
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 30, 2026

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P R O C E E D I N G S

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FACILITATOR PAM: Good morning, everyone. This is the Virtual Public Hearing for the United States Environmental Protection Agency's Proposed Rule Amendments and Nonconformance Penalties For Model Year 2027 and Later Heavy-Duty Highway Engines and Amendments to Induce Provisions for SCR-Equipped Diesel Engines. We'll begin the meeting shortly.

Good morning and welcome to 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 the SCR-Equipped Diesel Engines. My name is Pam and I'll serve as your meeting facilitator for today's hearing.

Please note that we are transcribing today's hearing, and you can turn on the live captioning if you'd like to read the verbal dialog. So to turn on closed captions, click

1 on the CC icon that says Live Transcript at the
2 bottom of your screen. Then you click Show
3 Subtitles to view the closed captioning, or
4 Hide Subtitles to turn them off. If you have
5 any questions, please contact the meeting host.

6 I'm going to turn it over to Harry
7 Schwab, the Senior Policy Advisor in the Office
8 of Air and Radiation, for a few opening
9 remarks, followed by Bill Charmley, the
10 Director of the Transportation Sector Impacts
11 and Standards Division in the Office of
12 Transportation and Air Quality, who will serve
13 as the Presiding Officer of today's hearing.
14 Thank you.

15 MR. SCHWAB: Thank you, Pam. Good
16 morning. On behalf of the U.S. Environmental
17 Protection Agency and the Office of Air and
18 Radiation, I would like to welcome you to
19 today's Virtual Public Hearing. I'm grateful
20 to everyone who has taken the time to testify
21 and participate today.

22 My name is Harry Schwab, and I'm
23 Senior Policy Advisor for EPA's Office of Air
24 and Radiation, and I oversee OAR's mobile
25 source portfolio.

1 With me today is Bill Charmley,
2 Director of the Transportation Sector Impacts
3 and Standards Division within EPA's Office of
4 Transportation and Air Quality. Bill will be
5 the Presiding Officer for today's hearing.

6 In addition with me today and
7 listening to the testimony on this proposed
8 rule are several of my EPA colleagues from OAR.
9 EPA is also being assisted by our contractor
10 ICF in the running of today's virtual public
11 hearing.

12 On July 14th we published an important
13 proposed rule titled 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. That proposal is
18 the subject of today's hearing.

19 The proposed rule would amend certain
20 requirements for Model Year 2027 and Later
21 Heavy-Duty Highway Engines, including a
22 proposal to scale back the emissions warranty
23 requirements that account for the largest
24 single cost increase from the 2023 Final Rule.

25 It also proposes to delay the

1 implementation of the longer regulatory useful
2 life requirements and make noncompliance
3 penalties available to manufacturers of certain
4 classes of heavy-duty engines starting in model
5 year 2027. The proposal also leads calls from
6 American truckers and diesel operators to
7 eliminate engine derates and vehicle speed
8 restrictions caused by diesel exhaust fluid, or
9 DEF, system failures.

10 If finalized as proposed, this Rule
11 would retain nearly 90 percent of the nitrogen
12 oxide reductions expected from the 2023 Rule,
13 as the underlying Model Year 2027 emission
14 standards remain in place, while saving
15 American truckers an estimated \$12 billion with
16 commonsense revisions to compliance
17 requirements.

18 Today, we look forward to hearing
19 additional input from your comments on our
20 proposal. EPA will consider all comments we
21 hear today from the many stakeholders
22 participating in this hearing as we develop
23 final rule. We also look forward to
24 considering written comments that we receive
25 during the public comment period, which is open

1 through August 29.

2 Thank you all for attending today, and
3 thank you to everyone who will provide
4 testimony throughout the hearing. I will now
5 turn it over to Bill Charmley, the Presiding
6 Officer for today's hearing. Thank you.

7 MR. CHARMLEY: Thank you, Harry.
8 Harry mentioned the purpose of today's hearing
9 is to receive comments from interested parties
10 on the proposed rulemaking titled Amendments
11 and Nonconformance Penalties for Model Year
12 2027 and Later Heavy-Duty Highway Engines and
13 Amendments to Inducement Provisions for
14 SCR-Equipped Diesel Engines, which was
15 published in the Federal Register on July 4th
16 of 2026.

17 This hearing provides interested
18 parties the opportunity for the oral
19 presentation of views and arguments. Witnesses
20 will be allowed to make oral statements, which
21 they may later expand in writing for the
22 official record of the hearing. When you are
23 finished with your comments, members of this
24 Panel may ask clarifying questions.

25 This hearing is not intended to be a

1 discussion of the proposed rulemaking. While
2 we may ask questions or request additional data
3 or supporting materials, we will not respond to
4 comments in this forum. Instead, we will
5 provide a written response to comments as part
6 of the process of finalizing this proposed
7 rulemaking.

8 Now I'd like to remind everyone that
9 in addition to today's hearing, there is also
10 an opportunity to send EPA written comments.
11 The written comment period closes on August 29
12 at 11:59 p.m. Eastern Time. The details on
13 where to submit written comments can be found
14 in the Federal Register Notice announcing
15 Proposal, as well as on the EPA website.

16 I would like to go over how we'll be
17 conducting today's hearing. Today's hearing
18 will be conducted informally, and formal rules
19 of evidence will not apply. I will be serving
20 as the Presiding Officer for today's hearing.
21 As such, I'm authorized to apply reasonable
22 limits in the iteration of the statements of
23 any witnesses.

24 We ask that each person limit their
25 verbal testimony to 3 minutes. Our contractor,

1 ICF, will be facilitating the lineup of
2 speakers and helping to keep testimony to
3 3 minutes. We appreciate all of your
4 cooperation, which will help us ensure that
5 everyone who is registered has an opportunity
6 to speak.

7 A written transcript of this hearing
8 will be available electronically at EPA's
9 website and at the regulations.gov website
10 under the Docket for this rulemaking, which is
11 Docket Number EPA-HQ-OAR-2026-0728.

12 The official record of this hearing
13 will be kept open for 30 days after the date of
14 the hearing to provide opportunities to submit
15 rebuttal and supplemental testimony. You may
16 submit this additional testimony to the same
17 Docket for this action by using one of the
18 methods described in the Federal Register
19 Notice announcing the proposal.

20 Please note that EPA has distributed a
21 list in a tentative order of those registered
22 to speak today, and will be making slight
23 adjustments throughout the hearing for
24 accommodations. We may also schedule a
25 periodic break throughout the day if needed.

1 Finally, while the EPA representative
2 speaking today will attempt to ensure the
3 accuracy of any description that we provide to
4 the proposed rulemaking, the official version
5 of the proposal is that which was published in
6 the Federal Register on July 14th of 2026 and
7 it controls in any case of conflict between it
8 and what we may hear today. Please refer to
9 the official version in developing your
10 comments on the proposal.

11 Should there be members of the press
12 that have further questions about today's
13 hearing, we ask that they please contact our
14 EPA press office at press@epa.gov.

15 Thank you very much. And with that,
16 I'll turn back to Pam at ICF, who will go over
17 some logistics for today's virtual public
18 hearing. Thank you.

19 FACILITATOR PAM: Great. Thank you,
20 Harry and Bill. I'd like to go over some of
21 today's agenda. So today's public hearing is
22 scheduled to last until all testifiers who wish
23 to speak have had an opportunity to do so. So
24 I'd like to go over some logistics for today's
25 public hearing.

1 Today's hearing is being recorded for
2 the court reporter, and the recording is not
3 going to be posted publicly. However, a
4 written transcript will be publicly available.
5 Therefore, please do not include any
6 information that you consider to be
7 confidential business information or
8 proprietary business information, or any
9 medical information about someone other than
10 yourself, or other information whose disclosure
11 is restricted by an applicable authority in
12 your testimony.

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

1 attendees as possible.

2 If you have additional comments that
3 you'd like to provide, you can also submit them
4 through the docket at www.regulations.gov.
5 You'd use Docket ID EPA-HQ-OAR-2026-2728 -- I
6 mean, I'm sorry, 0728.

7 We'll display the list of registered
8 speakers arranged by panel so that you know
9 approximately when your turn to speak is coming
10 up.

11 If you are speaking today, you'll
12 receive a notification on your screen that
13 you're being promoted to a panelist. And
14 shortly prior to your speaking time, you must
15 click to accept that invitation to be able to
16 unmute when you're called to testify. This
17 will also allow you to turn on your camera,
18 which we encourage you to do.

19 Speakers that are connected by phone
20 should unmute their phones by pressing Star 6
21 when called to testify.

22 When called upon, please state your
23 name and any affiliation, and then begin your
24 testimony. If you need to change your name
25 that appears on Zoom so it's easier for us to

1 find you, you can do that by clicking on the
2 participant button on the Zoom toolbar at the
3 bottom of your screen. You would hover your
4 mouse over your name and then click on More. A
5 window will open that allows you to edit or to
6 correct how your name is displayed. When done,
7 click OK.

8 Now, if at any time during the hearing
9 you're having technical difficulties, please
10 use the chat feature located at the bottom of
11 your screen to message the meeting host, or you
12 can contact EPAPublicHearing@icf.com, or you
13 can call 760-822-5470.

14 So please make note of the phone
15 number for this hearing. The phone number is
16 669-254-5252, and the Webinar ID is 165 628
17 0528. If you're having trouble with your
18 internet connection at any point during the
19 hearing, you can call this number to listen to
20 the hearing.

21 Additionally, individual internet
22 connections and bandwidths may vary, and they
23 can impact your viewing experience, so we
24 recommend closing all apps and programs and
25 limiting other streaming or downloads while

1 you're participating in this hearing.

2 If you're not registered to speak
3 today, but you would like to do so, please send
4 an email to EPAPublicHearing@icf.com, or you
5 can call 760-822-5470.

6 Great. We'll now begin accepting
7 public testimony. Please note that an EPA
8 representative may ask clarifying questions at
9 the end of your testimony, otherwise, we'll
10 immediately move on to the next speaker.

11 The expected speaking order is
12 currently displayed on the screen. And again,
13 we ask that each person limit their verbal
14 testimony to 3 minutes. If you have additional
15 comments which you were not able to provide
16 orally today, you can also submit them through
17 www.regulations.gov using Docket ID
18 EPA-HQ-OAR-2026-0728.

19 I'll be calling on each speaker one at
20 a time in the order displayed on the screen.
21 Please speak clearly so our court reporter can
22 record these proceedings accurately. And I
23 apologize in advance for mispronouncing
24 anyone's name.

25 So with that, our first speaker will

1 be Nolan Willis.

