
U.S. EPA VIRTUAL PUBLIC HEARING
AMENDMENTS AND NONCONFORMANCE PENALTIES FOR MODEL YEAR
2027 AND LATER HEAVY-DUTY HIGHWAY ENGINES AND
AMENDMENTS TO INDUCEMENT PROVISIONS FOR SCR-EQUIPPED
DIESEL ENGINES

DOCKET NO. EPA-HQ-OAR-2026-0728

DATE: JULY 29, 2026

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P R O C E E D I N G S

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FACILITATOR JENNIFER: Good morning.

This is the virtual public hearing for the United States Environmental Protection Agency's, or EPA's, Proposed Rule Amendments and Nonconformance Penalties for Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Inducement Provisions for SCR-Equipped Diesel Engines. My name is Jennifer, and I will serve as your meeting facilitator for today's hearing.

Please note, we are transcribing today's hearing, and you can turn on live captioning if you would like to read the verbal dialog. To turn on closed captions, click the CC icon that says Live Transcript at the bottom of your screen, then click Show Subtitles to view the closed captioning and hide subtitles to turn them off. If you have any questions, please contact the meeting host.

I'll now turn it over to Harris Schwab, Senior Policy Advisor in the Office of Air and Radiation, for a few opening remarks, followed by Bill Charmley, Director of the

1 Transportation Sector Impacts and Standards
2 Division in the Office of Transportation and
3 Air Quality, who will serve as the Presiding
4 Officer for today's hearing. Thank you.

5 Harris, over to you.

6 MR. SCHWAB: Thank you, Jennifer.
7 Good morning, everyone. On behalf of the U.S.
8 Environmental Protection Agency and the Office
9 of Air and Radiation, I would like to welcome
10 you to today's virtual public hearing. I'm
11 grateful to everyone who is taking the time to
12 testify and participate today.

13 My name is Harry Schwab, and I serve
14 as Senior Policy Advisor for EPA's Office of
15 Air and Radiation, and I oversee OAR's mobile
16 source portfolio. With me today is Bill
17 Charmley, Director of the Transportation Sector
18 Impacts and Standards Division within EPA's
19 Office of Transportation and Air Quality. Bill
20 will be the Presiding Officer for today's
21 hearing.

22 In addition with me today in listening
23 to the testimony on this proposed rule, are
24 several of my EPA colleagues from OAR. EPA is
25 also being assisted by our contractor ICF in

1 the running of today's virtual public hearing.

2 On July 14th we published an important
3 proposed rule titled Amendments and
4 Nonconformance Penalties for Model Year 2027
5 and Later Heavy-Duty Highway Engines and
6 Amendments to Inducement Provisions for
7 SCR-Equipped Diesel Engines. That proposal is
8 the subject of today's hearing.

9 The proposed rule would amend certain
10 requirements for model year 2027 and later
11 heavy-duty highway engines, including a
12 proposal to scale back the emissions warranty
13 requirements that account for the largest
14 single-cost increase from the 2023 Final Rule.

15 The proposed rule also proposes to
16 delay the implementation of the longer
17 regulatory useful life requirements and make
18 nonconformance penalties available to
19 manufacturers of certain classes of heavy-duty
20 engines starting in model year 2027. The
21 proposal also heeds calls from American
22 truckers and diesel operators to eliminate
23 engine derates and vehicle speed restrictions
24 caused by diesel exhaust fluid, or DEF, system
25 failures.

1 If finalized as proposed, this rule
2 would retain nearly 90 percent of the nitrogen
3 oxide reductions expected from the 2023 Rule,
4 as the underlying model year 2027 emission
5 standards remain in place, while saving
6 American truckers an estimated \$12 billion
7 through commonsense revisions to compliance
8 requirements.

9 Today we look forward to hearing
10 additional input through your comments on our
11 proposal. EPA will consider all the comments
12 we hear today from the many stakeholders
13 participating in this hearing as we develop the
14 final rule. We also look forward to
15 considering written comments that we receive
16 during the public comment period, which is open
17 through August 29th.

18 Thank you all for attending today's
19 hearing, and thank you to everyone who will
20 provide testimony throughout the hearing. I
21 will now turn it over to Bill Charmley, the
22 Presiding Officer for today's hearing. Thank
23 you.

24 MR. CHARMLEY: Thank you, Harry, and
25 good morning everyone. The purpose of today's

1 hearing is to receive comments from interested
2 parties on the proposed rulemaking titled
3 Amendments and Nonconformance Penalties in
4 Model Year 2027 and Later Heavy-Duty Highway
5 Engines and Amendments to Inducement Provisions
6 for SCR-Equipped Diesel Engines, which was
7 published in the Federal Register on July 14th,
8 2026.

9 This hearing provides interested
10 parties the opportunity for the oral
11 presentation of views and arguments. Witnesses
12 will be allowed to make oral statements, which
13 they may later extend in writing to the
14 official record of the hearing. When you are
15 finished with your comments, members of this
16 panel may ask clarifying questions.

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

25 I would like to remind everyone that

1 in addition to today's hearing, there is also
2 an opportunity to send EPA written comments.
3 The written comment period closes on
4 August 29th at 11:59 p.m. Eastern Time. The
5 details in which to submit written comments can
6 be found in the Federal Register Notice
7 Announcement Proposal, as well as on the EPA's
8 website.

9 Now, I would like to go over how we'll
10 be conducting today's hearings. Today's
11 hearing will be conducted informally, and
12 formal rules of evidence will not apply. I
13 will be serving as Presiding Officer for
14 today's hearing, and as such, I'm authorized to
15 apply reasonable limits on the duration of the
16 statement of any witnesses. When I am not
17 available, my EPA colleagues, Kathryn Sargeant,
18 Jessica Brakora, who will serve as presiding
19 officers for this hearing.

20 We ask that each person limit their
21 verbal testimony to 3 minutes. Our contractor,
22 ICF, will be facilitating the lineup of
23 speakers and helping to keep testimony to 3
24 minutes. We appreciate all of your
25 cooperation, which will help us ensure that

1 everyone who is registered has an opportunity
2 to speak.

3 A written transcript from this hearing
4 will be available electronically on EPA's
5 website and at the regulations.gov website
6 under the docket for this rulemaking, which is
7 Docket Number EPA-HQ-OAR-2026-0728.

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

16 Please note that EPA has distributed a
17 list in a tentative order of those registered
18 to speak today and tomorrow, and we will make
19 slight adjustments throughout the hearing for
20 accommodations. We will also schedule periodic
21 breaks throughout the day as needed.

22 Finally, while the EPA representative
23 speaking today will attempt to ensure the
24 accuracy of any description that we provide
25 regarding the proposed rulemaking, the official

1 version of the proposal is that which was
2 published in the Federal Register on July 14th,
3 2026, and it controls in cases of conflict
4 between it and what you may hear today. Please
5 refer to the official version in developing
6 your written comments in this proposal.

7 Should there be members of the press
8 that have further questions about today's
9 hearing, we ask that they please contact the
10 EPA press office at press@epa.gov.

11 Thank you very much, and with that, I
12 will turn it back to Jennifer from ICF, and she
13 will go over some logistics for today's virtual
14 public hearing. Thank you.

15 FACILITATOR JENNIFER: Great. Thank
16 you, Harry and Bill. I'd now like to go over
17 today's agenda.

18 Today's public hearing is scheduled to
19 last until all testifiers who wish to speak
20 have had an opportunity to do so. We'd like to
21 go over some logistics for today's public
22 hearing.

23 Today's hearing is being recorded for
24 the court reporter, and the recording will not
25 be posted publicly. However, a written

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

9 Please note that all attendees'
10 microphones are muted and cameras are turned
11 off automatically. Each speaker will have
12 3 minutes to speak. Please speak slowly and
13 clearly for the benefit of the court reporter
14 and closed captioning team. There will be an
15 on-screen timer for those who are online, and
16 if we have anyone on the phone, I'll give the
17 phone participants a 30-second warning when you
18 need to start wrapping up your comments. We
19 will be strictly enforcing the 3-minute time
20 limit for each speaker. Thank you in advance
21 for your cooperation to ensure we hear from as
22 many attendees as possible.

23 If you have additional comments you
24 would like to provide, you can also submit them
25 through the docket at www.regulations.gov using

1 Docket ID EPA-HQ-OAR-2026-0728.

2 We will display the list of registered
3 speakers arranged by panel, so you will know
4 approximately when your turn is coming up.

5 If you're speaking today, you will
6 receive a notification on your screen that
7 you're being promoted to panelist. Shortly
8 prior to your speaking time, you must click to
9 accept that invitation to be able to unmute
10 when you're called to testify. This will also
11 allow you to turn on your camera, which we
12 encourage you to do. Speakers connected by
13 phone should unmute their phones by pressing
14 Star 6 when called to testify. When called
15 upon, please state your name and any
16 affiliation and begin your testimony.

17 If you need to change your name that
18 appears on the Zoom so it's easier for us to
19 find you, you can do that by clicking the
20 participant button on the Zoom toolbar at the
21 bottom of your screen. Hover your mouse over
22 your name and click on More. A window will
23 open allowing you to edit or correct how your
24 name is displayed. When done, click OK.

25 If at any time during this hearing

1 you're having technical difficulties, please
2 use the chat feature located at the bottom of
3 your screen to message the meeting host, or you
4 can contact EPAPublicHearing@icf.com, or you
5 can call 760-822-5470.

6 Please make note of the phone number
7 for this hearing. The phone number is
8 669-254-5252, Webinar ID 165 317 9160. If
9 you're having trouble with your internet
10 connection at any point during the hearing, you
11 can call this number to listen to the hearing.

12 Additionally, individual internet
13 connections and band widths vary and may impact
14 your viewing experience. We recommend closing
15 all apps and programs and limiting other
16 streaming or downloads while you're
17 participating in this hearing.

18 If you're not registered to speak
19 today but you would like to be added to a
20 speaker list, you can email
21 EPAPublicHearing@icf.com, or call 760-822-5470.

22 Okay. We will now begin accepting
23 public testimony. Please note that an EPA
24 representative may ask clarifying questions at
25 the end of your testimony, otherwise, we will

1 immediately move on to the next speaker. The
2 expected speaker list is currently displayed on
3 the screen. Again, we ask that each person
4 limit their verbal testimony to 3 minutes. If
5 you have additional comments which you are not
6 able to provide orally today, you can also
7 submit them through www.regulations.gov Docket
8 ID EPA-HQ-OAR-2026-0728, and we've put all this
9 information in the chat for your convenience.

10 I'll be calling on each speaker one at
11 a time in the order displayed on the screen.
12 Please speak clearly so our court reporter can
13 record these proceedings accurately. I
14 apologize in advance for mispronouncing
15 anyone's name.

16 All right. With that, our first
17 speaker today is Grant MacIntyre. Okay, Grant,
18 I see you're unmuted, go ahead, you have 3
19 minutes.

20 MR. MACINTYRE: Thank you. Good
21 morning. My name is Grant MacIntyre, Director
22 of Regulatory Affairs and Senior Attorney at
23 the Auto Care Association. The Auto Care
24 Association is the nation's only trade
25 association representing the entire supply

1 chain of the automotive aftermarket. On behalf
2 of the 4.7 million people employed by the
3 automotive aftermarket, which contributes \$710
4 billion of economic activity, we thank you for
5 this opportunity to provide remarks on the
6 proposed inducements rule.

7 We would first like to commend EPA on
8 your support of freedom to fix emission systems
9 and encourage Congress to pass the Repair Act
10 to finish the job to protect the freedom to fix
11 all vehicle systems and components. We also
12 appreciate EPA retaining requirements for
13 diesel exhaust fluid, also known as DEF, in the
14 proposed rule.

15 DEF is a mature, widely distributed
16 product available through truck stops, fuel
17 retailers, parts distributors, dealerships,
18 independent service providers, fleet suppliers,
19 bulk delivery, retail packaging, farm and ag
20 co-ops, tractor supply stores, and seed
21 distribution centers. High-quality DEF, proper
22 DEF handling, accurate dosing, and timely
23 repair of DEF SCR components help preserve
24 catalyst performance and after-treatment
25 durability.

1 Reliable SCR operation helps avoid
2 repeated fault cycles, unnecessary shutdowns,
3 and maintenance disruptions that can affect
4 overall vehicle operation and after-treatment
5 longevity. DEF allows engine manufacturers to
6 calibrate diesel engines for efficient
7 combustion while treating NOx downstream in the
8 exhaust. This leads to greater fuel efficiency
9 and operational savings. DEF helps reduce
10 costs of fuel, increase uptime, make emissions
11 compliance easier, and enhances vehicle
12 durability. If these systems are run dry, or
13 the SCR systems are deleted, vehicle operators
14 risk voiding warranty and limiting resale
15 value.

16 Rather than limit inducements, EPA
17 should ensure independent access to service
18 information, diagnostic procedures, scan tool
19 functionality, software calibration
20 information, fault code logic, repair
21 documentation, and replacement parts.
22 Inducements encourage quicker repair of the SCR
23 system. Notification only approaches will
24 delay seeking critical repairs that keep trucks
25 and tractors moving.

1 We thank you for your time. As you
2 consider the rule going forward, remember that
3 DEF is an American success story, employing
4 people across the nation and achieving
5 emissions reduction in a cost-effective manner,
6 while also improving vehicle longevity and
7 performance. We encourage you to maintain
8 rules that ensure DEF SCR systems are operating
9 as intended. Thank you.

10 FACILITATOR JENNIFER: Thank you for
11 your comments. Our next speaker is Jennifer
12 Lewis.

13 MS. LEWIS: Good morning. Can you
14 hear me?

15 FACILITATOR JENNIFER: Yes, we can
16 hear you. Go ahead, you have 3 minutes. I can
17 give you a prompt to start your video, if you
18 would like.

19 MS. LEWIS: Yes. Thank you. Thank
20 you. Good morning. Hello. My name is
21 Jennifer Lewis, and I serve as Vice President
22 of Regulatory Affairs for MEMA, the Vehicle
23 Suppliers Association. Thank you for the
24 opportunity to testify this morning.

25 MEMA represents more than 900 vehicle

1 supplier companies that design and manufacture
2 many of the emissions control technologies
3 directly affected by this proposal. Our
4 members must make engineering validation,
5 manufacturing, and investment decisions years
6 before a new model year begins, which makes
7 regulatory timing and implementation certainty
8 essential to successful deployment.

9 MEMA appreciates EPA's thoughtful
10 reconsideration of several implementation
11 provisions in the proposal. MEMA supports
12 EPA's decision to maintain the underlying model
13 year 2027 heavy-duty emission standards while
14 proposing targeted implementation changes.
15 MEMA also supports EPA's proposal to restore
16 the previous emissions warranty period and
17 delay implementation of the extended useful
18 life requirements. These changes reflect
19 longstanding concerns regarding technical
20 feasibility, validation, supplier investment,
21 and lead time, while also preserving the
22 objectives of the model year 2027 program.

23 As EPA moves toward a final rule,
24 timely completion of this rulemaking is
25 critically important. Model year 2027 programs

1 already well underway. Suppliers have invested
2 substantial resources in product development,
3 testing, manufacturing capacity, and customer
4 support. Every additional month of uncertainty
5 impacts engineering decisions, production
6 planning, capital investments, as well as
7 supply chain readiness. MEMA is respectfully
8 encouraging EPA to finalize the rule as
9 expeditiously as practicable to provide the
10 implementation certainty that is needed to
11 support a successful model year 2027
12 transition.

13 MEMA is carefully evaluating EPA's
14 proposed nonconformance penalty program and
15 appreciates EPA's objective that the proposed
16 NCP program not create a competitiveness issue.
17 We look forward to working with EPA during the
18 comment process to ensure that NCP framework
19 supports a successful transition reflects
20 supplier investments, provides appropriate
21 flexibility, and also maintains fair
22 competition.

23 Finally, EPA's proposed revisions to
24 the DEF and SCR inducement provision to raise
25 very important technical and implementation

1 questions for the supplier community, MEMA has
2 not yet established a formal position on these
3 provisions and looks forward to providing EPA
4 with additional recommendations through the
5 written comment process.

6 Thank you for the opportunity to
7 testify. MEMA looks forward to continuing to
8 work constructively with EPA as it develops a
9 final rule.

10 FACILITATOR JENNIFER: Thank you for
11 your comments. Our next speaker is Sarah
12 Bucic.

13 MS. BUCIC: Good morning. My name is
14 Sarah Bucic. Thank you for the opportunity to
15 speak today. I'm a registered nurse of over 20
16 years, and I'm also a Policy Analyst with the
17 Alliance of Nurses for Healthy Environments.
18 We are the leading global nursing organization
19 focused on the intersection of human health and
20 planetary health, and we have over 10,000
21 members in all 50 states. We strongly oppose
22 the current EPA proposal to weaken policies
23 that reduce NOx emissions from heavy-duty
24 vehicles.

25 In December 2022 EPA finalized a rule

1 that sets stronger emission standards to
2 further reduce pollution from heavy-duty
3 vehicles and engines. The rule is estimated to
4 prevent up to 2,900 premature deaths annually.
5 Now EPA is proposing to rollback provisions of
6 this rule. As nurses, we are concerned about
7 these rollbacks, as any rollbacks to tailpipe
8 pollution will put the health at risk of the
9 72 million people estimated to live near truck
10 freight routes.

11 I live in Wilmington, Delaware, and
12 for communities near me with heavy truck
13 traffic around the Port of Wilmington, there is
14 already a disproportionate and unacceptable
15 burden of pollution. Strong vehicle standards
16 are one of the most effective tools to reduce
17 harmful exposures and to advance environmental
18 justice.

19 Traffic-related pollution remains a
20 serious health hazard, and the mixture of
21 emissions has been linked to poor birth
22 outcomes, reduced lung and cognitive
23 development, development and worsening of
24 chronic respiratory and cardiovascular
25 diseases, and increased risk of dementia,

1 cancer, and premature death.

2 While trucks represent a small
3 fraction of total on-road vehicles, they
4 generate the greatest share of harmful
5 traffic-related air pollutants. Delaying
6 enforcement of limits on health-harming
7 tailpipe pollution from trucks would
8 dramatically worsen air quality, deepen our
9 chronic disease crisis, and cause more people
10 across the country to get sick and die from
11 cancer, COPD, and heart disease.

12 EPA's proposed weakening of the
13 existing rules fails to show the health impacts
14 that will result from this rulemaking,
15 following a trend of the agency ignoring the
16 health benefits of reducing pollution. Coupled
17 with other rollbacks of clean vehicles, the EPA
18 is allowing more traffic pollution to pollute
19 communities, harming children and families.

20 EPA's core mission is to protect
21 public health, and the Clean Air Act requires
22 the agency to regulate sources of pollution,
23 including mobile sources. This weakening of
24 policies that helps reduce NOx pollution from
25 trucks is at odds with EPA's mission. We urge

1 you to withdraw this proposal and continue
2 implementing the 2022 Cleaner Trucks Rule on
3 its original timeline. Thank you so much for
4 the opportunity to speak.

5 FACILITATOR JENNIFER: Thank you for
6 your comments. Our next speaker is Laura
7 Bender.

8 MS. BENDER: Good morning. My name is
9 Laura Kate Bender, L-A-U-R-A, K-A-T-E,
10 B-E-N-D-E-R, and I'm the Vice President for
11 Nationwide Advocacy and Public Policy at the
12 American Lung Association. Thanks for the
13 opportunity to share comments today.

14 As I expect you'll hear repeated
15 throughout the next two days by others in the
16 health community and beyond, I urge EPA to
17 withdraw this proposal. Keeping the current
18 standards in place without weakening or
19 delaying its protections is important for
20 achieving Administrator Zeldin's first pillar
21 of clean air, land, and water for every
22 American. My colleagues today will highlight
23 different aspects of the proposal, and I'm
24 going to focus on the health community's strong
25 support for keeping the existing standards as

1 is.

2 Emissions from diesel trucks cause a
3 host of harms to the lungs, including asthma
4 attacks, COPD exacerbations, and lung cancer
5 onset, with additional impacts across nearly
6 every system of the human body. NOx also
7 causes lung harm on its own, and also reacts to
8 form ground-level ozone pollution.

9 Every year the Lung Association uses
10 EPA's own air quality data to release our State
11 of the Air Report, which looks at the quality
12 of the air people breathe nationwide, including
13 ozone. The past 25 years of reports show that
14 thanks to the Clean Air Act the nation has made
15 enormous strides toward fulfilling the lost
16 vision of a future of healthy air for all to
17 breathe.

18 EPA's standards to clean up heavy-duty
19 vehicles have been a big part of that success
20 story. Trucks have gotten dramatically cleaner
21 over the decades, and that's not just because
22 of the strong emissions limits, but also
23 because their implementation enforcement.

24 That's why the health and medical
25 community have repeatedly called on the agency

1 over the years not just to make the standards
2 themselves strong, but also to ensure that the
3 benefits of strong emissions controls are
4 realized for as long as possible throughout the
5 life of the vehicle.

6 For example, in a separate comment
7 period in 2023, 13 leading national health
8 groups said in comments that we urge EPA to
9 reflect the full useful life of heavy-duty
10 vehicles in testing and warranty requirements.
11 Warranty provisions must match the full useful
12 life, and we encourage EPA to consider this as
13 1 million miles, even beyond currently on
14 books.

15 Because health professionals
16 understand that it's not enough to require a
17 new truck to be cleaner and less polluting. If
18 the components fail, if they aren't maintained
19 properly, if they are illegally tampered with,
20 all of that means that compared to the benefits
21 of health on paper, the real-world health
22 improvements will fall short.

23 For those reasons, we are all gravely
24 concerned with several parts of the proposal,
25 including reducing the warranty period,

1 delaying the extended regulatory useful life
2 requirements, and eliminating derating. We
3 urge EPA to withdraw these proposal changes.

4 Everyone is impacted by pollution from
5 trucks, but some people are at greater risk,
6 and that includes kids. We work with
7 physicians and nurses nationwide who treat kids
8 who have asthma attacks on smoggy days or who
9 are concerned about being near a major road.
10 Our report found that nearly half of America's
11 kids live in places with unhealthy levels of
12 air pollution.

13 We urge EPA to keep the current
14 measures fully in place to ensure that the
15 benefits promised in the strong cleaner truck
16 standards are fully realized. Thank you.

17 FACILITATOR JENNIFER: Thank you for
18 your comments. Our next speaker is Liz Scott.

19 MS. SCOTT: Hello, and thank you for
20 the opportunity to speak with you today. My
21 name is Liz Scott, and I am the Senior Director
22 of Nationwide Clean Air Advocacy at the
23 American Lung Association. I'm here today to
24 urge EPA to withdraw this proposed rule that
25 will threaten communities across the country

1 with preventable death and disease due to
2 traffic pollution.

3 The American Lung Association proudly
4 stood up alongside EPA staff on a cold December
5 morning 2022 to celebrate the announcement of
6 the Rule that's being rolled back now. The
7 Final Clean Trucks Rule set stronger emission
8 standards to reduce pollution from heavy-duty
9 vehicles and engines, and built in stronger
10 protections to ensure those benefits would be
11 realized in the real world.

12 The standards rely on readily
13 available technology, and upon full
14 implementation, is expected to reduce NOx
15 emissions from diesel-powered vehicles by
16 47 percent in 2045 and prevent up to 2,900
17 premature deaths annually, as well as \$29
18 billion in net public health benefits. Now the
19 EPA is proposing to cut the legs out from under
20 the standards by rolling back key provisions
21 that ensure trucks are operated and maintained
22 to deliver emissions reductions.

23 Trucks like semis can operate on roads
24 for a very long time. Ensuring that the
25 engines are covered by warranties for a longer

1 length of time and mileage helps ensure that
2 pollution control technologies are well
3 maintained and operating as intended. EPA's
4 own analysis highlights that shortening the
5 warranty timeline means the trucks that operate
6 with multi-pollution control technology,
7 subjecting communities to tens of thousands of
8 tons of avoidable smog and soot-forming NOx
9 pollution manually.

10 Additionally, sticking to the pattern
11 from other recent EPA rulemakings, EPA did not
12 conduct air quality modeling for this proposal.
13 The regulatory impact analysis goes on to say
14 that instead of detailing for the public how
15 this rollback will directly impact health, it
16 instead shows the qualitative description of
17 all the ways the different pollutants that make
18 up truck traffic pollution impact human health.

19 While we appreciate the
20 acknowledgement of the health impacts of NOx,
21 particulate matter, and ozone pollution, it
22 does not erase the fact that EPA continues to
23 hide the math for the public on what the
24 impacts of this rollback will be on communities
25 across the country.

1 We urge EPA to withdraw this proposal,
2 that, again, and along with other recent
3 proposed rollbacks, runs contrary to EPA's
4 mission to protecting human health. Thank you.

5 FACILITATOR JENNIFER: Thank you for
6 your comments. Our next speaker is Paul
7 Billings.

8 MR. BILLINGS: Good morning. I'm Paul
9 Billings, I appear today as a volunteer
10 advocate for breathers who has worked for
11 nearly 40 years to reduce air pollution.

12 I remember the horror of the
13 heavy-duty diesel cheating scandal of the
14 1990s, where Caterpillar, Cummins, Detroit
15 Diesel, Mack trucks, Navistar, Renault Volvo
16 truck paid a billion-dollar settlement after
17 being caught poisoning people for a decade. I
18 celebrated the landmark 2000 rule that cut
19 heavy-duty particulate matter and nitrogen
20 oxide emissions.

21 In 2016, a decade ago, I was part of
22 the advocacy efforts to urge EPA to further
23 reduce NOx emissions. That advocacy resulted
24 in a compromised 2023 truck NOx rule that
25 Administrator Zeldin proposes to gut with his

1 ill-advised lethal proposal.

2 The 2023 rule is a strong step
3 forward, but should have gone further by
4 extending emission systems warranties to
5 1 million miles. That would have ensured the
6 public a promise of protections for much more
7 modern diesel engines' useful life. The rule
8 extended emission systems warranty by -- to 10
9 years, 450,000 miles. Now, Mr. Zeldin wants to
10 rollback pollution prevention and health
11 protections to only 5 years, 100,000 miles.
12 This is a huge step backwards that will result
13 in more pollution in communities that are
14 already overburdened by truck traffic. This
15 rollback means less robust pollution control
16 systems. Truck owners will face higher repair
17 costs, and breathers will suffer from more air
18 pollution.

19 What does this suffering look like?
20 More asthma attacks, more missed work in school
21 days, hospitalization days, and more deaths,
22 thousands more each year. Millions of people,
23 an estimated 72 million who live near major
24 truck routes, will have greater exposure to
25 pollution.

1 The 2023 Rule took more than 6 years
2 to adopt following several petitions from state
3 and local area agencies and ANPRM, a robust
4 public process. Why is EPA rushing to this
5 rollback through? Why does the comment period
6 close on a Saturday night?

7 I request at least a 60-day extension
8 of the comment period to October 30th, 2026.

9 How does this proposal benefit public
10 health, reduce air pollution, and provide any
11 public good? The draft RIA states the EPA did
12 not conduct any air quality modeling to
13 determine how these emission increases could
14 change ambient air concentrations of air
15 pollutants. Later it states the EPA expects
16 the increased emissions would slightly reduce
17 the overall estimated air quality improvements.
18 Of course, since no analysis was conducted, we
19 don't know how slightly is defined. Moreover,
20 if your child is suffering an asthma attack as
21 a result of this rollback, you'll take no
22 comfort from this word salad.

23 5 years before the creation of EPA
24 singer Tom Lehrer released the song Pollution,
25 which captures Lee Zeldin's future vision for

1 America. If you visit an American city, you
2 will find it very pretty. Just two things of
3 which you must beware, don't drink the water
4 and don't breathe the air. Pollution,
5 pollution, wear a gas mask and a veil, then you
6 can breathe as long as you don't inhale.

7 We deserve an America where every
8 child can inhale clean, healthy air. Withdraw
9 this proposal. Thank you.

10 FACILITATOR JENNIFER: Thank you for
11 your comments. Okay, our next speaker and
12 final speaker in Panel 1 is Elizabeth Bechard.

13 MS. BECHARD: Good morning. My name
14 is Elizabeth Bechard, and I'm the Public Health
15 Manager for Moms Clean Air Force, and I'm here
16 today to ask EPA to reject the current proposal
17 and to maintain strong tailpipe protections for
18 new heavy-duty vehicles, as your job is to
19 protect human health and the environment.

20 The American Lung Association's 2026
21 State of the Air report shows that nearly half
22 of children in the U.S. are exposed to
23 unhealthy levels of ozone pollution and/or
24 particle pollution in their communities, this
25 is an unacceptably high number. And tailpipe

1 exhaust from heavy-duty vehicles is a
2 significant source of both particle pollution
3 and the nitrogen oxide that react in the
4 atmosphere to form ground-level ozone.

5 We know that breathing unhealthy air,
6 as others have mentioned today, is dangerous
7 for children's developing lungs. Tailpipe
8 pollution is a significant contributor to
9 asthma, which is the leading cause of chronic
10 illness in children. Many of our Moms Clean
11 Air Force members across the country care for
12 kids with asthma and have to deal with the
13 frightening reality of watching their children
14 struggle to breathe when the air quality is
15 poor.

16 As the mother myself of a child with a
17 complex neuroimmune illness, I'm also
18 especially concerned about emerging evidence of
19 the harmful impact of air pollution on
20 children's immune systems and brains, and this
21 is what I would like to speak about today.

22 Research suggests that exposure to air
23 pollution may be linked to increased risk of
24 autoimmune diseases, and we know that air
25 pollution harms our delicate brains. A recent

1 study from the University of Finland suggests
2 that traffic pollution may contribute to brain
3 inflammation and neurodegenerative diseases by
4 harming brain cells called microglia, which are
5 specialized immune cells in the brain that
6 clears cellular waste and help maintain
7 homeostasis.

8 Other studies are finding that traffic
9 pollution can adversely impact memory,
10 attention, and executive function through
11 mechanisms like neurotoxicity and
12 neuroinflammation.

13 When my son is in a flare of his
14 illness, his brain becomes acutely inflamed,
15 and we go to great lengths to protect him from
16 anything that might make that inflammation
17 worse, including the exposure to unhealthy air.
18 We live in Vermont, where heavy-duty tailpipe
19 pollution isn't our primary air pollution
20 threat, but in many, many parts of the country
21 this threat is far greater.

22 I think often of families like ours,
23 whose medically complex kids are exposed to
24 unhealthy levels of traffic pollution on a
25 daily basis. We know that the burden of

1 traffic pollution is much higher for
2 communities of color and low-income
3 communities, which compounds existing health
4 inequities.

5 Weakening tailpipe pollution
6 protections for new heavy-duty vehicles would
7 be a step in the wrong direction for all
8 children and families, but especially for
9 families living with asthma or other chronic
10 illnesses that make them uniquely vulnerable to
11 the threat of unhealthy air.

12 I urge you to reject the amendments in
13 this EPA proposal and to maintain the stronger
14 standards that were finalized in 2022. Again,
15 your job is to protect human health and the
16 environment, and not to make it easier for the
17 auto industry to pollute. Thank you.

18 FACILITATOR JENNIFER: Thank you for
19 your comments. All right, we're moving on to
20 Panel 2, where our first speaker is William
21 Barrett.

22 MR. BARRETT: Good morning. Can you
23 hear me okay?

24 FACILITATOR JENNIFER: Yes. Go ahead,
25 you have 3 minutes.

1 MR. BARRETT: Great. Thank you very
2 much. My name is Will Barrett, I'm the
3 Assistant Vice President for Nationwide Clean
4 Air Policy with the American Lung Association.
5 We call on EPA to rescind this proposal and
6 return to its mission of protecting the health
7 of communities against pollution.

8 For decades, EPA truck rules have
9 offered clear relief to communities across the
10 United States. Still, nearly half of U.S.
11 children today face unhealthy air quality, and
12 at a minimum, these children deserve the full
13 protection offered by the existing standards.

14 More than 70 million people live in
15 close enough proximity to U.S. trucking routes,
16 to make them more likely to experience the
17 deadly consequences of diesel pollution. This
18 proposal will allow for more pollution to
19 increase this risk.

20 We oppose this proposal by EPA to
21 reduce the protective elements of the program
22 related to warranty, useful life, operational
23 controls, and others that will increase risk to
24 many communities. The proposal risks worsening
25 air quality at the regional level, at the

1 community health level, and risk technological
2 innovation while adding regulatory uncertainty.

3 The existing rules recognize and were
4 designed to protect against component failure,
5 maintenance and tampering issues, and to reduce
6 operator frustration, as well as to ensure that
7 the standards were met throughout a more
8 representative, useful life period.

9 By contrast, EPA is now proposing to
10 eliminate more comprehensive warranty
11 protections on emission controls, which EPA
12 itself now estimates will cause tens of
13 thousands of tons of excess smog and
14 particle-forming NOx emissions annually. EPA
15 has not quantified any broader pollution
16 impacts, nor has the agency provided health
17 consequences of this proposal.

