth the strongest  
(21) standards possible and everyday we fail to have  
(22) more families --

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

(25) Again, we have heard from



(1) everyone who is on the Zoom platform that  
(2) registered to speak. If you have not already  
(3) provided testimony as part of this hearing but  
(4) would like to, you can use the raise your hand  
(5) feature located at the bottom of your Zoom  
(6) platform, send the host a chat message or if you  
(7) are a call in user, press star nine to raise your  
(8) hand.

(9) Again, we will pause for a few  
(10) moments to see if anyone else would like to  
(11) present testimony this evening. Thank you.

(12) Alright, not seeing any  
(13) additional hands raised or requests to provide  
(14) testimony this evening, we are now at the end of  
(15) our evening session.

(16) EPA, are you ready to adjourn  
(17) the virtual hearing for today?

(18) MR. OLECHIW: Yes, Jennifer we  
(19) are ready to adjourn and I just want to thank all  
(20) of the participants for their testimony both  
(21) yesterday and today.

(22) This marks the end of today's  
(23) hearing. We will reconvene tomorrow which is  
(24) Thursday, May 11 at ten a.m. eastern time.

(25) MS. PIGGOTT: Great, thank you,

(1) Mike. Again, this concludes today's hearing and  
(2) we will resume tomorrow at ten a.m. eastern.  
(3) Thank you and have a nice evening.

(4) (Whereupon, the hearing is  
(5) concluded at 9:33 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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(21) \_\_\_\_\_

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