2 MR. WILLIS: Can you hear me?

3 FACILITATOR PAM: Yes, we can. Thank
4 you.

5 MR. WILLIS: Just didn't know, I
6 checked. Do I turn video on or not?

7 FACILITATOR PAM: You're certainly
8 welcome to.

9 MR. WILLIS: Okay. When do you want
10 me to start?

11 FACILITATOR PAM: You can begin now.
12 Thank you.

13 MR. WILLIS: My name is Nolan Willis,
14 I'm a licensed professional engineer in Alaska.
15 I've lived in Alaska most of my life, and I've
16 spent a lot of my time around diesel engines
17 used in a multitude of applications.

18 First, I wish to testify in favor of
19 eliminating diesel emission system derates.
20 They're frustrating, costly, often unnecessary,
21 in some cases genuinely dangerous. Imagine
22 being limited to 5 miles per hour while 70
23 miles from the nearest service station in
24 interior Alaska at 40 below zero. That kind of
25 scenario was raised during testimony for Senate

1 Bill 3135, the Cold Weather Diesel Reliability
2 Act. Similarly, a trucker friend of mine
3 nearly got stranded in Western Canada with a
4 load of perishable goods because of an SCR
5 sensor fault. I also know a former North Slope
6 safety officer who recalls a cold stamp that
7 shut down roughly 200 diesel vehicles that
8 weren't designed for those conditions up north.

9 These situations create real safety
10 hazards. I have many more examples, but I'm
11 limited on time.

12 According to provisions contained
13 within 42 U.S.C. 7521, no system or device
14 should be required if it creates safety or
15 welfare problems. Derates do create proven
16 safety and welfare problems and should be
17 eliminated on statutory grounds. The profits
18 of automotive suppliers and service centers are
19 irrelevant to this question.

20 A second issue to address is the
21 unsuitability of current SCR systems for arctic
22 and subarctic environments. For the
23 uninformed, diesel exhaust fluid freezes at
24 negative 11C, and that is a serious problem in
25 places where the temperatures can plunge at

1 negative 50 or colder. Out of all the
2 automotive fluids in widespread use, DEF has
3 about the highest freezing point, and there's
4 no specialized alternatives that are compatible
5 with Alaska's climate. This creates serious
6 hardships for Alaskans and Canadians who share
7 the same climate and vehicle market.

8 To underscore this point, the
9 Commissioner for Alaska's Department of
10 Transportation testified regarding Senate
11 Bill 3135 that around 80 percent of their
12 maintenance costs go into maintaining the
13 emission systems of their diesel fleet.

14 Every diesel mechanic or shop I've
15 asked about this issue has said similar things.
16 The designs and complexity of modern emission
17 systems are fundamentally mismatched with
18 Arctic conditions and may not be suitable for
19 any application where reliability and safety
20 are critical.

21 If we're going to have a single
22 standard for the entire continent, the standard
23 needs to work everywhere in North America, from
24 Death Valley to Dead Horse. Deciding that
25 Arctic conditions are not worth addressing or

1 accommodating because we're too small to matter
2 is contrary to the general welfare and
3 fundamentally breaches engineering ethics.
4 Therefore, additional regulatory criteria must
5 be established to ensure that emission systems
6 remain functional in all environments,
7 including Arctic environments.

8 In summary, for the proposed rule to
9 be compliant with the Statute, that is the
10 Clean Air Act, we need to eliminate the derates
11 for safety reasons and implement appropriate
12 testing and reliability criteria to accommodate
13 Arctic environments. That concludes my
14 testimony.

15 FACILITATOR PAM: Thank you. Our next
16 speaker is Emily Thompson.

17 MS. THOMPSON: Thank you so much. My
18 name is Emily Thompson, and I live in
19 Arlington, Virginia. I strongly oppose EPA's
20 proposal to weaken policies that reduce NOx
21 emissions from heavy-duty vehicles. I urge you
22 to withdraw this proposal and continue
23 implementing the 2022 Cleaner Trucks Rule on
24 its original timeline.

25 I live in a metropolitan area right

1 next to a major highway, and when I run or walk
2 through my neighborhood I often think about the
3 pollution I'm breathing into my lungs. No one
4 should have to worry that exercising outdoors
5 could harm their health. 72 million people,
6 along with myself, are estimated to live near
7 truck freight routes, putting their health at
8 risk.

9 Trucks represent a small fraction of
10 total on-road vehicles, but generate the
11 greatest share of harmful traffic-related air
12 pollutants. For communities like mine with
13 heavy truck traffic, exposure to
14 traffic-related pollution is a serious health
15 hazard. The mixture of emissions has been
16 linked to poor birth outcomes, reduced lung and
17 cognitive development, development and
18 worsening of chronic respiratory and
19 cardiovascular diseases, an increased risk of
20 dementia, cancer, and premature death.

21 According to the American Lung
22 Association's State of the Air 2026 report,
23 over 152 million people are living in places
24 with unhealthy air.

25 NOx emissions from trucks react

1 chemically with other molecules in the
2 atmosphere to produce additional air
3 pollutants, including ground-level ozone, which
4 is like getting a sunburn on your lungs, and
5 can add to the formation of secondary
6 particles, which can cause lung cancer, other
7 health emergencies, and premature death.

8 My county received a D grade for ozone
9 pollution this year, meaning my health was put
10 at risk due to breathing in dangerous air
11 pollution. A total of 129.1 million people
12 were exposed to levels of ozone that put their
13 health at risk, according to the State of the
14 Air report.

15 EPA's existing standards on NOx
16 pollution from trucks have strong public health
17 benefits. When fully implemented, the rules
18 are expected to have significant benefits,
19 including up 2,900 fewer premature deaths,
20 18,000 fewer cases of asthma onset in children,
21 and \$29 billion in net public health benefits.
22 EPA's proposed weakening of the existing rules
23 fails to show the health impacts that will
24 result from the rulemaking, following a trend
25 of the agency ignoring the health benefits of

1 reducing pollution. The proposed elimination
2 of warranty protections is projected in the
3 proposal to increase smog-forming NOx emissions
4 by 10s of 1,000s of tons annually.

5 Coupled with other rollbacks of clean
6 vehicles, the EPA is allowing more traffic
7 pollution to pollute communities. EPA has
8 already proposed weakening standards that limit
9 tailpipe emissions for light-duty vehicles like
10 cars. In Congress illegally, and at the
11 direction of EPA, revoked state vehicle
12 emission standards with more potentially
13 forthcoming.

14 Along with other rollbacks of
15 pollution safeguards in other sectors, American
16 families will be at risk for greater disease
17 from pollution due to the actions of EPA, all
18 while EPA's core mission is to protect public
19 health. The Clean Air Act requires EPA to
20 regulate sources of pollution, including mobile
21 sources, this weakening of policies that help
22 reduce --

23 FACILITATOR PAM: Thank you.

24 MS. THOMPSON: Oh, thank you very
25 much.

1 FACILITATOR PAM: Thank you for your
2 comment. The next speaker is Emily Petrucci.

3 MS. PETRUCCI: Good morning. Can you
4 hear me okay?

5 FACILITATOR PAM: Yes, we can. Thank
6 you.

7 MS. PETRUCCI: My name is Emily
8 Petrucci, and I'm a Pennsylvania field
9 organizer for Moms Clean Air Force, an
10 organization working to protect children and
11 families from the harmful effects of air
12 pollution. My husband and I live in Media, a
13 suburb outside of Philadelphia, with our two
14 daughters. I urge you to protect the
15 heavy-duty NOx rule.

16 This rule protects children, families,
17 and especially vulnerable communities from the
18 harmful effects of nitrogen oxides and soot
19 pollutants. My family cares about rules like
20 this because they work to protect everyone in
21 our community, from the school bus driver who
22 takes our kids to and from school, to the
23 transit bus driver taking our neighbor to work,
24 to the drivers making local deliveries to our
25 neighborhood. Everyone deserves the benefit of

1 safe, clean air.

2 We recently saw very unhealthy
3 particle pollution from distant wildfires
4 descending upon our region. While we can't
5 control such large-scale events, we can take
6 sensible actions that decrease our overall
7 exposure to air pollution that comes from
8 heavy-duty trucks.

9 What's most concerning is the air
10 pollution from heavy-duty trucks is not always
11 visible. I cannot draw a definitive line from
12 the air pollution in our area to the
13 unexplained respiratory problems that I suffer
14 from, which can include months of coughing and
15 the use of two inhalers. But we do know that
16 these harmful exposures cause respiratory harm,
17 asthma attacks, lung cancer, and cardiovascular
18 events, and increase the overall health risks
19 in my family. Young children and athletes like
20 my daughter are especially sensitive and spend
21 more time outside and exposed to air pollution.

22 The sooner we get cleaner vehicles on
23 the road, the better, and it can't happen soon
24 enough for our neighbors living closest to the
25 source of these pollutants.

1 The health-harming impacts from trucks
2 disproportionately affect people of color, who
3 we know experience higher than average levels
4 of pollution exposure from a variety of
5 sources.

6 EPA Administrator Zeldin and the Trump
7 administration are failing to deliver clean air
8 for Americans. Weakening enforcement of limits
9 on harmful tailpipe pollution is not what
10 working families who are already struggling
11 with the high cost of healthcare want for their
12 communities. The EPA must make progress toward
13 cleaner air and maintaining the 2022 Cleaning
14 Trucks Standards as they are is a step in the
15 right direction. Thank you for the opportunity
16 to testify today.

17 FACILITATOR PAM: Thank you. The next
18 speaker is Milagros Elia.

19 MS. ELIA: Thank you. Are you able to
20 hear me okay?

21 FACILITATOR PAM: Yes, we can. Thank
22 you.

23 MS. ELIA: Yes, thank you. Thank you
24 for the opportunity to speak today. My name is
25 Milagros Elia, I am a board-certified nurse

1 practitioner of over 25 years and the Program
2 Manager of Climate and Clean Energy Advocacy at
3 the Alliance of Nurses for Healthy
4 Environments, otherwise known as ANHE. ANHE is
5 the leading global nursing organization focused
6 on the intersection of human health and
7 planetary health, and we have over 10,000
8 members in all 50 states. ANHE strongly
9 opposes the current EPA proposal to weaken
10 policies that reduce NOx emissions from
11 heavy-duty vehicles.

12 In December of 2022, the EPA finalized
13 a rule that set stronger emission standards to
14 further reduce pollution from heavy-duty
15 vehicles and engines. The rule estimated to
16 was estimated to prevent up to 2,900 premature
17 deaths annually, now the EPA is proposing to
18 roll back provisions of that 2022 Rule.