18 We're also opposed to EPA's
19 elimination of derating engines for operating
20 with faulty emission controls caused by mal
21 maintenance, tampering, or other equipment
22 faults. Beyond the elimination of derate
23 inducements for new engines that's proposed,
24 we're also deeply concerned and opposed to
25 proposals to eliminate derates for older,

1 higher-polluting legacy engines. By allowing
2 engine operation without strict assurances that
3 emission controls and DEF levels are maintained
4 and functional to achieve standards and fuel
5 savings in the real world, EPA's proposal could
6 lead to significantly higher emissions and to
7 broader engine failures.

8 Because of the risk of mal maintenance
9 poses to vehicles, EPA is now both championing
10 the end of derates on one hand, while also
11 proposing to allow manufacturers to keep using
12 derates, and I quote, to protect the engine or
13 after-treatment systems from catastrophic
14 damage on the other hand. Engine derates
15 encourage actual prompt attention to vehicle
16 and emissions maintenance needs and should not
17 be eliminated.

18 Collectively, these and additional
19 proposals by EPA undermine the stringency of
20 emission standards, foster uncertainty, induce
21 noncompliance, and pose grave risk to the
22 nation's air quality progress. We call on EPA
23 to rescind these proposals and implement the
24 full suite of life-saving protections offered
25 by the existing standards at a minimum. Thank

1 you.

2 FACILITATOR JENNIFER: Thank you for
3 your comments. Our next speaker is Vanessa
4 Lynch.

5 MS. LYNCH: Hi. Thank you for letting
6 me testify today. My name is Vanessa Lynch,
7 and I am the Pennsylvania Campaign Coordinator
8 for Moms Clean Air Force. On behalf of our
9 over 109,000 members in Pennsylvania, I'm here
10 to urge that you not weaken vital tailpipe
11 pollution limits for new heavy-duty diesel
12 vehicles. We need these safeguards to protect
13 our children's health.

14 Moms Clean Air Force's Pennsylvania
15 Chapter, along with Partners at Generation 180
16 and the Alliance for Nurses for a Healthy
17 Environment recently published a report,
18 Clearing the Air, Protecting Pennsylvania's
19 Children From Diesel Pollution. The study
20 found 69,000 children across Pennsylvania
21 attend school or a childcare center within
22 500 meters or 3/10ths of a mile of at least one
23 major roadway or trucking corridor. Research
24 shows diesel pollution levels remain elevated
25 throughout these high exposure zones.

1 In Pennsylvania, medium and heavy-duty
2 vehicles make up only 8 percent of vehicles on
3 the road, but produce 62 percent of the
4 nitrogen oxide and 52 percent of the
5 particulate matter emitted by on road vehicles.
6 Diesel exhaust contains 40 hazardous air
7 pollutants listed by the Environmental
8 Protection Agency, 15 of which are listed by
9 the International Agency for Research on Cancer
10 as known, probable, or possible carcinogens.

11 Air pollution can contribute to
12 numerous negative health impacts in children,
13 including increased asthma rates and asthma
14 attacks, exacerbation of existing respiratory
15 diseases, reduced lung function, preterm birth,
16 low birth weight in babies, neurodevelopmental
17 disorders, cancers, and higher risks for
18 chronic disease in adulthood. Undermining the
19 current standards for new heavy-duty diesel
20 vehicles will only serve to exacerbate these
21 difficulties.

22 Pennsylvania is 7th in the nation for
23 elevated lifetime risk for cancer from diesel
24 combustion-related particulate pollution.
25 Pennsylvania is also home to 3 of our nation's

1 asthma capitals, Allentown, Philadelphia, and
2 Harrisburg rank as Numbers 3, 4, and 15
3 respectively.

4 Diesel pollution has a serious
5 financial and health toll on Pennsylvania's
6 families, causing hundreds of premature births,
7 tens of thousands of missed workdays, and
8 billions in monetized health damages across the
9 state every single year.

10 Children are especially vulnerable to
11 the health-harming effects of air pollution,
12 and not just because their bodies are still
13 developing, but because of many issues. Our
14 analysis shows many of the places children
15 live, learn, and play are located within
16 500 meters of major roadways and trafficking
17 corridors, where they both face the short and
18 long-term effects of diesel pollution.

19 EPA must maintain the 2022 standards
20 for heavy-duty diesel vehicles. These
21 standards are meant to protect Pennsylvania's
22 children, and as our report shows, our children
23 are depending on this. Thank you for your
24 time.

25 FACILITATOR JENNIFER: Thank you for

1 your comments. Okay, our next speaker,
2 Elizabeth Hauptman, is not showing on the Zoom
3 platform. If you've joined under a different
4 name, please raise your hand or send -- oh, I
5 see you just joined, I'm going to promote you
6 to panelist. Okay, Elizabeth, you're now a
7 panelist, you should be able to unmute and turn
8 your camera on if you choose.

9 MS. HAUPTMAN: Hi. My name is
10 Elizabeth Hauptman, and I live in Livingston
11 County. On behalf of Moms Clean Air Force and
12 nearly 34,000 members in Michigan, I am
13 speaking now today because the EPA decision to
14 weaken the life-saving protections against smog
15 and soot-forming pollution from heavy-duty
16 diesel vehicles is heartbreaking.

17 These protections are not just rules,
18 they are shields for our children, for families
19 like mine, and for every community that
20 breathes air around highways and industrial
21 corridors. Undermining these protections now
22 will have real consequences for real children.
23 Pollution harms all of us, but children suffer
24 the most.

25 My son has asthma, and every day I see

1 how air pollution worsens his disease. Because
2 of him, and more than 166,000 children in
3 Michigan who struggle with asthma, we need
4 these standards to be stronger than ever.
5 Michigan has some of the highest childhood
6 asthma rates in the country, and yet the EPA is
7 turning back the clock, leaving children more
8 exposed to harm.

9 Children are uniquely vulnerable, they
10 breathe faster than adults, and they spend more
11 time outside. They are physically active,
12 putting their developing lungs directly in the
13 path of pollution. They are small, standing at
14 tailpipe high, breathing in the very emissions
15 this rollback allows.

16 Watching my son gasp for air after
17 playing outside, rushing him home to his
18 nebulizer, or worse to an emergency room, this
19 is a pain no parent or child should ever
20 endure. Yet, this rollback puts the countless
21 families like mine in that terrifying position.

22 Asthma disproportionately affects
23 children of color. Latino children are twice
24 as likely to die from asthma, and Black
25 children are 10 times more likely to die than

1 non-white Hispanic children.

2 Rolling back these protections not
3 only is a public health failure, but is an
4 environmental injustice. Our children deserve
5 to breathe safely, no matter what zip code or
6 their skin color. We need action, we cannot
7 wait. Michigan families, especially
8 communities of color, need strong standards to
9 protect our health. For the sake of my son and
10 all the children in Michigan, I'm asking you to
11 abandon this misguided proposal and commit to
12 stronger protections possible against
13 heavy-duty tailpipe pollution. Please do not
14 let our children choke on your inaction. The
15 lives of these futures depend on your choices
16 you make today, it is time to put the pedal to
17 the metal when it comes to clean air, not slam
18 on the brakes. Thank you.

19 FACILITATOR JENNIFER: Thank you for
20 your comments. Okay, our next speaker is
21 Andrea Marpillero-Colomina.

22 MS. MARPILLERO-COLOMINA: Good
23 morning.

24 FACILITATOR JENNIFER: Okay, we can
25 hear you. Go ahead, you have 3 minutes.

1 MS. MARPILLERO-COLOMINA: Thank you.

2 Good morning. My name is Andrea
3 Marpillero-Colomina, and I am a Policy Advisor
4 at GreenLatinos, a comunidad of Latino
5 environmental and conservation champions. I'm
6 here today to urge the U.S. EPA to withdraw
7 this proposed rule.

8 Delaying the enforcement of tailpipe
9 pollution limits from trucks will dramatically
10 worsen air quality, deepen our chronic disease
11 crisis, and cause more Americans to get sick
12 and die from exposure to harmful pollutants.
13 Diesel pollution is recognized as a Class 1
14 carcinogen by the International Agency for
15 Research on Cancer, and has been described by
16 experts as more carcinogenic than secondhand
17 smoke.

18 EPA has a responsibility to the
19 communities most impacted by truck pollution to
20 hold manufacturers to the commitment they made
21 to implement pollution controls. The
22 technology is ready, and the manufacturers own
23 productions prove it.

24 To give one example, since 2025 the
25 engine manufacturer Cummins has been marketing

1 its updated selective catalytic reduction
2 system that improves NOx conversion and
3 low-temperature performance. This system is
4 compliant with the existing EPA rule applying
5 to engines for model year 2027 and beyond. Not
6 only are these technologies proven and
7 workable, they are affordable. Past EPA and
8 independent estimates demonstrate that
9 manufacturing costs for gasoline particulate
10 filters ranges between \$50 and \$184 per
11 vehicle, with costs likely decreasing over
12 time.

13 Industry pressure has consequences on
14 the air we breathe. EPA's own data estimates
15 that removing the longer warranties would add
16 millions of tons of NOx pollution to our air.
17 Communities have the right to breathe
18 unpolluted air, and EPA should be protecting
19 and ensuring that right to the full extent that
20 the agency powers. Thank you so much for your
21 time.

22 FACILITATOR JENNIFER: Thank you for
23 your comments. All right, our next speaker is
24 Brian Urbaszewski. Okay, Brian, I see that
25 you're off mute and we can see you, we cannot

1 hear you. You're unmuted within Zoom, you may
2 want to check your computer settings that
3 you're not muted on your own computer. Okay,
4 Brian, can you hear me? Okay, we cannot hear
5 you. I'm going to mute you, Brian, and unmute
6 you and see if that resolves the issue.

7 Okay, I just sent you a prompt to
8 unmute. Same problem, Brian, I can see your
9 mouth is moving, so I see you're talking, but
10 we cannot hear you. Again, you're unmuted
11 within the Zoom platform, so there may be an
12 additional mute button on your end. No, I
13 cannot hear you.

14 Okay, I'm going to move on, and then,
15 Brian, maybe exit the Webinar. Ah, all right,
16 just send us -- I'll give you a second, I see
17 your headphones are coming on.

18 Okay, Brian, go ahead. Brian, can you
19 hear me?

20 MR. URBASZEWSKI: Can you hear me now?

21 FACILITATOR JENNIFER: Yes, there you
22 are, perfect.

23 MR. URBASZEWSKI: Sorry, I have a
24 computer glitch that I can't seem to get rid
25 of.

1 FACILITATOR JENNIFER: No worries.

2 All right, go ahead, you have 3 minutes.

3 MR. URBASZEWSKI: Thank you. I'm
4 Brian Urbaszewski, Director of Environmental
5 Health Programs at Respiratory Health
6 Association, a lung health nonprofit focused on
7 protecting lung health and promoting clean air,
8 located in Chicago, founded in 1906.

9 The Chicago region failed to meet both
10 ozone and fine particle mass. Our air is not
11 safe to breathe by EPA's own standards. It
12 failed to meet the ozone standard twice and
13 will likely miss it a third time. The court
14 just ruled that EPA must designate regions like
15 mine as failing to meet the particle standards,
16 as well. Yet, the EPA is saying that they want
17 a major source of our deadly air pollution to
18 emit more air pollution.

19 There are many ways to show the harm
20 large diesel vehicles cause. In Illinois,
21 trucks make up 7 percent of on-road vehicles,
22 yet they spew 67 percent of NOx and 59 percent
23 of particulate matter from vehicles on the
24 road.

25 A study using EPA methods projected

1 416 Illinois deaths in 2023 were from diesel
2 particle pollution alone. Deaths are
3 disproportionately concentrated in urban areas.
4 The 12 worst counties had 77 percent of the
5 deaths, yet only 64 percent of the state's
6 population. It was also responsible for almost
7 200 non-fatal heart attacks and over 5,000
8 asthma attacks yearly.

9 Another found that five-to-six
10 Illinois residents' lives are cut short by
11 vehicle pollution every day, with pollution
12 from road transport causing more than 1,900
13 premature deaths and 1,200 new pediatric asthma
14 cases every year, mainly from producing and
15 burning gasoline and diesel.

16 Illinois has the third highest
17 proportion of its population living near
18 freight facilities, which are overwhelmingly
19 powered by diesel. Cook County is in the 10
20 worst counties nationwide, with 2.2 million
21 people living near large freight facilities and
22 corridors. Chicago is the rail hub of the
23 country, with 19 rail intermodal yards creating
24 concentrated diesel truck pollution in
25 communities, replacing 30 percent of heavy-duty

1 diesel vehicles in the Chicago region with
2 zero-emission vehicles would save 610 lives a
3 year from NOx pollution cuts alone.

4 Lower-income African-American people
5 in urban core of Chicago, a community that
6 struggles with higher asthma rates, more
7 uncontrolled asthma, and shorter lifespans
8 benefit most from cutting NOx pollution.
9 Simply, areas with more sick people see greater
10 health benefits from reducing NOx than
11 healthier communities do.

12 I'm angry that EPA has proposed to
13 inflict harm on vulnerable Americans by
14 weakening pollution controls on these big
15 polluting diesel vehicles that are responsible
16 for injuring and killing far too many people.
17 It appears that EPA deliberately wants to
18 impose more suffering, burden, and death on the
19 American public.

20 I urge you to withdraw this proposal
21 and keep strong health protections already in
22 place that will keep people healthy and save
23 many lives. Thank you.

24 FACILITATOR JENNIFER: Thank you for
25 your comments. Okay, our next speaker is

1 Katherine Garcia.

2 MS. GARCIA: Good morning. Hello, I'm
3 Katherine Garcia, Sierra Club's Clean
4 Transportation for All Campaign Director.
5 Thank you for holding this hearing today. I'm
6 urging the EPA to reject its harmful proposal
7 to weaken the heavy-duty NOx emission
8 standards.

9 For years, the Sierra Club has
10 advocated for the EPA to implement standards
11 that clean up diesel engines. Strong standards
12 are the most effective way to move to cleaner
13 trucks and save fleets money and improve air
14 quality. But once again, the trucking industry
15 is lobbying to weaken commonsense standards.

16 When EPA finalized the NOx Rule in
17 2023, truck makers started working towards
18 meeting the standards. But rather than stay
19 the course 5 months ago, the American Trucking
20 Associations requested that the EPA reconsider
21 the NOx rule. It would have been so much
22 better if ATA had written to request something
23 productive, like pushing for EPA to open the
24 next round of DERA, which is Diesel Emissions
25 Reduction Act program, zero funding would have

1 enabled fleets to procure cleaner vehicles,
2 ensured new sales for manufacturers, and
3 delivered cleaner air for millions of
4 Americans. That would have been a win-win for
5 industry and communities. But instead, ATA
6 wanted a win-win for their oil industry
7 partners and opted to support Trump's
8 deregulatory agenda.

9 Given the health risks of diesel truck
10 pollution, particularly in freight hubs like
11 warehouses and ports, this administration
12 insists on keeping polluting trucks on our
13 roads, and it's unacceptable. The
14 International Council on Clean Transportation
15 just reported that 5 Americans die from vehicle
16 pollution every hour. Please remember that as
17 we move through the testimony today.

18 This month, many of us personally and
19 physically experience the AQI at an unhealthy
20 levels. EPA's NOx proposal would entrench even
21 more vehicle pollution for decades. The Trump
22 administration cannot ignore the reality that
23 truck pollution will continue fueling a warming
24 climate.

25 On the economic side, weakening

1 standards would be a disaster for truck drivers
2 and consumers. Diesel prices are surging.
3 Today the national average is \$5.32 a gallon.
4 Higher diesel means higher costs for the entire
5 supply chain, from truck drivers paying for
6 fuel, to families paying for groceries. EPA
7 cannot sit idle hoping these economic and
8 health challenges go away themselves. We must
9 accelerate the pace to clean our trucks.

10 EPA can support the market and protect
11 our health at the same time. It should reject
12 this proposal and urgently fund cleaner trucks.

13 EPA, please remember your true mission
14 is to ensure Americans have clean air.

15 FACILITATOR JENNIFER: That's time,
16 thank you for your comments. Okay, our next
17 speaker and last speaker in Panel 2 is Ahana
18 Srivastava.

19 MS. SRIVASTAVA: Hey, can you all hear
20 me okay?

21 FACILITATOR JENNIFER: Yes, I'm going
22 to give you a prompt to start your video.
23 There you go, we can see you and hear you.

24 MS. SRIVASTAVA: Good morning. My
25 name is Ahana Srivastava, and I'm a

1 North Carolina resident and Duke University
2 undergraduate student interning with the League
3 of Conservation Voters. I stand firmly against
4 the EPA's proposed rollbacks of the heavy-duty
5 vehicles NOx standards.

6 I speak to you all today representing
7 my 13-year-old little brother who suffers from
8 asthma, and my 75-year-old grandfather who has
9 serious heart problems. Both of these health
10 issues are severely exacerbated by the very
11 criteria pollutants that the EPA seeks to
12 deregulate.

13 Tailpipe emissions remain a
14 significant source of nitrogen oxides, volatile
15 organic compounds, and particulate matter. As
16 you all probably know, NOx and VOCs create
17 ground-level ozone, which is a deep lung
18 irritant and worsens conditions like bronchitis
19 and asthma. PM2.5 particulate matter are
20 directly linked -- own modeling through 2055
21 shows that reversing these standards would
22 result in an increase of more than 5 million
23 tons of NOx, 2 million tons of VOCs, 165,000
24 tons of PM2.5. These emissions are dangerous
25 and would result in over 50,000 premature

1 deaths, 85,000 hospital and ER visits,
2 25 million asthma attacks, and 15 million lost
3 school and workdays.

4 There is just no reasoning that can
5 justify such horrible health consequences,
6 especially when technology is developed enough
7 for vehicles to easily meet the current
8 standards, while still protecting public health
9 and the environment.

10 I hope you all will reconsider these
11 rollbacks, not just for my family, but for
12 underrepresented communities all across the
13 country who constantly bear the brunt of air
14 and water pollution. Thank you.

15 FACILITATOR JENNIFER: Thank you for
16 your comments. Okay, moving on to Panel 3, our
17 first speaker is Patrice Tomcik.

18 MS. TOMCIK: Good morning. Can you
19 hear me?

20 FACILITATOR JENNIFER: Yes, we can
21 hear you, but we cannot see you.

22 MS. TOMCIK: I turned my video on, but
23 it doesn't seem to be on on your side.

24 FACILITATOR JENNIFER: It's on on our
25 side, but we're not seeing anything. Ah, there

1 you are.

2 MS. TOMCIK: Ah, good. Okay.

3 FACILITATOR JENNIFER: Okay. Go
4 ahead, you have 3 minutes.

5 MS. TOMCIK: All right. Thank you.
6 My name is Patrice Tomcik, and I am the Senior
7 National Field Director for Moms Clean Air
8 Force, an organization of more than 1.6 million
9 moms/dads united to protect our children's
10 health from air pollution and climate change.
11 I live in the town of Gibsonia, located in
12 Southwestern Pennsylvania, with my husband and
13 two children, where vehicle pollution degrades
14 our air quality.

15 I urge EPA not to weaken tailpipe
16 pollution protections for new heavy-duty
17 vehicles. These protections help to safeguard
18 children from the health harms of tailpipe and
19 air pollution.

20 Air pollution from trucks is a major
21 public health problem. Our Mars area school
22 district campus, which is kindergarten through
23 12th grade, is located approximately 175 feet
24 from a heavy trafficked State Route 228.
25 Studies have shown that the highest daytime

1 exposures to traffic pollution are within
2 500 feet of a busy road. On an average day, at
3 least 10,000 vehicles and 500 trucks and buses
4 travel this heavily congested roadway.

5 Construction is currently underway to
6 expand Route 228 to a four-lane highway, even
7 closer to the schools. Closing school windows
8 and doors can help to lessen the traffic
9 pollutants, but the reality is that nitrogen
10 oxides, fine particles, and vapors are able to
11 readily penetrate the indoors, where they can
12 be breathed into very young lungs. In the
13 evening, students attend outdoor sports,
14 practices, and games at the school and located
15 near the roadway.

16 Both my children have been exposed to
17 these pollutions since kindergarten until high
18 school graduation. I am really concerned about
19 the years of these cumulative pollution
20 exposures on their developing lungs, especially
21 my youngest, who is a cancer survivor and is
22 immune compromised. As a mother, I try to make
23 his home environment as healthy as possible,
24 but I know that I can't control the air he
25 breathes and depend on Administrator Zeldin and

1 EPA to do your job and protect him from harmful
2 truck pollution.

3 Unfortunately, my story is not unique,
4 since many schools across the nation are built
5 near busy roadways because the land is cheap.
6 I know that children are especially impacted by
7 pollution since their lungs and brains are
8 still developing until early adulthood. Toxic
9 air pollution exposures can have negative
10 health effects that can really last a lifetime.

11 Once again, I'm urging EPA not to
12 weaken protections against tailpipe pollution
13 from new heavy-duty diesel vehicles. Please
14 protect the health of all children across our
15 nation. Thank you.

16 FACILITATOR JENNIFER: Thank you for
17 your comments. All right, our next speaker is
18 Rishab Jagetia.

19 MR. JAGETIA: Hello. My name is
20 Rishab Jagetia, and I'm testifying today on
21 behalf of EDF's more than 3 million members who
22 support clean air protections. EDF is opposed
23 to EPA's proposed amendments to weaken its 2023
24 Final Rule, setting life-saving standards to
25 control air pollution for new heavy-duty

1 vehicles starting in model year 2027. The
2 proposed amendments will increase the deadly
3 smog and soot-forming particles that are
4 harming millions of Americans.

5 Heavy-duty vehicle standards save
6 lives. Heavy-duty diesel engines release
7 harmful nitrogen oxides and VOCs, as well as
8 particulate matter. These emissions cause
9 respiratory illnesses, cardiovascular disease,
10 asthma cases, and even premature death.

11 EPA estimates that if not for the 2023
12 Final Rule, heavy-duty vehicles will contribute
13 a third of the mobile source NO_x emissions of
14 on-road NO_x emissions in calendar year 2045.
15 These effects are particularly damaging to
16 communities near transportation corridors,
17 including the over 70 million people who live
18 within 200 meters of a truck freight route,
19 many of whom are low-income communities and
20 communities of color.

21 In the 2023 Final Rule, EPA estimated
22 present value of the health-related benefits
23 for the years of 2027 to 2045 would reach \$200
24 billion and result in up to 2,900 less
25 premature deaths, while reducing highway and

1 heavy-duty NOx emissions by almost 50 percent.
2 EPA's proposal deeply undermines these benefits
3 by removing or weakening numerous provisions
4 that ensure vehicles actually meet the emission
5 standards while they are operating on our roads
6 and highways.

7 The 2023 Final Rule standards are
8 feasible. EPA notes in its proposed rule that
9 truck and engine manufacturers have been
10 preparing for several years to meet the
11 standards finalized in the 2023 Rule, and it
12 publicly announced that they will have a full
13 lineup of products ready to meet the model year
14 2027 standards, made possible by improvements
15 in technologies such as catalysts.

16 EPA is failing to protect public
17 health, prioritizing short-term financial gains
18 for industry over long-term regulatory
19 certainty in public health. While EPA claims
20 that savings will be passed on to consumers in
21 the form of lower vehicle prices, the agency
22 fails entirely to consider the cost that people
23 will pay due to the increase in ER visits,
24 asthmas cases, and school days, and premature
25 deaths occurring as a result of dirtier engines

1 on the road for longer.

2 Protective emission standards for
3 heavy-duty vehicles are a vital tool in
4 reducing harmful tailpipe pollution. Americans
5 cannot afford to pay for pollution, whether
6 with their lives or their wallets. We urge EPA
7 to abandon this possible proposal and uphold
8 the 2023 program to cut pollution and protect
9 communities. Thank you.

10 FACILITATOR JENNIFER: Thank you for
11 your comments. Okay, our next speaker is Jayne
12 Black.

13 MR. BLACK: Thank you for the
14 opportunity to testify. My name is Jayne
15 Black, and I am the Wisconsin Field Organizer
16 for Moms Clean Air Force, where we work to
17 protect children from the health impacts of air
18 pollution. On behalf of Moms Clean Air Force
19 and our more than 18,000 members across
20 Wisconsin, I urge the EPA not to weaken
21 protections against tailpipe pollution from new
22 heavy-duty diesel vehicles. Stronger
23 transportation standards are essential to
24 safeguarding the health of our children and
25 communities, and the need for action is urgent.

1 Poor air quality is already a serious
2 problem in Wisconsin. The American Lung
3 Association has given the Milwaukee-Racine,
4 Waukesha area an F grade for both ground-level
5 ozone and short-term particle pollution,
6 ranking it amongst the worst in the nation.

7 Transportation is a significant
8 contributor of harmful air pollutants like
9 nitrogen oxides, volatile organic compounds,
10 and soot, all of which damage public health and
11 well-being.

12 For me, this issue is deeply personal.
13 I'm a mother of four children, two of whom are
14 directly impacted by NOx emissions from
15 heavy-duty vehicles. My daughter, who has
16 multiple sclerosis, experiences flare-ups and
17 relapses triggered by pollution. My son
18 suffers from asthma, which is exasperated by
19 tailpipe emissions. I worry that without
20 strong protections, our children and future
21 generations will face even greater health
22 burdens from raising air pollution.

23 The data underscores these concerns.
24 According to the 2020 National Emissions
25 Inventory, mobile sources in Wisconsin account

1 for 24 percent of total volatile organic
2 compound emissions and 55 percent of nitrogen
3 oxide emissions, the pollutants that form
4 ground-level ozone. Their impact on ozone
5 levels exceeds that of power plants and
6 industrial sources combined.

7 Milwaukee Public Schools, the state's
8 largest district with 156 schools sits in an
9 urban area surrounded by interstate highways.
10 Milwaukee County received failing grades for
11 ozone and PM2.5 by the American Lung
12 Association's 2026 State of the Air report.

13 Reducing pollution from transportation
14 is vital to improving the air our children
15 breathe, especially since they are legally
16 required to attend schools. Their health is
17 compromised by tailpipe emissions. For the
18 nearly 77,000 children in Wisconsin living with
19 asthma, avoidable tailpipe pollution from
20 heavy-duty vehicles translates into doctor and
21 emergency room visits, missed school days,
22 medical costs, and emotional stress for
23 families.

24 I am urging the EPA to maintain the
25 strongest possible pollution protections for

1 heavy-duty diesel. Please protect our health,
2 our children, our future by maintaining and
3 strengthening these standards.

4 FACILITATOR JENNIFER: Thank you for
5 your comments. Our next speaker is Ashley
6 Hillard.

7 MS. HILLARD: Thank you. Sorry,
8 should I start?

9 FACILITATOR JENNIFER: Yes. Go ahead.

10 MS. HILLARD: Okay. Thank you for the
11 opportunity to testify today. My name is
12 Ashley Hillard, and I'm based in Durham,
13 North Carolina. I'm an Organizer and Advocate
14 with Moms Clean Air Force, representing nearly
15 80,000 members in our state and 1.6 million
16 members around the country who support clean
17 air and care about children's health.

18 I'm here today to ask the EPA to
19 maintain the strongest possible pollution
20 protections for heavy-duty vehicles. These
21 standards are not just numbers on paper, they
22 are protections that directly affect the health
23 of families like mine.

24 Air pollution is personal to me. In
25 my own family, we live with a range of

1 breathing-related conditions, from severe
2 allergies to chronic obstructive pulmonary
3 disease or COPD. Toxic emissions make these
4 conditions worse, making it harder for my loved
5 ones to breathe and live healthy lives.

6 And, my family is not alone.
7 According to the American Lung Association's
8 2026 study, 44 percent of Americans, or over
9 150 million people, live in areas with
10 unhealthy levels of air pollution, that
11 includes nearly half of American children,
12 which means millions of families across the
13 country are experiencing what mine experience
14 every day.

15 The trucking industry is a leading
16 source of deadly air pollution. Heavy-duty
17 trucks that support the shipping, freight, and
18 delivery industries are major source of
19 smog-forming pollution, particulate matter, and
20 air toxics. These emissions disproportionately
21 impact the low-income communities and
22 communities of color that are often located
23 near major trucking corridors, ports, and
24 distribution hubs. Tailpipe pollution is
25 linked to asthma attacks, cognitive problems,

1 lung cancer, and even premature death.

2 In North Carolina, the two biggest air
3 quality challenges are ground-level ozone, the
4 main ingredient in smog and particle pollution,
5 both are driven largely by emissions from cars
6 and trucks alongside coal plants. Heavy-duty
7 vehicles emit nitrogen oxides or NO_x, which
8 form ground-level ozone and particle pollution
9 or soot. These particles can launch deep in
10 the lungs and even enter the bloodstream,
11 causing lasting harm.

12 Children are most vulnerable to these
13 impacts as their lungs are still developing,
14 and with local schools often position near
15 major roadways, they are often more exposed to
16 these toxins.

17 Weakening the enforcement of limits on
18 health-harming tailpipe pollution from new
19 heavy-duty diesel vehicles would dramatically
20 worsen air quality, deepen our chronic disease
21 crisis, and cause more Americans to get sick
22 and die from cancer, COPD, and heart disease.
23 We cannot afford to undermine protections like
24 the Clean Trucks' Rule. At a minimum, current
25 safeguards must remain in place. Weakening

1 them would mean more children struggling to
2 breathe, more families facing health crises,
3 and more communities burdened by pollution.

4 I urge the EPA to maintain the
5 strongest possible standards for new heavy-duty
6 vehicles. Please protect our children, our
7 families, and our communities from impacts of
8 preventable air pollution. Thank you.

9 FACILITATOR JENNIFER: Thank you for
10 your comments. Okay, our next speaker is Bryan
11 Smigielski.

12 MR. SMIGIELSKI: Thanks. Good
13 morning. My name is Bryan Smigielski, and I'm
14 a Campaign Organizer with Sierra Club, based in
15 Detroit, and I urge EPA to withdraw this
16 proposal.

17 Detroit ranked first in the Asthma and
18 Allergy Foundation of America's 2025 Asthma
19 Capitals Report, and Southeast Michigan is
20 currently in non-attainment for ozone.

21 Recently, a University of Michigan-led study
22 estimated that air pollution imposes more than
23 \$6.5 billion in annual health costs on Detroit
24 alone and surrounding communities.

25 On-road mobile emissions accounted for

1 42 percent of nitrogen oxide exposure, with the
2 greatest impacts near major roadways.

3 Particulate from those sources was associated
4 with an average excess cancer risk of 417 per
5 million residents, reaching 1,500 per million
6 in Southwest Detroit. An EPA's own analysis
7 projects that this proposal would increase
8 heavy-duty NOx emissions by roughly 4-12
9 percent, depending on the year. Shortening the
10 emissions warranty alone would forego
11 approximately 36,000 tons of NOx reductions in
12 2055, even before accounting for the other
13 proposed changes. Yet, EPA counts reduced
14 manufacturer warranty obligations as a benefit
15 while leaving the resulting health costs out of
16 the calculation.

17 The proposal acknowledges that repair
18 costs will shift from manufacturers to truck
19 owners, but does not monetize the asthma
20 attacks, hospital visits, missed work, or
21 premature deaths caused by the additional
22 pollution. That's not acceptable. That makes
23 the proposal appear beneficial by counting what
24 manufacturers save while assigning no value to
25 the costs borne by drivers, families, and

1 communities along freight corridors.

2 EPA largely preserves the NOx standard
3 on paper while weakening the protections that
4 determine real-world emissions. Shorter useful
5 life and warranty requirements allow
6 manufacturer responsibility to end earlier as
7 emissions systems age, while nonconformance
8 penalties would permit engines that fail the
9 standard at certification. For communities
10 already paying billions each year for polluted
11 air, that means less protection in practice.

12 Independent drivers have raised
13 legitimate concerns about unsafe DEF derates,
14 EPA can't address those concerns directly
15 without shortening warranties, weakening useful
16 life requirements, or allowing noncompliant
17 engines. Their own association has urged EPA
18 to preserve the 450,000 mile warranty because
19 its members understand who pays when a lower
20 purchase price becomes a major repair bill
21 after 100,000 miles.

22 I urge EPA to withdraw this proposal
23 and preserve the 2023 warranty, useful life,
24 and compliance protections. Thank you.

25 FACILITATOR JENNIFER: Thank you for

1 your comments. Okay, our next speaker is Karla
2 Cervantes. We're not seeing you on the Zoom
3 platform. If you're on under a different name
4 or call-in user, please raise your hand or send
5 us a note in the chat, please.

6 I'm going to go ahead and move on to
7 our final speaker for Panel 3, Shaina Oliver.

8 MS. OLIVER: Can you hear me?

9 FACILITATOR JENNIFER: Yes, let me
10 give you a prompt to turn your video on. Okay,
11 go ahead, you have 3 minutes.

12 MS. OLIVER: Great. Thank you. My
13 name is Shaina Oliver, I'm a Field Coordinator
14 for Moms Clean Air Force, EcoMadres, Colorado,
15 of over 45,000 members and 1.6 million strong
16 nationally. Parents are united in fighting for
17 our children's right to breathe clean air and
18 to live in a safe environment.

19 On behalf of Moms Clean Air Force,
20 EcoMadres, Colorado, today I'm testifying on
21 behalf of Colorado parents counting on EPA to
22 preserve strong pipeline protections for new
23 heavy-duty diesel vehicles. Because these
24 protections safeguard the health of our
25 children and communities, Moms Clean Air Force

1 is calling on EPA to not weaken basic
2 commonsense policies that protect everyone in
3 our communities, from workers on the front
4 lines of our workforce to children in our
5 schoolyards.

6 Importantly, I'm an Indigenous mother
7 of four kids, family of six. My children and I
8 are descendants and survivors of the genocide
9 known as the Indian Removal Act, known to the
10 Diné as the Longos of the Navajo. As
11 Indigenous people, we know that environmental
12 harms are embedded and inflicted by our laws
13 and policies and governance, harms that not
14 only impacts my community but impact
15 communities across the United States.

16 44 percent of Americans, over 150
17 million people, live in places with unhealthy
18 levels of air pollution. According to the
19 American Lung Association's 2026 State of the
20 Air report, nearly half of children in the U.S.
21 are living with unhealthy air. The Denver
22 metropolitan area, where my family lives,
23 learns, and works is ranked the 8th worst
24 community to breathe due to unhealthy levels of
25 ozone smog pollution, according to the American

1 Lung Association. This pollution harms our
2 health.

3 As community members living with
4 asthma, I am too at risk of asthma attacks,
5 stroke, premature death because of unhealthy
6 air quality. My youngest son, who is now 14
7 years old, was diagnosed with asthma four years
8 ago. Because of preventable air pollution, our
9 communities are at higher risk of allergies,
10 asthma attacks, increased ER visits, increased
11 risk of infection, cognitive problems, lung
12 cancer, heart disease, respiratory disease,
13 adverse birth outcomes, and premature deaths.
14 Community residents who live near highways and
15 industrial zoning areas receive a hefty amount
16 of traffic and particulate matter pollution.
17 Our communities, especially our children, face
18 increased health risks, as this EPA proposal
19 keeps undermining commonsense standards that
20 reduce pollution from heavy-duty diesel
21 vehicles will harm people, me and my family.

22 Moms Clean Air Force is calling on EPA
23 to maintain the 2022 tailpipe pollution
24 standards for new heavy-duty vehicles. Parents
25 in Colorado count on your leadership to ensure

1 basic protections for our communities, our
2 workforce, and most importantly, our children.

3 FACILITATOR JENNIFER: Thank you for
4 your comments. Okay, one more call for Karla
5 Cervantes.

6 Okay, we're going to move on to Panel
7 4, where our first speaker is Patrick Kelly.

8 MR. KELLY: Thank you and good
9 morning. I am Patrick Kelly, Vice President,
10 Energy and Environmental Affairs at the
11 American Trucking Associations. ATA is a
12 50-state federation that represents
13 8-and-a-half million men and women working
14 across every sector of the trucking industry.
15 ATA commends EPA for addressing the ongoing
16 challenges to the trucking industry.

17 EPA actions allowed Congress to
18 rescind California's ACT and low-NOx omnibus
19 rules, and the agency eliminated the
20 unachievable Phase 3 standards. These electric
21 truck mandates threatened to fully disrupt our
22 nation's supply chain.

23 EPA also revised DEF inducement
24 guidance, allowing drivers to complete their
25 deliveries without being forced off the road

1 unnecessarily.

2 EPA has now turned to reevaluate the
3 existing heavy-duty standards that are expected
4 to significantly increase the cost of new
5 trucks. ATA supports reducing the
6 environmental impacts of trucking, provided
7 that any new emissions target and timeline must
8 consider the operational realities and impacts
9 to the trucking industry. ATA remains
10 concerned that implementation of the 35
11 milligram NOx standard in 2027 imposes
12 substantial compliance costs and operational
13 burdens to an already strained trucking
14 industry. EPA's proposal helps to alleviate
15 our concerns and goes a long way to reducing
16 the cost and complexity of the rule.

17 ATA supports EPA's proposal to rescind
18 the extended warranty requirement that adds
19 substantial costs to new trucks without a
20 corresponding environmental benefit. Extended
21 warranties are widely available in the
22 marketplace to meet buyers' needs. Delaying
23 the useful life requirements and broader
24 flexibilities to EPA's ABT program provide
25 additional certainty for manufacturers and

1 provide a measured approach to meeting
2 stringent standards while lowering costs.

3 ATA supports the issuance of
4 nonconformance penalties. Congress provided
5 this authority to address situations like the
6 market faces today. As technologies become
7 more complex to achieve near-zero standards, it
8 stands to reason that reliance on NCPs would
9 increase with each step and increase
10 stringency. Taken together, these
11 flexibilities provide time to gain real-world
12 experience with new technologies and allow the
13 continued availability of proven, reliable, and
14 environmentally sound emission controls.

15 NOx emissions from today's heavy-duty
16 trucks are down 98 percent since 1985, and the
17 2027 standards represent an additional
18 80 percent reduction. We urge EPA to
19 expeditiously finalize these flexibilities and
20 to monitor the ongoing implementation.
21 Challenges remain to the rollout of these
22 near-zero NOx emission standards and it is
23 imperative that new trucks in 2027 and beyond
24 are affordable and reliable and allow the
25 trucking industry to continue to deliver for

1 our economy. Thank you. Happy to answer any
2 questions.

3 FACILITATOR JENNIFER: Thank you for
4 your comments. All right, our next speaker is
5 Kiya Stanford. Kiya, you show to be muted, let
6 me give you a prompt to see if that helps.

7 MS. STANFORD: Okay, can you hear me
8 now?

9 FACILITATOR JENNIFER: Yes. Go ahead,
10 you have 3 minutes.

11 MS. STANFORD: All right. Perfect.
12 Thank you. My name is Kiya Stanford, and I'm
13 the Georgia State Organizer at Moms Clean Air
14 Force. I'm from Atlanta, Georgia, and on
15 behalf of the nearly 35,000 members in Georgia,
16 I urge you to protect tailpipe pollution
17 standards for heavy-duty vehicles. Strong
18 transportation standards are crucial in
19 protecting the health of our children and
20 communities, and it is critical that we do not
21 rollback these important safeguards.

22 As someone who has lived in one of the
23 nation's most bustling urban and suburban
24 areas, exposure to high levels of tailpipe
25 emissions is no new thing. Tailpipe exhaust

1 from heavy-duty vehicles is a significant
2 source of nitrogen oxides, or NO_x, which reacts
3 in the atmosphere to form ground-level ozone or
4 smog. Ground-level ozone is harmful to
5 breathe.

6 According to the American Lung
7 Association's 2026 State of the Air report,
8 Metro Atlanta has an average of 6.2 unhealthy
9 days of ground-level ozone pollution per year,
10 a number that has steadily increased after
11 decades of progress. There is an obvious
12 problem here that poses risks to human health
13 and especially that of the most vulnerable
14 populations, including children and
15 marginalized groups.

16 Health impacts from exposure to these
17 pollutants can range from respiratory illness,
18 like asthma, to cognitive problems, and even
19 premature death. This hits home for me,
20 because as someone who attended primary and
21 middle school next to major highways, I know
22 the community level impacts of exposure to
23 emissions from heavy-duty vehicles. At just
24 five years old my little brother was nearly
25 hospitalized and put on a nebulizer due to

1 pneumonia after being seemingly healthy in the
2 years prior. The only new factor was his
3 environment. Our elementary school, located
4 off of I-285 and US-278, or Covington Highway.

5 Asthma, and other respiratory
6 problems, were something common among my peers
7 during this time, and knowing what I know now,
8 the commonality for all of us was our constant
9 exposure to tailpipe pollutants each day when
10 we went to school.

11 Research shows that people of color
12 like me have higher exposure to toxic airborne
13 suit. The unfortunate mix of the emissions
14 from not only our diesel-burdened school buses
15 that idled each morning and the afternoon, but
16 the additional exposure from the highways
17 created constant exposure for children in my
18 community. This is the case for many Title 1
19 Black and Brown students in urban and suburban
20 neighborhoods nestled near major roadways, and
21 we need to create every avenue possible to
22 mitigate their exposure so stories like my
23 brothers aren't replicated.

24 Again, I strongly urge the EPA to
25 protect the clean trucks rule for the health

1 and well-being of all communities, but
2 especially those who are disproportionately
3 affected by the impacts of these policies.
4 Thank you for your time and consideration.

5 FACILITATOR JENNIFER: Next speaker is
6 Dan Potter.

7 MR. POTTER: Thank you for the
8 opportunity to comment on EPA's proposal. My
9 name is Dan Potter, and I'm a Director of
10 Emissions Compliance for Dynamo Trucks North
11 America. DTNA appreciates EPA's engagement on
12 this topic, and we support EPA's proposal to
13 reduce costs while keeping clean air benefits
14 in place. DTNA will submit written comments,
15 but today, in my brief time, I'd like to focus
16 on a few provisions.

17 First, I'd like to commend EPA's work
18 for proposing to maintain today's warranty and
19 useful life requirements. Reducing the
20 required warranty is a commonsense solution
21 that reduces cost, restores customer choice,
22 and accelerates the sale of new trucks, getting
23 older, higher-emitting vehicles off the road.

24 Second, we support EPA's proposals on
25 regulatory requirements for DEF inducements.

1 Based on our experience, the vast majority of
2 customers are strongly motivated to maintain
3 DEF levels to ensure vehicle performance,
4 reliability, and compliance. DTNA has a 2027
5 compliant product ready to launch, and we do
6 not support changes that effectively after the
7 astringency of the rule.

8 Regulatory stability is critical for
9 delivering robust products and providing the
10 certainty our fleets need. DTNA has made
11 substantial product decisions and investments
12 based on EPA's 2023 Final Rule, changes to
13 stringency have repercussions for technology,
14 supply chains, and industrialization, and are
15 disruptive this close to implementation.

16 For this reason, DTNA does not support
17 changes to the low production allowance or the
18 use of old NOx credits. Without 4 years lead
19 time, we believe those changes could be
20 challenged in court, leading to more
21 uncertainty while having a negative impact on
22 NOx inventories.

23 The final topic I'd like to address is
24 nonconformance penalties. We believe EPA's
25 proposed NCPs carry significant legal risk

1 associated with meeting the requirements of the
2 Clean Air Act. NCPs are only allowed in very
3 limited circumstances, and we question if those
4 circumstances have been met in all segments.

5 First, we believe there is little
6 evidence to suggest that there's a
7 technological laggard in the heavy-heavy duty
8 segment, and we encourage EPA to carefully
9 study the statements manufacturers have made
10 about technologicalness and consider whether
11 this demonstrates the intent of the Clean Air
12 Act.

13 The Clean Air Act also requires that
14 EPA ensure that if NCPs are needed, they are
15 not set at a level that makes selling old
16 engines more cost-effective than new, cleaner
17 ones. Several OEMs have recently announced
18 that they will sell both EPA 10 and EPA 27
19 engines next year, and at least one OEM has
20 publicly stated that they believe there is a
21 cost advantage to selling an old engine with
22 EPA's proposed \$6,000 to \$7,000 NCPs instead of
23 a new one. This would seem to demonstrate that
24 the proposed NCPs do not meet the requirements
25 of the Clean Air Act.

1 Manufacturers, including DTNA, broadly
2 supported the stringency of EPA's 2023 Final
3 Rule. We believe that EPA's staff worked with
4 OEMs and other stakeholders to develop a rule
5 that was technologically feasible, challenging,
6 but met all requirements of the Clean Air Act.

7 I will end with, DTNA has a 2027
8 compliant product that is ready to launch.
9 Thank you for your time.

10 FACILITATOR JENNIFER: Thank you for
11 your comments. Okay, our next speaker is
12 Patricia Doersch.

13 MS. DOERSCH: Hi, good morning. I'm
14 Patricia Doersch, I speak today on behalf of
15 the American Truck Dealers, which is the
16 division of the National Automobile Dealers
17 Association. ATD represents more than 3,000
18 franchise truck dealers in communities across
19 the U.S. who sell, finance, and service new and
20 used commercial vehicles, including heavy-duty
21 trucks. ATD supports emissions improvements
22 that are cost-effective for manufacturers and
23 that meet the performance and reliability
24 expectations of our trucking customers.

25 Heavy-duty vehicles and engines are a

1 success story here. Since EPA adopted its
2 landmark rule in 2001, manufacturers have
3 reduced NOx emissions by 95 percent, yielding
4 widespread air quality improvements. This
5 progress is due in part to manufacturers'
6 continued refinement of proven after-treatment
7 technologies, like selective catalytic
8 reduction systems. EPA's proposed rule would
9 build on this success as manufacturers launch
10 products that meet the agency's latest
11 pollutant standards.

12 As truck sellers, we share
13 Administrator Zeldin's concern for vehicle
14 affordability. As adopted in 2023, the model
15 year 2027 rules included emissions warranty and
16 useful life requirement that carry steep costs,
17 which can translate into higher vehicle prices.
18 Higher prices, of course, the purchase of
19 cleaner new trucks, which undermines the aim of
20 these rules. ATD, therefore, welcomes the
21 EPA's proposal to reduce the emissions warranty
22 periods and delay the start of stricter useful
23 life requirements while preserving strong
24 environmental protections. The extended
25 warranty requirement in particular has been

1 identified as a major driver of increased
2 costs.

3 The changes EPA proposes will help
4 ensure the emission rules remain workable for
5 the trucking industry while continuing to
6 deliver meaningful emissions reductions and
7 significant cost savings. The reforms of this
8 proposal are estimated to generate \$6,000 in
9 savings for every new truck. These compliance
10 savings can hold truck prices in check and spur
11 fleet turnover to newer, cleaner, and safer
12 vehicle.

13 ATD has called for a stable and
14 balanced regulatory framework to keep new
15 vehicle prices at a level the market can bear.
16 In retaining the model year 2027 standards, but
17 making cost-saving changes to program
18 requirements, the targeted improvements in this
19 proposal would accomplish that rational
20 framework.

21 With model year 2027 upon us, the EPA
22 should finalize these proposed changes
23 promptly. Thank you.

24 FACILITATOR JENNIFER: Thank you for
25 your comments. Okay, our next speaker is

1 Larisa Manescu.

2 MS. MANESCU: Good morning, and thank
3 you for opportunity to speak today. My name is
4 Larisa Manescu, and I live in Maryland. I also
5 work for the Sierra Club doing communications
6 for our National Clean Transportation for All
7 Campaign.

8 Every day thousands of trucks travel
9 through our communities on major freight
10 corridors, like I-95 in Maryland, carrying the
11 goods our economy depends on. But, the people
12 who live closest to those highways and around
13 the Port of Baltimore also live with the deadly
14 health impacts of diesel pollution from trucks.
15 That's why I'm here today urging the EPA to
16 reject this proposal.

17 What concerns me most is that this
18 rule lets truck manufacturers walk away from
19 their responsibility after they've already
20 admitted that they're ready to meet the current
21 standards. PACCAR, Cummins, and Daimler have
22 all publicly said that they have the technology
23 to comply with these standards. Now they're
24 asking the EPA to weaken the rules so they
25 don't have to take a stand, so they don't have

1 to stand behind the pollution control systems
2 that they sell.

3 Instead of holding manufacturers
4 accountable, this proposal shifts the cost onto
5 truck owners and onto communities. Shorter
6 warranties mean more repair costs for drivers
7 and fleets, while failed pollution control
8 systems stay on the road longer, putting more
9 harmful pollution into the air that we all
10 breathe.

11 We know who pays the price, truck
12 drivers, families living near highways and
13 warehouses, and communities surrounding ports
14 already experience some of the highest exposure
15 to diesel pollution, which contributes to a
16 host of horrible health impacts, including
17 asthma, heart disease, lung cancer, and
18 premature death. It is the EPA's job to
19 protect public health, not to reward and bow
20 down to corporate lobbying.

21 Manufacturers that profit from selling
22 these trucks should remain responsible for
23 making sure their pollution controls work, not
24 pass the costs and consequences onto truckers
25 and the public.

1 I urge the EPA to do their job and
2 reject these rollbacks that the trucking
3 industry asks for, and preserve the strong
4 protections already in place. Thank you.

5 FACILITATOR JENNIFER: Thank you for
6 your comments. Our next speaker is Darien
7 Davis.

8 MS. DAVIS: Hello. Can you hear me
9 okay?

10 FACILITATOR JENNIFER: Yes. Go ahead,
11 you have 3 minutes.

12 MS. DAVIS: Great. Hello, and thanks
13 for giving me the opportunity to testify today.
14 My name is Darien Davis, I'm a Government
15 Affairs Advocate at the League of Conservation
16 Voters, or LCV. I'm here on behalf of LCV's
17 members across the country to express
18 opposition to the proposed rule, which would
19 effectively eliminate current limits on harmful
20 pollution from heavy-duty trucks and buses.

21 I first experienced a severely bad air
22 quality day almost 5 years ago. Back then I
23 was staying with family in California and felt
24 the impact of nearby wildfires firsthand. I
25 remember my parents being sent home from work

1 early because the air was so bad. I watched
2 ash raining down and assumed that I would never
3 experience it again in my lifetime. I was
4 wrong. I would experience it again twice back
5 home in Washington D.C..

6 A few weeks ago, distant wildfire
7 smoke and extremely high temperatures made the
8 air so bad here that I was forced to stay
9 within the confines of my apartment. It felt
10 like COVID lockdown all over again. I worked
11 remotely, put on a mask to run on errands at
12 the pharmacy around the corner from my home.
13 The normally bustling intersection was eerily
14 quiet, except for the sound of a few dry
15 coughs.

16 Climate change is causing more
17 frequent wildfires and instances of extreme
18 heat that I've experienced in recent years.
19 These events negatively impact air quality, and
20 tailpipe pollution from trucks and buses makes
21 air quality even worse. Fortunately, we now
22 have technology to improve and solve that
23 problem. Zero-emission long-haul trucks and
24 school buses provide countless environmental
25 and public health benefits.

1 We currently have regulations on the
2 books, including the rule that we're discussing
3 today, that can help to tackle poor air quality
4 by accelerating the zero-emission technology.
5 It is unconscionable for the EPA to take away
6 these proven solutions. Now is not the time to
7 rollback practical standards to regulate
8 tailpipe pollution. We should be building on
9 existing standards by strengthening them.

10 I urge the EPA to abandon its proposal
11 to amend the current heavy-duty NOx standards.
12 Thank you.

13 FACILITATOR JENNIFER: Thank you for
14 your comments. Okay, our next speaker, final
15 speaker in Panel 4 is Eric Willadsen.

16 MR. WILLADSEN: Can you hear me?

17 FACILITATOR JENNIFER: Yes. Go ahead,
18 you have 3 minutes.

19 MR. WILLADSEN: Can you hear me?

20 FACILITATOR JENNIFER: Yes. Go ahead,
21 you have 3 minutes.

22 MR. WILLADSEN: Okay. Thank you.

23 Thank you for the opportunity to testify today.

24 My name is Eric Willadsen, and I'm an

25 Organizing Strategist with the Sierra Club's

1 Clean Transportation for All Campaign. I was
2 born and raised in Connecticut, and currently
3 live in Portland, Maine. I'm speaking today to
4 urge the EPA to protect the strongest possible
5 limits on vehicle pollution. Here in New
6 England, these existing standards provide
7 much-needed relief for communities from diesel
8 fuel and tailpipe pollution that impacts all
9 communities.

10 For myself, this impact is most
11 visible along the I-95 corridor between
12 New York City and Southern Maine, which hosts
13 some of the highest traffic congestion in the
14 country. This is particularly horrendous in
15 Connecticut, where poor air quality from
16 vehicle emissions is a primary driver for the
17 entire state being designated with severe or
18 serious non-attainment status under the Clean
19 Air Act. Consequently, Connecticut residents
20 have some of the highest asthma rates and
21 associated cardiovascular and respiratory
22 diseases like heart attacks, strokes, and
23 premature death in the country.

24 On a personal level, I regularly
25 travel this corridor to visit Central

1 Connecticut with my partner and her 5-year-old
2 daughter. These visits typically include
3 showing our daughter the woods and parks and
4 downtown areas that I grew up playing in and
5 exploring.

6 As a child, I suffered from several
7 debilitating asthma attacks at night, like many
8 others who have grown up in Connecticut and
9 have asthma, I didn't know that toxic fumes
10 from excessive tailpipe emissions in the state
11 are the major contributor factor to our health
12 condition until I was an adult.

13 Removing these standards will
14 negatively impact the quality of life for all
15 residents and inexcusably lead to greater
16 economic hardship for working-class families
17 already struggling with the cost of healthcare
18 in the Northeast and beyond. Each of these
19 standards can be met through improvements to
20 gas vehicle engines or by utilizing highly
21 cost-effective electrification technologies for
22 compliance.

23 The EPA is charged with protecting the
24 public's health, not shifting the cost of air
25 pollution from the industry that creates it to

1 families across the country, we can and must do
2 better. Solutions exist, the technology
3 exists, there's no need to go backwards by
4 revoking these standards and leaving children
5 like my daughter with increased exposure to
6 respiratory illnesses like asthma, and leaving
7 them wondering throughout their childhood why
8 this is happening to them.

9 I'm asking that you protect the
10 strongest possible limits on vehicle pollution.
11 Thank you for your time and consideration.

12 FACILITATOR JENNIFER: Thank you for
13 your comments. Okay, moving on to Panel 5, our
14 first speaker is Isha Thakkar.

15 MS. THAKKAR: Hi. Thank you so much
16 for being here today and for giving me the
17 chance to speak. My name is Isha Thakkar,
18 I-S-H-A, T-H-A-K-K-A-R, and I'm currently a
19 Community Health Justice Summer Intern with
20 Moms Clean Air Force, and also a college
21 student. Moms Clean Air Force is a community
22 of 1.6 million moms and caregivers fighting to
23 protect all of our children from air pollution.
24 I'm here today to urge you to protect tailpipe
25 pollution standards for heavy-duty vehicles.

1 Strong transportation standards are
2 crucial in protecting the health of our
3 children and communities, and it is critical
4 that we do not rollback these important
5 safeguards.

6 I am originally from Aurora, Colorado.
7 Growing up, my parents owned a restaurant in
8 Aurora, where I spent a large my childhood.
9 The restaurant was located around 100 feet from
10 Interstate 225, so exposure to high levels of
11 tailpipe emissions is not unfamiliar to me. My
12 brother grew up with respiratory issues and had
13 to use an inhaler when playing outside.

14 When we moved to a new neighborhood in
15 Highlands Ranch, separated from highways and
16 with cleaner air, he no longer needed to use
17 this inhaler. The main difference between
18 these two neighborhoods was that we were now
19 separated from highways and had cleaner air.

20 Tailpipe exhaust from heavy-duty
21 vehicles is a significance source of nitrogen
22 oxides, which react in the atmosphere to form
23 ground-level ozone or smog, which is harmful to
24 breathe.

25 According to the American Lung

1 Association's 2026 State of the Air report,
2 Douglas County, Colorado, where I live, has an
3 average of 19.2 unhealthy days of ground-level
4 ozone pollution, receiving an F grade. The
5 Aurora area ranks as the 6th worst in the
6 country for high ozone days.

7 I am urging you to protect the clean
8 trucks rule so that no child has to be sick for
9 breathing the air in their neighborhood.

10 Research shows that Black, Latina, and
11 Asian Americans like me experience higher than
12 average levels of pollution exposure from a
13 variety of sources, including heavy-duty
14 trucks. And as someone with a chronic disease,
15 I worry that air quality could worsen my
16 symptoms. Delaying the enforcement of limits
17 on health-harming tailpipe pollution from
18 trucks would worsen air quality and, in turn,
19 worsen chronic disease, causing more Americans
20 to get sick and die from cancer, COPD, and
21 heart disease.

22 According to Gallup polling, 1 in 3
23 people report that they are unable to access
24 quality, affordable healthcare. Many cannot
25 afford the sicknesses that delaying the

1 enforcement of limits on tailpipe pollution
2 will bring. The Trump, Zeldin, and EPA is
3 making it easier for us to get sick and harder
4 for us to get well. Children of color will pay
5 the price the most.

6 Due to the economic and health
7 concerns I have mentioned, I strongly urge EPA
8 not to weaken protections from tailpipe
9 pollution from heavy-duty vehicles. Thank you
10 for your time and consideration.

11 FACILITATOR JENNIFER: Thank you for
12 your comments. Okay, our next speaker is
13 Almeta Cooper.

14 MS. COOPER: I'm trying to get the --
15 oh, there we go. My name is Almeta Cooper, I
16 live in Washington, D.C. I'm the National
17 Manager For Health Justice at Moms Clean Air
18 Force, a national organization of 1.6 million
19 moms, dads, and caregivers who are united in
20 protecting clean air and children's health.
21 Thank you for the opportunity to testify today.

22 As an African American mother and
23 grandmother, I urge the EPA not to weaken
24 tailpipe pollution protections for new
25 heavy-duty diesel vehicles, a move that would

1 increase harmful and soot-forming pollution
2 that's dangerous to human health. I urge the
3 EPA to value and protect the health and safety
4 of children, pregnant women, and those 65 and
5 older who will be disproportionately harmed by
6 weakening the emission standards in the 2023
7 Final Rule for calendar years 2027 through
8 2055.

9 My specific reasons for testifying are
10 my family, my adorable 11-month-old grandson,
11 my neighbors, and I, who will be affected by
12 greater exposure to smog and soot-performing
13 pollution if the promised amendments are
14 adopted -- proposed amendments are adopted,
15 reducing poisonous tailpipe emissions from
16 heavy-duty diesel vehicles, including dangerous
17 nitrogen oxides, a very important danger to our
18 children's health.

19 Children are uniquely vulnerable to
20 the effects of traffic pollution. Air
21 pollution makes asthma symptoms worse and
22 increases children's risk of respiratory
23 infection. Nationally, black children are two
24 times more at risk than white children to have
25 asthma. And in Washington D.C., 9.6 percent of

1 black children have asthma.

2 Weakening emission standards will
3 increase air pollution. In 2026 and beyond,
4 increased pollution means increased health
5 expenses for families who are already facing
6 increased healthcare costs and potentially
7 decreased access to healthcare.

8 Concern about air pollution related to
9 trucks and Washington D.C. air quality is not
10 occurring in a vacuum. D.C. again received an
11 F grade for ozone smog and D for soot pollution
12 in the 2026 American Lung Association State of
13 the Air report. There is no safe threshold for
14 PM2.5 exposure, since health impacts are
15 observed even at very low concentrations,
16 including below current standards.

17 This year, following July 4th, D.C.
18 reported the world's worst short-term urban air
19 quality, compounded with dangerous air quality
20 related to the Canadian wildfire smoke.

21 In closing, I urge the EPA not to
22 undermine its duty to protect public health
23 from increased pollution and to retain the
24 existing clean truck standards adopted in 2023.

25 FACILITATOR JENNIFER: Thank you for

1 your comments. Okay, our next speaker is
2 Lindsey Mendelson.

3 MS. MENDELSON: Hello. Thank you. My
4 name is Lindsay Mendelson, and I'm the Senior
5 Transportation Campaign Representative with the
6 Maryland Sierra Club. I urge the EPA to
7 rescind their proposed amendments that would
8 weaken the NOx standards for heavy-duty
9 vehicles. Rolling back these standards would
10 significantly harm public health and adversely
11 impact the Chesapeake Bay.

12 According to the Maryland Department
13 of Environment, on-road diesel trucks are the
14 largest contributor to NOx emissions in
15 Maryland, and NOx is a major source of
16 Maryland's ground-level ozone problem. The
17 majority of Maryland's counties, spanning
18 across urban, suburban, and rural areas, are
19 currently designated in either moderate or
20 serious non-attainment of the 2015 ozone
21 standards. In fact, in the past three years,
22 Maryland residents have experienced 38 days
23 where ozone levels have exceeded these health
24 standards.

25 What would weakening these vehicle

1 regulations mean for Maryland families? We
2 have clearly seen that emergency room visits
3 for asthma in Maryland are much higher in
4 locations that fail to meet the safe ozone
5 limits. If EPA decides to weaken these vehicle
6 regulations, it would mean more Marylanders are
7 exposed to polluted air that would increase
8 their risk of asthma attacks, premature death,
9 lung cancer, cardiovascular damage,
10 developmental and reproductive harm. Outdoor
11 workers are at higher risk for these health
12 impacts, and children are also susceptible
13 because they're developing lungs and higher
14 occurrences of respiratory infections.

15 We have already seen major pollution
16 impacts with multiple code red and purple days
17 over the last few weeks. The capital region,
18 as was mentioned earlier, recently recorded the
19 worst air quality in the world very recently
20 around the 4th of July. We need to be finding
21 ways to improve our air quality, not make it
22 worse.

23 Weakening these standards would also
24 adversely impact the Chesapeake Bay. In fact,
25 EPA has indicated that air pollution

1 contributes to about 1/3rd of the nitrogen
2 pollution in the Chesapeake Bay. EPA has also
3 referenced that trucks are among the sources of
4 NOx pollution that contributes to the
5 oxygen-deprived death zones that are harming
6 our marine life. More NOx pollution would mean
7 worse water quality for the Bay, which would
8 adversely impact our food sources, tourism, and
9 many local economies.

10 For these reasons, please protect our
11 health and well-being, and keep the NOx
12 standards for heavy-duty vehicles on the books.
13 Thank you.

14 FACILITATOR JENNIFER: Thank you for
15 your comments. Our next speaker is Dave Cooke.

16 MR. COOKE: Thanks. I'm Dr. Dave
17 Cooke, Senior Scientist with the Clean
18 Transportation Program at the Union of
19 Concerned Scientists.

20 Four years ago, EPA finalized the
21 first federal action to reduce smog forming and
22 soot pollution from heavy-duty trucks of almost
23 two decades. Today, the agency is proposing to
24 eviscerate any benefits of that rule.

25 The purpose of the warranty and useful

1 light provisions finalized by the agency in
2 2022, were to better align the lifetime of
3 emissions controls with the vehicles in which
4 they are installed, and to ensure that any
5 faults in the control systems were dealt with
6 promptly.

7 Reducing the fully useful life of
8 heavy-duty engines as proposed, increases the
9 likelihood that emissions control systems will
10 fail during the lifetime of the vehicle. And
11 by proposing to reduce the warranty period, the
12 responsibility of ensuring those now less
13 reliable systems are operating adequately would
14 shift away from the manufacturers that build
15 them onto truck drivers that have no reason to
16 care whether or not these emissions controls
17 are operational.

18 The average lifetime of a Class 8
19 heavy, heavy-duty diesel engine is close to a
20 million miles, of which EPA's now proposed
21 warranty would cover only about 10 percent.
22 That means for roughly 90 percent of the time
23 that engine is on the road, truckers will bear
24 the cost of the emissions control systems
25 upkeep, and the public will bear the cost of

1 any failure for truckers to do so. And yet,
2 EPA is proposing to eliminate any incentive for
3 truckers to ensure those systems operate as
4 intended, replacing inducements that actually
5 work to get improperly maintained trucks off
6 the road with a meaningless check engine light.

7 Survey data shows that as many as one
8 half of car drivers delay maintenance for up to
9 18 months while experiencing a check engine
10 light notification. There's little reason to
11 suspect that truck drivers will be any
12 different, but such negligence would be
13 devastating.

14 The engine-out NOx emissions of a
15 Class A engine are around 4 grams per brake
16 horsepower hour, about 100 times the average
17 certification. If just 1 percent of trucks
18 operate without a fully functioning SCR system,
19 they could generate roughly as much emissions
20 as the remaining 99 percent. If just 6 percent
21 of truckers ignore the proposed check engine
22 light, the rule could be no more effective than
23 the current 2010 standards, and yet survey data
24 suggests 6 percent may be a gross underestimate
25 of the size of this problem.

1 What EPA is proposing is nothing short
2 of an all-out assault on the very rules that
3 have helped to clean up the trucking sector
4 today. This proposal aims to dismantle diesel
5 emissions controls by erasing all
6 accountability. Manufacturers are well
7 prepared to meet the 2027 rules. EPA should
8 withdraw its proposed changes, or it risks
9 finalizing a regulation that could increase
10 emissions compared to the current 2010
11 standards. Thank you.

12 FACILITATOR JENNIFER: Thank you for
13 your comments. Our next speaker is Adrian
14 Martinez.

15 MR. MARTINEZ: Good morning. My name
16 is Adrian Martinez, Director of Right to Zero
17 Campaign at Earth Justice. I am speaking today
18 to encourage EPA to withdraw the current
19 proposal, and I endorse many of the comments
20 from the environmental health and environmental
21 justice groups that have spoken so far.