19 As nurses, we are concerned about
20 these rollbacks, as any rollbacks to tailpipe
21 pollution will put the health at risk of the
22 72 million people estimated to live near truck
23 freight routes. The EPA should hold
24 manufacturers to the commitments they made.

25 Strong warranty and useful life

1 protections ensure pollution controls work in
2 the real world, not just when the new engine
3 leaves the factory, and it keeps the cost of
4 defects when the companies that designed and
5 sold -- with the companies that designed and
6 sold the equipment.

7 The proposed rule amendments that
8 truck manufacturers and industry groups are
9 demanding calls for technological stagnation
10 that would harm public health, burden truck
11 riders, and cede American market leadership to
12 foreign competitors. Industry pressure has
13 consequences on the air we breathe. EPA
14 estimates that removing the longer warranty
15 would add roughly 36,000 tons of NOx pollution
16 in 2055 and erase 12 percent of the original
17 program's NOx benefit that year. Weakening
18 warranty and durability protections put truck
19 drivers and communities at greater risk.

20 Heavy-duty vehicles are a small share
21 of vehicles on the road, but a dominant source
22 of transportation sector NOx and particle
23 pollution. That burden falls heavily on truck
24 drivers, people living near highways and
25 freight and freight corridors and neighborhoods

1 surrounding warehouses and ports. Heavy-duty
2 vehicles have an outsized pollution footprint.
3 Although they represent about 6 percent of the
4 on-road fleet, they generate 59 percent of
5 transportation sector NOx and 55 percent of
6 particle pollution, according to the American
7 Lung Association.

8 In summary, the EPA Administrator
9 Zeldin and President Trump promised clean air
10 for every American, and the Alliance of Nurses
11 for Healthy Environments urges the EPA to keep
12 their commitment and not to delay enforcement
13 of limits on health harming tailpipe pollutions
14 from trucks. Thank you.

15 FACILITATOR PAM: Thank you. The next
16 speaker is Jonathan Levenshus. And, Jonathan,
17 you're welcome to turn your camera on as well.

18 MR. LEVENSHUS: Doesn't seem to want
19 to work for me. I'll just go ahead and start.

20 FACILITATOR PAM: Great. Thank you.

21 MR. LEVENSHUS: Okay. Good morning.
22 My name is Jonathan Levenshus, I'm Sierra
23 Club's Director of Federal Energy Campaigns. I
24 live in Indianapolis, Indiana. I'm here to
25 oppose EPA's proposal to gut key provisions of

1 the 2023 Heavy Duty NOx Rule, a rule that was
2 designed to make sure heavy trucks keep their
3 emissions controls working for the full life of
4 the vehicle, not just the first few years.

5 EPA says it's keeping the headline NOx
6 limit in place, but a pollution limit only
7 matters if trucks actually meet it once they're
8 on the road for years hauling freight through
9 our neighborhoods. This proposal hollows out
10 every mechanism that made that possible.

11 Start with useful life. Trucks are
12 supposed to prove their emissions controls hold
13 up to 650,000 miles in 11 years, but this
14 proposal pushes that requirement back three
15 years, from 2027 to 2030.

16 Then the warranty. EPA is cutting it
17 from 10 years back to 5. So 5 years after the
18 truck rolls off the lot, fixing a failed
19 emission system falls entirely on the trucker,
20 not the manufacturer. When repairs get
21 expensive, maintenance gets skipped, and broken
22 systems stay broken.

23 The proposal also eliminates the
24 automatic derates that used to force a truck
25 with a failed emission systems into a repair

1 shop. Now that same truck can keep running at
2 full power with just a dashboard warning light.
3 And EPA is adding nonconformance penalties that
4 let manufacturers pay a fee instead of meeting
5 the NOx standard at all, a pay-to-pollute
6 loophole.

7 Individually each change sounds
8 technical, together they add up to a rule with
9 a number on paper and no way to enforce it.

10 This isn't abstract for Indianapolis.
11 Greater Indianapolis was ranked among the worst
12 metro areas in the Country for both ozone and
13 particle pollution in the American Lung
14 Association's most recent State of the Air
15 Report, a failing grade on year-end particle
16 pollution. Marion County, where I live and
17 work, has roughly 450,000 residents who are
18 especially vulnerable to air pollution,
19 including more than 90,000 people living with
20 asthma and over 235,000 children.

21 Trucks moving along I-65, I-70, and
22 I-465, the interstates that make Indianapolis a
23 national freight hub, are a major source of the
24 nitrogen oxides that cook into ground-level
25 ozone on hot summer days, triggering the cities

1 to close city parks and playgrounds for camps.

2 Every year this rules protections are
3 delayed or weakened is another year of trucks
4 on our highways emitting more NOx than they
5 should, and another year of kids in
6 Indianapolis breathing it. I urge the EPA to
7 withdraw this proposal and keep the 2023 Rule's
8 useful life, warranty, and compliance
9 provisions intact. A pollution standard
10 without enforcement teeth is not a pollution
11 standard, it's a promise with no way to keep
12 it. Thank you.

13 FACILITATOR PAM: Thank you. Our next
14 speaker is Victoria Martinez.

15 MS. MARTINEZ: Can you hear me okay.

16 FACILITATOR PAM: Yes, we can. Thank
17 you.

18 MS. MARTINEZ: Okay. Thank you. Good
19 morning, EPA Panel. Victoria Martinez, a UCLA
20 Luskin Center for Innovation Fellow working
21 with California Environmental Voters, and a
22 daughter of Wilmington, California, one of the
23 most polluted neighborhoods in the Country,
24 according to the American Lung Association. We
25 strongly oppose the U.S. EPA's NOx proposal to

1 weaken this Federal protection, as it
2 undermines competitiveness in the midst of an
3 affordability crisis and threatens public
4 health.

5 Wilmington, California, is a community
6 surrounded by ports, refineries, freeways, and
7 heavy-duty freight movement. Although
8 Wilmington is one of the youngest communities
9 in Los Angeles County, it experiences an
10 estimated 272 premature deaths each year.

11 Several of my family members have
12 developed cancer after decades of exposure to
13 industrial pollution and poor air quality.
14 This proposal is not simply about regulatory
15 flexibility, it is about whether our families
16 continue to bear the health consequences of the
17 diesel DEF zone.

18 Heavy-duty vehicles contribute to
19 about half of nitrogen oxide emissions in the
20 United States. By weakening compliance
21 requirements and replacing engine derates with
22 warning notifications, this proposal increases
23 the likelihood that trucks with malfunctioning
24 emissions control systems will remain on the
25 road longer. Those additional emissions will

1 disproportionately impact the millions of
2 frontline community members already
3 experiencing higher rates of asthma,
4 cardiovascular disease, and premature death.

5 Weakening NOx regulations does not
6 strengthen American manufacturing, it allows
7 the United States to fall further behind global
8 competitors who are already bolstering their
9 clean energy economies. China and the European
10 Union have demonstrated that strong
11 environmental standards and industrial
12 investment will drive down costs and bolster
13 innovation. These countries are leading
14 globally in electric heavy-duty truck adoption
15 and zero emission freight. Even Daimler, one
16 of America's largest truck manufacturers, has
17 dramatically increased electric truck sales in
18 Europe, demonstrating that ambitious
19 environmental standards and government
20 regulatory certainty fosters innovation.

21 This proposal creates uncertainty at
22 the cost of American families' health and
23 pocketbooks. Stripping these clean air
24 safeguards hampers economic growth and
25 sacrifices working families from communities

1 like mine in Wilmington. The EPA is mandated
2 in statute to protect Americans' access to
3 clean air and stronger protections, not weaker
4 standards.

5 On behalf of the State's Working
6 Families, California Environmental Voters urge
7 you to reject this new proposed NOC standard.

8 FACILITATOR PAM: Thank you. Our next
9 speaker is Joshua Houdek.

10 MR. HOUDEK: Hello. Good morning.
11 Can you hear me?

12 FACILITATOR PAM: Yes, we can. Thank
13 you.

14 MR. HOUDEK: Great. My name is Joshua
15 Houdek, I'm in Minneapolis, Minnesota. I
16 strongly oppose the proposal of EPA weakening
17 this rule.

18 To save money to get exercise and
19 built into my busy day, I walk, I bike, and I
20 take transit as much as I can. When my
21 daughter, my wife, and I walk or bike in our
22 neighborhood, we are forced to breathe in
23 pollution and carcinogens from trucks. We are
24 more susceptible to illnesses like asthma and
25 lung cancer and heart disease.

1 Weakening or eliminating limits on
2 dirty diesel pollution today will have a
3 long-lasting effect for decades to come. We
4 know that the typical diesel semi truck has
5 750,000 mile lifespan, but even a well
6 maintained truck can put even a million miles
7 or more on the road. So every new diesel
8 engine deployed with a weaker tailpipe
9 standards will emit massive amounts of
10 unnecessary health-harming pollution during its
11 entire service life on the road.

12 My family and I are doing our part, as
13 I said, we walk and bike, we take transit.
14 And, this Earth Day we got our very first clean
15 electric vehicle. We also had the privilege of
16 traveling to China last year, and I can tell
17 you, our country is so far behind on clean
18 transportation options. So many vehicles were
19 clean electric, they are quiet all over China.
20 We need to catch up and this action will put us
21 backwards.

22 If the EPA's proposed rollback attacks
23 warranty and useful life provisions for
24 emission control equipment, it could have
25 severe impacts, not just for public health, but

1 also for fleet operators and workers. These
2 warranty and useful life requirements were put
3 in place because clean, compliant emission
4 performance should be assured by their
5 manufacturers over the life of the vehicle.

6 Again, I strongly urge the EPA to
7 remove this proposal. Thank you.

8 FACILITATOR PAM: Thank you. Our next
9 speaker is Susan Mudd.

10 MS. MUDD: Good morning. Can you hear
11 me?

12 FACILITATOR PAM: Yes, we can. Thank
13 you.

14 MS. MUDD: Thank you. I'm Susan Mudd,
15 Senior Policy Advocate at the Environmental Law
16 and Policy Center, the Midwest's leading
17 environmental legal advocacy organization. I
18 appreciate the opportunity to testify.

19 Thanks to EPA's Clean Air Act
20 implementation and enforcement, air quality in
21 the U.S. improved in the past several decades,
22 but the proposed revisions to the heavy-duty
23 vehicle NOx Rule fly in the face of EPA
24 administrators' promise for every American.
25 The emission standards being undercut are

1 important to reducing emissions that harm
2 public health and must not be rolled back.