22 I work out of Earth Justice's Los
23 Angeles office. This is a particularly
24 important and punishing summer for air
25 pollution, as we've had more dirty ozone days

1 than many years in the past by this point.
2 This signals a troubling trend that air
3 pollution continues to remain persistent in
4 this area, and it must be addressed. And
5 Los Angeles is just one community from around
6 the country that suffers from this air
7 pollution.

8 Heavy-duty trucks have an outsized
9 impact on our ozone pollution and soot
10 pollution problems, and it's incumbent upon EPA
11 to make sure that's not taking actions that are
12 going to make things worse. Accordingly, we
13 suggest withdrawing this proposal and keeping
14 the current proposal in place. Thank you.

15 FACILITATOR JENNIFER: Thank you for
16 your comments. Our next speaker is Matt Price.

17 MR. PRICE: Good morning, and thank
18 you for the opportunity to testify today. My
19 name is Matt Price, I'm the Vice President for
20 Renewables and I'm speaking on behalf of Pilot
21 Company.

22 We operate a network of travel centers
23 across the United States and Canada. That
24 network consists of over 900 locations, with
25 nearly all of them offering DEF at the pump.

1 We facilitate over 30 million DEF transactions
2 in our dispensers annually. In addition, we
3 distribute DEF to another 4,000 locations
4 across 47 states through our tarden wholesale
5 entity. We have been supporting the DEF market
6 Since introduction in 2010. Our business helps
7 keep the American economy moving.

8 DEF and SCR technology have
9 transformed the heavy-duty transportation
10 sector. While these systems have allowed
11 trucks and equipment to dramatically reduce NOx
12 emissions while maintaining the reliability,
13 performance, and portability that businesses
14 and consumers depend on every day. The success
15 of DEF and SCR demonstrates the importance of
16 allowing effective technologies to mature and
17 improve the real-world experience.

18 Rather than replacing proven systems,
19 policymakers should focus on addressing
20 specific operational challenges while
21 maintaining the environmental benefits these
22 technologies provide. Many of the concerns
23 that have contributed to this rulemaking are
24 already being addressed through recent EPA
25 guidance and industry actions over the past

1 year.

2 The EPA has also issued several
3 important documents that provide practical
4 solutions to DEF-related challenges. We
5 commend these changes.

6 EPA's guidance addressing DEF software
7 updates, right to repair, and the use of NOx
8 sensors instead of urea quality sensors resolve
9 many of the major issues that operators are
10 currently facing. These should be given
11 adequate time to reach the marketplace.
12 Equipment manufacturers, repair providers, fuel
13 retailers, and operators cannot immediately
14 implement new processes and directives across
15 millions of vehicles and pieces of equipment.
16 Moving forward with additional requirements
17 before these changes have had the opportunity
18 to work could create unnecessary cost,
19 confusion, and uncertainty.

20 We are particularly concerned with
21 proposals that would weaken the current DEF
22 inducement framework. Derates serve an
23 important purpose. They ensure that operators
24 have a meaningful incentive to use compliant
25 DEF and maintain properly functioning emission

1 systems.

2 EPA has repeatedly recognized the
3 importance of this framework, including recent
4 regulatory actions. Replacing D-rings with
5 audiovisual warnings would reduce that
6 incentive and could unintentionally encourage
7 improper maintenance practices, pampering, or
8 continued operation with poor-quality DEF.

9 We recognize that agricultural
10 operators have raised legitimate concerns
11 regarding DEF systems, those should be
12 addressed. However, EPA must carefully
13 consider the broader impact of these changes on
14 the trucking industry, fuel retailers, and the
15 national DEF supply chain. Thank you for your
16 time.

17 FACILITATOR JENNIFER: Sorry about
18 that. Thank you for your comments. Our next
19 speaker and last speaker for Panel 5 is Matt
20 Ports.

21 MR. PORTS: Good morning, and thank
22 you for the opportunity to testify today. My
23 name is Matt Ports, I'm the President of Ports
24 Petroleum, a fourth-generation family-owned
25 business that has served customers since 1948.

1 Today our company operates retail
2 locations across 4 states and sells wholesale
3 fuel throughout 12 states. We have been in the
4 DEF business since 2010 and have invested
5 heavily in building out a nationwide DEF supply
6 network. Today, we've invested approximately
7 \$7.5 million in retail infrastructure, DEF
8 warehousing assets to support our customers.
9 We sell approximately 25 million gallons of DEF
10 annually and serve customers across the
11 contiguous United States.

12 The use of DEF and SCR are some of the
13 strongest examples of how targeted innovation
14 can lead to meaningful improvements in
15 bolstering the environmental attributes of
16 liquid fuels. Because of the diesel platform's
17 widespread adoption of DEF and SCR technology,
18 we have cut heavy-duty NOx emissions
19 dramatically and improved the fuel economy of
20 trucks while simultaneously decreasing
21 operating cost. Unfortunately, the proposal
22 puts certain aspects of the success at risk.

23 Over the past year EPA and other
24 federal agencies have issued guidance that,
25 once implemented in the market, should resolve

1 many of the complaints surrounding DEF created
2 a pathway forward that makes many of the DEF
3 provisions of this rulemaking obsolete and
4 unnecessary.

5 Guidance issued in 2025 and 2026
6 encouraged manufacturers to reduce unnecessary
7 derates, clarified that the Clean Air Act
8 cannot be used to restrict independent repair
9 access, and allowed greater reliance on
10 existing NOx sensors in place of failure-prone
11 urea quality sensors.

12 These guidance documents deserve time
13 to work. There is no way to accelerate the
14 adoption of software updates, replacement
15 components, and new maintenance practices
16 overnight.

17 We also want to encourage EPA to
18 preserve the current effective inducement
19 framework that relies upon deratements. The
20 agency has repeatedly found, as recently as
21 2023, that deratements are what compels
22 operators to continue using quality DEF in
23 their tanks. Replacing derates with
24 audiovisual inducements will not carry the same
25 weight and may even encourage the very

1 tampering and noncompliance that EPA spent the
2 past 15 years trying to eliminate.

3 Lastly, we encourage EPA to replace
4 their usage of the term catastrophic with
5 substantial or significant. The proposal, as
6 it stands, currently enables manufacturers to
7 derate only in situations where it is necessary
8 to prevent catastrophic damage.

9 Catastrophic damage implies sudden,
10 massive harm. Running on poor quality DEF
11 causes gradual damage that manifests as the
12 slow demise of the aftertreatment system in the
13 engine, that over time will undoubtedly result
14 in massive engine damage. Replacing the term
15 catastrophic will ensure that the EPA's
16 original intent will be better accomplished.
17 It will enable manufacturers to protect their
18 equipment and any investments they've made from
19 the harm that actually occurs over time.

20 We, along with our national trade
21 association, will address these issues fully in
22 our written comments. Thank you for your time
23 today.

24 FACILITATOR JENNIFER: Thank you for
25 your comments. Okay, moving on to Panel 6, our

1 first speaker is Andy Austin.

2 MR. AUSTIN: Can you hear me?

3 FACILITATOR JENNIFER: Yes. Go ahead,
4 you have 3 minutes.

5 MR. AUSTIN: Great. Thank you for the
6 opportunity to provide testimony today. My
7 name is Andy Austin, and I'm appearing on
8 behalf of Mansfield Energy, privately held
9 company headquartered in Gainesville, Georgia.
10 For more than 70 years, Mansfield has provided
11 energy solution to thousands of America's
12 fleets.

13 Today, Mansfield supplies diesel
14 exhaust fuel, natural gas, lubricants, and
15 diesel to commercial on and off-road fleets
16 across the United States. These products are
17 essential to the continued operation of the
18 nation's transportation economy. Since 2010,
19 Mansfield has made substantive investments in
20 the development of a national DEF distribution
21 system that makes high-quality DEF readily
22 available to thousands of commercial fleet
23 customers.

24 Mansfield commends the EPA for its
25 recent guidance intended to make engine derates

1 more manageable by allowing commercial on-road
2 and off-road vehicles sufficient time to obtain
3 repairs for exhaust system-related deratement
4 issues. Heavy-duty diesel engine manufacturers
5 are currently implementing these revised
6 deratement schedules, which represent a
7 pragmatic improvement over the more stringent
8 guidance currently in effect. We encourage the
9 EPA to give these policy changes time to take
10 effect before taking additional steps targeting
11 deratement protocols.

12 With respect to the EPA's proposal in
13 Section 5.C.2, to replace SCR-related derates
14 with visible and/or audible notifications,
15 Mansfield respectfully submits that the
16 proposal would substantially weaken the
17 existing compliance framework. We also believe
18 the comparison from the seatbelt warning lights
19 and audible alerts is not appropriate.

20 Seatbelt compliance is reinforced by
21 local, county, and state law enforcement
22 agencies, driver fines, personal safety
23 considerations, and broad public awareness. By
24 contrast, for DEF and SCR systems, the primary
25 enforcement mechanism is the system itself,

1 which ensures compliance through engine
2 deratement. Deratement is the only practical
3 mechanism to ensure the proper use of DEF and
4 the proper operation and maintenance of
5 heavy-duty emission systems. For this reason,
6 Mansfield urges the EPA not to replace
7 deratement with audible alarms and dashboard
8 notifications, which may be ignored, disabled,
9 or removed from a vehicle.

10 Mansfield also respectfully addresses
11 the EPA's proposal to identify a urea
12 concentration below 20 percent is the point at
13 which visible and/or audible notifications
14 would be triggered. If the EPA were to allow
15 product quality to decline to a urea
16 concentrations as low as 20 percent before
17 identifying a fault condition, that change
18 could create an incentive for bad actors to
19 enter the distribution system and profit from
20 low quality DEF, it would risk compromising the
21 entire integrity of the entire supply chain.

22 In closing, Mansfield respectfully
23 urges the EPA to preserve deratement as the
24 primary compliance mechanism for DEF and SCR
25 systems, maintain the current DEF quality

1 standards, and allow the recently revised
2 deratement guidance to take effect before
3 adopting further changes. Thank you for this
4 opportunity to testify today.

5 FACILITATOR JENNIFER: Thank you for
6 your comments.

7 MS. GOHEEN: Good morning.

8 FACILITATOR JENNIFER: Okay.

9 MS. GOHEEN: My name is LeeAnn Goheen,
10 I'm a partner at FFG Group in D.C., where I
11 represent NASO, the premier trade association
12 for truck stops and travel centers. Over the
13 last 20 years, our members built the downstream
14 DEF supply chain. Today, DEF is available and
15 competitively priced throughout the lower 48
16 states. Drivers can buy DEF at our members'
17 locations at the same time they refuel with
18 diesel.

19 NASO members are approaching this
20 rulemaking not only as DEF retailers, but as
21 DEF consumers and repair shop operators. Many
22 travel center operators also own trucks that
23 rely on DEF, and our members frequently operate
24 independent repair facilities where trucks with
25 DEF faults are serviced. So, we see this

1 system from all sides.

2 The Trump administration inherited a
3 challenging DEF regulatory landscape. Over the
4 past year, EPA has taken three actions that
5 address the real source of operator
6 frustration, unreliable hardware that generates
7 false faults and triggers unjustifiable
8 deratements.

9 We strongly support the
10 administration's efforts here. The guidance is
11 working. In recent weeks, major OEMs have
12 begun rolling out updates covering millions of
13 vehicles in response to that guidance. But
14 this software reaches trucks one service event
15 at a time and sensor changes reach the fleet
16 only as new engines are built. NATSO supports
17 codifying these guidance documents to expedite
18 their effectiveness. That is the best path to
19 solving the problems the administration is
20 trying to solve.

21 Although the administration's
22 impatience is understandable, it would be a
23 mistake to restructure the inducement
24 architecture before these guidance documents
25 are given time to work. EPA's proposed changes

1 to the inducement rules make right to repair
2 all the more important.

3 If EPA narrows the circumstances in
4 which a derate is permissible, correctly
5 distinguishing genuine hardware damage from a
6 sensor error becomes the difference between a
7 truck that stays in service and one that does
8 not. That diagnosis happens at our members'
9 repair shops, not at a dealership that can be
10 hours from the interstate. Independent shops
11 can only perform this service when they have
12 the same diagnostic information the dealer
13 network has. We encourage EPA to reinforce
14 that principle explicitly in this rulemaking.

15 We also share the others' concerns
16 that audible and visual alerts will not induce
17 compliance the way derates do, a conclusion EPA
18 itself reached repeatedly as recently as 2023.
19 And, we urge EPA to replace the, quote,
20 catastrophic damage threshold with a term that
21 better reflects the intent. Catastrophic
22 connotes damage that arrives suddenly, but
23 the harm DEF protects against accumulates
24 gradually. Significant or substantial damage
25 is really what the EPA is targeting.

1 Finally, really quickly, much of this
2 started with the ag sector, and those solutions
3 may be different from what long-haul needs.
4 Our written comments will get into this
5 further, but thank you for the opportunity to
6 testify.

7 FACILITATOR JENNIFER: Thank you for
8 your comments. Our next speaker is David
9 Fialkov. Again, I apologize for any
10 mispronunciations of names.

11 MR. FIALKOV: Sure. Thank you. Good
12 morning. Good to see everyone. My name is
13 David Fialkov, I represent SIGMA, an
14 association comprised of the most sophisticated
15 independent fuel marketers and retailers in the
16 United States. Grateful for the opportunity to
17 testify today. I want to, in particular,
18 acknowledge the career staff at EPA that is
19 always so thoughtful and vigilant in how they
20 approach these complex, nuanced rulemakings.

21 SIGMA members not only sell fuel to
22 consumers, but they build and manage complex
23 supply chains. They built the ethanol and
24 biodiesel supply chains, and they built the
25 retail DEF network, all at their own expense,

1 ahead of demand, because policy signals from
2 Washington told them that it was the right
3 thing to do.

4 DEF and SCR technology are the
5 strongest proof that we have that sound policy
6 and meaningful investment can reduce emissions
7 from liquid fuels. Heavy-duty NOx emissions
8 have decreased dramatically. Fuel economy is
9 up, operating costs are down. All of this
10 accomplished without requiring anyone to
11 purchase a different truck. That success is
12 worth acknowledging and defending, and we are
13 concerned that parts of this proposal put it at
14 risk.

15 The proposal purports to permit
16 derating only to protect hardware from, quote,
17 catastrophic damage. That term does not
18 describe the harm at issue, and should be
19 changed in the final rule. Catastrophic refers
20 to a sudden acute failure, while the damage
21 caused by absent or poor quality DEF is the
22 opposite, it's the gradual cumulative
23 degradation of the catalyst in the engine
24 undetectable for thousands of miles and largely
25 irreversible by the time it manifests.

1 So does an OEM guarding against a slow
2 and certain decline satisfy a standard that's
3 written for catastrophic events? It's hard to
4 say, right. Let's not create ambiguity for no
5 reason. Instead of catastrophic damage, we
6 should use verbiage like substantial or
7 significant.

8 We also don't agree with the
9 assumption that audible and visual networks can
10 basically do the work of a derate. That's just
11 not true. Beeping noises are less effective
12 than deratements. EPA has found this to be
13 true repeatedly, most recently in 2023, right.
14 Nothing since then has disturbed that finding.

15 This is not a question of policy, it
16 is a question of fact. An alert request
17 compliance, a derate ensures it. And that
18 difference is most relevant for operators that
19 are least inclined to comply. Defeating a
20 derate means circumventing a control strategy
21 that is integrated into engine operation.
22 Defeating an alert just means silencing a
23 speaker or pulling a bulb, no specialized
24 knowledge or tools, and no effect on the
25 truck's ability to keep running.

1 And the cold weather provision
2 compounds the problem. Spending inducements at
3 or below a certain temperature creates a
4 condition that is straightforward to simulate.
5 Our members sell DEF in cold weather climates
6 everyday. The cold weather provision is
7 unnecessary.

8 EPA's guidance over the last year has
9 already begun resolving these reliability
10 problems that the agency is targeting here.
11 Much of that was aimed at agriculture
12 equipment. Those complaints deserve solutions,
13 and they don't require restructuring the entire
14 inducement framework for highway trucking.

15 We'll address this more in the written
16 testimony. Thank you again for the
17 opportunity.

18 FACILITATOR JENNIFER: Thank you for
19 your comments. All right, our next speaker is
20 Ava Curtis.

21 MS. CURTIS: Hello. Thank you for the
22 opportunity to testify. My name is Ava Curtis,
23 and I'm here today as a private citizen. I
24 urge EPA to protect the strongest possible
25 limits on vehicle pollution. These standards

1 provide much-needed relief from the burden of
2 diesel fumes, climate impacts, and air
3 pollution.

4 I grew up in the Salt Lake Valley,
5 which is one of the places in the U.S. with
6 some of the worst regular air pollution
7 throughout winter and summer due to the
8 topography of our valley. The mountains that
9 surround us trap in layers of car exhaust,
10 leading to severe winter inversions. I
11 remember growing up in the valley, there were
12 days, sometimes weeks at a time, where the
13 schools I went to would prevent us from going
14 outside. We weren't allowed to go outside for
15 recess, we had to stay inside because it was so
16 unsafe to be outside. We would have so many
17 red air quality days, and just not be allowed
18 outside. Go home, and you still weren't
19 allowed outside.

20 As of pretty recently, I was a student
21 at the University of Utah, where I learned -- I
22 graduated in 2025 with a degree in
23 environmental studies, where I learned about
24 the health impacts associated with air
25 pollution, including research done at Brigham

1 Young University that revealed that the average
2 Utahn loses about two years of their life due
3 to poor air quality. This can be things like
4 asthma, lung cancer, COPD, even things like
5 reproductive harm, depression, heart disease.

6 And in addition to all these things,
7 recent research out of the University of Utah,
8 and a professor that I studied under, linked
9 bad air quality to neurological diseases, and
10 those can include things like Alzheimer's and
11 Parkinson's, issues that have hit really close
12 to home to me and my family that lives in the
13 Salt Lake Valley.

14 My dad is currently living with the
15 impacts of an early onset Parkinson's disease
16 diagnosis. He was diagnosed at 49, 5 years
17 later he's had to have brain surgery and has
18 dealt with pretty extensive health impacts that
19 required him to be unable to work anymore. And
20 recently within the past year, his mother, my
21 grandmother, was diagnosed with Alzheimer's
22 disease.

23 EPA Administrator Zeldin and President
24 Trump's promised clean energy for every
25 American -- clean air for every American, but

1 delaying the enforcement of limits on
2 health-harming tailpipe pollutions from trucks
3 would dramatically worsen air quality.
4 Weakening or eliminating limits on
5 health-harming diesel pollution today would
6 have lasting effects for decades to come.

7 The typical diesel semi truck has a
8 life of 750,000 miles, but a well-maintained
9 truck can put almost a million miles on the
10 road. Every new diesel engine deployed with
11 Trump's weaker tailpipe standards would emit
12 massive amounts of unnecessary health-harming
13 pollution during its service life.

14 For these reasons, I urge EPA to
15 protect the strongest possible limits on
16 vehicle pollution. Thank you for your time.

17 FACILITATOR JENNIFER: Thank you for
18 your comments. Okay, our next speaker is
19 Jacqueline Gelb.

20 MS. GELB: Thank you. Good morning.
21 I'm Jacqueline Gelb, President and CEO of the
22 Truck and Engine Manufacturers Association.
23 EMA represents the leading manufacturers of
24 heavy-duty diesel engines and commercial motor
25 vehicles operating in the United States. EMA

1 member companies design and produce the engines
2 and vehicles that haul freight, harvest crops,
3 build infrastructure, and power essential
4 sectors of the American economy. We appreciate
5 the opportunity to provide input on EPA's
6 proposed amendments to the NOx rule that goes
7 into effect beginning next year.

8 EMA and its member companies have a
9 long history of working constructively with EPA
10 to develop technologies that achieve
11 significant emission reductions while
12 preserving the performance, durability, and
13 affordability that our customers require.

14 Since EPA finalized the 27 NOx
15 standards in 2023, manufacturers have been
16 developing the engine and vehicle technologies
17 needed to comply with the rule. Based on
18 initial review of the NPRM, we believe EPA's
19 proposed amendments would make the NOx rule
20 more feasible, cost-effective for trucking for
21 fleets and other heavy-duty diesel engine
22 operators.

23 The proposed phase-in of longer useful
24 life requirements and extension of the current
25 mission warranty periods routes will enable

1 more effective technology development while
2 reducing upfront product costs. And the
3 proposed clarifications and corrections of the
4 compliance provisions will provide
5 manufacturers with increased implementation
6 flexibility and enhanced regulatory clarity.

7 Over the past year we've assisted EPA
8 in developing guidance that reduces the
9 severity of the required engine derates.
10 Selective catalytic reduction continues to be
11 the only emissions control technology that can
12 feasibly meet EPA's stringent heavy-duty NOx
13 standards. SCR is highly effective at reducing
14 NOx, enabling manufacturers to optimize
15 combustion to increase engine performance and
16 reduce fuel consumption, and to promote the
17 chemical reactions recording of diesel exhaust
18 fluid. Diesel exhaust fluid must be injected
19 into the exhaust stream. Therefore, an
20 adequate supply of DEF must be on board the
21 vehicle or equipment to ensure the SCR system
22 can continue reducing NOx emissions and to
23 preserve engine reliability and fuel
24 efficiency.

25 To induce the operator to refill the

1 DEF tank, EPA currently requires notifications
2 and warnings, and ultimately engine performance
3 derates and vehicle speed reductions. Today's
4 NPRM takes another step in addressing customer
5 operational efficiency and reducing the
6 negative impacts of certain DEF inducements.
7 Any proposed regulatory changes must ensure
8 that the operator maintains DEF on board to
9 ensure engine efficiency and long-term
10 component health.

11 We will continue to review and assess
12 the impact of the proposed amendments, and we
13 plan to submit detailed written comments. As
14 always, our aim is to assist EPA in finalizing
15 a rule that is durable, workable, and
16 implementable for engine and vehicle
17 manufacturers, and one that enables us to
18 provide the products that our customers need to
19 fulfill their important missions.

20 To ensure regulatory certainty, we
21 urge EPA to expedite the final rule so
22 manufacturers have time to incorporate the
23 changes that our 27 product offerings. We look
24 forward to continue to work with EPA to ensure
25 workable amendments to the heavy-duty NOx rule

1 are finalized as soon as possible. Thank you
2 for the opportunity to testify.

3 FACILITATOR JENNIFER: Thank you for
4 your comments. Okay, our next speaker is
5 Benjamin Nussdorf.

6 MR. NUSSDORF: Hi. Can you hear me?

7 FACILITATOR JENNIFER: Yes. Go ahead,
8 you have 3 minutes.

9 MR. NUSSDORF: Thank you. My name is
10 Benjamin Nussdorf, I'm the Senior Vice
11 President for Regulatory and Industry Affairs
12 with the National Propane Gas Association.

13 NPGA is the national trade association
14 of the propane industry, with a membership of
15 about 2,400 companies and 36 state and regional
16 associations, which represent members in all 50
17 states. Membership in NPGA includes retail
18 marketers of propane gas who deliver the fuel
19 to the end user, propane producers,
20 transporters, and wholesalers, manufacturers
21 and distributors. Propane gas fuels millions
22 of installations nationwide for home and
23 commercial heating and cooking in agriculture
24 and industrial processing, and as a clean air
25 alternative engine fuel for over-the-road

1 vehicles and off-road applications. Roughly
2 75 percent of NPGA members have fewer than 100
3 employees and are considered small businesses.

4 NPGA appreciates the opportunity to
5 comment on this important rulemaking and
6 commends the EPA for their actions on this
7 issue.

8 NPGA also would like to support
9 certain comments from the American Trucking
10 Associations, the National Automobile Dealers
11 Association, and my immediate predecessor, the
12 Truck and Engine Manufacturers Association,
13 with respect to the emission-related warranty
14 periods and the delay in the regulatory useful
15 life period.

16 EPA is correct on both of these fronts
17 with its proposal, and the cost impacts on the
18 emission-related warranty periods are
19 burdensome and the benefits are minimal in
20 context.

21 With respect to the regulatory useful
22 life period. Manufacturers need significant
23 time to adapt to new conditions and the
24 proposed delay is necessary to ensure effective
25 compliance. The EPA's action here is well

1 reasoned and appropriate.

2 NPGA and its members disagree with the
3 EPA's proposal to raise the NOx fel cap above
4 65 milligrams. Such an action would increase
5 emissions from diesel engines and will be
6 detrimental to the environment, and is contrary
7 to legislative intent and the EPA's mission.

8 NPGA and its members unequivocally
9 support NOx credit trading across averaging
10 sets, including emissions trading between spark
11 ignition and compression ignition engines.
12 Note, spark ignition engines are currently
13 certified for .02 grams NOx, well below the
14 2027 mandated limit. NPGA and its members also
15 voice that non-conformal penalties for
16 medium-duty and heavy-duty diesel engines are
17 not stringent enough, thus offering a relief
18 mechanism for diesel engine manufacturers to
19 pay a small penalty to achieve compliance.

20 Thank you again for the opportunity to
21 speak in this forum and for offering it for all
22 of us, and NPGA Looks forward to submitting
23 enhanced comments in the docket.

24 FACILITATOR JENNIFER: Thank you for
25 your comments. Our next speaker is Vivienne

1 Price.

2 MS. PRICE: Hello. Good morning. My
3 name is Vivienne Price, I'm a 16-year-old
4 student at Thomas A. Edison High School in
5 Alexandria, Virginia, and I will be a junior
6 this fall, and a student volunteer at Bonsai
7 Air Force for 3 years.

8 FACILITATOR JENNIFER: I'm going to
9 pause the timer. Vivienne, can you hear me?

10 MS. PRICE: Yes.

11 FACILITATOR JENNIFER: We're getting
12 some delay and feedback, might I suggest you
13 turn your camera off and let's see if we can
14 get a better connection so we can hear you a
15 little bit better.

16 MS. PRICE: Oh, okay. Is this better?

17 FACILITATOR JENNIFER: Yes, that's
18 much better. We're going to restart the timer,
19 so go ahead and restart your comments.

20 MS. PRICE: Okay. Thanks. Good
21 morning. My name is Vivienne Price, I am a
22 16-year-old student at Thomas A. Edison High
23 School in Alexandria, Virginia, and I will be a
24 junior this fall -- for 3 years, and I am
25 deeply concerned about the relationship between

1 heavy-duty truck tailpipe emissions when it
2 combines with the effects of extreme heat.

3 As a teenager, I've seen firsthand how
4 tailpipe emissions and extreme heat have
5 disproportionately affected children older and
6 younger than me, and that is why I can
7 confidently say the EPA should not weaken
8 protections for tailpipe emissions from new
9 heavy-duty vehicles.

10 Pollution, which reacts in the
11 atmosphere to form ground-level ozone, also
12 known as smog, both NO_x and smog are dangerous
13 to breathe, contributing to asthma and other
14 health harms. Extreme heat makes smog
15 formation worse.

16 So many people have experienced
17 extreme heat this summer, and the combination
18 of high temperatures and unhealthy air is
19 extremely hard on the body.

20 Many of my classmates live near major
21 roadways where tailpipe pollution is most
22 concentrated. In fact, my high school is
23 located next to 495, a major beltway in
24 Northern Virginia. I have seen firsthand how
25 those that live close to roads heavily traveled

1 by trucks are affected by tailpipe pollution.

2 One of the most crucial -- is a
3 complete education, meaning be able to read and
4 also do math at an age-appropriate level.

5 However, having worsened by heat and tailpipe
6 emissions can severely impact the continuity --

7 FACILITATOR JENNIFER: Vivienne,
8 Vivienne, I'm going to, I'm going to pause you
9 again.

10 MS. PRICE: -- as a student, I know
11 that even if I miss just one day, for many of
12 my classmates with asthma the threat of missing
13 school and falling behind is a constant threat.

14 Yes. Yes.

15 FACILITATOR JENNIFER: Can you hear
16 me?

17 MS. PRICE: Yes. Yes.

18 FACILITATOR JENNIFER: We're still
19 getting a lot of interruption in your comments,
20 it's very hard to hear. You can try and
21 continue if you would like, but I go ahead and
22 put in where you can send your comments to
23 because a lot of your comments are inaudible,
24 we're not able to hear them.

25 MS. PRICE: Okay. Can I just try one

1 more time? And I'm also going to take a screen
2 shot.

3 FACILITATOR JENNIFER: Yeah, because
4 even right now we're probably catching every
5 third word you're saying, so recommend you send
6 your comments through regulations.gov using
7 Docket ID --

8 MS. PRICE: Can I try it one more
9 time, please?

10 FACILITATOR JENNIFER: Sure.

11 MS. PRICE: Okay, can I try it one
12 more time on the Zoom call?

13 FACILITATOR JENNIFER: Yes, I'm trying
14 to give you more time now, Vivienne, but your
15 connection is really, really unsteady.

16 MS. PRICE: I'm going to move
17 locations so I can get, I'm going to try and
18 move locations so I can get better reception.

19 FACILITATOR JENNIFER: Okay, Vivienne,
20 I'm going to go ahead and --

21 MS. PRICE: Is this better?

22 FACILITATOR JENNIFER: Yes. Go ahead,
23 you have about a minute left of your comments.
24 Again, I really recommend that you submit your
25 comments in full to the docket, but go ahead

1 with the last minute of your time.

2 MS. PRICE: Oh. Thank you. Here, let
3 me find -- as a student, that I know that even
4 if I miss just one day I will have to do a lot
5 to catch up again to still be on par.

6 For many of my classmates with asthma,
7 the threat of missing school and falling behind
8 is a constant threat. I had a friend freshman
9 year who in November missed two weeks of school
10 due to respiratory issues and was playing catch
11 up all the way into June, fighting to relearn
12 missed material that the new material was built
13 on.

14 Heat makes this worse. Not only is
15 heat extremely strenuous on the body, making it
16 hard for a heart to pump blood or for lungs to
17 fill, heat also makes it harder to learn in the
18 classroom, creating discomfort. Combining
19 respiratory issues with extreme heat and heavy
20 tailpipe emission makes it impossible to learn
21 for someone with asthma. The problem is no
22 longer find X, but rather I do not know if I
23 will have to go to the doctor in case of a
24 possible asthma attack.

25 Tailpipe emissions are a very real

1 threat that we cannot ignore. Maintaining
2 strong tailpipe protections for new heavy-duty
3 vehicles will help reduce the health risks
4 faced by students impacted by tailpipe
5 pollution.

6 My entire life I've been told to trust
7 and respect adults, but how can I trust and
8 respect adults who will weaken restrictions on
9 tailpipe emissions, hurting me and other
10 children. For these reasons, I'm asking the
11 EPA not to undermine the clean truck standards.
12 Thank you.

13 FACILITATOR JENNIFER: That's time.
14 Thank you for your comments. And again,
15 recommend you submit your comments in full to
16 the docket, we put that information in the
17 chat.

18 Okay, moving on to Panel 7, our first
19 speaker is Giovanna Rossi.

20 MS. ROSSI: Thank you for the
21 opportunity to provide public comment this
22 morning. My name is Giovanna Rossi,
23 G-I-O-V-A-N-N-A, R-O-S-S-I, and I'm with Moms
24 Clean Air Force in New Mexico, speaking on
25 behalf of our 20,000 members, mothers, fathers,

1 caregivers, and grandparents across the state.

2 I'm here to urge you to protections
3 against pollution from new heavy-duty diesel
4 vehicles. Weakening these protections will
5 harm the health of our children and our
6 communities.

7 I grew up in New Mexico, and my
8 husband's family has deep roots in Northern
9 New Mexico, now we're raising our children
10 here, and like thousands of families across the
11 state, we worry about the air our kids breathe.
12 This is preventable harm. When my daughter
13 asks me why are adults letting these trucks and
14 cars pollute, I want to be able to tell her
15 that we fought for cleaner air, and that strong
16 leaders chose to protect children, not
17 polluters.

18 Transportation pollution, especially
19 from heavy-duty trucks, is one of the largest
20 and most dangerous sources of health-harming
21 emissions in New Mexico. Heavy-duty vehicles
22 make up a small percentage of vehicles on the
23 road, yet they produce a disproportionate share
24 of nitrogen oxides, diesel particulate matter,
25 and greenhouse gas emissions. Medium-duty and

1 light-duty vehicles also play a significant
2 role in the pollution burden our communities
3 face every day.

4 Transportation pollution is the second
5 largest source of climate pollution in
6 New Mexico. These emissions worsen asthma,
7 heart disease, and respiratory illnesses,
8 especially among children, elders, and people
9 living near highways, freight corridors, and
10 industrial sites.

11 According to the EPA, the
12 transportation sector accounts for 29 percent
13 of U.S. greenhouse gas emissions, more than any
14 other sector, and remains the fastest-growing
15 source of climate pollution. EPA must uphold
16 its responsibility to protect public health and
17 welfare by keeping strong standards in place,
18 not by weakening them.

19 We also know that
20 transportation-related pollutants, such as NOx
21 and diesel exhaust, are linked to decreased
22 lung function, airway inflammation, aggravated
23 asthma, increased cancer risk, and neurological
24 and developmental harms.

25 Here in New Mexico, the American Lung

1 Association ranks several of our counties among
2 the worst in the country for ozone pollution.
3 My own county received an F. Families feel the
4 impacts of tailpipe pollution every single day.

5 On behalf of the families across
6 New Mexico, I urge you to protect the 2022
7 heavy-duty NOx rule and to maintain strong
8 clean truck standards. Our children deserve
9 nothing less. Thank you for your time and your
10 commitment to public health.

11 FACILITATOR JENNIFER: Thank you for
12 your comments. Okay, folks, as a reminder,
13 when your turn is coming up, you're going to
14 get a prompt from us to promote to panelists.
15 Please accept that prompt when come over to the
16 panelist side to be able to unmute and turn
17 your video on. We have a number of people in
18 Panel 7 that we see are on the Zoom platform,
19 we just need you to accept that prompt to
20 panelist.

21 With that, our next speaker is Barbara
22 Weber.

23 MS. WEBER: Thank you for the
24 opportunity to testify today. My name is
25 Barbara Weber, B-A-R-B-A-R-A, W-E-B-E-R, and I

1 serve as a California State Consultant for Moms
2 Clean Air Force.

3 While I'm not a mother myself, I am a
4 proud aunt, and I've spent over a decade as a
5 climate and clean air advocate working to
6 protect the health of future generations. I'm
7 here to strongly oppose EPA's proposal to
8 weaken tailpipe pollution protections for
9 heavy-duty use vehicles. These standards are
10 critical to protecting public health,
11 especially for children and communities living
12 near freight corridors.

13 My concern about truck pollution is
14 personal, as I imagine it is for everyone. I
15 live in Santa Monica, a city shaped by car and
16 freight traffic, near the 10 Freeway, which
17 serves as a major corridor for delivery trucks
18 moving goods across the Los Angeles region.

19 Last year during the devastating
20 Los Angeles fires, I experienced firsthand what
21 happens when already polluted air is pushed
22 beyond a breaking point. For days the air was
23 unsafe to breathe, and ash fell from the sky,
24 and smell of smoke and diesel lingered even
25 indoors. That experience underscored how

1 dangerous cumulative pollution can be,
2 especially when heavy-duty vehicle emissions
3 combined with wildfire smoke and extreme heat.

4 I cannot imagine what it would have
5 been like if California didn't have its current
6 clean truck standards. These standards have
7 proven to work over the years, and they must be
8 protected at the federal level as well.

9 Heavy-duty vehicles make up a small
10 share of vehicles on the road, yet they
11 contribute a disproportionate share of nitrogen
12 oxides and pollution, which are linked to
13 asthma, heart disease, and premature death. By
14 adopting nation-leading clean truck standards,
15 California has driven meaningful reductions in
16 these pollutions, delivering cleaner air even
17 as freight activity is increased. These
18 policies have proven that it is possible to
19 protect public health while supporting a strong
20 goods movement economy.

21 The health stakes of rolling back
22 clean truck standards are especially severe for
23 low-income communities and communities of
24 color, which are far more likely to be located
25 near highways, ports, rail yards, and

1 warehouses.

2 In California many neighborhoods sit
3 directly alongside freight corridors, exposing
4 families to constant diesel pollution.
5 Children in these communities face higher rates
6 of asthma, missed school days, and emergency
7 room visits, not by chance but by design,
8 rooted in decades of discriminatory land use
9 and transportation decisions. Weakening
10 federal heavy-duty diesel vehicle productions
11 would slow progress increased pollution in
12 already overburdened neighborhoods and deny
13 other states the opportunity to follow
14 California's proven model.

15 At a time when wildfire smoke and
16 extreme heat are already worsening air quality,
17 we cannot afford to move backward. I urge the
18 EPA to maintain, not weaken, the 2022 clean
19 truck standards, protecting children's health,
20 advancing environmental justice, and
21 safeguarding our collective future depend on
22 it. Thank you for the opportunity to testify.

23 FACILITATOR JENNIFER: Thank you for
24 your comments. Okay, our next speaker is
25 Cleophus Sharp. And again, I apologize if I

1 mispronounce anybody's name.

2 MR. SHARP: Yes. Thank you. And no,
3 you pronounced my name correctly. My name is
4 Cleophus Sharp, and good morning to the panel,
5 and thank you for the opportunity to speak on
6 behalf of ACTS, Achieving Community Tasks
7 Successfully out of Houston, Texas. I ask the
8 EPA to evaluate this proposal in the context of
9 cumulative environmental burden.

10 Pleasantville, East Harris County,
11 Galena Park, and Clinton Park all have
12 experienced decades of industrial emissions,
13 diesel traffic, highways, warehouses,
14 railroads, and other pollution sources. The
15 diesel truck routes run adjacent to these
16 communities. And while traffic backs up on
17 Loop 16 East, our neighborhoods become
18 alternate routes for commercial deliveries to
19 the ship channel. That means our communities
20 are not just living near pollution, we are
21 carrying the burden of regional freight
22 movement every day. This is not one facility
23 and not one movement, it is the accumulation of
24 exposure over time, and that accumulation has
25 real consequences for human health.

1 I know that personally. I had severe
2 asthma as a child and nearly died when I was 4
3 or 5 years old. I remember how hard it was to
4 breathe. I remember neighboring children close
5 to my age could only come outside for a minute
6 or 2 because that combined toxins in the air
7 made breathing quite challenging. No child
8 should have to grow up in that kind of
9 environment. I also was out of school in
10 elementary school for 2 or 3 weeks at a time
11 and had to catch up in my learning.

12 Our history proves this is not a new
13 problem. People who have -- people who helped
14 rescue the elderly during the collapse of the
15 DMPs in 1957 later died from respiratory
16 problems, even though they did not smoke. This
17 not consequence, this is evidence of long-term
18 damage that this community has carried.

19 So when EPA considers changes to
20 heavy-duty engine rules, DEF inducement
21 provisions, compliance periods, and warranty
22 protection, do not hide behind the technical
23 language, please.

24 This question is simple, does the rule
25 reduce pollution exposure for people already

1 carrying the heaviest burden, or does it make
2 that burden easier to continue?

3 These communities have already paid
4 too high a price. We should not be asked to
5 absorb more pollution so industry can face less
6 accountability. EPA must strengthen
7 protection, enforce compliance, and stop
8 treating our neighborhoods as sacrifice zones.
9 Thank you for this time and opportunity to
10 speak.

11 FACILITATOR JENNIFER: Thank you for
12 your comments. Okay, our next speaker is Jim
13 Mullen.

14 MR. MULLEN: Good afternoon, good
15 morning. Thank you for the opportunity to
16 provide comments. My name is Jim Mullen, I'm
17 the President of the Truckload Carriers
18 Association, the TCA. We're headquartered in
19 Alexandria, Virginia, and we're the only trade
20 association focused solely on the truckload
21 segment of the truck industry, and we represent
22 carriers all across the United States. I'll
23 speak in generalities today, but I'll be more
24 specific in our written comments.

25 The TCA applauds the EPA's efforts to

1 address implementation issues associated with
2 the model year 2027 heavy-duty emissions
3 program through this proposed rulemaking and
4 amendments. We support EPA's proposal to
5 provide additional regulatory clarity, correct
6 technical issues identified in previously
7 adopted regulations, and establish
8 nonconformance penalties for medium and
9 heavy-duty engines beginning in model year
10 2027.

11 These actions recognize the practical
12 challenges associated with deploying advanced
13 emissions technologies while maintaining the
14 environmental objectives of the program.

15 The NOx emissions from today's
16 heavy-duty trucks are down 98 percent since
17 1985, and the 2027 standards represent an
18 additional 80 percent reduction. 61 percent of
19 commercial trucks newer than 2010 already
20 feature advanced emissions control equipment,
21 contributing to near-zero emissions. We
22 believe viable alternatives, like renewable
23 diesel, can make trucking emissions more
24 friendly without imposing unrealistic
25 regulations.

1 TCA firmly believes that the trucking
2 industry will continue to lead the way toward a
3 cleaner and more sustainable transportation
4 future. We appreciate EPA's recognition of the
5 real-world challenges associated with
6 implementing the 2027 heavy-duty emissions
7 program and its willingness to provide
8 additional regulatory clarity, practical
9 compliance mechanisms and targeted flexibility
10 through this proposal. These amendments
11 represent an important step toward ensuring
12 that environmental objectives can be achieved
13 while maintaining the reliability and
14 efficiency of the nation's freight
15 transportation system.

16 TCA does remain concerned that
17 implementation of the 35 milligram NOx standard
18 imposes substantial costs and operational
19 issues to the trucking industry that has
20 endured a devastating last 4 years financially.

21 But on behalf of the membership of the
22 Truckload Carriers Association, thank you for
23 the opportunity to share our comments with you
24 today.

25 FACILITATOR JENNIFER: Okay, our next

1 speaker is Jennifer Hadayia.

2 MS. HADAYIA: That was perfect. Thank
3 you. Good morning. My name is Jennifer
4 Hadayia, I am the Executive Director of Air
5 Alliance Houston, the longest-running advocacy
6 nonprofit in Houston, Texas, singularly focused
7 on air quality.

8 The air pollution and health impacts
9 of this proposal have been well documented and
10 articulated by several others today, I will
11 focus my comments on two of the specific
12 questions EPA has solicited for this comment
13 process, Number 7 and Number 50.

14 Number 7, whether the proposal
15 appropriately balances implementation needs and
16 emissions benefits. The short answer is no,
17 especially when NACS attainment is considered.

18 According to the American Lung
19 Association, 40 percent of the U.S. population
20 is exposed to unhealthy levels of ozone today
21 and increasing, including here in Houston,
22 Harris County, where we have been an ozone
23 non-attainment since there was an ozone
24 standard.

25 Communities already in ozone

1 non-attainment cannot afford more ozone
2 precursors, which EPA fully acknowledges will
3 happen by 12 percent over time if this proposal
4 proceeds. The NCP is not a sufficient remedy,
5 it rewards manufacturers that have ignored or
6 not kept pace with a now 3-year-old rule, while
7 also not reducing excess pollution.

8 Number 50, do the applied data and
9 methods accurately capture impacts, including
10 disbenefits. Again, no. By its own admission,
11 EPA has not modeled the quantifiable
12 disbenefits to health of this rulemaking,
13 though it does acknowledge and quantify the
14 extent that air emissions from diesel engines
15 cause premature morbidity and mortality.

16 It is grossly incomplete to present
17 meticulously quantified cost savings to engine
18 manufacturers without comparable consideration
19 for the cost of increased NOx pollution on
20 healthcare and YPLL, or years of potential lost
21 life or productive life lost, even though EPA
22 has the ability to do so.

23 I fully understand the desire to
24 minimize costs across the vehicle supply chain,
25 including to consumers, given the affordability

1 challenges currently facing individuals and
2 small business owners. My concern with the
3 proposal fundamentally is that EPA has decided
4 that the modest monetary benefits across the
5 supply chain to only, quote, some truck and
6 engine manufacturers, some from your own
7 documentation, is more important than making
8 America healthy again.

9 And since I have 30 seconds left,
10 let's just get real for a moment. This rule
11 change was unnecessary, you are hearing that
12 from industry representatives too. We all know
13 this is happening to appease a captured
14 administrator who will do the bidding of
15 deregulation, no matter the impact.
16 Communities like mine are fighting for our
17 lives, and we will continue to fight.
18 Administrations don't last forever, but we do.
19 Thank you for your time.

20 FACILITATOR JENNIFER: Thank you for
21 your comments. Okay, our next speaker is Randy
22 Hogan.

23 MR. HOGAN: Good afternoon. I'm
24 speaking on behalf, I've been in this --

25 FACILITATOR JENNIFER: Randy, are you

1 there?

2 MR. HOGAN: I'm here, yes. Can you
3 hear me now?

4 FACILITATOR JENNIFER: Yes, we can
5 hear you. Your video is not on, which is okay.

6 MR. HOGAN: I just turned it on.

7 Well, anyways --

8 FACILITATOR JENNIFER: Okay, go ahead,
9 you have 3 minutes, we'll go ahead and restart
10 the timer.

11 MR. HOGAN: All right. Thank you.
12 I've been in this industry for, bustling world
13 for 40 years. I've seen the changes from to
14 two-stroke motors to four-strokes, and all this
15 other stuff. What the technicians and stuff
16 are going through right now to comply with the
17 EPA and all the submission stuff, it's a big
18 burden. We are not saying that don't want it,
19 but the derating and all this other stuff, you
20 got derate people on the side of the street, 55
21 or 56 people in a bus, that's a big burden.
22 Like if you're in a busy highway, that's a
23 danger. We would like to, you know, keep
24 moving forward.

25 And I know these engine manufacturers

1 are not going to stop doing, because they've
2 already put the money into the engines and the,
3 you know, the emissions and all this other
4 stuff, but we're just looking to get more of a
5 less burden on us.

6 We're also with the DEF, we're
7 competing with, with the farmers for their
8 fertilizer and it's making the prices and stuff
9 to jump back and forth and stuff. The pricing
10 for sensors or anything for any of these buses
11 or trucks are outrageous, and it will get
12 passed down to the consumer, even from grocery
13 stores or whatever.

14 Us changing, you know, bringing up
15 people wherever they need to do, but if one bus
16 breaks down on the side, we have to find
17 somebody to come get them, which takes hours.
18 The people that come get it got to have a
19 computer. The software stuff for these, for
20 they're doing this is another cost that's going
21 to be pushed down to the consumer, because each
22 one of them, the software that we use is like
23 \$500 a year, so.

24 And I'm just, you know, saying thank
25 you for letting me to make my comments and

1 hopefully we can move forward, and I support
2 what the EPA, you know, bringing down the
3 standards.

4 FACILITATOR JENNIFER: Thank you for
5 your comments. All right, ladies and
6 gentlemen, we have 3 more pre-registered
7 speakers before our scheduled lunch break, two
8 of which I'm not seeing on the Zoom platform.
9 So, Kim Begnaud and Autumn Brown, if you're on
10 and still want to provide testimony today,
11 please raise your hand or send us a note in the
12 chat.

13 So with that, I'm going to go ahead
14 and move on to Jason Cupp.

15 MR. CUPP: Can you hear me?

16 FACILITATOR JENNIFER: Yes. Go ahead,
17 you have three minutes.

18 MR. CUPP: Okay. Thank you. My name
19 is Jason Cupp, I am representing Blue Lake
20 Charters and Tours, third generation motor
21 coach operator.

22 Definitely believe that EPA has done a
23 great deal, good for the country. I was a
24 mechanic for a long time when these standards
25 were first put in place. I remember

1 Caterpillar pulling out of the over-the-road
2 market entirely because of it, and we thought
3 it would be the end of the world. However, it
4 wasn't. But, there are some real concerns that
5 we have as a motor coach operator transporting
6 all the mostly school students, colleges,
7 senior centers, but when an emission sensor
8 detects a fault, it limits the power to the
9 bus. So even if the derate is 10 percent,
10 coach is traveling at 70 miles per hour, the
11 surrounding traffic is likely traveling 80, 90
12 miles an hour. So driving the motor coach
13 under normal conditions already just requires
14 constant awareness. And we share the road with
15 so many distracted drivers, I think that issue
16 far outweighs what we're speaking about here,
17 but that is my personal opinion.

18 When a bus is traveling at proper
19 speeds, it's just dangerous. Now imagine the
20 same bus loses power, sometimes as far down as
21 5 miles per hour is all you can travel. You
22 know, we can't climb hills, we can't merge
23 saving. Most of the time, these things just
24 seem to happen in construction zones, or where
25 there's no shoulder, and at that point the bus

1 is already an unexpected obstacle it seems with
2 all the distracted drivers. But now with the
3 derating and the bus with, you know, greatly
4 reduced functionality, it makes it extremely
5 dangerous.

6 What's most frustrating is that in our
7 experience, the derates are usually not
8 something because the engine is producing
9 excess of emissions, it's usually failed
10 sensors, wiring problems, software glitches,
11 DEF lines frozen or sunken in, just minor
12 electrical issues. That small sensor can turn
13 a perfectly drivable, safe bus into a roadside
14 emergency or even catastrophe, and good luck
15 finding that part you need in stock. If you
16 are in normal conditions and you have a shop
17 like we do, we have a hard time keeping those
18 things in stock under normal conditions. On
19 the side of the road, it's almost impossible.

20 So, we should be still required to,
21 you know, have emission standards and abide by
22 them. But the level of derate for especially
23 the passenger-carrying vehicles is vastly -- is
24 too much. I mean, we're too closely tied to
25 the trucking industry, and it's a real, real

1 danger on the road for our drivers and our
2 children, our elderly, everybody that takes a
3 charter bus. This keeps me up at night, very
4 dangerous situation when the bus loses power.

5 So appreciate your time and thank you.

6 FACILITATOR JENNIFER: Thank you for
7 your comments. Okay, one more call for Autumn
8 Brown, if you're on, maybe under a different
9 name, just raise your hand or send us a chat
10 message.

11 And ladies and gentlemen, those are
12 all the pre-registered speakers that we had for
13 our morning session. If there is anybody on
14 the Zoom platform who has not already provided
15 comments and would like to provide comments, we
16 have a little time remaining. If you'd like to
17 provide testimony, you could raise your hand or
18 send us a chat message.

19 Okay. Not seeing anyone request to
20 provide testimony, we're now at the end of our
21 morning session. EPA, are you ready to recess
22 for the scheduled lunch break? EPA, in the
23 panel, let me give you a prompt to unmute,
24 we're not able to hear you.

25 MS. CHARMLEY: All that just so that I

1 can agree with you. Yes, Jennifer, we'll go
2 ahead and break for lunch now, and certainly if
3 any of the folks who wanted to speak this
4 morning, if they're available this afternoon,
5 we'll try and make room for them, and we'll
6 plan on reconvening at 1 p.m. Eastern time
7 today.

8 FACILITATOR JENNIFER: Great. Thank
9 you, Bill. Thank you. We're now adjourning
10 for our lunch break. The virtual meeting room
11 will remain open. Please feel free to maintain
12 your connections or rejoin a few minutes early.
13 We'll restart promptly at 1 p.m. Eastern.
14 Thank you.

15 (Whereupon, a lunch recess was taken.)

16 FACILITATOR JENNIFER: All right. I'd
17 like to welcome you back to the U.S. EPA's
18 Virtual Public Hearing for Amendments and
19 Nonconformance Penalties for Model Year 2027
20 and Later Heavy-Duty Highway Engines and
21 Amendments to Inducement Provisions for
22 SCR-Equipped Diesel Engines.

23 My name is Jennifer, and I will serve
24 as your meeting facilitator for today's
25 hearing. We are now ready to resume the

1 hearing.

2 EPA, are you ready to continue?

3 EPA PANEL: Yes, we are.

4 FACILITATOR JENNIFER: Great. Thank
5 you so much. We will now continue our public
6 testimony. The speaking order is currently
7 displayed on the screen. As a reminder, we ask
8 that you -- that each person limit their verbal
9 testimony to 3 minutes and speak slowly and
10 clearly for the benefit of the court reporter
11 and closed captioning team. We will be
12 strictly enforcing the 3 minute time limit for
13 each speaker. Thank you in advance for your
14 cooperation to ensure we hear from as many
15 attendees as possible.

16 If you have additional comments that
17 you're not able to provide today, you can
18 submit them through the docket at
19 www.regulations.gov using Docket ID
20 EPA-HQ-OAR-2026-0728.

21 I will now begin calling on each
22 speaker one at a time in the order displayed on
23 the screen. Please speak clearly so our court
24 reporter can record these proceedings
25 accurately.

1 Again, as a reminder, when your turn
2 is coming up you're going to receive a prompt
3 to promote to panelists, please accept that
4 prompt, which will allow you to unmute and also
5 turn on your video.

6 Okay, our first speaker in Panel 9 is
7 Yosef Robele.

8 MR. ROBELE: Can you guys hear me?

9 FACILITATOR JENNIFER: Yes, go ahead,
10 Yosef, you have 3 minutes.

11 MR. ROBELE: Awesome. Thank you for
12 your time. So, hello, and thank you for the
13 opportunity to testify. My name is Yosef
14 Robele, Federal Policy Manager with WE ACT for
15 Environmental Justice, overseeing energy and
16 transportation issues. WE ACT is an
17 environmental justice nonprofit organization
18 based out of Harlem that is fought for and
19 continues to fight for environmental justice in
20 New York City and state, as well as at the
21 federal level.

22 We convened at Clean Air for the Long
23 Call, a national cohort of environmental
24 justice organizations working together to embed
25 environmental justice in EPA rulemaking in the

1 power and transportation sectors. Through this
2 core, we've submitted comments on all the rules
3 finalized as part of the Biden administration's
4 Clean Trucks Plan, and in doing so I've
5 consistently advocated for strong, stringent
6 emission standards to protect our communities
7 from diesel truck pollution.

8 I am speaking here today, along with
9 other member organizations in our cohort, to
10 raise our collective concerns regarding any
11 attempts to weaken heavy-duty tailpipe
12 standards. Unfortunately, this proposed rule
13 may conclude a series of deregulatory actions
14 by the EPA to eliminate important environmental
15 safeguards in order to promote and further
16 entrench a fossil fuel-based economy, despite
17 the known harms of this approach.

18 Our communities are concerned in
19 regards to this rule, as the criteria of
20 pollutants regulated under the rule, such as
21 nitrogen oxides, small organic compounds, and
22 particulate matter, are of particular concern
23 to our communities who are disproportionately
24 exposed to them.

25 This disproportionate exposure results

1 in higher rates and more severe forms of
2 medical conditions, such as asthma,
3 cardiovascular conditions, and various cancers.

4 In New York City, where WE ACT is
5 based, residents suffer from over 2,000 deaths
6 and 5,000 emergency visits and hospitalizations
7 for respiratory and heart disease each year as
8 just a result of particulate matter exposure
9 alone.

10 On a national scale, this rule's
11 estimated results in up to 2,900 fewer
12 premature deaths, 6,700 fewer hospital
13 admissions and emergency department visits, and
14 an estimated \$29 billion in annual net
15 benefits. I can't understate how valuable to
16 our communities these reductions in toxic
17 emissions are. Thus, when tailpipes and other
18 environmental safeguards are weakened, delayed,
19 and outright revoked, it hurts environmental
20 justice communities the most.

21 With this, I would urge the EPA to not
22 weaken the warranty provisions in order to
23 ensure that future fleets of trucks remain
24 performing at their expected levels.

25 To close, I would like to underscore

1 that this rule is a critical step in reducing
2 the harms and burdens that our transportation
3 sector places on environmental justice
4 communities, and that more work is still needed
5 to be done. Thus, the weakening of this rule
6 is unacceptable. Actually, takes us in the
7 opposite direction of where we should be going.

8 I close by imploring the EPA and the
9 administration to reconsider any attempts to
10 weaken this rule, and instead consider an
11 approach that centers the environmental justice
12 committees most harmed from transportation,
13 power, and air pollution. Thank you for your
14 time.

15 FACILITATOR JENNIFER: Thank you for
16 your comments. Our next speaker is John Rich.

17 MR. RICH: Good afternoon, and thank
18 you for the opportunity to testify. I'm John
19 Rich, Chief Technology Officer for PACCAR
20 Incorporated. PACCAR manufactures trucks under
21 the Peterbilt and Kenworth brands, which
22 factories in Ohio, Texas, Mississippi, and
23 Washington. We make an America for America.

24 We are the last remaining American
25 domiciled truck maker, supporting American jobs

1 and the U.S. economy. PACCAR has an
2 extraordinary record in the extraordinarily
3 strong environmental record.

4 We work alongside the EPA, and we have
5 reduced criteria emissions by more than
6 99 percent over the last 40 years. PACCAR is
7 the only heavy truck maker that has never been
8 subject to a major emissions violation.

9 Today, the United States already has
10 the world's most stringent diesel emission
11 standards. The 2027 regulations require an
12 additional 82 percent reduction in NOx
13 emissions and rely on complex new technologies
14 that create significant implementation risks.
15 PACCAR appreciates the EPA's recognition that
16 successful deployment requires practical
17 compliance flexibilities.

18 My comments today focus on
19 nonconformance penalties for NCPs. In the
20 Clean Air Act, NCPs are provided to allow
21 temporary flexibility during major technology
22 transitions, while preserving the incentive for
23 full compliance, they are not intended to
24 either waive emission standards or service
25 punitive surcharges. For the 2027 heavy-duty

1 NOx transition, NCPs are particularly
2 important.

3 Without an appropriately priced
4 mechanism, the industry could face truck
5 shortages, customer disruptions, and higher
6 equipment costs. The EPA's proposal supports
7 an orderly transition while maintaining
8 pressure to achieve full compliance.

9 Commercial trucks operate continuously
10 in demanding conditions, and customers depend
11 on reliability to run their businesses. Past
12 regulatory transitions demonstrate the risk of
13 introducing emissions technologies before they
14 are fully mature.

15 Following the last regulatory cycle,
16 poor product performance often resulted in
17 owners removing emission systems from some
18 vehicles, the worst possible outcome for the
19 environment. These so-called deleted trucks
20 are still commonplace on our roads today.

21 PACCAR supports EPA's efforts to
22 ensure successful launch of the 2027 standards.
23 We encourage EPA to set initial NCP values at
24 estimated technology costs with annual
25 escalators thereafter. This approach minimizes

1 the cost for truck owners and operators while
2 preserving a clear incentive for full
3 compliance as quickly as systems are ready.

4 We applaud the EPA's efforts to ensure
5 the industry has tools to avoid past failures,
6 and we are committed to use the NCP mechanism
7 to ensure the most methodical and robust
8 execution of hardware across our product
9 lineup. Thank you for your consideration
10 today.

11 FACILITATOR JENNIFER: Thank you for
12 your comments. Okay, our next speaker is Cara
13 Cook.

14 MS. COOK: Thank you so much. My name
15 is Cara Cook, C-A-R-A, C-O-O-K, I'm a
16 Registered Nurse and part of the Alliance of
17 Nurses for Healthy Environments, a global
18 nursing organization focused solely on the
19 intersection of health and the environment.
20 The Alliance of Nurses for Healthy Environments
21 opposes any effort to weaken NOx standards for
22 heavy-duty vehicles.

23 While heavy-duty vehicles make up a
24 small portion of vehicles on the road, they are
25 a dominant source of transportation sector NOx

1 and particle pollution. Pollution from
2 heavy-duty vehicles disproportionately impacts
3 the health of truck drivers and the 72 million
4 people who live in neighborhoods near ports,
5 rail yards, and freight routes.

6 Heavy-duty vehicles emit a mixture of
7 dangerous pollutants, including NOx, ozone, and
8 PM, which worsen or contribute to lung
9 irritation, aggravation of asthma, and other
10 lung diseases, stroke, and heart attacks.
11 Children, older adults, and people with
12 pre-existing conditions are more vulnerable to
13 the harmful effects of tailpipe pollution,
14 which is why it's so important that stronger
15 standards are necessary to better protect
16 health.

17 EPA's existing standards on NOx
18 pollution from trucks is estimated to have
19 29 billion in net public health benefits.
20 Concerningly with EPA's proposed weakening of
21 the existing rule, there's a failure to show
22 the health impacts that will result from the
23 rulemaking, which is following a recent trend
24 of the agency ignoring the health benefits of
25 reducing pollution.

1 Manufacturers own products show the
2 technology is ready. Cummins and Daimler are
3 already marketing 2027 compliant engines, while
4 PACCAR confirmed its readiness to investors in
5 2025. PACCAR, Cummins, and Daimler, and the
6 ATA should not be allowed to shift repair risk
7 to truck owners and pollution costs to drivers
8 and communities.

9 As stated above, truck manufacturers
10 depend on drivers and freight communities for
11 their business. Manufacturers should remain
12 accountable for ensuring their pollution
13 controls work throughout the vehicle's
14 operating life. Further, EPA should keep the
15 stronger warranty and useful life protections
16 on the schedule and require manufacturers to
17 comply.

18 In closing, the Alliance of Nurses for
19 Healthy Environments strongly urges EPA to
20 maintain the existing standards and not weaken
21 policies that help reduce NOx pollution from
22 trucks. EPA must focus on protecting health,
23 not dismantling protections that keep Americans
24 safe from air pollution. Thank you for the
25 opportunity to provide comments.

1 FACILITATOR JENNIFER: Thank you for
2 your comments. Okay, our next speaker I'm not
3 seeing on the Zoom platform, Alexa White. If
4 you've joined under a different name or are a
5 call-in user, please raise your hand so we can
6 identify you or send us a chat message.

7 In the meantime, I'll move on to our
8 next speaker, Kindra Weid.

9 MS. WEID: Thank you. My name is
10 Kindra Weid from Southeastern Michigan. I am
11 submitting this testimony today on behalf of
12 the Moms Clean Air Force. I am a Critical Care
13 RN and also an Air Quality Advocate. I
14 strongly oppose Administrator Zeldin's EPA's
15 attempt to rollback tailpipe protections from
16 heavy-duty trucks.

17 These protections were put in place
18 based on the overwhelming conclusive evidence
19 demonstrating tailpipe pollution is linked to
20 several negative health outcomes, and removing
21 these protections will be detrimental to public
22 health.

23 As a nurse, I see the direct health
24 impacts of tailpipe pollution exposure on
25 members of my own community, and even within my

1 own household. My family lives along a very
2 busy roadway, and we breathe in daily harmful
3 tailpipe pollution from heavy-duty vehicle
4 traffic. This impacts my partner's asthma,
5 causing inflammation, irritation, and flares
6 acute attacks. It causes headaches and nausea
7 for me. I also witness these impacts on my
8 community members in the hospital where I work.

9 Many older adults have multiple
10 chronic heart and lung conditions impacted by
11 tailpipe pollution, such as coronary artery
12 disease and chronic obstructive pulmonary
13 disease. We also know that long-term exposure
14 to this pollution from tailpipes contributes to
15 these chronic conditions forming in the first
16 place.

17 In Washtenaw County alone, where I
18 reside, almost 24,000 individuals cope with
19 COPD and over 28,000 with coronary artery
20 disease. Both of these conditions are
21 exacerbated by tailpipe pollution exposure and
22 can lead to emergency room visits and
23 hospitalizations. Washtenaw County is part of
24 the seven-county region of Southeastern
25 Michigan currently designated by the EPA as in

1 moderate non-attainment for ozone pollution.
2 Tailpipe pollution from heavy-duty trucks is a
3 primary source of nitrogen oxides, which is one
4 of the ingredients necessary for the formation
5 of ground-level ozone.

6 My air quality and nursing advocacy
7 overlap with keeping children safe on their
8 travels to and from school. Diesel buses are
9 the predominant mode of transportation for
10 school children, despite the well-established
11 research that heavy-duty diesel vehicles emit
12 highly toxic air pollution that contributes to
13 asthma attacks, one of the leading causes of
14 school absenteeism. By limiting tailpipe
15 pollution from heavy-duty trucks and buses, we
16 can improve the air quality for children riding
17 to and from school. This has been shown to
18 improve lung function, learning conditions, and
19 attendance, and kids learn best in a healthy
20 environment.

21 The bottom line is that tailpipe
22 pollution is toxic. Any measures to reduce or
23 limit it should be maintained and strengthened,
24 not weakened. Please maintain strong air
25 quality protections in support of human health

1 and the environment consistent with the mission
2 of the EPA. Thank you for your time.

3 FACILITATOR JENNIFER: Thank you for
4 your comments. Okay, our next speaker is Yihao
5 Xie.

6 MR. XIE: Thank you and good
7 afternoon. My name is Yihao Xie, and I'm a
8 Senior Researcher at the International Council
9 on Clean Transportation. The ICCT is an
10 international research organization whose
11 unbiased research and technical analyses are
12 extensively cited by EPA across multiple
13 criteria air pollutant emission standards for
14 heavy-duty engines and vehicles. The ICCT
15 objects to the proposal to amend Model Year
16 2027 and Later Heavy-Duty Highway Engine
17 Emission Standards and Inducement Provisions.

18 According to our latest analysis,
19 4-to-5 Americans' lives are cut short by
20 vehicle pollution every hour. Air pollution
21 from road transport causes more than 41,800
22 premature deaths and 23,100 asthma cases across
23 the U.S. every year. Heavy-duty diesel engines
24 and vehicles are the top source of
25 health-harming vehicle pollution in the United

1 States, despite making up only a small fraction
2 of vehicles on the road.

3 ICCT research also reveals that medium
4 and heavy-duty vehicles can produce harmful
5 nitrogen oxide emissions nearly five times
6 above EPA emissions limits in real-world
7 driving conditions, further highlighting the
8 need to regulate real-world diesel emissions.

9 With more stringent useful life and
10 warranty requirements, existing model year 2027
11 standards place stronger guardrails around
12 in-use emissions. EPA estimated the rule would
13 generate tens to hundreds of billions of
14 dollars in total net benefits. The current
15 proposal is a dramatic departure from the
16 agency's historic efforts and will cause new
17 air pollution and public health damages from
18 toxic heavy-duty vehicle emissions.