3 Despite making up only a small
4 fraction of vehicles on the road, heavy-duty
5 diesel vehicles are among the top sources of
6 health-harming NO_x pollution. Based on
7 improved understanding of chemistry and
8 transport, advancements in satellite
9 measurement, modeling capabilities, and recent
10 health effects studies, a new draft report by
11 EPA staff scientists, Integrated Science
12 Assessment of Oxides of Nitrogen, found
13 conclusive evidence of the harms of NO_x
14 pollution, including a causal relationship
15 between both short and long-term NO_x exposures
16 and respiratory effects, and numerous
17 additional health effects likely caused by NO_x
18 exposure.

19 Scientists at EPA and elsewhere, and
20 all the rest of us must wonder, when scientists
21 clearly find that NO_x harms public health in
22 many ways, why, in this rule, are diesel trucks
23 being given a pass on actually reducing this
24 harmful pollution.

25 This proposed gutting includes

1 critical provisions to ensure trucks emissions
2 are controlled. By reducing the required
3 useful life of emission control devices and
4 shortening the warranty period for emission
5 controls, it would lower the chances of
6 emission controls functioning properly over a
7 truck's lifetime.

8 Chicago is at the crossroads of
9 numerous interstate highways and the largest
10 concentration of intermodal facilities. In
11 Cook and surrounding collar counties, medium
12 and heavy-duty truck emissions account for
13 22 percent of NOx pollution and contribute to
14 more than 1,300 premature deaths each year,
15 according to a 2025 Northwestern University
16 study.

17 ALA's 2026 State of the Year report
18 documents Chicago, southeast and eastern
19 Wisconsin, and St. Louis areas having among the
20 top 25 most unhealthy days due to ozone
21 pollution. Every summer, EPA ozone standards
22 are exceeded in these Midwest cities.
23 Residents are advised against working,
24 exercising, or spending time outdoors.
25 Hundreds of thousands of children can't play

1 outdoors. In some Chicago neighborhoods, a
2 third of children already have asthma. More
3 NOx in the air would worsen their lives.

4 EPA's decision now will have
5 decades-long impacts. A typical diesel semi
6 truck, if allowed to get away with weaker
7 tail-pipe controls, will emit quantities of
8 unnecessary health-harming asthma and lung
9 cancer-causing pollution during its lifespan.

10 EPA, withdraw this proposal and focus
11 on protecting Americans' freedom to breathe
12 clean air.

13 FACILITATOR PAM: Thank you. The next
14 speaker is Kristi Dayemo.

15 MS. DAYEMO: Good morning. My name is
16 Kristi Dayemo, I'm a Campaign Manager at Hip
17 Hop Caucus. Hip Hop Caucus is a 21-year-old
18 organization that empowers people that are
19 first and worst impacted to fight for racial
20 justice, healthy communities, and a healthy
21 planet. Hip Hop Caucus opposes the EPA's
22 proposal to amend the 2027 heavy-duty nitrogen
23 oxide rule as finalized in 2022. This proposal
24 is a clear rollback of standards.

25 Heavy-duty diesel trucks are among the

1 largest source of nitrogen oxide and fine
2 particulate matter. These pollutants
3 disproportionately burden black communities,
4 low-income neighborhoods, and communities near
5 traffic corridors.

6 As a constituent, this proposed rule
7 directly affects my life. I live in
8 New Orleans, three blocks from I-10, one of the
9 busiest interstate highways in the
10 United States. Every day I go on a run or a
11 walk with my dog while trucks pass by, choking
12 me with their exhaust, and I don't say choking
13 hyperbolically, I literally begin coughing to
14 the point I cannot breathe and I have to stop
15 running until the truck passes.

16 While there are limited studies to
17 point to the specific risks associated with
18 exercising near highways, there are many that
19 indicate living near highway traffic is
20 associated with decreased lung health and
21 performance. I feel my lungs' capacity
22 decrease every time a truck passes me as it
23 exits I-10 and heads to the French Quarter for
24 deliveries.

25 On an average day, 70,000 cars pass

1 the stretch of interstate that goes by my home.
2 On a bad day, that number is 170,000. That
3 puts me at the 98th percentile for traffic
4 proximity and the 91st percentile for NOx
5 exposure in the United States. It's no
6 surprise that many parts of my neighborhood are
7 at the 95th percentile for asthma, and on
8 average people die 10 years earlier than
9 New Orleanians in neighborhoods that are not
10 surrounded by highway traffic. This disparity
11 is not an accident.

12 These trucks pass through two
13 historically black neighborhoods to supply the
14 city's bustling tourist industry, not the
15 people living and breathing the air every day.

16 No one feels a responsibility to us.
17 Not the manufacturers who look at rolling back
18 NOx regulations as a payday. Not the fossil
19 fuel industry that gets rich off of feeding
20 heavy-duty trucks barrels of oil while already
21 vulnerable communities breathe in the
22 pollution. I need you to care for my health
23 and everyone else's health. That's why I'm
24 asking you to take the following actions.

25 One, EPA should maintain strong

1 certification requirements. Manufacturers
2 should be required to show that engines can
3 meet pollution standards before they enter the
4 market.

5 Second, EPA should maintain strong
6 in-use testing requirements. Real-world
7 emissions matter. Trucks idle, they stop and
8 go, and they travel near schools and homes.

9 Third, EPA should maintain strong,
10 useful life requirements. Heavy-duty trucks
11 remain on the road for years, pollution
12 controls need to work across the real operating
13 life of the vehicle.

14 Fourth, the EPA should strengthen
15 anti-tampering and compliance enforcement.
16 Communities should not be asked to rely on
17 pollution protections that can be bypassed,
18 weakened, or avoided through technical
19 loopholes.

20 Hip Hop Caucus will also submit
21 detailed written comments to this docket. We
22 ask the EPA to fully consider the submission
23 for the supporting legal, technical, and policy
24 analysis behind the recommendations presented
25 today.

1 FACILITATOR PAM: Thank you. Our next
2 speaker is Shweta Arya.

3 MS. ARYA: Good morning. And you can
4 hear me all right?

5 FACILITATOR PAM: Yes, we can. Thank
6 you.

7 MS. ARYA: Good morning, everyone. My
8 name is Shweta Arya, I use she/her pronouns,
9 and I'm testifying on behalf of the American
10 Public Health Association. APHA is the
11 nation's leading organization for public health
12 professionals, we champion optimal, equitable
13 health, and well-being for all. We strongly
14 oppose EPA's proposal to weaken the heavy-duty
15 truck pollution standards and urge the Agency
16 to maintain robust protection.

17 Heavy-duty trucks and buses are a
18 small share of vehicles on the road, but they
19 are responsible for a large share of
20 transportation sectors, NOx and fine
21 particulate matter pollution.

22 EPA's own analysis of the current
23 standards show that if fully implemented, they
24 would yield large net public benefits on the
25 order of \$13 billion annually through 2055,

1 including substantial climate benefits and
2 hundreds of millions of dollars in annual
3 health gains from lower levels of fine
4 particulate matter. Those health gains matter
5 most in the places that see the most truck
6 traffic.

7 More than 72 million people in the
8 United States live near major freight corridors
9 where exposure to diesel truck emissions is
10 concentrated. EPA and other analyses have
11 identified that these communities are
12 disproportionately made up of people of color
13 and residents with lower incomes. In these
14 neighborhoods, traffic-related air pollution is
15 associated with adverse birth outcomes,
16 impaired lung and cognitive development, the
17 onset and worsening of chronic respiratory and
18 cardiovascular diseases, and increased risks of
19 dementia, cancer, and early death.

20 Public health is fundamentally about
21 prevention, stopping disease, disability, and
22 premature death before they happen. Strong,
23 heavy-duty truck standards are a preventative
24 tool. They are expected to avert thousands of
25 premature deaths and tens of thousands of new

1 asthma cases and other serious health events
2 every year by cutting NOx and fine-tuned
3 emissions from diesel engines by shortening
4 warranty periods, delaying useful life
5 requirements, and weakening safeguards that
6 ensure emission control systems are maintained
7 and functioning, the proposal would allow many
8 trucks to operate without effective pollution
9 controls. That is the opposite of prevention.

10 EPA was created to safeguard public
11 health, and the Clean Air Act explicitly
12 directs the Agency to regulate mobile source
13 pollution to achieve that goal.

14 On behalf of the American Public
15 Health Association, I urge EPA to reject this
16 weakening of heavy-duty truck standards and
17 fully account for the human health impact of
18 increased pollution and uphold its
19 responsibility to prevent harm and protect the
20 health of all people who live, work, and go to
21 school near freight routes, highways, and busy
22 truck corridors across the country. Thank you.

23 FACILITATOR PAM: Thank you. Our next
24 speaker is Will Anderson.

25 MR. ANDERSON: Yes. Good morning. My

1 name is Will Anderson, and I'm here today
2 representing Public Citizen. I'm an advocate
3 for zero-emission vehicles, because having
4 grown up in Atlanta with its infamous traffic
5 and the resulting poor air quality, I know
6 firsthand how we must shape helpful public
7 policy rather than letting harmful policies
8 shape us.

9 During this comment period we will
10 hear days of compelling and thorough testimony
11 from people of all walks of life detailing why
12 it's unconscionable for the Environmental
13 Protection Agency to amend and weaken these
14 heavy-duty NOx emission standards, and why we
15 urgently need to accelerate our transition to
16 zero-emission vehicles.

17 Tailpipe emissions from heavy-duty
18 trucks are a major source of nitrogen oxides,
19 or NOx, and particulate matter. Although
20 heavy-duty trucks account for 6 percent of the
21 on-road fleet, their emissions total about
22 59 percent of transportation sector NOx and
23 55 percent of particle pollution, according to
24 the American Lung Association. Evidence has
25 shown that tailpipe pollution is linked to

1 catastrophic health impacts with immense costs
2 in lives, quality of life, as well as financial
3 costs.

4 Communities who live next to highways
5 and freight corridors, particularly the
6 children and the elderly who live there,
7 disproportionately suffer from these health
8 issues. The health-harming chemicals in
9 tailpipe pollution are medically known to
10 worsen and contribute to the development of
11 cancer, COPD, asthma, respiratory disease, high
12 blood pressure, blood clots, stroke, and heart
13 attack, among other illnesses.

14 I personally grew up on the south side
15 of Atlanta between Interstates 75 and 85, as
16 well as in the shadows of the worlds busies
17 airport and its freight cargo facilities. I
18 have family members with asthma that's likely
19 the result of decades of air pollution
20 exposure. I personally have high blood
21 pressure that I manage through a healthy diet,
22 exercise, and medication.