19 EPA emission standards have pushed the
20 industry to develop and sell cleaner vehicles
21 for decades. Analysis from EPA and other
22 independent organizations like ICCT have shown
23 that the 2027 standards are technologically and
24 economically feasible. Most manufacturers are
25 committed to producing and selling engines and

1 vehicles compliant with the more stringent
2 standards, while satisfying longer useful life
3 and warranty requirements.

4 The proposal to rollback the 2027
5 standards runs contrary to a long history of
6 regulatory leadership internationally, and will
7 damage the competitiveness of American
8 manufacturers.

9 For these reasons, we recommend the
10 EPA to not mend Model Year 2027 and Later
11 High-Duty Highway Engine Emission Standards and
12 Inducement Provisions.

13 This concludes our statement on the
14 proposal. We thank the EPA for the opportunity
15 to participate in the hearing, and we'll submit
16 more detailed comments in writing.

17 FACILITATOR JENNIFER: Thank you for
18 your comments. Our next speaker and last
19 speaker for Panel 9 is Michael McCarthy.

20 MR. MCCARTHY: Good morning. Can you
21 hear me?

22 FACILITATOR JENNIFER: Yes. Go ahead,
23 you have 3 minutes.

24 MR. MCCARTHY: Well, good afternoon to
25 you. My name is Mike McCarthy, I'm a City of

1 Riverside resident in California, I am also a
2 PhD in atmospheric chemistry. I have done work
3 for the EPA for 25 years for the Office of Air
4 Quality Planning and Standards for our Office
5 of Research Development, and I've also worked
6 with the Federal Highways Administration on
7 measuring and analyzing near-road pollution.

8 And, you know, in addition I'm also an
9 advocate within Riverside County, as a part of
10 many organizations, Riverside Neighbors
11 Opposing Warehouses, the Freight Communities
12 Action Coalition, and the Sierra Club San
13 Ramonio Chapter. Although I'm speaking only on
14 my own behalf today, and not as a professional,
15 and I currently have no consulting work with
16 the EPA, so there are no conflicts of interest
17 here.

18 The regulatory framework for
19 regulating and managing air pollution in the
20 U.S. is highly fragmented, but the EPA has a
21 special role in terms of regulating mobile
22 sources of air pollution, in addition to a few
23 special agencies like California Resources
24 Board. Within Southern California Air Quality
25 Management District, we have 20 million

1 residents, we have the nation's worst ozone air
2 pollution, and we are also in severe
3 non-attainment for particulate matter, and this
4 particular changes to the rule will delay our
5 attainment of the air quality standards.

6 We've already made no progress from
7 2010 through 2026 in terms of ozone attainment,
8 we still have over 100 days a year of above the
9 ozone standard in the Inland Empire, which is
10 the eastern two counties within the South Coast
11 Air Basin, Riverside and San Bernardino County,
12 and we're making no progress because of the
13 increase in freight traffic in our region.

14 Heavy-duty trucks are emitting
15 approximately 25 percent of the total budget
16 for NOx in the region, about 100 tons per day,
17 and the carrying capacity of South Coast Air
18 Basin is 60 tons per day. There's 350 tons per
19 day, and in order to reach attainment by 2037,
20 as according to the severe non-attainment
21 standard, we need to reduce pollution by
22 80 percent, and this will delay attainment of
23 that standard. We cannot do it with different
24 agencies rowing in different directions. This
25 will essentially make EPA row in the different

1 direction than CARB and South Coast Air Quality
2 Management District in being able to attain our
3 air quality standards.

4 And, obviously, as a Californian who
5 has to breathe that air, I'd like to be able to
6 live in a clean air region like most of the
7 Americans, and this standard is a betrayal of
8 the requirements of EPA to pull in the same
9 direction as other air quality management
10 agencies.

11 I thank you for your time, and I hope
12 that you guys make the right decision so that
13 we can breathe clean air here in California,
14 even though we theoretically are a place where
15 we have high environmental standards, we
16 actually have the worst environmental air
17 quality in the region and in the whole U.S..
18 And we need help, we need the EPA to do this
19 job. Thank you so much for your time.

20 FACILITATOR JENNIFER: Thank you for
21 your comments. Okay, still not seeing Alexa
22 White on the Zoom platform, that brings us to
23 the end of Panel 9, and we will now move to the
24 first speaker for Panel 10, Christopher
25 Johnson.

1 MR. JOHNSON: Can you hear me?

2 FACILITATOR JENNIFER: I can. I will
3 give you a prompt to start your video.

4 MR. JOHNSON: Okay.

5 FACILITATOR JENNIFER: Okay, we can
6 see you and hear you. Go ahead, you have 3
7 minutes.

8 MR. JOHNSON: Thank you very much for
9 the opportunity to testify to the EPA. I live
10 in a suburb north of Chicago. And Chicago, as
11 probably everybody knows, has some of the
12 heaviest truck traffic in the country. People
13 live close to the Kennedy, the Eisenhower, the
14 Dan Ryan, and all the expressways that we have,
15 and these provide pollutants, or spit out
16 pollutants that affect the population of people
17 who live near and even people who live
18 throughout the Chicago region, and that
19 contributes to asthma.

20 I am particularly concerned that the
21 EPA not loosens standards, pollution standards
22 for heavy and medium trucks, especially diesel
23 fumes. These have been implicated in causing
24 asthma, especially in areas that we consider to
25 be environmental justice communities,

1 communities on the south side of Chicago and
2 the west side of Chicago. But even I, living
3 in a suburb, and on certain days am affected by
4 truck traffic and fumes that come with them,
5 because I live in a condominium that is less
6 than half a mile from Route 41, which has heavy
7 truck traffic.

8 My other concern is, as everybody
9 knows, I think, transportation contribute, is
10 the largest contributor now of carbon
11 emissions. We need to be reducing carbon
12 emissions that come from all kinds of vehicles,
13 but especially trucks, medium and heavy trucks
14 are major contributors to the carbon emissions
15 that go into the atmosphere.

16 I could go on and on, but if you just
17 look now at the wildfires that are occurring in
18 Europe, at storms, these are all caused by
19 climate change. We must reduce emissions
20 coming from all forms of transportation in
21 order to reverse the trend of the globe toward
22 climate change and global warming, and that is
23 the end of my testimony. Thank you very much
24 for listening.

25 FACILITATOR JENNIFER: Thank you for

1 your comments. Our next speaker is Allen
2 Schaeffer.

3 MR. SCHAEFFER: Good afternoon. My
4 name is Allen Schaeffer, I'm Executive Director
5 of the Engine Technology Forum, an educational
6 association representing leaders in advanced
7 engines and fuels. Thank you for your work on
8 this rule and the opportunity to testify today.
9 We plan to provide written comments, however,
10 have the following to offer for today.

11 Advanced diesel engines that utilize
12 SCR DEF emissions control technology is a
13 success in the market and in delivering clean
14 air and fuel savings. As of December 2025,
15 66 percent of Class 8 heavy-duty diesel trucks,
16 63 percent of all diesel transit buses, and
17 72 percent of all diesel school buses in
18 operation in the U.S. were powered by advanced
19 diesel engines that utilize SCR technology.

20 Research by Auto Forecast Solutions
21 showed that from 2011 through 2030,
22 SCR-equipped engines in Class 3 through 8
23 heavy-duty diesel vehicles is expected to save
24 approximately 130 billion gallons of fuel and
25 reduce emissions by 18 million tons of NOx, 1.3

1 billion tons of CO₂, and 1 million tons of
2 particulate matter.

3 SCR systems that utilize diesel
4 exhausts would remain the best technology for
5 achieving current and future emission
6 standards, including those 2027 standards
7 retained in this proposed rule that required
8 over 80 percent reduction of NO_x from today's
9 level.

10 Manufacturers are implementing EPA
11 guidance to address concerns of SCR
12 system-related inducements and engine derating.
13 These changes may significantly improve
14 consumer acceptance, but the guidance has not
15 yet been fully implemented and the benefits not
16 fully realized by consumers. Further changes
17 to emission compliance strategies are proposed
18 in this rule and are a significant departure
19 from current approaches regarding inducements
20 and deratings. ETF defers to our member
21 companies as to their appropriateness.

22 Finally, we offer the following in
23 response to EPA's request for comment regarding
24 the extent to which negative public sentiment
25 about engine derates has created a distrust

1 associated with SCR system and DEF failures.
2 The volume and pace of messaging surrounding
3 this topic, from interviews, press releases,
4 public appearances, and social media from those
5 inside and outside government appears to have
6 unfortunately added the perception and
7 potential distrust with SCR DEF systems that
8 may be present today.

9 The statement we are going to get rid
10 of DEF from various government officials
11 created a false expectation. The fact that the
12 complete elimination of DEF is not included in
13 this proposal itself, creates a communications
14 challenge EPA must address at all.

15 While EPA has collected much
16 information from manufacturers about the extent
17 of SCR DEF issues, this has not been shared
18 publicly but could be helpful in countering
19 misinformation.

20 ETF has been deeply engaged in
21 outreach and education on these issues. We
22 launched the SCR and DEF Policy and Technical
23 Resource Center earlier this year on our
24 website, includes a wide variety of materials.

25 In closing, a finalization rule that

1 provides manufacturers and users with outcomes
2 that result in the continued investment in
3 advanced diesel engines and accelerates
4 turnover of older technology is the fastest way
5 to deliver cleaner air. We appreciate the
6 opportunity to testify today and look forward
7 to the final rule.

8 FACILITATOR JENNIFER: Thank you for
9 your comments. Our next speaker is Katie
10 Brown.

11 MS. BROWN: Thank you. You guys hear
12 me okay?

13 FACILITATOR JENNIFER: Yes. Go ahead,
14 you have 3 minutes.

15 MS. BROWN: Great. Thanks. Hi, my
16 name is Katie Brown, I work with the National
17 Religious Partnership for the Environment,
18 which is a multi-faith coalition representing
19 thousands of congregations across the U.S. from
20 the Jewish, Catholic, Evangelical, Protestant,
21 and Black Church traditions. I'm here because
22 my faith very explicitly calls me to stand up
23 for justice, to care for the most vulnerable,
24 and to protect God's creation.

25 These are universal moral callings

1 necessary for a healthy, sustainable, and
2 thriving society, and they have been repeatedly
3 ignored by Lee Zeldin's EPA. This rule is yet
4 another example of this administration choosing
5 to side with industry executives and their
6 financial desires instead of the health and
7 well-being of the American people and our
8 environment.

9 EPA's emission standards for
10 heavy-duty vehicles are essential for
11 protecting communities from toxic air
12 pollution, incentivizing auto manufacturers to
13 continue to improve the efficiency of their
14 vehicles, and ensuring that we use Earth's
15 natural resources prudently. Air pollution
16 from road transport is a direct threat to God's
17 people and God's planet.

18 Studies have shown that 4-to-5
19 premature deaths occur every hour in the U.S.
20 due to vehicle pollution, that is over 41,800
21 premature death, U.S. deaths caused by air
22 pollution from road transport every year. Air
23 pollution from vehicles also causes 23,100
24 additional asthma cases per year in our
25 country, many of them children.

1 While the proposed changes say that
2 they will retain nearly 90 percent of the NOx
3 reductions from the Biden-era rule, we are
4 troubled by the fact that the EPA claims to be
5 able to do this while stripping away the key
6 provisions which enforce the reduction of
7 emissions throughout the lifetime of a truck.
8 These are commonsense provisions that require
9 trucks to follow the rules. Getting rid of
10 them only harms our communities by increasing
11 the amount of toxic pollutants that we have to
12 breathe in every day.

13 As a person of faith who believes in
14 the dignity of all people and the sanctity of
15 God's creation, as a pregnant woman expecting
16 my first child in two months, and as an
17 American citizen, I deeply urge you to not
18 follow through with these proposed amendments.
19 Please do your job to protect human health and
20 the environment. Thank you.

21 FACILITATOR JENNIFER: Thank you for
22 your comments. Okay, our next speaker is
23 Violet Philhower.

24 MS. PHILHOWER: Hi there. Can you
25 hear me all right?

1 FACILITATOR JENNIFER: Yes. Go ahead,
2 you have 3 minutes.

3 MS. PHILHOWER: Amazing. Thank you
4 for the opportunity to testify. My name is
5 Violet Philhower, and I'm here today as a
6 California resident and an undergraduate
7 student. I urge the EPA not to finalize the
8 proposal to weaken NOx standards for heavy-duty
9 vehicles. We must protect the strongest
10 possible limits on heavy-duty vehicle
11 emissions, rather than relax standards and
12 allow dangerous diesel pollution to enter our
13 air.

14 Limiting diesel pollution is
15 particularly important to me as someone with an
16 underlying autoimmune condition. Air
17 pollution, and particularly diesel exhaust
18 particles, triggers systemic inflammation and
19 bodily stress that could worsen my symptoms and
20 accelerate lasting damage to my joints. The
21 chemicals in diesel pollution are also known to
22 contribute to the development of cancer,
23 asthma, respiratory disease, high blood
24 pressure, blood clots, stroke, and heart
25 attack. Because of my pre-existing condition,

1 I am more vulnerable to these life-altering
2 impacts.

3 The EPA's revised rules would risk the
4 health of millions of Americans like me.
5 Diesel pollution is already responsible for
6 more than 8,400 premature deaths, 497,000
7 missed workdays, and \$93.9 billion in health
8 damages every single year. The proposed rules
9 would only increase these tragic statistics by
10 pumping millions of tons of diesel pollution
11 into our skies.

12 Further, the health costs of
13 additional diesel pollution will add up quickly
14 and painfully for Americans already strained by
15 the high cost of living. More than 1 in 10
16 people right now report being unable to afford
17 medication and care in the past 3 months.
18 Imagine how much worse that will get when
19 families suddenly need to afford care for a kid
20 with asthma or a grandparent with lung cancer.
21 These health impacts are easily preventable if
22 we stick to the EPA's 2023 standards.

23 These standards would not be difficult
24 to reach. We are already seeing leaps and
25 bounds in electric semi-trucks and technology

1 to limit tailpipe emissions in internal
2 combustion engines. If anything, the previous
3 standards encourage innovation that would
4 create job opportunities and usher in cheaper,
5 battery-fuel transport options for truckers.

6 For these reasons, I oppose the EPA's
7 proposed rulemaking to weaken heavy-duty
8 vehicle emission standards. The EPA should
9 strive for cleaner and healthier air for all,
10 rather than about industry interests. Thank
11 you.

12 FACILITATOR JENNIFER: Thank you for
13 your comments. Okay, our next speaker is
14 Johanna Wermers.

15 MS. WERMERS: Thank you for the
16 opportunity to testify. My name is Johanna
17 Wermers, and I'm here today as a private
18 citizen from Rockville, Maryland. I urge the
19 EPA to protect the strongest possible limits on
20 vehicle pollution. Here in Maryland, these
21 standards provide much-needed relief from the
22 burden of diesel fumes, climate impacts, and
23 air pollution.

24 I'm here because I'm concerned about
25 my daughter Natalie, who is a young adult with

1 asthma. Natalie also contracted COVID two
2 years ago and is still having breathing issues
3 on and off to this day, despite following the
4 protocol of her pulmonologist.

5 The harmful proposal to weaken
6 nitrogen oxygen oxide pollution standards for
7 heavy-duty trucks and engines would mean
8 dirtier air and more toxic diesel pollution,
9 and nitrogen oxide is known to be a powerful
10 lung irritant. Diesel exhaust penetrates deep
11 into the lungs, triggering asthma attacks,
12 bronchitis, and permanently impairing lung
13 development in children. Delaying enforcement
14 of tailpipe pollution would continue Natalie's
15 lung irritation and breathing problems, and a
16 continuation of the endless rounds of doctors
17 and emergency room visits for the children
18 whose lung development has been impaired by
19 health-harming tailpipe pollution.

20 In fact, the EPA's modeling through
21 2055 shows that reversing the 2022 heavy-duty
22 nitrogen oxide standard would result in an
23 increase of more than 5 million tons of
24 nitrogen oxide. Breathing that increased
25 pollution would lead to missed workdays for

1 Natalie and missed school for the children
2 whose lung development has been impaired by
3 toxic tailpipe pollution. Of course, when a
4 child is home with breathing issues, that also
5 means that mom or dad has to leave work to help
6 their child, and our workplace becomes less
7 efficient.

8 Delaying the enforcement of limits on
9 health-harming tailpipe pollution from trucks
10 would also undermine investment and jobs in
11 cleaner truck technology at a time when
12 stronger standards are urgently needed.

13 EPA Administrator Zeldin and President
14 Trump promise clean air for every American, but
15 delaying the enforcement of limits on
16 health-harming tailpipe pollution from trucks
17 would dramatically worsen air quality and
18 deepen our chronic disease crisis and undermine
19 investment and jobs in cleaner truck
20 technology. Thank you for your consideration.

21 FACILITATOR JENNIFER: Thank you for
22 your comments. Okay, our next speaker is Lewie
23 Pugh.

24 MR. PUGH: Yes. My name is Lewie
25 Pugh, and I'm the Executive Vice President,

1 Owner Operator Independent Drivers Association.
2 I've been in the trucking industry my entire
3 career, with most of that time spent as a small
4 business trucker. We at OOIDA represent small
5 business truckers who account for 96 percent of
6 registered motor carriers in the United States.

7 The Trump administration has embraced
8 a new approach to developing trucking policy
9 that prioritizes the needs of truckers.

10 We have supported EPA's series of
11 actions over the past year addressing faulty
12 diesel exhaust fluid systems that create
13 serious operational and safety concerns. We
14 appreciate Administrator Zeldin for listening
15 to the concerns of America's truckers and
16 issuing common sense guidance that keeps our
17 supply chain moving.

18 The notice of proposed rulemaking
19 builds upon a notable effort, eventually
20 eliminating derates entirely by the end of the
21 decade. However, the notice of proposed
22 rulemaking marks a missed opportunity to
23 adequately correct the shortcomings of the 2023
24 Final Rule. If EPA is unable to amend the
25 overall burdens and NOx emission standards, we

1 believe they are more productive solutions than
2 drastically cutting extended warranty periods.
3 Historically, emission rules have not
4 accurately considered costs for small business
5 consumers, increased purchasing prices for new
6 trucks, and featured overly optimistic engine
7 manufacturing targets that have not produced
8 dependable, reliable vehicles. Given drivers'
9 concerns about emissions technology, sensible
10 warning programs are critical for encouraging
11 investment and implementation.

12 The notice of proposed rulemaking
13 acknowledges engines manufacturers'
14 difficulties with meeting the model year 2027
15 timeline. EPA is proposing to let
16 manufacturers pay a penalty if they cannot meet
17 2027 standards and still put non-compliant
18 vehicles on the market. Additionally, notice
19 of proposed rulemaking extends the useful life
20 compliance periods until 2030. These sensible
21 reforms highlight that all new heavy-duty
22 vehicles will not be completely reliable in
23 time for next year.

24 EPA should not make these
25 accommodations for engine manufacturers, at the

1 same time restricting extended warranty periods
2 for small business consumers. While longer
3 testing times and permanent derate flexibility
4 is helpful, they will alone not convince
5 independent truckers that investing in new
6 vehicle is worth the financial risks.

7 We applaud the administration's
8 considerable efforts in addressing the industry
9 concerns on a variety of emissions issues, we
10 urge EPA to maintain the 450,000-mile warranty
11 coverage for heavy-duty trucks as 2027
12 approaches, and thank you.

13 FACILITATOR JENNIFER: Thank you for
14 your comments. Okay, our next and final
15 speaker for Panel 10 is Michael Geller.

16 MR. GELLER: Good afternoon. I'm
17 Michael Geller, Executive Director for the
18 Manufacturers of Emission Controls Association.
19 For 50 years, MECA has been the trade
20 association representing leading suppliers of
21 clean mobility technologies. Our members have
22 a proven track record in developing and
23 commercializing emission control and efficiency
24 technologies for a wide variety of
25 on-and-off-road vehicles and equipment in all

1 world markets, offering cost savings to
2 consumers and health benefits to all Americans.

3 Specific to heavy-duty engines
4 regulated by this action, MECA members have
5 made hundreds of millions of dollars in
6 investments and have been working with their
7 OEM customers to integrate established
8 selective catalytic reduction, diesel
9 particulate filter, and thermal management
10 technologies on trucks well ahead of the 2027
11 implementation date.

12 Clean mobility suppliers represent
13 nearly 400,000 North American jobs building the
14 technologies that reduce emissions and improve
15 the fuel economy of vehicles. Our industry
16 generates hundreds of billions of dollars for
17 the U.S. economy. Furthermore, technology
18 suppliers invest billions of dollars each year
19 in innovation that gets exported around the
20 world.

21 Our industry has grown in response to
22 feasible and cost effective environmental
23 regulations. Retention of these standards
24 protects thousands of jobs and hundreds of
25 millions of dollars in financial investments

1 made by our industry, while providing
2 significant health benefits to Americans.

3 MECA is currently reviewing this
4 proposal, and we will submit detailed written
5 comments to the docket. During this hearing,
6 we'd like to provide the following initial
7 feedback.

8 First, MECA supports EPA's decision to
9 retain the NOx limits and new test cycles that
10 will begin implementation with model year 2027.
11 The record shows that commercially available
12 technologies have been extensively proven in
13 several demonstration programs over the past 10
14 years to meet the model year 2027 heavy-duty
15 low-NOx limits. This is evidenced by the
16 announcements by all major heavy-duty engine
17 and vehicle manufacturers that they will
18 release compliant products next year.

19 We agree with EPA's decision to keep
20 today's minimum warranty requirements of
21 100,000 miles for 5 years, as this will address
22 the cost concerns of fleets that operate these
23 trucks for their business. Any fleets wanting
24 longer warranties will still have the option to
25 purchase extended warranties that continue to

1 be offered by the OEMs.

2 MECA requests that EPA review and
3 provide for public comment current manufacturer
4 credit banks, along with an analysis of the
5 impacts of the various compliance flexibilities
6 in this proposal, such as the design and
7 projected use of nonconformance penalties,
8 along with the credits offered in the original
9 rule. This information is necessary for our
10 members to understand the impacts to our
11 industry, and more broadly to ensure that the
12 rules' benefits are not eroded.

13 MECA looks forward to working with EPA
14 as you finalize this rulemaking. Thank you for
15 holding this hearing and the opportunity to
16 comment, and we will submit written comments to
17 the docket.

18 FACILITATOR JENNIFER: Thank you for
19 your comments. All right, moving on to
20 Panel 11, and our first speaker is Lauren
21 Baldwin.

22 MS. BALDWIN: Good afternoon. My name
23 is Lauren Baldwin, and I'm an undergraduate
24 student majoring in health sciences. And today
25 I'm speaking on behalf of the Alliance of

1 Nurses for Healthy Environments, a global
2 network of nurses focused solely on the
3 intersection between the environment and public
4 health. The Alliance of Nurses for Healthy
5 Environments strongly opposes the weakening of
6 nitrogen oxide standards for heavy-duty
7 vehicles and diesel engines.

8 Heavy-duty vehicles contribute many
9 pollutants to our environment, including NOx
10 and particulate matter. These pollutants can
11 contribute to the development of lung diseases
12 or asthma, and even worsen conditions with
13 time. Long-term exposure to these pollutants,
14 such as poor communities living close to
15 seaports, can result in higher risk for
16 cardiovascular disease, strokes, and certain
17 cancers.

18 I personally live in a busy suburban
19 area of South Florida, close to a major highway
20 system in which many work vehicles transport
21 straight out of the Port of Miami. And growing
22 up in this area, I've had numerous friends and
23 family suffer from asthma and complications
24 with chronic obstructive pulmonary disease, or
25 COPD. Additionally, my community also has a

1 dense senior population, who are naturally more
2 susceptible to disease and illness as a result
3 of particle pollution and aggregates being
4 emitted.

5 For people living in close proximity
6 to places where heavy-duty vehicles work out
7 of, such as in my community, their health
8 outcomes are greatly affected in both the short
9 term and long term.

10 The current standards on NO_x pollution
11 from heavy-duty vehicles are projected to have
12 major public health benefits annually, such as
13 18,000 fewer cases of asthma in school-age
14 children and up to 2,900 fewer premature deaths
15 annually. This change -- any change to weaken
16 these standards can have devastating effect on
17 our most vulnerable communities, and it's the
18 EPA's duty to serve the health and the
19 environment of its people first and foremost.

20 In closing, the Alliance of Nurses for
21 Healthy Environments strongly urges the EPA to
22 abandon the proposal to weaken existing
23 standards for NO_x pollution from heavy-duty
24 vehicles. The EPA must prioritize the
25 environmental and public health of the people

1 they serve and not dismantle important
2 protections in favor of industry. Thank you
3 for your time.

4 FACILITATOR JENNIFER: Thank you for
5 your comments. Okay, our next speaker is Jesse
6 Piedfort.

7 MR. PIEDFORT: Okay, thank you, and
8 good afternoon. My name is Jesse Piedfort, and
9 I'm Deputy Director of Sierra Clubs Clean
10 Transportation for All Campaign. I'm speaking
11 today in opposition to EPA's proposal to weaken
12 protections against heavy-duty truck pollution.

13 I've spent years working on the
14 transition to cleaner transportation, and truck
15 manufacturers have an important role to play in
16 that transition. We need them investing in
17 cleaner technology, planning ahead, and
18 standing behind the products they sell. That's
19 why their support for weakening these standards
20 is so disappointing.

21 Major manufacturers have already told
22 EPA, investors, and customers that they are
23 prepared for the 2027 standards. Manufacturers
24 have completed their 2027 technology designs,
25 publicly communicated their readiness, and are

1 already bringing compliant products to the
2 market. And yet, instead of standing behind
3 that progress, manufacturers and the American
4 Trucking Association have pushed EPA to weaken
5 implementation of these protections. That's
6 not what leadership looks like.

7 Manufacturers should be helping move
8 this transition forward, not asking EPA to
9 lower the bar after years of preparation and
10 investment, and EPA should hold them to the
11 commitments they've already made. Companies
12 should not be able to tell investors and
13 customers that they're ready, and then turn
14 around and seek weaker requirements when
15 implementation arrives. When the EPA responds
16 by weakening protections anyway, it's everyday
17 Americans that prepare the consequences.

18 Heavy-duty trucks make up only about
19 6 percent of vehicles on the road, but account
20 for 59 percent of transportation sector NOx
21 pollution and 55 percent of particle pollution,
22 and that pollution contributes to asthma
23 attacks, heart disease, strokes, lung cancer,
24 and premature death. EPA's own analysis shows
25 that the consequences of weakening these

1 protections are real.

2 Eliminating longer warranty
3 requirements alone would add roughly 36,000
4 tons of NOx pollution in 2055, erasing
5 12 percent of the original program's NOx
6 benefits that year.

7 Strong, predictable standards reward
8 the companies that invest early and give
9 manufacturers, suppliers, dealers, and fleets
10 confidence to keep moving forward toward
11 cleaner technology. Reopening requirements
12 after those investments have been made creates
13 uncertainty rather than reducing it.

14 We need truck manufacturers to help
15 lead the transition to cleaner transportation,
16 and we need the federal government to provide
17 clear, consistent direction by setting strong
18 standards and sticking to them. So I urge EPA
19 to reject this industry-driven rollback,
20 withdraw this proposal and keep strong
21 heavy-duty truck pollution protections in
22 place. Thank you.

23 FACILITATOR JENNIFER: Thank you for
24 your comments. All right, our next speaker is
25 Phil Streif.

1 MR. STREIF: Yes. Thank you. Can you
2 hear me?

3 FACILITATOR JENNIFER: Yes. Let me
4 give you a prompt to turn on your video, if
5 you'd like.

6 MR. STREIF: Okay. My name is Phil,
7 I'm with Vandalia Bus Lines, I'm a motor coach
8 operator based out of St. Louis. We have 55
9 buses and we've been dealing with emissions
10 since 2009. Our our big concern is the amount
11 of breakdowns we experience, specifically
12 related to emission systems.

13 I want to be forthcoming that we do
14 not reject or dispute that emissions and
15 environment pollution is a problem. We do our
16 part to reduce that by taking up to 50 buses
17 off the road at any given time. We still will
18 commit to buying and purchasing DEF. That is a
19 major concern of the DEF distributors, and one
20 of the argument points is that they want to be
21 able to sell DEF. That is not an issue for us.

22 We're going to treat emissions codes
23 as a priority and still make the repairs as
24 needed. But, when you derate a vehicle that's
25 600 miles away from home, we're having to

1 dispatch a secondary vehicle, a tow truck,
2 getting the people moved, and it's a nightmare
3 at times to deal with these situations.

4 Derating a vehicle should never
5 happen. You're creating a roadside emergency
6 because of a warning light. A lot of these
7 derates are occurring because of the NOx
8 sensors, the DEF level pumps, the DEF level
9 sensors. There's been times where we've got
10 codes for DEF level sensors, we add DEF and it
11 still shows DEF, now we're crippled, now we
12 can't get our people moved. So that is a major
13 hurdle for us to deal with when we're a 24/7
14 business and we have buses throughout the
15 country. At any given time this can happen.
16 And our drivers and passengers will drive at
17 any time throughout the night, so this could
18 happen at 3 a.m. on the Pennsylvania Turnpike
19 or in the mountains of Colorado. And when it
20 derates, it shuts us down to 5 miles an hour,
21 asking for an accident.

22 We're going to create a safety
23 emergency because people think that we're
24 cheating the system, that's not the case. We
25 want to repair our vehicles just as anybody

1 would, we're responsible operators. We're not
2 going to let these codes go unresolved. But
3 safety, safety, safety is the key. And when
4 something does happen, when a semi-truck slams
5 into the back of a motor coach that's full of
6 children, and some of those children are
7 seriously hurt or die, I want you to be held
8 accountable for that, and anybody that protests
9 the derates should be held accountable for the
10 for the accident that occurred.

11 This is a safety related issue, guys.
12 We're going to commit to staying emissions
13 compliant, but the derates have to seize on all
14 vehicles, that includes existing models that
15 are currently on the road right now, back to
16 2009. Derates need to be eliminated and wiped
17 clean. OEMs can produce the software to
18 eliminate those, just like they did for fire
19 trucks, ambulances, military vehicles. We are
20 important just like they are. Thank you very
21 much.

22 FACILITATOR JENNIFER: Thank you for
23 your comments. Okay, our next speaker is
24 Trenton Stange, and I apologize for skipping
25 you.

1 MR. STANGE: Thank you. Can you guys
2 hear me okay?

3 FACILITATOR JENNIFER: Yes. I'll give
4 you a prompt to turn on your video if you'd
5 like.

6 MR. STANGE: Here we go, you should be
7 able to see me okay.

8 FACILITATOR JENNIFER: We can see and
9 hear you. Go ahead, you have 3 minutes.

10 MR. STANGE: So I'm Trenton Stange,
11 owner of Compass Coach. Like Phil before me,
12 I'm one of 1,857 motor coach operators in the
13 United States right now. I totally agree with
14 Phil and most of the people who have spoken. I
15 agree that we should have clean air, as a motor
16 coach operator, though, I am desperately high
17 in getting rid of these derates. I heard a lot
18 of talk about child safety. There's probably a
19 good chance that your kids are going to be on
20 one of our motor coaches.

21 I'm actually at a motor coach
22 convention right now, and, you know, if you see
23 a motor coach in the background. We're
24 spending a large amount of money on these
25 buses, we have clean burning engines, but when

1 the derate goes on and your kids on the road,
2 which happened to us this spring, Atlanta,
3 Georgia, coming back from Florida at 3 a.m. in
4 the morning, and we're on the side of the road
5 because the sensor goes bad, your kids are in
6 trouble, they're on the side of I-75 or a
7 freeway. We need the derates to be eliminated
8 from motor coach.

9 Again, these engines are clean
10 burning, we agree with that, I agree with that.
11 I have children, I have pets, they need clean
12 air, but we need to get rid of the derates.
13 Thank you.

14 FACILITATOR JENNIFER: Thank you for
15 your comments. All right, our next speaker is
16 John Bailey.

17 MR. BAILEY: Hello, can you hear me?

18 FACILITATOR JENNIFER: Yes, we can
19 hear you and now we can see you. Go ahead, you
20 have you have 3 minutes.

21 MR. BAILEY: Hi. Good afternoon. My
22 name is John Bailey, I'm the owner of Bailey
23 Coach located in Spring Grove, Pennsylvania.
24 We operate 12 motor coaches, over-the-road
25 motor coaches. We're a small family business.

1 You know, all of our coaches use DEF
2 and it's something that, you know, we realize
3 we have to have because we want clean air also
4 in our regeneration systems, but as the other
5 two operators stated, we've had many times
6 where the components have failed. The engine
7 works fine, everything works fine, but the
8 components fail, sensor fails. We're sitting
9 along the road with 50 people.