23 Smog and soot air pollution caused by
24 vehicle emissions are among the greatest
25 threats to public health for the more than

1 72 million who live near major trucking rigs.
2 Air pollution from road transport is
3 responsible for one premature every 45 seconds
4 and one new childhood asthma case every
5 2 minutes. Families in these communities, like
6 mine on Atlanta South Side and throughout the
7 country, have suffered far too long and cannot
8 wait for clean air.

9 It's also important to recognize the
10 health impact of the drivers of these
11 heavy-duty trucks. Diesel pollution is
12 recognized as a class 1 carcinogen and has been
13 described by experts as more carcinogenic than
14 secondhand smoke. Truck manufacturers depend
15 on drivers and create communities for their
16 business, they should be defending protections
17 that keep pollution controls working, not
18 lobbying to shorten their responsibility once a
19 truck is sold.

20 EPA should reject any effort by
21 manufacturers who weaken their responsibility
22 for cleaner technologies. Companies that
23 profit from heavy-duty engines should remain
24 accountable for ensuring their pollution
25 controls work through a meaningful share of the

1 vehicle's operating life and not displace
2 impacts elsewhere. In the face of these
3 healthcare costs and in the light of
4 overwhelming testimony, it'd be a travesty if
5 EPA did not hear this public outcry. We should
6 fully implement the strongest heavy-duty NOx
7 standards. Thank you.

8 MR. JOHNSON: Thank you. Our next
9 speaker is Levi Kamolnick.

10 MR. KAMOLNICK: Good morning. My name
11 is Levi Kamolnick, Federal Policy Director with
12 CALSTART, a globally recognized organization
13 dedicated to the promotion of advanced
14 near-zero emission transportation solutions,
15 with a member consortium of more than 200
16 technology, government, industry, and community
17 partners, including multiple automotive
18 manufacturers. CALSTART has worked for more
19 than 30 years to accelerate the
20 commercialization and deployment of advanced
21 transportation technologies and solutions.

22 CALSTART opposes EPA's proposed
23 changes to the heavy-duty criteria program as
24 shared earlier this month. While we agree with
25 and support EPA's decision to maintain the

1 current stringency of the program, changes to
2 the warranty, useful life inducement
3 requirements, and additional nonconformance
4 penalties, as proposed, would lead to
5 uncertainty, risk, and greater emissions from
6 the heaviest polluting vehicles on the road.
7 This program, as currently in place, maintains
8 a strong incentive structure for maintaining
9 the selective catalytic production systems
10 vehicles are equipped with in order to keep
11 them in best working order.

12 EPA acknowledges its suite of proposed
13 changes would result in a significant emissions
14 increase, but we fear it's difficult to say
15 with certainty how and if operators will choose
16 to maintain the SCR systems with only alerts as
17 an incentive.

18 Medium and heavy-duty vehicles
19 equipped with SCR systems are a testament to
20 American innovation and decades of work toward
21 a cleaner, more efficient transportation
22 sector. The investments made to develop this
23 technology were made in good faith over decades
24 since EPA first began regulating heavy-duty
25 vehicle emissions in the 1970s.

1 This proposal creates tremendous
2 uncertainty for both fleets and manufacturers,
3 undermining the reliance interests of our
4 innovators and offering few guardrails keeping
5 even EPA's modeled emission scenario under this
6 proposal clearly on track.

7 Additionally, the proposal would have
8 a strongly negative impact on public health.
9 NOx is a deadly air pollutant, and our
10 communities are far and away better for
11 regulations that minimize its presence in the
12 places we live and work, as well as the
13 millions in additional healthcare costs that
14 dwarf the cost of compliance with this program.

15 The heavy-duty criteria program's
16 proven track record, the current trajectory of
17 vehicle technology, and the overwhelming
18 benefits of air quality improvements support
19 maintaining the program and avoiding these
20 unnecessary and costly changes to a clear
21 example of regulatory success. The
22 United States must continue to be a sponsor of
23 innovation and should continue to build a
24 trucking sector that leads the world. Thank
25 you for the opportunity to testify.

1 FACILITATOR PAM: Thank you. The next
2 speaker will be Jack Kaufman.

3 MR. KAUFMAN: Hi. Good morning. In
4 addition to my role at my company, I also serve
5 on the Commercial Vehicle Safety Alliance
6 Passenger Carrier Committee and the Board of
7 Directors of the United Motor Coach
8 Association. So I have immense experience in
9 the safety aspect of the passenger
10 transportation industry.

11 I know many of you here today are
12 speaking on behalf of clean air and
13 environmental protection, and nothing I'm going
14 to say touches changing the emission standards
15 themselves. What I am focusing on is the
16 enforcement mechanism that kicks in when a
17 system malfunctions in the field, mandatory
18 engine derate.

19 Derate on an interstate on a grade or
20 at night in a motor coach creates a real safety
21 hazard. I think another aspect that many do
22 not think about is that derate doesn't
23 automatically save emissions, and in many cases
24 it costs them. There's rarely a technician
25 nearby who specializes in motor coaches and can

1 clear the modern emissions fault, so end up
2 flying or driving a mechanic out, sometimes
3 thousands of miles. We have to dispatch
4 replacement coaches, service trucks, and tow
5 trucks, all burning more emissions than the
6 coach would have just returning to the terminal
7 under its own power.

8 Our company, like a majority of my
9 industry, already invests beyond what's
10 required. We have active telematics for idle
11 monitoring, we hold our drivers accountable for
12 it, and we have strict idle reduction policies
13 because we share the goal of cleaner air. What
14 we're asking for is not less accountability,
15 but it's smarter. Keep the NOx standards, but
16 replace the automatic roadside power cut with
17 driver and fleet notifications in a reasonable
18 repair window.

19 On July 1st of this year in Orange
20 County, New York, nearly 20 ROTC candidates
21 were hospitalized for heat exhaustion after the
22 air conditioning failed on a charter bus. That
23 was a mechanical failure that was arguably
24 unavoidable. Derate is different, it isn't a
25 breakdown, it's a regulatory mechanism with

1 failure by design. If losing air conditioning
2 for an afternoon can put 20 children in the
3 hospital, we should think about a rule that can
4 force a bus to stop entirely for hours while we
5 wait for a specialized technician or
6 replacement vehicle. Our passengers are often
7 vulnerable populations, and delaying their
8 travel can have serious consequences.

9 I want to thank you for the
10 opportunity to speak and for considering an
11 approach that protects both air quality and the
12 lives of the passengers that entrust our
13 industry to get them to their destination
14 safely.

15 FACILITATOR PAM: Thank you. Our next
16 speaker is Elizabeth Del Buono.

17 MS. DEL BUONO: Hi. Can you hear me?

18 FACILITATOR PAM: Yes, we can. Thank
19 you.

20 MS. DEL BUONO: Great. Thanks. My
21 name is Dr. Elizabeth Del Buono, I'm a retired
22 physician, as well as Founder and Board Chair
23 of Michigan Clinicians for Climate Action, a
24 network of more than 450 healthcare
25 professionals from across Michigan. Thanks for

1 the opportunity to comment today.

2 I strongly oppose EPA's proposal to
3 weaken policies that reduce NOx emissions from
4 heavy-duty vehicles because of the costly
5 health impacts suffered by those living closest
6 to industrial traffic, but paid for by all of
7 us. I urge you to withdraw this proposal and
8 continue implementing the 2022 Cleaner Truck
9 Rules on its original timeline.

10 As someone who practiced medicine for
11 over 30 years, I'm acutely aware of the
12 long-term consequences of ozone and particulate
13 air pollution. They are dangerous air
14 pollutants, and they lead to a myriad of poor
15 health outcomes, including exacerbating chronic
16 respiratory and cardiovascular disease, and
17 increased risk of dementia, lung cancer, and
18 premature death, as we've heard. Most
19 tragically, though, is the fact that chronic
20 exposure to truck pollution can leave children
21 with lifelong health consequences.

22 A few summers ago I traveled to D.C.
23 with a talented young woman who grew up in one
24 of the most polluted areas of Detroit, where
25 asthma hospitalization rates are nearly ten

1 times higher than the rest of the state. When
2 we arrived on this hot and humid day, I
3 collected my luggage and hurried toward our
4 conference. Despite being 40 years my junior,
5 my young associate could not keep up with me.
6 She had to stop repeatedly struggling to
7 breathe and reaching for her inhaler.
8 Throughout the trip I found myself slowing down
9 and carrying her bags, the bags of a teenager
10 whose lungs have been shaped by years of
11 breathing polluted air.

12 This experience serves as a stark
13 reminder that health impacts of traffic
14 pollution have a lifelong burden. Children's
15 lungs are not fully developed at birth, and
16 chronic exposure to air pollution stunts airway
17 development. Even a small increase in ozone is
18 associated with higher rates of school absences
19 and can affect how a child can learn.
20 Similarly, chronic exposure to ozone air
21 pollution is linked with higher risk of preterm
22 deliveries, stillbirth, and certain birth
23 defects.

24 How can we turn our backs on families
25 raising children in polluted areas like

1 Detroit? Isn't protecting these children
2 central to EPA's core mission to protect public
3 health?

4 The Clean Air Act requires the agency
5 to regulate mobile sources of air pollution.
6 This weakening of policies to help reduce NOx
7 pollution from trucks is at odds with EPA's
8 mission and must be withdrawn. Thank you.

9 FACILITATOR PAM: Thank you. Our next
10 speaker is Maria Finnegan.

11 MS. FINNEGAN: Hi. Can you all hear
12 me?

13 FACILITATOR PAM: Yes, we can. Thank
14 you.

15 MS. FINNEGAN: Great. Thank you so
16 much, and thank you for the opportunity to
17 testify. My name is Maria, and I live in the
18 rural town of Dublin, New Hampshire. I'm
19 National Field Manager in Moms Clean Air Force,
20 and I'm also the mother of a five-year-old boy.
21 I urge you to protect the heavy-duty NOx rule
22 and reject this proposal to weaken tailpipe
23 pollution protections for heavy-duty diesel
24 vehicles.

25 Strong transportation standards are

1 essential to protecting the health of our
2 children, our families, and our communities.
3 Heavy-duty trucks are a major source of
4 nitrogen oxides, or NO_x, which form
5 ground-level ozone, or smog, as well as fine
6 particle pollution, or soot. These pollutants
7 are linked to asthma attacks, heart and lung
8 disease, increased emergency room visits, lung
9 cancer, and premature death, as well as harms
10 to pregnancy, birth, and cognitive health.
11 They can also make life very difficult for
12 people with chronic illness, particularly those
13 struggling with respiratory and cardiovascular
14 conditions.

15 Over the past month, people across the
16 Northeast and Midwest have directly experienced
17 the health impacts of unhealthy air, with day
18 after day of heavy wildfire smoke, smoke that
19 exacerbated the chronic illness I live with
20 every day myself.