10 Now, I would imagine every single one
11 of you that's probably on this Zoom call has
12 ridden in a bus, has had a child ridden in a
13 bus, has had a parent or grandparent or aunt or
14 uncle, do you want them sitting along a busy
15 highway with many tractor trailers going by at
16 70 mile an hour and could get rear-ended and
17 could cause a catastrophic accident because we
18 have a sensor that won't allow us to go over
19 5 mile per hour.

20 So, the new type engines that are
21 proposed, I know the cost of that has increased
22 our new motor coaches, because we have one on
23 order, by about \$40,000. So that's just a cost
24 we're going to have to absorb, it's the price
25 of price of doing business, and I understand

1 that. But, you know, we can't have the
2 derates. You know, we need to be able to have
3 the ability to operate our vehicle in a safe
4 manner.

5 When we have to call a tow truck, they
6 have to come out, they have to hook up, they
7 have to tow that vehicle. We're trying to find
8 alternate transportation for our groups to get
9 them to where they need to be. Many times they
10 have prepaid tickets for an event, they miss
11 that event because they can't attend. So it's
12 a cost to them and to us when we're trying to
13 get them there.

14 So we would ask that you consider the
15 derate issue in here that we just can't from a
16 safety and from a passenger perspective. Thank
17 you.

18 FACILITATOR JENNIFER: Thank you for
19 your comments. All right, our next speaker is
20 Robb Kidd.

21 MR. KIDD: Yes. I was trying to get
22 my video on. Oh, there we go. Okay. Thank
23 you for the opportunity to testify. My name is
24 Robb Kidd, and I'm speaking as the Director of
25 the Vermont Chapter of the Sierra Club. On

1 behalf of our nearly 10,000 Vermont members and
2 supporters, I am addressing concerns regarding
3 the EPA's proposed rollback of the heavy-duty
4 NOx rule.

5 This proposal strips away key
6 provisions of the rule that reduce truck
7 emissions pollution. This rule will clearly
8 impact human health and have major financial
9 impacts on our healthcare system and
10 communities.

11 Although, Vermont is mostly rural,
12 many of our downtown and villa centers are
13 compact communities nestled within valleys,
14 which pollutants linger in the air. Surrounded
15 by beautiful mountains and rivers, these quaint
16 rural towns, such as Montpelier, become
17 unpleasant as air pollutants increase,
18 especially from these diesel engines.

19 In downtown Mount Piliar, directly
20 outside my office and our beautiful State
21 House, trucks are frequently driving past,
22 delivering goods and services to homes,
23 schools, and businesses. However, because of
24 the way it is situated, pollution lingers in
25 the streets for long periods of time.

1 Personally, having a family member
2 with chronic asthma, I believe that air
3 pollution is the cause, as she doesn't smoke
4 and as we don't have a family history of asthma
5 either. Protecting the health of citizens is
6 good policy and should be the EPA's top
7 priority.

8 EPA's own modeling shows that the
9 proposed pollution increases would result in
10 50,000 premature deaths, 85,000 hospital and ER
11 visits, \$25 million asthma attacks, and then 15
12 million people lost school and workdays. How
13 does that impact our economy? This goes
14 contrary to EPA Administrator Zeldin and
15 President Trump promise of clean air for every
16 American.

17 I urge the EPA not to weaken pollution
18 limits, but to strengthen standards. In my
19 opinion, the role of government is to protect
20 its citizens from the burden of diesel
21 emissions and air pollution. EPA should follow
22 the mandate to protect clean air and protect
23 the health of American citizens. Again, thank
24 you for the time to testify.

25 FACILITATOR JENNIFER: Thank you for

1 your comments. Our next speaker is Juliana
2 Hernandez.

3 MS. HERNANDEZ: Hello.

4 FACILITATOR JENNIFER: Hi there. Go
5 ahead, you have 3 minutes.

6 MS. HERNANDEZ: Okay. Thank you.
7 Good evening -- or good afternoon, sorry. My
8 name is Juliana Hernandez, and I'm a coalition
9 member of the Healthy Ports Communities
10 Coalition, otherwise known as HPCC. HPCC is a
11 long-running community advocacy group focused
12 on using our knowledge of local governments and
13 community hours to protect the health and
14 livelihoods of poor communities, such as Galena
15 Park, Jacinto City, and Pleasantville. And
16 today, I would like to propose my objection to
17 the proposed rulemaking.

18 These proposed changes intend to
19 modify or delay the implementation of the 2023
20 Heavy-Duty Truck Clean Air Standards Rule
21 Change, which were put in to limit
22 health-harming pollution from new heavy-duty
23 trucks and their engines while they're on our
24 roadways. However, these currently proposed
25 changes on warranty, useful life requirements,

1 and DEF derates would allow trucks to emit more
2 air pollution over their lifetime.

3 The EPA acknowledged that these
4 charges would reduce air quality benefits
5 expected from the 2023 standards, however, the
6 EPA itself shared that they did not do any
7 quantitative analysis on the impact that these
8 proposed changes would have on resulting health
9 quality. This mere fact alone should suffice
10 for a denial of this proposed rule change.

11 Furthermore, according to the EPA's
12 own analysis, this proposal will increase NOx
13 pollution by 4.2 percent in 2030, which
14 contributes to premature death -- which NOx
15 contributes to premature death, heart disease,
16 asthma attacks, and lung disease.

17 And on the argument about the EPA not
18 having the statutory authority under the Clean
19 Air Act to prescribe standards on greenhouse
20 gas emissions, I would like to raise that there
21 are plenty of other emissions from these trucks
22 that are not greenhouse gases, therefore, this
23 claim cannot negate that the EPA should
24 continue to faithfully regulate other
25 pollutants, such as PM2.5 and sulfur oxides.

1 The Houston Ship Channel community is
2 under high activity from these trucks every
3 day, much like all of a lot of other
4 communities I heard on this webinar today. The
5 heavy-duty trucks driving through and idling in
6 these neighborhoods create safety hazards,
7 diesel and noise pollution, and congestion.

8 The original 2023 heavy-duty truck
9 clean air standards would tremendously mitigate
10 further impacts in these communities. This
11 rule proposal will impact the rates and give
12 truck manufacturers leeway at the expense of
13 prolonging the public's exposure to NOx, black
14 carbon, sulfur oxides, PM2.5, CO2, and
15 hydrocarbons.

16 We understand that for truckers, their
17 trucks are their livelihoods and a respectable
18 way for many folks to create a safe future for
19 themselves and their families. However, we
20 believe that our government can work to support
21 truckers without sacrificing our environment,
22 the health of the drivers and the health of
23 poor communities such as Galena Park, Jacinto
24 City, and Pleasantville. Thank you for the
25 opportunity to speak today.

1 FACILITATOR JENNIFER: Thank you for
2 your comments. All right, that completes
3 Panel 11, we're moving on to Panel 12, where
4 our next speaker is Scott Margolin?

5 MR. MARGOLIN: I'm here. Do you hear
6 me?

7 FACILITATOR JENNIFER: Yes, we can see
8 and hear you, you have 3 minutes.

9 MR. MARGOLIN: All right, wonderful.
10 First off, thank you for taking the time to
11 hear me out today. I'm Scott Margolin, I am
12 the President of Coachman Luxury Transport out
13 of Farmingdale, Long Island. We operate a
14 fleet of 25 modern motor coaches. We transport
15 schools, colleges, corporations, sports teams,
16 and, of course, the general public as well.

17 We all have the same goal, we want
18 cleaner air for all of us, of course. We
19 invest in newer, cleaner buses. We follow all
20 the EPA regulations. We support reducing
21 emissions. We purchase DEF. We treat
22 emission-related codes as a top priority. But
23 from a safety perspective, a coach carrying 56
24 passengers must never unexpectedly lose power
25 because of an emissions-related derate issue.

1 Derate, you've heard before from a
2 couple of the other folks speaking, it's a
3 major safety issue where buses are broke down
4 on the side of the road for reasons of that are
5 not true. A sensor fails and it says you need
6 to replace the sensor, so you're 700 miles
7 away, now you have to figure out how you're
8 getting a tow truck over. And where is this
9 bus stop moving at 5 miles an hour on a major
10 expressway with other vehicles whizzing by it
11 and you have young children on the bus.

12 NOx sensor quality, NOx sensor
13 reliability, it's just -- it's a very serious
14 issue. We want companies investing in new
15 buses. They have the newest EPA standards. If
16 if the bus is too hard to maintain, if it's too
17 hard to run safely, they just won't purchase
18 these new buses. Old buses on the road is not
19 what anybody on this panel today wants, and
20 unfortunately too many companies are keeping
21 these older buses because it's too challenging
22 to keep up with these NOx sensors, qualities,
23 reliability, downtime, economic impact, higher
24 purchasing prices, higher maintenance costs,
25 downtime. Ultimately, the costs are paid by

1 the school districts, the colleges, the
2 nonprofits, the businesses, the taxpayers.

3 You know, look, companies like mine
4 invest hundreds of thousands of dollars in new
5 EPA compliant buses because we want clean air,
6 we want to do the right thing, but creating
7 these regulations that make it harder for
8 responsible operators to continue replacing
9 older buses with newer and cleaner ones is not
10 the goal, you know. And I think a good
11 starting point is our derate issue. From a
12 coach bus standpoint, it's a safety issue, and
13 I hope you take that into consideration. So,
14 thank you for hearing me.

15 FACILITATOR JENNIFER: Thank you for
16 your comments. All right, our next speaker is
17 James Edwards.

18 MR. EDWARDS: Can you hear me?

19 FACILITATOR JENNIFER: Yes. Go ahead,
20 you have 3 minutes.

21 MR. EDWARDS: Thank you for the
22 opportunity to speak about the proposed rule
23 today, specifically amendments to the
24 inducement provisions. I'm James Edwards,
25 Washington representative for the National

1 Association of Small Trucking Companies.
2 NASTIC'S 14,000 motor carrier members operate
3 in the long haul, over the road, full truckload
4 for hire sector of interstate trucking.

5 NASTIC is grateful to Administrator
6 Zeldin for this regulatory relief. NASTIC
7 strongly supports doing away with derates and
8 simplifying the technology systems at the
9 center of the problems. Our comments focus on
10 Section v.

11 First, NASTIC fully support highly
12 replacing speed derates with visible and
13 audible indicators of DEF level inequality and
14 NOx emissions. We endorse these indicators as
15 the sole means of alerting drivers out of the
16 least restrictive means of accomplishing the
17 goal.

18 Derates are short-sighted, they
19 disable commercial vehicles, as we heard
20 already, and harm the economy. Derates disrupt
21 just-in-time delivery. Companies that can't
22 get timely parts have to halt their assembly
23 lines. Well, derates render small trucking
24 unreliable and reduce their ability to compete
25 in the JIT Supply chain. Derates here benefit

1 China's dominance in manufacturing and global
2 supply chains. These rates undermine U.S.
3 efforts to reshore and bigger America's
4 manufacturing base, which depends on
5 just-in-time delivery.

6 Second, we favor simplification of the
7 diagnostic systems and their readings as
8 proposed in the rule. Simplification will
9 reduce false positives and unfruitful trips to
10 mechanics while meeting emissions goals.
11 Simplification necessarily includes proceeding
12 with such measures as getting rid of
13 comprehensive component monitoring and
14 mitigating risk from complex multiple catalyst
15 engines. Giving more flexibility achieves
16 policy goals through simplification.

17 Finally, input from NASTIC member
18 surveys, EPA and SBA listening sessions, and
19 media reports provide solid ground for
20 eliminating derates and simplifying engine
21 diagnostics. Thank you.

22 FACILITATOR JENNIFER: Thank you for
23 your comments. All right, our next speaker is
24 Julie Hotard-Chalmers, who I'm not seeing on
25 the Zoom platform. So if you're on under a

1 different name, please raise your hand or send
2 us a chat message.

3 And in the meantime, we'll move on to
4 Speaker Number 4 for Panel 12, Aaron Ojeda.

5 MR. OJEDA: Good afternoon. My name
6 is Aaron Ojeda, I'm the Executive Director of
7 Maintenance for Transportation Charter, private
8 charter motor company operating throughout the
9 United States and Canada.

10 We support the EPA's emission goals.
11 We're not asking to bypass or neglect emissions
12 equipment. We will continue properly
13 maintaining and repairing every aftertreatment
14 system. Our concern is that automatically
15 derating a passenger vehicle can turn an
16 emissions-related fault into an immediate
17 roadside public safety emergency.

18 Our motor coaches carry up to 57
19 passengers, and just yesterday, July 27, one of
20 our coaches derated near Cantua Creek,
21 California, approximately 10:43 a.m.. A
22 closest replacement coach had a 3-hour response
23 time. By approximately 1:40 p.m. the
24 temperature was 98 degrees and ultimately
25 reached 102 degrees that day. That incident

1 demonstrates the danger, a coach that loses
2 power or is forced to stop on the freeway,
3 mountain grade, narrow road, or unsafe shoulder
4 becomes a hazard to its passengers and
5 surrounding motorists.

6 Transferring 57 passengers to another
7 coast by 222 high-speed traffic creates
8 additional risk, especially for children,
9 elderly passengers, and people with limited
10 mobility. Extreme weather makes the risk even
11 greater. A disabled coach in triple-digit heat
12 can quickly become unsafe if the engine can no
13 longer support full air conditioning. The same
14 concern applies during freezing temperatures,
15 severe storms, wildfires, or in remote areas
16 where assistance may be hours away.

17 Operators already have every incentive
18 to repair emissions faults immediately,
19 continuing to operate can cause progressive
20 damage to extremely expensive engine and
21 aftertreatment components, increase downtime
22 and disrupt passenger service. There is no
23 financial or operational benefit to ignoring
24 these faults. The vehicle should provide clear
25 warnings while retaining the power necessary to

1 protect its passengers and reach a safe
2 location.

3 A fault requiring repair should never
4 create a greater and more immediate danger than
5 the fault itself. We respectfully ask EPA to
6 eliminate automatic derates and shutdowns on
7 occupied passenger vehicles. Thank you very
8 much.

9 FACILITATOR JENNIFER: Thank you for
10 your comments. All right, our next speaker is
11 Charles Abbott.

12 MR. ABBOTT: Good afternoon. Thanks
13 for the opportunity to speak. My name is Chuck
14 Abbott, I am the President and CEO of Grayline
15 Tennessee in Nashville. Our company is 53
16 years old, we have 300 employees, 240 vehicles,
17 70 motor coaches, 120 school buses. We do
18 passenger transportation, obviously student
19 transportation, military moves from nearby Fort
20 Campbell.

21 Two years ago I had an opportunity to
22 testify on an EPA hearing regarding the
23 viability of electronic vehicles in the motor
24 coach industry, and I would say that our
25 position, my position, our industry's position

1 today is the same as it was two years ago. We
2 are in favor of environmental protection, and
3 we are in favor of anything that reduces
4 emissions.

5 So, I am speaking today in favor of
6 the amendment specifically because what we are
7 asking for is to completely eliminate derates
8 on commercial vehicles. And to me, this is
9 strictly a matter of safety, as some of the
10 other operators have indicated.

11 Because mechanical failures, the
12 engine will derate, the vehicle will go to
13 5 miles an hour and we are stuck with
14 passengers, school children, military troops on
15 the side of the road. And again, it's a
16 mechanical issue, not an emissions issue. Most
17 derates are caused by sensor failures, not
18 refusing to use DEF or not maintaining the
19 vehicles. The NOx sensor quality and
20 reliability is not where it needs to be, and
21 it's a very serious issue.

22 Most on-road failures that we have in
23 our fleet are because of the derates, and a
24 56-passenger motor coach on the side of the
25 road, as everyone has already said, is a very

1 dangerous situation. Responsible operators,
2 like most of the ones you have heard from
3 today, and will continue to hear from, take
4 care of our vehicles, it's in our very best
5 interest to do that.

6 And, we will continue to support
7 reducing emissions, we will continue to
8 purchase DEF, and we will still treat
9 emission-related codes seriously as a priority
10 because we are an industry dedicated to safety.
11 And I would encourage those in a
12 decision-making position not to complete the
13 issues.

14 For us, this is not an issue of clean
15 air, this is an issue of mechanical failure
16 that causes safety issues, that is a huge
17 industry problem and we would appreciate a fair
18 understanding of the issues and a good
19 decision. So, thank you very much for your
20 time.

21 FACILITATOR JENNIFER: Thank you for
22 your comments. All right, our next speaker is
23 Robert Leipziger. Okay, Robert, we can see you
24 but you are on mute. I'm going to give you a
25 prompt to help.

1 MR. LEIPZIGER: Okay, we good?

2 FACILITATOR JENNIFER: Yep, we can
3 hear you and see you. Go ahead, you have
4 3 minutes.

5 MR. LEIPZIGER: Thank you. Thank you
6 for your time. My name is Robert Leipziger, I
7 own the automotive and towing business,
8 heavy-duty truck repair. We run 180 trucks of
9 our own. I kind of take a little different
10 look at this.

11 We repair these type trucks with all
12 the emission problems that they have from, you
13 know, the SCR units to DEF units. The cost to
14 keep these trucks running at the mileage, which
15 I'll get into a second because we're limited on
16 time, is ungodly.

17 I guess one of the biggest things that
18 concerns me, we talked about the cost, and
19 nobody's looking at this, the cost of goods at
20 the supermarkets, food, cars, trucks. The
21 average truck, when they decided they wanted to
22 go to the heavy EPA regulations that they are
23 putting on the trucking industry added an
24 average of \$40,000 to \$50,000 just on the
25 truck. It has added an average of \$20,000 to

1 \$25,000 in cost, operating costs per year.
2 Because we used to be able to run a truck and
3 get, just say, a million miles out of the
4 motor. The average mileage we're getting today
5 is 150,000 miles out of a truck because of all
6 the way the emissions is ran through the
7 injector systems, the fuel systems. We don't
8 have enough time to get into that.

9 But, the point I'm really trying to
10 drive home here is the cost of business today
11 in the trucking industry, which runs the cost
12 of all goods in the market, that is anything
13 that's moved by the trucking industry. That's
14 without counting the downtime. After 150,000
15 miles, even on our own trucks, our customer's
16 trucks, we're seeing that they're in the shop
17 every two weeks with another EPA emissions
18 problem, either a sensor, and some of these
19 filters that we talked about, the DEF filters,
20 I mean, some of these units are \$8,000 a piece.

21 So that's what I would like to have
22 EPA take a look at, what it did to the cost of
23 operating this business. So that's what I had.

24 FACILITATOR JENNIFER: Okay, thank you
25 for your comments.

1 MR. LEIPZIGER: Thank you.

2 FACILITATOR JENNIFER: All right, our
3 next speaker is Andrew Reeves. Andrew, I see
4 you as a panelist, you should be able to unmute
5 and turn your camera on if you'd like.

6 MR. REEVES: All right, there we go.
7 Good afternoon. Thanks for your time,
8 everyone. My name is Andrew Reeves, and I am
9 the Fleet Operations Director for Young
10 Transportation and Tours.

11 I listened to the first session this
12 morning, I heard a lot of people talk about
13 safety of their children, air quality, air
14 quality for themselves. I have a daughter who
15 has severe allergies and asthma, so we are very
16 much concerned about air quality, that's not
17 what we're trying to skate around.

18 The overarching theme that I hear
19 here, both the people opposed to and people
20 supporting, is safety. And as Phil and Charles
21 and some of the other people said, that is our
22 number one priority. You all entrust us to get
23 your family members and your loved ones from
24 Point A to the end, and then bring them back
25 home safely. And as many of the gentlemen

1 said, whenever these things derate, which is
2 typically caused by a component malfunction, it
3 slows us down to 5 miles per hour.

4 Now, imagine your child is on a motor
5 coach to and from an amusement park, a school
6 trip, a sporting event, whatever that might be,
7 they're on a busy interstate doing 80 miles an
8 hour and all of a sudden that motor coach drops
9 to 5 miles per hour. They go from a member of
10 the flow of traffic to a rolling target on that
11 interstate until they can get off the side of
12 the road. And then, as many of the other
13 people said, trying to get someone out there to
14 relieve them. So, you're trying to transport
15 55, 56 people from one vehicle to another on
16 the side of the road.

17 We spend tens of thousands of dollars
18 a year staying compliant with EPA standards.
19 We spend hundreds of thousands of dollars a
20 year purchasing new equipment that has the
21 latest and best standards already in place. We
22 are not trying to get away from the standards
23 of emission control, we just simply want to
24 have the restrictions removed that knock us
25 down to 5 miles per hour and endanger the lives

1 of all of our passengers whenever it happens.
2 That's all I've got for today, thanks for your
3 time.

4 FACILITATOR JENNIFER: Thank you for
5 your comments. All right, move on to Panel 13,
6 we only have one pre-registered speaker, and
7 that is Autumn Brown. I've sent you a prompt
8 to promote to panelist, just accept that
9 prompt, which will allow you to unmute and turn
10 on your camera if you'd like, and provide your
11 testimony.

12 MS. BROWN: Did I do that correctly?

13 FACILITATOR JENNIFER: You sure did,
14 we can see and hear you. Go ahead, you have
15 3 minutes.

16 MS. BROWN: Thank you very much.
17 Multiple times -- I agree with most of the
18 motor coach operators. I should say who I am,
19 I'm sorry. I'm Autumn Dipert Brown, I'm the
20 President of Dan Dipert Coaches in Arlington,
21 Texas.

22 I really appreciate the hard work the
23 EPA has done in my lifetime. You have made
24 Fort Worth, Texas, a tourism hub because prior
25 to the EPA regulations, the Trinity River

1 smelled so bad nobody wanted to be in
2 Fort Worth, downtown Fort Worth. That is not
3 the same, not the way it is now. So I thank
4 the EPA, I appreciate the EPA's mission.

5 But, I do want to talk not so much as
6 from the operator's point of view, but from a
7 passenger's point of view. Multiple times
8 we've had derates due to sensor failures, and I
9 was on the bus for one of those.

10 It was our 50th anniversary tour. We
11 took 45 people to Branson, Missouri, for a
12 party, and on the way back the sensor failed.
13 Anyone who's ever traveled in the west knows
14 you can go a very long way before you find any
15 proper way to pull off the highway. So we're
16 on the side of the road with 44, me and 44
17 other senior citizens. And I don't mean
18 60-year-olds, I mean 75-plus-year-old people,
19 some of which yet were diabetic and scared to
20 death they were going to have a medical event
21 on the side of the road.

22 This isn't the only time this has
23 happened. We've had sports teams who had a
24 derate and they almost missed their games. You
25 know, when you're playing regional and

1 statewide intramural events, those can be a
2 long distance, and if the bus derates, there's
3 usually not much time allocated by the school
4 districts to add any time for them to be able
5 to absorb that kind of a problem.

6 All of these have turned out to be
7 sensor-related, not anything that we could have
8 done to avoid them. It's not a lack of
9 preventive maintenance, it's purely just an
10 engineering problem. It's costly both in money
11 and in community spirit. When your team is
12 calling their parents saying we're stuck on the
13 side of the road and their parents are calling
14 us, it's terrible. It's a horrible thing to
15 happen to people.

16 FACILITATOR JENNIFER: That's time.
17 Thank you for your comments. All right, ladies
18 and gentlemen, that is everyone in this session
19 that pre-registered to testify. If you are on
20 the Zoom platform and have not provided an oral
21 testimony today and would like to, please raise
22 your hand or you can send us a note in the Zoom
23 chat and we'll add you to the speaker list. We
24 have plenty of time remaining in this session,
25 so I'll just pause for a minute or two and see

1 if anyone who hasn't already testified as part
2 of today's hearing would like to testify during
3 this session. Thank you.

4 All right. I have a note in the chat
5 that Jason Harris would like to testify, and
6 after Jason I will call on Christa McCusker.

7 Okay, Jason, I'm going to give you a
8 prompt to promote to panelist, and Christa, I
9 will also give you a prompt to promote to
10 panelist and you will be after Jason.

11 MR. HARRIS: Hi, good morning.

12 FACILITATOR JENNIFER: Hi, Jason. Go
13 ahead, you have 3 minutes.

14 MR. HARRIS: Hi. I'm Jason Harris,
15 I'm the Maintenance Manager with Aero Stage
16 Lines out of Denver, Colorado. We have other
17 locations throughout the Midwest and the
18 Southwest. We run in Omaha, Nebraska, Kansas
19 City, Missouri, Las Vegas, Nevada, Denver,
20 Colorado, and Phoenix, Arizona. We will
21 continue to abide with EPA and fix issues that
22 we come up with.

23 Currently, pretty much all of our
24 coaches are CARB compliant, as we do a lot of
25 trips in California as well. Also, here in the

1 State of Colorado, we are emissions tested
2 every year, so we have to stay in compliance
3 with the emissions testing. So, moving
4 forward, we always repair the codes or issues
5 associated with the aftertreatment system.

6 What we run into is we transport up to
7 56 passengers on the motor coach. We go to
8 some desolate areas. We travel through
9 Wyoming, Montana, Colorado, also other parts of
10 the United States where if we have a derate
11 code that comes up to shut down the bus, we
12 don't have always a safe way of getting those
13 passengers off the side of the highway.
14 Sometimes this will be in the summertime where
15 it's over 100 degrees out, or during the winter
16 time when, if we're up in the mountains, we do
17 a lot of ski charters, there's heavy snow, it's
18 freezing conditions, and there's not always
19 room to move the bus off the side of the road
20 safely.

21 Some of the routes that we take are
22 two-lane highways and there's not always a
23 safety pullout to safely move the bus off the
24 side of the road when it derates, this turns
25 into a passenger safety issue. This is why we

1 need to have the derate codes canceled out so
2 we can safely continue to get those people off
3 the side of the road before they can be
4 transported by another means of transportation.

5 FACILITATOR JENNIFER: Thank you for
6 your comments.

7 MR. HARRIS: Thank you.

8 FACILITATOR JENNIFER: Okay, our next
9 speaker is Christa McCusker.

10 MS. MCCUSKER: Okay. Can you hear me
11 okay?

12 FACILITATOR JENNIFER: Yep. Go ahead,
13 you have 3 minutes.

14 MS. MCCUSKER: Perfect. Good
15 afternoon. My name is Christa McCusker, and
16 I'm representing Northeast Charter from
17 Lewiston, Maine, and our motor coach partners,
18 some of which you've already spoken to today,
19 or heard from today. While I'm not an
20 emissions engineer or part of our maintenance
21 team, I am an expert in motor coach operations,
22 passenger safety, and delivering seamless
23 service to thousands of people who rely on us
24 every day. And operational safety and
25 passenger transport is what I really wanted to

1 speak about today.

2 First I want it to be clear, our
3 industry supports reducing emissions. We will
4 continue purchasing DEF, and we treat every
5 single emissions-related code as an immediate
6 priority. Responsible operators do not let
7 engine codes go unresolved.

8 The core problem is that derating
9 creates an immediate safety hazard. The
10 current inducement and derate regulations
11 create severe unintended safety risk on our
12 highway, a warning light should never be
13 permitted to trigger a roadside emergency.
14 Derating a motor coach, forcing it into crawl
15 mode, or shutting it down entirely, keeps our
16 professional drivers and human passengers in
17 direct danger.

18 Unlike cargo haulers, when our
19 vehicles are crippled on the shoulder of an
20 interstate, or in a remote area, we are
21 managing human lives, including vulnerable
22 passengers. Who will be accountable if a
23 forced derate leads to a catastrophic highway
24 accident?

25 Faulty sensors do not translate into

1 negligence. The vast majority of derate
2 incidents are not caused by an operator
3 refusing to refill DEF, they're caused by
4 component and sensor failures. We regularly
5 see reliability issues with NOx sensors, DEF
6 pumps, and DEF level sensors. When one of
7 these items fail, motor coaches shut down or
8 crawl, while emergency response and public
9 safety vehicles, like fire trucks, ambulances,
10 and military transports are exempt from these
11 derates because regulators recognize the
12 inherent dangers of shutting them down. Motor
13 coaches perform essential emergency work too,
14 including mass evacuations during climate and
15 municipal crises. Passenger safety must be
16 prioritized, like these vehicles, very similar.

17 The ironic part is that there are
18 various environmental and financial burdens.
19 Ironically, forced derates are counterintuitive
20 to the goal of reducing emissions. When a bus
21 is forced into a derate or shutdown, we must
22 often dispatch a second bus or a second coach
23 to rescue the passengers. We must also send a
24 heavy-duty tow truck to haul the dead bus,
25 resulting in multiple heavy vehicles to

1 complete one trip effectively doubles the
2 emissions produced.

3 Economically, the burden is
4 astronomical, from tow bills to outside service
5 repairs to refunding stranded customers.
6 Compounding this, severe part shortages leave
7 the sitting idle bus stranded for periods of
8 time waiting on basic replacement sensors. We
9 urge to EPA to adjust these provisions so that
10 safety on our highway is never compromised by a
11 faulty center. Thank you for your time.

12 FACILITATOR JENNIFER: Thank you for
13 your comments. All right, again, ladies and
14 gentlemen, we have some time remaining, if you
15 have not already provided testimony during
16 today's hearing and would like to, please raise
17 your hand or send us a note in the chat. I'll
18 pause for a minute or two to see if anyone else
19 would like to provide testimony during this
20 afternoon's session.

21 All right, not seeing any hands raised
22 or requests to be added to the speaker list,
23 we're now at the end of our afternoon session.
24 EPA, are you ready to recess for the scheduled
25 dinner break?

1 EPA PANEL: Yes, we're ready to
2 recess. Thank you.

3 FACILITATOR JENNIFER: Okay, thank
4 you. Okay, thank you. We're now adjourning
5 for our dinner break. The virtual meeting room
6 will remain open, please feel to maintain your
7 connections or rejoin a few minutes early. We
8 will restart the hearing promptly at 6 p.m.
9 Eastern. Thank you.

10 (Whereupon, a lunch recess was taken.)

11 FACILITATOR JENNIFER: I'd like to
12 welcome you back to the U.S. EPA's Virtual
13 Public Hearing for Amendments and
14 Nonconformance Penalties for Model Year 2027,
15 and Later Heavy-Duty Highway Engines and
16 Amendments to Inducement Provisions for
17 SCR-Equipped Diesel Engines.

18 My name is Jennifer, and I'll serve as
19 your meeting facilitator for today's hearing.
20 We're now ready to resume the hearing.

21 EPA, are you ready to continue?

22 MR. CHARMLEY: Yes, Jennifer, we'd
23 like to begin this evening session.

24 FACILITATOR JENNIFER: Thank you,
25 Bill. We will now continue our public

1 testimony. The speaking order is currently
2 displayed on the screen. As a reminder, we ask
3 that each person limit their verbal testimony
4 to 3 minutes and speak slowly and clearly for
5 the benefit of the court reporter and closed
6 captioning team.

7 We will be strictly enforcing the
8 3-minute time limit for each speaker. Thank
9 you in advance for your cooperation to ensure
10 we hear from as many attendees as possible.

11 If you have additional comments that
12 you are not able to provide today, you can also
13 submit them through the docket at
14 www.regulations.gov using Docket ID
15 EPA-HQ-OAR-2026-0728.

16 I will now begin 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
20 accurately. I apologize in advance for
21 mispronouncing anyone's name.

22 Okay, we're going to start this
23 evening's session with Panel 14, where our
24 first speaker is Bob Yuhnke.

25 And again, if you would please accept

1 the promote to panelist so that way you can
2 come over as a panelist, and you'll be able to
3 unmute yourself and also turn on your video.

4 Our first speaker in Panel 14 is Bob
5 Yuhnke.

6 MR. YUHNKE: Good evening. This is
7 Bob Yuhnke, I'm here speaking on behalf of
8 Elders Climate Action. We have about 100,000
9 members, most of whom are like me, a
10 grandparent with both children and
11 grandchildren, and some of us great
12 grandchildren, and we care about the health of
13 the environment that we are raising those kids
14 in, and so for that reason we're very concerned
15 about the direction that you are taking this
16 set of standards for diesel and gasoline
17 trucks.

18 Air quality in American cities has
19 been deteriorating rapidly since the end of
20 COVID. Smog levels, the frequency of days that
21 exceed the air quality standards, and the
22 duration of the smog season are all increasing
23 in hundreds of cities across the country. The
24 increasing number and frequency of ozone
25 standard violation days is directly related to

1 the severity of impacts on the health of our
2 children and grandchildren, and our elders, who
3 are most at risk when the 2015 ozone standard
4 is exceeded on any given day.

5 To protect the American people, EPA
6 should be reducing emissions, but instead you
7 propose to increase emissions to protect
8 polluters instead of the people.

9 The rapid deterioration in air quality
10 and the resulting harm to Americans' health is
11 given no significant weight in this proposal.
12 The NPR acknowledges that the rule change will
13 increase future truck emissions by 4.2 percent
14 by 2030, and over 10 percent by 2040. In
15 non-attainment areas, where truck emissions
16 account for half of on-road emissions, and
17 on-road is more than half of the inventory,
18 these increases in NO_x will be enough to keep
19 some non-attainment areas from attaining the
20 ambient standards, and in other areas
21 increasing the frequency of exceedance days and
22 daily peaks that threaten the health of our
23 children and ourselves, our elders.

24 The health burden you are imposing is
25 not part of the calculation when you are

1 weighing the costs of the proposal that you are
2 making. You estimate the savings for
3 manufacturers, but entirely ignore the cost of
4 the health burden you are imposing on the
5 American people. You ask about reliance
6 interests, but give passing nod to the reliance
7 that Americans place on you to ensure that
8 their air is safe enough to breathe. You are
9 converting America into a third world country,
10 where the public bears the cost of pollution
11 instead of the polluters.

12 China has made dramatic progress in
13 cleaning the air in their cities over the last
14 10 years, while America is going backwards.
15 Returning us to the day that --

16 FACILITATOR JENNIFER: That's time,
17 thank you for your comments. All right, our
18 next speaker is Laurie Anderson.

19 MS. ANDERSON: Thank you for the
20 opportunity to testify. My name is Laurie
21 Anderson, L-A-U-R-I-E, A-N-D-E-R-S-O-N, and I
22 am a Colorado Field Organizer with Moms Clean
23 Air Force. I am from Broomfield, Colorado. On
24 behalf of Moms Clean Air Force, I urge you to
25 protect the heavy-duty NOx rule. Strong

1 transportation standards are crucial in
2 protecting the health of our children and
3 communities, and it is critical that we
4 maintain these important safeguards.

5 As a mom of five, I know firsthand how
6 pollution threatens children's health,
7 including my own children. Future generations
8 will face even greater impacts unless we act
9 now.

10 One of the most basic and crucial
11 things we can provide to families is clean air
12 for children to breathe, it is the least we can
13 do for them. Yet, communities like mine are
14 already struggling when it comes to clean air.

15 I live in the Denver Metro North Front
16 Range ozone non-attainment zone, which has been
17 downgraded to severe non-attainment. Here we
18 contend with NOx emissions from heavy vehicle
19 traffic, along with VOC emissions from oil and
20 gas development. The result is many high ozone
21 days all summer long, days in which our air is
22 unhealthy to breathe. These ozone action days
23 are days when we, as parents, must keep our
24 kids cooped up indoors rather than letting them
25 play it and run outdoors. To bring our area

1 into ozone attainment, we must reduce both
2 pollution from upstream oil and gas operations,
3 as well as tailpipe pollution.

4 At their peak, the current standards
5 will help the nation's on-road trucking fleet
6 produce roughly 50 percent less smog-forming
7 pollution compared to current levels. We must
8 begin reducing NOx emissions now, because the
9 sooner cleaner vehicles are on the road, the
10 greater the benefits.

11 The trucks addressed by this rule will
12 remain in service for decades, shaping air
13 quality for generations and playing a critical
14 role in sustaining ozone compliance once
15 achieved.

16 The future we only once imagined is
17 becoming reality as automakers drive forward
18 with cleaner technology, including innovations
19 for heavy-duty vehicles. By maintaining strong
20 standards, we can continue building momentum
21 toward a world where tailpipe pollution is no
22 longer a leading source of ozone and soot
23 pollution.

24 Moms and dads across the country want
25 to see a rapid transition to cleaner vehicles

1 and cleaner air for our children and our
2 communities. Everyone has the right to breathe
3 clean air. I urge EPA to protect the
4 heavy-duty NOx rule. Please protect our health
5 and our future by rejecting rollbacks of these
6 important safeguards. And, thank you for this
7 opportunity to testify.

8 FACILITATOR JENNIFER: Thank you for
9 your comments. Our next speaker is Robert
10 Feder.

11 MR. FEDER: Hello, my name is
12 Dr. Robert Feder, I'm a psychiatrist, and I
13 serve on the Executive Board of the Medical
14 Society Consortium on Climate and Health.

15 I speak today to urge that the EPA not
16 weaken the Phase III Greenhouse Gas Standards
17 for heavy-duty vehicles. These rules, which
18 were adopted by the EPA in 2023, are estimated
19 by the American Lung Association to prevent
20 66,000 premature deaths due to lung disease and
21 8.5 million workdays lost due to lung
22 conditions, as well as saving \$10 billion in
23 climate-related costs.

24 The 2023 rules are also going to save
25 untold lives and misery from the illnesses that

1 I deal with every day, psychiatric and
2 neurologic disorders. There is
3 well-established data that air pollution is
4 associated with increased incidence and
5 severity of depression, anxiety, suicide,
6 autism, ADHD, dementia, stroke, and Parkinson
7 Disease. As someone who lives and practices
8 medicine in the close vicinity of four major
9 interstate highways, I have seen the incidence
10 of all of these conditions increase
11 consistently over the past 20 years.

12 If we want our children to stop dying
13 of suicide in increasing numbers, if we want
14 the frequency of autism, ADHD, and depression
15 in our children to start going down, and if we
16 want our elders to stop dying of dementia,
17 stroke, and Parkinson Disease at increasing
18 rates, we need to do something about reducing
19 air pollution and truck emissions now.

20 Reducing truck emissions will also
21 help slow the climate change that is
22 contributing to the worsening forest fires and
23 floods that we are seeing. These disasters are
24 causing deaths and increasing rates of PTSD and
25 depression in those who have lost loved ones

1 and their homes.

2 The only justification the EPA is
3 given for changing the 2023 rules is that it
4 would result in truck and engine manufacturers
5 netting a cost savings of \$37 billion, which
6 the EPA hopes, but cannot ensure, that the
7 manufacturers will pass on to their customers.
8 Thus, the EPA is willing to increase deaths and
9 suffering from lung and mental health
10 conditions so that some truck and engine
11 manufacturers, and maybe some of their
12 customers, will reap billions of dollars in
13 savings.

14 As a physician, I find it appalling
15 that the EPA would choose to help out truck and
16 engine manufacturers with the known effects
17 that this would have on American lives and
18 health. I urge the EPA to reconsider this, put
19 Americans' lives and health before
20 manufacturers' profits, and leave the 2023
21 rules unaltered. Thank you.

22 FACILITATOR JENNIFER: Thank you for
23 your comments. All right, our next speaker is
24 Gary Ewart.

25 MR. EWART: Hello. Can you hear me?

1 FACILITATOR JENNIFER: Yes. Go ahead,
2 you have 3 minutes.

3 MR. EWART: Thank you. My name is
4 Gary Ewart, G-A-R-Y, E-W-A-R-T, and I'm with
5 the Executive Vice President for Advocacy and
6 Government Relations for the American Thoracic
7 Society. Today I'm speaking in opposition to
8 EPA's proposal to rollback the noncompliance
9 penalties for model year 2027 later heavy-duty
10 highway truck engines. I respectfully urge EPA
11 to withdraw this proposal.

12 As background, the American Thoracic
13 Society is a medical professional organization
14 of over 22,000 physicians, scientists, nurses,
15 respiratory therapists dedicated to the
16 prevention, detection, treatment, and cure of
17 respiratory diseases, critical care illness,
18 and sleep disorder breathing. That's a fancy
19 way of saying we're lung docs. As lung docs,
20 ATS members study the acute and chronic health
21 effects of exposure to air pollution. ATS
22 members treat patients with serious respiratory
23 conditions that are both caused by, and
24 exacerbated by, exposure to air pollution. We
25 know from experience, and the science supports

1 conclusively, that air pollution makes people
2 sick and air pollution kills.

3 Exposure to air pollution can cause a
4 wide range of adverse health effects, including
5 asthma, COPD exacerbations, ER visits, and
6 hospitalizations, including premature death.
7 Exposure to chronic air pollution can result in
8 low birth outcomes, reduce lung development,
9 lung cancer, cardiovascular disease,
10 neurological diseases, and cancers.

11 The good news is reducing air
12 pollution improves health and saves lives. We
13 know this from epidemiological studies, we know
14 this from comparing studies of low exposure to
15 high exposure air pollution and measuring the
16 development of children who have grown in these
17 communities. We know conclusively that cleaner
18 air improves health.

19 So the good news is, air pollution is
20 a modifiable risk factor, and today we have the
21 technology to significantly reduce the
22 emissions of dangerous air pollution from
23 heavy-duty trucks.

24 Just a word about heavy-duty trucks
25 and roadway emissions. Heavy-duty trucks are a

1 small proportion of vehicles on the roadway,
2 but play a disproportionate role in the amount
3 of air pollution emissions that happen from
4 vehicles. So, implementing and developing and
5 enforcing effective emissions reductions from
6 heavy-duty trucks will have a dramatic impact
7 in reducing emissions, and that is why the ATS
8 opposes the proposal to reduce the warranty of
9 the emissions control on heavy-duty trucks,
10 reducing the warning systems and other
11 engineering controls that allow truck operators
12 to more easily evade emissions control
13 equipment upkeep and reducing effective
14 important enforcement actions that will
15 predictably result in more air pollution and
16 worse health for the American public.

17 Based on this, and the comments we've
18 heard from other people, I strongly urge EPA to
19 retract a proposal to reduce the heavy-duty
20 roadway emissions compliance and enforcement
21 penalties. Thank you very much for helping --

22 FACILITATOR JENNIFER: That's time,
23 thank you for your comments.

24 MR. EWART: Thank you.

25 FACILITATOR JENNIFER: All right. Our

1 next speaker is Dana Orozco, who I'm not seeing
2 on the Zoom platform. Dana, if you're on and
3 maybe under a different name, please use the
4 raise hand feature or send a chat message to
5 the meeting host.

6 In the meantime, we will move on to
7 Katie Vassalli.

8 MS. VASSALLI: That's enough, it is
9 Vassalli, but, yes, you did a good job. Well,
10 good evening. Thank you for the opportunity to
11 participate in this hearing. I am Katie
12 Vassalli, the Director of Regulatory Affairs
13 for The Transport Project, established as the
14 National Gas Vehicle Coalition in 1988. Today
15 TTP is the North American organization
16 dedicated to the ongoing development of a
17 growing, profitable, and sustainable
18 marketplace for gaseous fuels and fleets.

19 TTP's 200 plus members represent
20 natural gas vehicles and engine manufacturers,
21 servicers and suppliers, fleet owners, and
22 renewable natural gas fuel producers and
23 providers dedicated to the reduction of harmful
24 criteria pollutant emissions on America's
25 roadways.

1 Under the existing standards, natural
2 gas engine certification levels for NOx are
3 already 10 times less than diesel and offer the
4 fastest, most cost-effective path to reducing
5 heavy-duty vehicle emissions. Significantly,
6 ultra-low NOx, medium, and heavy-duty natural
7 gas-powered trucks and buses perform at levels
8 that are 95 percent below the current federal
9 NOx standard and 98 percent below the federal
10 particulate matter standard. And importantly,
11 according to Cummins, the only American
12 manufacturer of heavy-duty natural gas engines,
13 their new X-15 N engine is likely to be
14 certified to an emissions limit even lower than
15 the forthcoming 2027 standard.

16 Because natural gas is abundant,
17 cost-effective, and clean, it is a smart,
18 low-emissions alternative to traditional
19 transportation fuels like gasoline and diesel,
20 with an octane rating of approximately 130,
21 natural gas allows for increased engine
22 compression and combustion efficiency in
23 vehicles and non-mobile sources in which it
24 operates. And when fueled by natural gas,
25 renewable natural gas recovered from landfills,

1 wastewater treatment facilities, and food and
2 agricultural waste digesters, these trucks and
3 buses can yield a carbon-negative life cycle
4 emissions result.

5 In 2025, RNG accounted for 94 percent
6 of all transportation fuel used in natural gas
7 vehicles in the United States, with California
8 being the largest consumer of RNG. In fact,
9 the California Air Resources Board reported
10 that in 2025, 98 percent of all on-road fuel
11 use in natural gas vehicles in the state was
12 RNG, and this use accounted for over 32 percent
13 of the total emissions reductions generated by
14 on-road and off-road gaseous and liquid motor
15 fuels statewide.

16 These figures matter, particularly in
17 consideration of the transportation sector's
18 compliance obligations with the renewable
19 volumetric obligations under EPA's renewable
20 fuel standard. Of course, achieving this level
21 of RNG use would not be possible without a
22 steady source of RNG.

23 Thankfully, RNG production continues
24 to experience year-over-year growth with a
25 measure of 94 percent increase in production

1 capabilities over the past five years.
2 According to the RNG coalition, 2025 is no
3 exception. Last year, industry achieved
4 historic infrastructure expansion by adding 130
5 new fuel production facilities across North
6 America, led heavily by a 54 percent increase
7 in food waste to RNG facilities and a
8 31 percent increase in agricultural digester
9 units. Given the continued growth in the U.S.
10 RNG production and availability of the X-15
11 engine, Pepsi Company, Frito Lay, UPS, Walmart,
12 and Waste Management, among others, continue to
13 prioritize on-road emission protections.

14 FACILITATOR JENNIFER: That's time,
15 thank you for your comments.

16 MS. VASSALLI: I will be submitting --

17 FACILITATOR JENNIFER: As a reminder,
18 if you run out of time during your 3-minute
19 testimony, you're welcome to submit your
20 comments to [regulations.gov](https://www.regulations.gov), and that
21 information is in the chat.

22 All right, our next speaker is Brian
23 Russo. Okay, I'm going to give you a prompt to
24 promote to panelist.

25 MR. RUSSO: Hi. Thanks for this

1 opportunity to talk. My name is Brian Russo, I
2 am the Chair of Climate Reality Project, the
3 New Jersey Chapter. We are a nonprofit
4 organization with over 500 members in
5 New Jersey of volunteers that advocate for
6 climate justice, regardless of who's in office.

7 I worked as an auto damage adjuster
8 for a large insurance company for nearly 10
9 years, where I saw firsthand the amount of
10 waste from auto repairs and learned about
11 emissions.

12 The fossil fuel industry has known the
13 impact of burning oil and gas since well before
14 the '80s. They were able to accurately predict
15 the weather patterns we are seeing today due to
16 emissions from burning oil and gas. Internal
17 documents show that they ignored their
18 scientists and invested in spreading
19 misinformation and lobbying to prevent
20 transitioning to renewable energy. They are
21 responsible for funding studies that cast doubt
22 on climate change. They spent \$445 billion to
23 elect the current administration. In return,
24 over 40 members with direct ties to Big Oil
25 have been appointed.

1 A study done by Harvard has linked 1
2 in 5 deaths to extreme heat. Extreme weather
3 events are occurring more regularly of higher
4 magnitude, causing damages to our
5 infrastructure and property, is driving up the
6 cost of living and lowering life expectancy.
7 Civilians are paying for damages with our
8 lives.

9 The fact that this administration has
10 changed prior agreements is affecting the
11 U.S.'s position as a world leader, caused
12 vehicle manufacturers to leave the U.S. and
13 lost Americans' jobs.

14 Electric vehicles existed in the early
15 1900s, similar to today we lack the necessary
16 charging and storage infrastructure. We now
17 have the capability to move forward with
18 electrification. Ford also made a vehicle in
19 1940 that ran on carbon-neutral biofuel made
20 with hemp. A study done by the University of
21 Connecticut verified that hemp is a viable
22 fuel. Solar panels can be placed on trucks.
23 We can be moving goods by rail and using
24 freight-baked bikes to move goods locally. The
25 solutions of transportation are complicated.

1 The current administration should be
2 acting on behalf of the public well-being, not
3 on behalf of gas companies. I urge the
4 rollback of emission limits to be rejected for
5 the well-being of us all. Thank you for your
6 time.

7 FACILITATOR JENNIFER: Thank you for
8 your comments. All right, one more call for
9 Dana Orozco in Panel 14. Again, if you're on
10 the line and maybe under a different name, just
11 raise your hand or send us a chat message to
12 the meeting host.

13 All right, we'll go ahead and move on
14 to Panel 15, where our first speaker is Lance
15 Boucher.

16 MR. BOUCHER: Hi. Good evening.
17 Thank you for the opportunity to provide
18 comments. My name is Lance Boucher, and I live
19 in Manchester, Maine.

20 I am a father of two student athletes
21 who spend countless hours training and
22 competing outdoors. And when not at the
23 athletic field, we enjoy spending time outdoors
24 hiking and fishing. We also have family
25 members with chronic breathing issues who

1 suffer on poor air quality days.

2 I'm speaking today to strongly oppose
3 the EPA's proposal to rollback the 2022
4 heavy-duty truck rule. I urge the agency to
5 withdraw this proposal and maintain the
6 original implementation timeline.

7 In Maine, we deeply value our clean
8 outdoor environment. According to the American
9 Lung Association's State of the Air 2026
10 report, Bangor, Maine, was the only city in the
11 entire nation to rank on all three cleanest
12 cities list. But clean air is fragile, and air
13 pollution doesn't respect state borders.

14 Nationwide, more than 44 percent of
15 Americans, 152 million people, still live in
16 communities with unhealthy air, and
17 ground-level ozone is worsening.

18 Heavy-duty diesel trucks represent a
19 tiny fraction of on-road vehicles, yet they
20 generate the overwhelming majority of
21 smog-forming nitrogen oxide pollutants. When
22 NOx reacts with heat and sunlight, it creates
23 ground-level ozone, which acts like a sunburn
24 on the lungs for active children, like my kids,
25 and triggers severe respiratory emergencies for

1 sensitive family members.

2 The 2022 Cleaner Trucks Rule was
3 estimated to prevent up to 2,900 premature
4 deaths and 18,000 cases of childhood asthma
5 annually. Rolling back warranty protections
6 from 450,000 miles down to 100,000 miles,
7 delaying useful life standards, and removing
8 guardrails for diesel exhaust fluid maintenance
9 will release tens of thousands of tons of
10 preventable NOx emissions into our air.

11 The EPA's core mission is to protect
12 human health and enforce the Clean Air Act.
13 Weakening protections on long-lasting diesel
14 trucks directly undermines that mission and
15 puts our children's lifelong health at risk.
16 Please withdraw this proposal. Thank you for
17 your consideration.

18 FACILITATOR JENNIFER: Thank you for
19 your comments. All right, our next speaker is
20 Bekah Estrada, who we're not seeing on the Zoom
21 platform. Bekah, if you've joined by a
22 different name or call-in user, just raise your
23 hand or send a chat message to the meeting
24 host. Okay, I see a hand raised at CIPL, I'm
25 going to give you a prompt to promote to

1 panelists so that you can unmute and provide
2 your testimony.

3 MS. ESTRADA: Hello, can you hear me?

4 FACILITATOR JENNIFER: Yes. Go ahead,
5 you have 3 minutes.

6 MS. ESTRADA: Thank you so much.

7 Hello, my name is Bekah Estrada, and I'm the
8 Southern California Director for California
9 Interfaith Power and Light.

10 My faith teaches me that the Earth is
11 a sacred gift entrusted into our care.
12 Together, we're called to protect the
13 environment, safeguard the health of our
14 neighbors, and ensure that our children inherit
15 a world where they can thrive. These values
16 compel me to express my opposition to the EPA's
17 proposed amendments to the Model Year 2027
18 Heavy-Duty Engine Program.

19 Weaker accountability for heavy-duty
20 trucks will significantly pollute our planet
21 and truck drivers and the public at greater
22 risk for health issues, such as asthma, heart
23 attacks, stroke, lung cancer, and even
24 premature death.

25 One of my friends, a fellow faith

1 leader living in Compton, developed asthma late
2 in life because she lives near the 710 Freeway,
3 a highway known for its commercial truck
4 drivers moving freight from the ports of
5 Los Angeles. Her asthma has caused her to miss
6 opportunities to serve her community through
7 her church's ministries.

8 I've also learned that heavy-duty
9 truck manufacturers have publicly confirmed
10 their readiness to comply with the current
11 standards. Cummins and Daimler have already
12 marketed their 2027 compliant engines, and
13 PICCAR confirmed its readiness to investors in
14 2025. Manufacturers cannot advertise compliant
15 engines to customers and investors while urging
16 regulators to weaken their standards.

17 We have a moral obligation to support
18 policies that protect human life. Therefore, I
19 respectfully urge the EPA to preserve strong
20 standards for heavy-duty vehicle emissions and
21 continue to support the transition to cleaner
22 technologies. Thank you so much for your time.

23 FACILITATOR JENNIFER: Thank you for
24 your comments. All right, our next speaker is
25 Huda Alkaff.

1 MS. ALKAFF: Yes, peace, salaam. I'm
2 Huda Alkaff, a Founding Director of Michigan
3 Green Muslims, a volunteer statewide grassroots
4 group connecting faith, environmental justice,
5 sustainability, and healing through education
6 and service. We are a member of the National
7 Clean Air for the Long Haul cohort.

8 I urge EPA to protect the strongest
9 possible limits from vehicle pollution. Here
10 in Michigan, these standards provide
11 much-needed relief from the burden of diesel
12 fumes, climate impacts, and air pollution.

13 The overall trend in Michigan reflects
14 worsening air quality statewide, particularly
15 in urban and industrial regions.
16 Climate-driven wildfires, smoke, higher
17 temperatures, and pollution from transportation
18 and industry have contributed to increased
19 ozone formation and particle pollution, posing
20 ongoing health risks to residents across the
21 state.

22 Detroit and the surrounding metro area
23 ranked among the most polluted cities in the
24 nation for both short-term and year-round
25 particle pollution in the 2026 State of the Air

1 report. Detroit also exceeded the EPA's annual
2 PM2.5 standard with an average of 12.3
3 micrograms per cubic meter.

4 The health impacts are especially
5 concerning due to the region's large vulnerable
6 population. The combination of persistent
7 pollution and a high-risk population makes
8 Detroit one of the hardest-hit metro areas in
9 the Midwest when it comes to air quality and
10 public health. Detroit was recently listed as
11 the nation's number one asthma capital by the
12 Asthma and Allergy Foundation of America.

13 Healthcare already eats up nearly \$1
14 in \$5 in the U.S. economy, letting more
15 carcinogens into the air will only deepen the
16 chronic disease crisis and push struggling
17 families further into debt. We need cleaner
18 trucks, not more tailpipe pollution and medical
19 bills. The EPA must strengthen, not repeal,
20 the proposed rules to reduce harmful fossil
21 fuel emissions.

22 So, stronger standards for vehicle
23 emissions, combined with federal clean energy
24 investments will help Michigan's automakers
25 grow further and faster towards a zero

1 emissions future, while growing jobs and
2 opportunity in the transportation sector.
3 Thank you.

4 FACILITATOR JENNIFER: Thank you for
5 your comments. Our next speaker is Lisa Patel.

6 MS. PATEL: Thank you. My name is
7 Dr. Lisa Patel, I'm a practicing pediatrician,
8 and I serve as the Executive Director of the
9 Medical Society Consortium on Climate and
10 Health, a network of 58 medical societies and
11 30 state affiliates representing physicians,
12 nurses, and health professionals across the
13 country. I'm here in both capacities, because
14 this rule sits at the intersection of these two
15 roles.

16 In my hospital, I see two kinds of
17 patients this rule touches directly. I treat
18 children who wheeze their way through the
19 school year, who carry inhalers in their
20 backpacks, whose parents show up in emergency
21 rooms with their children at 2 a.m. because
22 breathing has become a fight. And I care for
23 premature infants, babies born too soon, whose
24 lungs weren't ready for the world, in part
25 because their mothers breathed polluted air

1 throughout pregnancy. Being born premature can
2 carry a lifetime of health consequences.

3 Diesel truck pollution reacts in the
4 atmosphere to form ozone, which is like a
5 sunburn on the lungs. 72 million people live
6 near truck freight routes in this country.
7 Nearly half of America's children live
8 somewhere that recorded unhealthy air this
9 year. We can expect this problem to get worse
10 on hotter days when more ozone is formed from
11 nitrous oxides interacting with sunlight.

12 Trucks make up a small share of
13 vehicles on the road, but they generate an
14 outsized share of harmful pollution near it.
15 That pollution has two ways into the body. The
16 first is the one most people know, fine
17 particles breathe deep into the lungs, crossing
18 into the bloodstream and circulating to the
19 heart, where they're linked to worsening
20 cardiovascular disease and premature death.

21 The second is the one most people
22 never learn. These small particles can bypass
23 the lungs, travel up the nose, along the
24 olfactory nerve, straight to the brain. That
25 pathway is part of why we're seeing pollution

1 linked not just to asthma and heart disease,
2 but to reduced cognitive development in
3 children and increased risk of dementia in
4 adults.

5 This pollution doesn't stay in one
6 organ system, it moves through the body in a
7 way that moves through community into every
8 artery, airway, developing brain in its path.

9 When the EPA's own existing standards
10 are fully implemented, they're projected to
11 prevent up to 2,900 premature deaths and 18,000
12 new cases of childhood asthma every year, and
13 deliver \$29 billion in public health benefits.

14 This proposal moves us backwards, it
15 weakens warranty protections that ensure
16 emission control systems keep working over a
17 truck's 750,000-mile lifespan. It removes the
18 guardrails that push a truck to run properly.

19 I think about this with the eyes of my
20 colleagues across our networks, physicians and
21 nurses in nearly every state who show up every
22 day to give their patients better outcomes. In
23 medicine, we don't get to choose older,
24 dirtier, riskier option once we know a safer
25 one exists. We have an ethical obligation to

1 use what we know protects our patients, and
2 that's why I'm here advocating for safe air for
3 our patients for the air they breathe on their
4 way home.

5 The EPA's mission is to protect public
6 health, this proposal does the opposite. I
7 urge you to withdraw it and to keep the 2022
8 Clean Truck Rule on its original timeline.
9 Thank you.

10 FACILITATOR JENNIFER: Thank you for
11 your comments. Our next speaker is Susan
12 Stephenson.

13 MS. STEPHENSON: Hello, can you hear
14 me?

15 FACILITATOR JENNIFER: Yes. Go ahead,
16 you have 3 minutes.

17 MS. STEPHENSON: Thank you. Thank you
18 for taking my testimony today. My name is
19 Susan Stephenson, and I'm Executive Director of
20 California Interfaith Power and Light. We are
21 an organization with more than 735 houses of
22 worship and other religious institutions of all
23 major faith traditions all across the state of
24 California, reaching about 250,000 people.
25 And, I'm here to urge the EPA to protect the

1 strongest possible -- the strongest possible
2 limits on vehicle pollution.

3 Oh, sorry, turn off my video. Okay, I
4 don't know if the camera is working. Okay,
5 there I am.

6 But, I wanted to also share that I'm
7 here today because I'm concerned about the
8 impacts of pollution, not only statewide but
9 especially in the disadvantaged communities
10 that are already bearing the brunt of air
11 pollution and other pollution.

12 For example, I work at a church in
13 downtown Oakland, California, surrounded by
14 freeways and a port. We have a high rate of
15 asthma that is directly linked to these
16 polluting vehicles. When I open the window of
17 my office, the sill is quickly coated in black
18 smoke, as I can just show you right here on
19 this paper towel I just used to quickly wipe
20 the windowsill. This is every day. We also
21 change the filters of the church, and they look
22 like this, completely black. And we know the
23 soot is not staying on the windowsill, it's
24 ultimately ending up in our lungs and our
25 bodies, as just heard from the medical doctor.

1 We have a daycare center here at the
2 church, many apartments and homes in the
3 neighborhood, and I fear for the effect and the
4 impacts on young lungs, developing lungs, and
5 also for the elders. Already, this part of
6 Oakland has the worst asthma rates in the
7 county, and 88 percent more hospitalizations
8 due to asthma than the overall county.

9 Rolling back these standards would be
10 harmful because tailpipe emissions are a
11 significant source of NO_x, as well as volatile
12 organic compounds. Diesel exhaust penetrates
13 deep into the lungs, triggering asthma attacks,
14 bronchitis, and permanently impairing lung
15 development in children.

16 EPA's own modeling show, through 2055
17 shows that reversing these standards could
18 result in an increase of more than 5 million
19 tons of NO_x and 2 million tons of VOC. Health
20 impacts from these increases could result in
21 more than 50,000 premature deaths.

22 Diesel pollution is recognized as a
23 Class 1 carcinogen. In fact, more carcinogenic
24 than secondhand smoke. Weakening limits on
25 health harming diesel pollution today will have

1 lasting impacts for decades to come.

2 I urge you, please do not weaken the
3 heavy-duty vehicle NOx standards. Thank you
4 for your time.

5 FACILITATOR JENNIFER: Thank you for
6 your comments. All right, our next speaker is
7 Sol Miller.

8 MR. MILLER: Good evening. My name is
9 Sol Miller, I'm the Service Director at Premier
10 Transportation in Knoxville, Tennessee. Thank
11 you for letting me speak. I've been in this
12 industry since 1989, 37 years in the shop
13 service department. Over 2,000 DOT
14 inspections, safety and reliability is first.

15 One thing before getting further,
16 because it sits at the heart of this
17 rulemaking. The question is not whether the
18 fault in the SCR or DPF system, it is whether
19 shutting down a motor coach full of passengers
20 wherever that coach happens to be is safe. Our
21 coaches are inspected and serviced, meeting or
22 exceeding manufacturer specifications. The SCR
23 and DPF systems are a part of our routine
24 maintenance. The SCR and DPF fault gives us
25 the same answer whether the tank runs dry or

1 the sensor drops below specifications, it's
2 normal derate or shutdown, and no warning.

3 After 15 years of this system, we have
4 no answers. This is one obstacle we need to
5 overcome. The SCR and DPF systems is
6 30 percent of our motor coaches being down
7 today.

8 On January 14th -- or June 14th,
9 sorry, we had a group of 51 seniors returning
10 from a trip from Choctaw, Mississippi, 5 miles
11 out of Scuba, Mississippi, the coach derated
12 and shut down. The temperature was 92 degrees.
13 Reaching out to other motor coach companies,
14 the earliest response was 2-and-a-half hours.
15 The driver contacted local law enforcement.

16 Premier Dispatch contacted M&M Market
17 to deliver water and refreshment out to the
18 motor coach down on the side of the road. The
19 driver communicated with the officer that the
20 motor coach arriving would be 2 hours. Using
21 local resources and good samaritans, they got
22 the seniors, adults to a safe location at a
23 Shell gas station to cool off. Thank you.

24 FACILITATOR JENNIFER: Thank you for
25 your comments. All right, our next two

1 speakers, Joseph Gillis and Ray Smith, we're
2 not seeing on the Zoom platform this evening.
3 Joseph Gillis and Ray Smith, if you're on,
4 maybe under a different name, please raise your
5 hand or send a chat message to the meeting
6 host, Joseph Gillis and Ray Smith.

7 Okay, ladies and gentlemen, those are
8 all of the pre-registered speakers that we have
9 for this evening's session. If there's anyone
10 on the Zoom platform that has not already
11 provided testimony today and would like to
12 provide testimony, please raise your hand or
13 send a note to the meeting host in the chat.
14 I'll pause for a few minutes to see if we have
15 anyone else who would like to provide testimony
16 today before we adjourn the hearing for the
17 evening. Thank you.

18 Again, ladies and gentlemen, we've
19 heard from all of our pre-registered speakers
20 for today. If you would like to provide a
21 testimony and have not already spoken today,
22 please raise your hand or send a message to the
23 meeting host in the chat. Thank you.

24 All right. Not seeing any hands
25 raised or requests to be added to the speaker

1 list in the chat, we're now at the end of our
2 evening session. EPA, are you ready to adjourn
3 the virtual hearing for today?

4 MR. CHARMLEY: Yes, Jennifer. And I
5 wanted to thank everyone who was able to attend
6 today and spoke during today's virtual hearing.

7 I also want to thank all of my EPA
8 coworkers, both for the participation on the
9 hearing panel and for my many colleagues who
10 helped support today's hearing. And certainly
11 I'd like to thank you, Jennifer, and all of our
12 colleagues at ICF for today.

13 And so today's hearing is now
14 concluded, and we'll resume with the second day
15 of the public hearing tomorrow, July 30th
16 starting at 10 a.m.. So thank you, everyone.

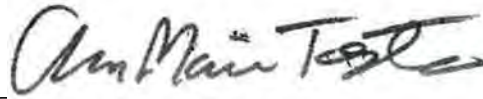
17 FACILITATOR JENNIFER: Thank you,
18 everybody. The hearing is adjourned.

19 (Whereupon, Day 1 of the U.S. EPA
20 Virtual Public Hearing Amendments and
21 Nonconformance Penalties for Model Year 2027
22 and Later Heavy-Duty Highway Engines and
23 Amendments to Inducement Provisions for
24 SCR-Equipped Diesel Engines adjourned at
25 6:47 p.m..)

CERTIFICATE OF REPORTER

I, ANN MARIE TESTA, a Stenographic Court Reporter, do hereby certify that I was authorized to and did report the foregoing proceedings, and that Pages 1 through 270 of the transcript are a true and correct record of my stenographic notes.

DATED this 6th day of August, 2026.

A handwritten signature in cursive script, reading "Ann Marie Testa", written in black ink. The signature is fluid and stylized, with the first letters of each name being capitalized and prominent.

Ann Marie Testa
Stenographic Court Reporter

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