21 For some of us, the poor air quality
22 passed when the winds shifted, but for the
23 72 million Americans who live near trucking
24 routes, poor air quality from the tailpipe
25 emissions of heavy-duty vehicles is part of

1 their everyday life, with or without wildfire
2 smoke. And these Americans are
3 disproportionately likely to be people of color
4 or come from low-income homes.

5 Families are already struggling with
6 healthcare costs. For people with chronic
7 illnesses, poor air quality can mean more
8 doctor visits, missed work, and mounting
9 medical bills. Preventing pollution-related
10 illness isn't just good public health practice,
11 it's good economic policy too.

12 The trucks covered by this rule will
13 stay on our roads for decades. Weakening these
14 standards now means locking in years of
15 unnecessary pollution that shifts the cost and
16 burden of pollution from the industry that
17 creates it to the families and communities who
18 breathe it in, prevention is always the better
19 choice.

20 This summer smoke events have been a
21 reminder that the air quality -- the quality of
22 our air determines whether parents can care for
23 their children, whether kids can play safely
24 outside, and whether workers can show up for
25 their jobs in the way they want to.

1 In New Hampshire, it meant keeping my
2 son home from camp, stuck inside our house
3 because it wasn't safe for him to be outside,
4 and it wasn't safe for me either. As a parent
5 and someone living with a chronic illness,
6 clean air is personal to me, but I know
7 millions more will feel the impacts of
8 weakening tailpipe pollution protections for
9 new heavy-duty vehicles even more acutely.

10 I urge the EPA to protect the
11 heavy-duty NOx rule as it currently stands and
12 not to weaken it with proposed amendments.
13 Thank you.

14 FACILITATOR PAM: Thank you. Our next
15 speaker is Roy Alonso.

16 MR. ALONSO: Good morning. My name is
17 Roy Alonso, and I'm the President of Cardinal
18 Transportation in Columbus, Ohio. Thank you
19 for the opportunity to speak today.

20 Cardinal Transportation, we transport
21 thousands of passengers every year, including
22 schoolchildren, athletic teams, senior
23 citizens, church groups, corporate travel,
24 Department of Defense and military personnel.
25 Our company is part of the U.S. motor coach

1 industry, which supports more than 75,000
2 direct jobs, generates nearly \$90 billion in
3 economic activity, and provides transportation
4 for hundreds of millions of passengers each
5 year.

6 I want to emphasize that we support
7 reducing emissions, we purchase DEF, maintain
8 our equipment, and prepare emissions-related
9 issues as quickly as possible. Our concern
10 today is not with emission standards, it is
11 with the vehicle derates caused by component
12 failures.

13 Many derates are not caused by
14 operators refusing to use DEF or bypassing
15 emission systems, they are caused by failures
16 of NOx sensors, DEF level sensors, DEF pumps,
17 wiring, or software.

18 Just recently we experienced this
19 firsthand. We had a nearly brand-new motor
20 coach, less than a year old, with roughly
21 60,000 miles, transporting students, children,
22 on a school trip to D.C., this coach
23 experienced a failed DEF sensor and began the
24 derate process. This was not caused by lack of
25 DEF or poor maintenance, it was simply a failed

1 component on a brand-new vehicle. This bus
2 then became disabled in the middle of
3 Washington D.C. near the National Mall with
4 students on board. This replacement part was
5 not even available anywhere for us to buy. We
6 had to ultimately borrow the part from another
7 local motor coach provider just to get the
8 students home safely. We also had to dispatch
9 both rescue motor coach and service truck. So
10 now instead of one clean burning motor coach
11 completing the trip, multiple heavy-duty
12 vehicles had to travel because of a single
13 sensor failed. This result was increased
14 emissions, significant expense, and
15 unnecessary, I repeat, unnecessary risk safety
16 for our passengers.

17 A warning light should never become a
18 roadside emergency.

19 Unlike the trucking industry, we
20 transport people, our family, our kids, our
21 seniors, our military. A derated motor coach
22 can leave 56 passengers stranded on the side of
23 the shoulder of an interstate. Those
24 passengers may be children on field troops,
25 senior citizens, athletes, military service

1 members.

2 Other equipment, fire trucks, military
3 vehicle exempt from derate. I respectfully ask
4 EPA to eliminate mandatory derates for
5 commercial passenger vehicles when the cause is
6 a verified sensor or component failure, and to
7 ensure any final action applies to existing
8 vehicles as well as future vehicles.

9 Again, we support clean air, we
10 support emissions compliance, but no school
11 group, military unit, senior citizen, or family
12 should ever be stranded because of a sensor
13 failure. Thank you for your time and
14 consideration.

15 FACILITATOR PAM: Thank you. The next
16 speaker is Charlie Gagen.

17 MR. GAGEN: Good morning. My name is
18 Charlie Gagen, I live in Austin, Texas. I'm
19 here to express concern and opposition to the
20 proposed change regarding this regulation on
21 heavy-duty trucks and vehicles. I also
22 encourage the EPA to withdraw this proposal and
23 stick with the 2022 Rule.

24 The pollution from heavy-duty vehicles
25 and trucks directly impacts the health of my

1 family and the families of more than a million
2 people in my community. We live just under two
3 miles from Interstate 35. In fact, our stretch
4 is one of the most traffic-congested sections
5 of road in the state. I-35 spans more than
6 1,500 miles, stretching from Mexico to Canada,
7 and every day I'd estimate that at least a
8 third of the vehicles were heavy-duty trucks
9 and 18-wheelers hauling anything and everything
10 through the middle of Austin. It's a nightmare
11 to drive on, but it's also bad for everyone's
12 health.

13 We know that these heavy-duty trucks
14 are a disproportionate source of serious air
15 pollution. Not only is the nitrogen oxide
16 pollution they produce bad, but it helps create
17 more pollution, like ozone. The American Lung
18 Association gives Austin failing grades for
19 ozone and particle pollution, and it's no
20 surprise.

21 The air pollution caused by these
22 heavy-duty trucks directly harms my loved ones.
23 My wife has asthma, with an emergency inhaler
24 always nearby. My parents live nearby, both in
25 their 70s, and my daughter, who turns one next

1 month, is eager to explore the world. Air
2 pollution puts all of them at a heightened risk
3 of harm.

4 The 2022 Rule was the right choice, it
5 prioritized the health of my family and
6 everyone in America, especially those who live
7 near highways. Removing the standard harms
8 everyone's health, I urge you to withdraw this
9 proposal. Thank you.

10 FACILITATOR PAM: Thank you. Our next
11 speaker is Jason Quick.

12 MR. QUICK: Good morning, and thank
13 you for the opportunity here. My name is Jason
14 Quick, and I'm the fourth generation owner of
15 Quick-Livick, Incorporated. We provide charter
16 transportation services throughout the
17 Mid-Atlantic region, are one of the
18 approximately 1,800 charter companies that have
19 survived the challenges brought on by COVID-19.
20 Our fleet consists of 30 motor coaches, with
21 our largest segment of travel-serving youth
22 groups.

23 Quick-Livick supports clean technology
24 and responsible environmental practices. We
25 take our emissions compliance responsibilities

1 seriously and service our aftertreatment
2 systems at twice the frequency recommended by
3 manufacturers. However, we have significant
4 concerns regarding the current implementation
5 of emissions technology, particularly the
6 engine derate system. The sudden and severe
7 impact of derate events create a serious safety
8 risk for our passengers, especially the
9 children and youth groups we transport. A
10 motor coach that unexpectedly loses power due
11 to a sensor failure can place passengers and
12 drivers in hazardous situations.

13 Our experience has shown that the
14 primary failures are not with the
15 after-treatment systems themselves or the
16 engine components, but rather with the sensors
17 and compliance monitoring equipment required to
18 operate those systems. These sensors have
19 proven to be insufficiently engineered for the
20 demands of real-world commercial transportation
21 and are failing at unacceptable intervals.

22 We respectfully request that
23 regulators reconsider the current derate
24 requirements. At a minimum, there should be a
25 reasonable repair window that allows operators

1 to safely address sensor emission system issues
2 before a vehicle is forced into a condition
3 that compromises safe operation. Eliminating
4 automatic derate requirements or replacing them
5 with a more practical and safety-conscious
6 approach would better balance environmental
7 goals with passenger safety.

8 Thank you for your consideration of
9 this important issue. We appreciate your
10 commitment to improving transportation safety
11 while also maintaining responsible
12 environmental standards. Thank you for your
13 time.

14 FACILITATOR PAM: Thank you. Our next
15 speaker is Inyang Uwak.

16 MS. UWAK: Good morning. My name is
17 Dr. Inyang Uwak, I am an Environmental
18 Epidemiologist and the Director for Research
19 and Policy at Air Alliance Houston. Air
20 Alliance Houston is a nonprofit that focuses on
21 reducing the public health impacts of air
22 pollution through research, education, and
23 advocacy. And most of our work is in
24 overburdened communities and fence line
25 communities that bear the disproportionate

1 burden of industrial and mobile source
2 emissions. Thank you for the opportunity to
3 speak this morning. I will focus some of my
4 comments on addressing C1.

5 The EPA's proposal to shorten or alter
6 emission-related warranty requirements
7 compromises long-term emission controls
8 performance. Emission-related warranties serve
9 as a critical regulatory mechanism to ensure
10 that manufacturers design, build, and equip
11 vehicles and equipment to maintain minimal
12 emissions throughout their actual operation.

13 By weakening warranty obligations, the
14 EPA incentivizes manufacturers to lower
15 manufacturing and durability standards for
16 critical treatment emission control systems.
17 When these systems fail prematurely without
18 warranty coverage, this may result in vehicles
19 operating in high-emitting, noncompliant states
20 for extended hours.

21 Our committees located -- four
22 committees located near high-density freight
23 corridors, ports, and industrial centers,
24 substandard emission control systems lead to
25 elevated local concentrations of particulate

1 matter, nitrogen oxides, which is an ozone
2 precursor, and hazardous air pollutants
3 associated with heavy-duty truck exhaust.

4 In Houston, the most recent American
5 Lung Association's recent State of the Air
6 ranked us as sixth most polluter for ozone, and
7 transportation emissions are a significant
8 contributor to this ranking. The EPA
9 acknowledged that these changes would reduce
10 air quality benefits expected from 2023
11 standards, yet the EPA itself shared they did
12 not do any quantitative analysis on the impact
13 this has on resulting poor air quality and
14 health.

15 We strongly oppose the EPA's proposed
16 revisions to undermine the already protective
17 standards previously established in the 2023
18 Final Rule, particularly when the heavy-duty
19 manufacturers are already meeting the
20 standards.

21 72 million Americans live within 200
22 meters of a truck freight route and are
23 potentially exposed to pollution of the
24 children with heavy-duty engines. The 2023
25 Rule was adopted to reduce air pollution from

1 these highway heavy-duty vehicles and engines,
2 which are a potent contributor to ozone and
3 particulate matter pollution, and the resulting
4 threat to public health, including respiratory
5 illness, like pediatric asthma, cardiovascular
6 problems, and other adverse health impacts.
7 There is no mention of health protections in
8 this new proposed rule. Which makes me wonder
9 why, with all the talk of making America great
10 again, the agency continues to propose
11 regulations that benefit corporate entities and
12 create conditions keep Americans sick.

13 Thank you for an opportunity to speak
14 this morning, and over.

15 FACILITATOR PAM: Thank you. Our next
16 speaker is James Rismiller.

17 MR. RISMILLER: Good morning. I'm a
18 General Manager for a passenger charter bus
19 company. Thanks for the opportunity to speak
20 this morning. We are very pro clean air, and
21 that we are not asking for us to be exempt from
22 those emission standards. The only thing that
23 we are looking for is passenger safety.

24 Like has been said many times, we
25 spend many resources. When one of our buses

1 goes down because of a DEF issue and derate,
2 it's an immediate attention. We have people's
3 lives on board and their safety is at risk.
4 Many times the bus will not run, in hot
5 temperatures it puts the inside the coach up to
6 over 100 degrees. So we are looking for just
7 an amendment that we could use to get people
8 safely when these issues cause failure.

9 Most of the time it's not the system
10 itself that fails, it's sensors. And these
11 little simple sensors can be hard to source and
12 then to get to the vehicle to fix, and then to
13 cause immediate breakdown.

14 Thank you for your time and your
15 consideration.

16 FACILITATOR PAM: Thank you. Our next
17 speaker is Jonathan Moody.

18 MR. MOODY: Thank you for the
19 opportunity to speak today. My name is
20 Jonathan Moody, I'm Vice President of Holiday
21 Tours in Randleman, North Carolina. We're a
22 family-owned and operated motor coach company
23 that has been in business for 48 years, and
24 today employ about 300 people. In the past 10
25 years alone we've traveled about 28 million

1 miles, transporting schoolchildren on field
2 trips, our nation's military, college athletes,
3 senior citizens, and families to events and
4 destinations all across the country.

5 The motor coach industry is a green
6 industry, and we are in favor of improving air
7 quality. I'm here today because the motor
8 coach industry is normally the forgotten
9 industry in the heavy-duty vehicle rulemaking.

10 In today's hearing I've heard a lot of
11 negative talk about trucking, occasionally
12 buses, but when people mention buses, they're
13 almost always talking about transit or school
14 buses, noting them as a green alternative,
15 which all buses are. Over-the-road motor
16 coaches, like the ones we operate, are
17 different.

18 We operate 40-to-50 people at a time
19 over long distances. In other words, every one
20 of our buses that is on the road is taking
21 dozens of passenger cars off the road, cars
22 that emit significantly more greenhouse gasses
23 per passenger than a motor coach. In other
24 words, every motor coach that's on the road is
25 already a mobile emissions reduction tool, yet

1 the rules that are written today are typically
2 for trucks still land squarely on our industry.

3 One of the most dangerous examples is
4 engine derates that can force a vehicle down to
5 5 miles per hour on the shoulder of a busy
6 interstate highway. That might be an
7 acceptable way to manage a truck with freight,
8 but it's not an acceptable way whenever you're
9 carrying a bus full of fourth graders on their
10 first overnight field trip to Washington, a
11 group of senior citizens on a 13-day tour, or
12 military personnel coming home from service. A
13 motor coach crawling at 5 miles per hour on the
14 side of a busy interstate is a safety hazard
15 for everyone on board and every vehicle that's
16 on the road around them. That's not an
17 abstract compliance.

18 The solutions often make things even
19 worse. When a bus derates, it's often because
20 a sensor fails or it reads incorrectly, we
21 cannot fix that on the road, which means we
22 have to replace not only a replacement motor
23 coach but a tow truck. That's two additional
24 commercial vehicles on the road, more fuel,
25 more emissions, more cost, and more exposure,

1 all triggered by a rule aimed at trucks, not
2 passenger-carrying vehicles.

3 The EPA has already acknowledged this
4 problem once in December of 2022, created the
5 Control of Air Pollution from New Motor
6 Vehicles Heavy-Duty Engine and Vehicle
7 Standards Rule. There was a carved-out special
8 treatment for motor coach operators to fix the
9 derate schedule, but four years later no
10 solution has been implemented. You have to ask
11 the engine manufacturers why. Yet we are still
12 being forced to follow the same derate
13 framework as trucks, even though the EPA has
14 already recognized that we are different.

15 We support clean air, we support
16 reducing emissions, and we're already part of
17 the solution to reduce dozens of cars from the
18 vehicle one coach at a time. What we're asking
19 for today is simple, when you write rules for
20 heavy-duty trucks, please don't forget the
21 motor coach industry. Recognize that we move
22 people, not freight, and are already a green
23 alternative. Thank you very much.

24 FACILITATOR PAM: Thank you. The next
25 speaker is Guillermo Ortiz.

1 MR. ORTIZ: Hello. Can you hear me?

2 FACILITATOR PAM: Yes, we can. Thank
3 you.

4 MR. ORTIZ: Good morning. I'm
5 Guillermo Ortiz, Senior Clean Vehicles Advocate
6 with the Natural Resources Defense Council, and
7 we stand in direct opposition to this proposal.

8 Nowhere is this collapse of EPA's
9 regulatory courage more obvious than in the
10 inducement provisions. EPA is proposing to
11 dismantle physical engine derates, the one
12 mechanism that forces a broken emission system
13 to be repaired, and replace it with a blinking
14 dashboard light and an audio cue. Picture
15 that, a multi-ton freight truck rolling past an
16 elementary school spewing toxic diesel
17 pollution, while the dashboard gently chimes.

18 With this proposal, EPA ensures that
19 broken emissions controls will sit unaddressed
20 while toxic pollution streams into nearby
21 neighborhoods. This is a direct transfer of
22 harm onto the 119 million Americans already
23 breathing toxic air, forcing frontline
24 communities to absorb toxic pollution, so
25 multi-billion-dollar corporations can shed

1 warranty liability and offload repair costs
2 onto working fleets. Worse yet, EPA doesn't
3 even model the impacts of these inducement
4 provisions.

5 The damage is not hypothetical. The
6 ink isn't even dry on this draft and Cummins
7 has already announced their Model Year 2027
8 rollout strategies to slow walk cleaner
9 platforms and prolong the sale of legacy,
10 higher-polluting engines. EPA is offering a
11 massive suite of rollbacks, slashing
12 warranties, delaying useful life provisions,
13 and instituting pay-to-pollute penalties,
14 allowing engines three-to-four times dirtier
15 than Model Year 2027 standards require, and for
16 what. EPA explicitly acknowledges that most
17 manufacturers are already prepared to comply on
18 time.

19 To justify this betrayal, EPA is
20 hiding behind undisclosed industry data and a
21 rigged economic ledger. Treating the health
22 damage to our communities as a zero-dollar line
23 item while counting every single penny of
24 corporate cost savings. This proposal takes
25 money directly from working families, and

1 emergency room visits, lost workdays, and
2 inhaler prescriptions, simply to wipe financial
3 liabilities off of corporate balance sheets.
4 When you actually count the real-world medical
5 bills, asthma attacks, and lost lives, this
6 proposal yields billions of dollars in net
7 societal harm.

8 A standard without enforcement is a
9 license to poison. EPA must immediately
10 withdraw these compliance rollbacks and honor
11 its statutory obligation to protect public
12 health. Thank you for the opportunity to
13 provide testimony today.

14 FACILITATOR PAM: Thank you. Our next
15 speaker is Alex Hsu.

16 MR. HSU: Good morning, and thank you
17 for the opportunity to testify today. My name
18 is Alex Hsu, and I'm speaking on behalf of
19 Love's Travel Stops. Love's is a 60-year-old
20 company that is still family-owned. We operate
21 in 43 states and have been a part of the DEF
22 marketplace for over two decades. Today we
23 sell DEF in bulk and in packaged form across
24 our locations across the country, and rely on
25 DEF ourselves to use in our own fleets, giving

1 us a unique perspective as both supplier and
2 consumer of DEF.

3 Love's has invested a significant
4 amount of time, resources, expertise into
5 producing, distributing, and maintaining a
6 reliable supply of high-quality DEF. These
7 investments, alongside similar efforts from
8 fellow truck stops and convenience stores, have
9 made high-quality DEF easily accessible
10 nationwide. The adoption of DEF and SCR
11 technologies remains one of the most salient
12 examples of industry innovation delivering
13 improved fuel efficiency, load operations
14 costs, and shown measurable environmental
15 benefits.

16 Like many of our stakeholders, we
17 understand that several of the concerns that
18 drove this proposal stem from the agricultural
19 sector. These concerns deserve thoughtful
20 considerations and solutions. However, EPA
21 should ensure that solutions developed for one
22 sector do not disproportionately negative
23 impact other sectors and the DEF supply chain
24 as a whole.

25 DEF and SCR technology has had

1 significant economic and environmental success.
2 We believe that the proposed regulations do
3 risk underwriting the success of DEF and SCRs.

4 We urge the EPA to allow recent agency
5 actions and guidance from August 2025, February
6 2026, March 2026, to first take effect before
7 implementing any additional regulations. Many
8 of the operational challenges experienced by
9 equipment owners will be mitigated if
10 regulations are given enough time to be fully
11 implemented across the system.

12 We also echo many of yesterday's
13 comments and testimony on additional
14 considerations of key definitions, the adequacy
15 of audiovisual inducements, and future Clean
16 Air Act complications.

17 Love's believes that the path forward
18 for DEF is not to undermine a technology that
19 has demonstrated both environmental and
20 economic benefits, but to bolster the system's
21 efficacy with practical and targeted solutions.
22 Thank you for your time, and I welcome any
23 questions you may have.

24 FACILITATOR PAM: Thank you. The next
25 speaker is James Wang.

1 MR. WANG: Hi. Good morning. Let me
2 start my video here. Good morning. My name is
3 James Wang, I'm the owner of Peoria Charter
4 Coach Company, a bus motor coach transmission
5 company in Central Illinois.

6 Last year alone we carried more than
7 200,000 international students arriving in this
8 country to get their studies, and along with
9 their families and travelers that we move every
10 day, so that I -- you know, I didn't come here
11 to read a list of policy points, I just want to
12 tell you what this rule looks like from the
13 passenger's perspective and from the driver's
14 perspective behind the wheel of a motor coach
15 carrying the 50 passengers behind him or her.

16 Those passengers are parents sending a
17 student off to school, families heading home
18 for the holidays, travelers a long way from
19 home, and every one of them is trusting us to
20 get them where they need to go safely. That's
21 the whole job, and no one takes it more
22 seriously than the people who do it every day.

23 So the hardest part about this EPA
24 rule is not that it, you know, not really what
25 it costs us, and, you know, keep in mind it

1 does have a real cost to us, but it's the --
2 it's what the rule assumes about us. The
3 derate is built on the idea that we cannot be
4 trusted to keep our own buses clean and to buy
5 DEF and to keep emission systems working the
6 way it should. I mean, no one has more reason
7 to do exactly that than we do.

8 A derate does not wait to see whether
9 I will fix the problem, it assumes that I will
10 not, and it punishes me first. It also
11 punishes our passengers first. It takes a
12 fault that warning light can flag and turns it
13 into a coach losing power in a live lane of
14 traffic over a system that fails on its own far
15 more often than any operators ignore it.

16 We're all here for the same reason, to
17 keep people healthier and safer. So think
18 about what the motor coach industry already
19 does for that goal. A single full motor coach
20 takes 35-to-50 cars off the road, and if the
21 aim is cleaner air, then you want more people
22 choosing our coaches, not fewer. Yet, a rule
23 that can strand a bus on the shoulder gives the
24 public every reason to climb back into their
25 own cars.

1 To chase a small cut in emissions, it
2 puts passengers at risk and it pushes them away
3 from the cleanest way of travel we have.
4 That's kind of robbing Peter to pay Paul, and
5 the bill comes due on the people we carry.

6 And it's not only everyday travel,
7 when hurricanes, floods, wildfires strikes,
8 it's our coaches that the country calls on to
9 move entire communities out of harm's way.

10 I support where this proposal is
11 headed. Replace the shutdown, I ask that you
12 replace the shutdown with a clear alert and let
13 the professionals respond. I will buy DEF. I
14 will treat every emissions code as urgent.
15 Give me the warning and I will do it, I will
16 get my coach in the shop as soon as possible.
17 Thank you.

18 FACILITATOR PAM: Thank you. Our next
19 speaker is Isaak Tjaden.

20 MR. TJADEN: Hey, good morning. This
21 is Isaak Tjaden, I am with Northfield Lines.
22 We are a motor coach operator out of Minnesota.
23 We are in favor of eliminating derates from a
24 safety perspective for our passengers.

25 Many a times have we been on a trip

1 and the vehicle derates down to 5 miles an hour
2 on the side of the road, and we are then having
3 to transload passengers into another vehicle
4 with other vehicles ripping by in the dark at
5 70 miles an hour.

6 We actively work on our
7 after-treatments and our emission standards to
8 keep everything up and running and to be in
9 compliance, but it puts a lot of safety issues
10 in with our customers, puts fatigue on our
11 drivers to get everyone home safely.

12 Appreciate the time, thanks for
13 letting me speak.

14 FACILITATOR PAM: Thank you. Our next
15 speaker is Jeff Arensdorf. Jeff, I apologize,
16 I just sent you a note to unmute.

17 MR. ARENSDORF: Got it. Got it. Got
18 it. Got it.

19 FACILITATOR PAM: Perfect. Thank you.

20 MR. ARENSDORF: Jeff Arensdorf, owner
21 of Village Travel in Kansas. We have 9
22 locations around the Midwest, operate 200 motor
23 coaches. And like the other motor coach
24 operators that have spoken, we support clean
25 air initiatives, current engines. We support

1 reducing emissions, emissions, and we're fine
2 with buying DEF, and we treat emission codes
3 very seriously and make it a priority and get
4 them repaired.

5 I would like to remind everybody that
6 our industry is also an industry that takes
7 thousands of cars off the road because -- every
8 day because they're traveling in a group.

9 What we want to see change is the
10 enforcement of the current rule, that are
11 causing our buses to derate when the SCR system
12 is not functioning properly, oftentimes due to
13 a faulty sensor. So we support the changes
14 being proposed overall.

15 Having vehicles that derate put our
16 drivers and passengers at risk, not only does
17 it cause major delays and puts our passengers
18 on the side of the road, but 100 percent of the
19 time requires us to get another motor coach on
20 the road to go rescue the group. I would ask
21 everyone, does it really help the air when we
22 have to send another rescue bus off in hundreds
23 of miles empty down the road to go rescue a
24 group that's stuck on the side of the road.

25 Just this, you may think this is an

1 extreme example, but it literally happened
2 twice last week, one of which was in the middle
3 of the night with a group of kids heading back
4 from a church camp.

5 We have a very robust maintenance
6 program that proactively changes parts and
7 cleans these filters associated with the SCR
8 portion, but we don't want failures to happen
9 on the road. Oftentimes, it's just a faulty
10 sensor or one that prematurely fails is the
11 reason that our bus goes down.

12 The costs associated with these
13 derates are astronomical. Not only are rescue
14 buses being sent out to get our groups off the
15 road, but we're dealing with tow bills,
16 refunds, on-the-road repairs, and lost revenue
17 for the bus while it's down for repairs. All
18 of these costs, of course, have to be pushed
19 down to the consumers eventually.

20 Fire trucks, ambulances, and military
21 vehicles are all exempt from these derates, and
22 I understand why. Perhaps the motor coach
23 industry could also be excluded due to the fact
24 we're hauling passengers, people, rather than
25 freight. I'd also ask the EPA to consider that

1 if -- I would also -- I would ask the EPA to
2 consider this if there's not support for
3 eliminating them altogether on all trucks and
4 motor coaches.

5 I would also ask that you consider the
6 final action include existing vehicles. Most
7 motor coaches operate for more than 20 years,
8 and most of the companies in our industry our
9 family-owned smaller fleets that only purchase
10 one-or-two motor coaches annually, it would
11 take many years before our industry would feel
12 relief from this rule change if it doesn't
13 support vehicles that are already on the road.

14 So, I thank you for your time and
15 appreciate it.

16 FACILITATOR PAM: Thank you. Our next
17 speaker is Jim Torrisi. Jim, you should be
18 able to come off of mute and to start your
19 camera. Maybe having some technical challenges
20 there, I'm going to come back to Jim.

21 Our next speaker will be Brandan
22 Adams. Looks like you're unmuted, you can
23 begin your testimony.

24 MR. ADAMS: Hi. I'm Brandan Adams
25 with Blue Lakes Charters and Tours, we're a

1 company based out of Michigan. Basically, the
2 things that I would like to bring up are the
3 safety concerns as far as being stranded on the
4 side of the road with 56 passengers.

5 We've had instances where there's a
6 lot of construction here in Michigan on our
7 expressways and stuff and where it's down to
8 one lane. So to be able to get the bus off or
9 the motor coach off to a safe spot, even as
10 sometimes very difficult. It definitely causes
11 tow bills, things of that sort.

12 We definitely support reducing the
13 emissions and support purchasing DEF and things
14 like that, but when it comes down to sensors
15 failing prematurely and things of that sort,
16 and not being able to buy these sensors and
17 having buses down over, you know, a sensor
18 that's \$1,000, it costs a lot of money and a
19 lot of down time.

20 So really the biggest thing, as far as
21 I see, is the safety aspect of it. So, thank
22 you for your time and I appreciate it.

23 FACILITATOR PAM: Thank you. Our next
24 speaker is Lewis O'Connor.

25 MR. O'CONNOR: Good morning. Thank

1 you for the opportunity to testify. My name is
2 Lewis O'Connor and I am speaking today as a
3 volunteer with the Sierra Club Political
4 Committee and as a lifetime resident of
5 Oak Park, right outside of Chicago.

6 So growing up in Oak Park, I lived
7 next to the Eisenhower Expressway, I-290, which
8 is one of the busiest and most congested
9 highway corridors in America, and every day
10 thousands of passenger vehicles and heavy-duty
11 trucks travel through communities like
12 Oak Park, Austin, Maywood, and other nearby
13 areas. These communities experience the direct
14 impact of transportation-related pollution.

15 Heavy-duty vehicles are a major source
16 of nitrogen oxides, which contribute to
17 ground-level ozone and fine particle pollution.
18 These pollutants are linked to asthma,
19 respiratory disease, heart disease, strokes,
20 and premature death. Diesel pollution also
21 contains carcinogens recognized by the
22 International Agency for Research on Cancer.

23 Communities located near major
24 highways, freight corridors, and rail yards
25 throughout the Chicago region bear a

1 disproportionate share of this pollution.

2 Strong heavy-duty vehicle standards are one of
3 the most effective ways to reduce these harmful
4 exposures and improve public health.

5 The EPA's own analysis projects that
6 weakening these standards would increase
7 emissions by 5 million tons of nitrogen oxides
8 and 165,000 tons of PM2.5, resulting in over
9 50,000 premature deaths, 85,000 hospital and
10 emergency room visits, and 25 million
11 additional asthma attacks.

12 I respectfully ask the EPA to retain
13 the current heavy-duty vehicle nitrogen oxide
14 standards and continue protecting communities
15 from unnecessary pollution. Thank you for your
16 time and consideration.

17 FACILITATOR PAM: Thank you. So,
18 we've now reached the end of our pre-registered
19 speakers. We do have additional time remaining
20 in this session, so if you've not already
21 pre-registered and you'd like to provide
22 testimony today, please either raise your hand
23 in the Zoom or send the host a message in the
24 chat, please.

25 Thank you all. I'm not seeing any

1 additional hands raised or folks reaching out
2 to the host requesting to speak today, so with
3 that I'll turn things back over to Bill
4 Charmley with EPA.

5 MR. CHARMLEY: Thank you, Pam. So
6 thank you, everyone. We're now at the end of
7 today's public hearing. I did want to thank
8 all the people who attended today's hearing,
9 and certainly the people who came forward and
10 provided testimony today.

11 I also wanted to thank my fellow EPA
12 coworkers for participating in the panel, as
13 well as my coworkers who helped support today's
14 hearing. And finally, I wanted to thank ICF,
15 including you, Pam, as the facilitator for
16 today's hearing. And with that, this hearing
17 is concluded. Thank you.

18 (Whereupon, Day 2 of the U.S. EPA
19 Virtual Public Hearing Amendments and
20 Nonconformance Penalties For Model Year 2027
21 and Later Heavy-Duty Highway Engines and
22 Amendments to Inducement Provisions for
23 SCR-Equipped Diesel Engines concluded at
24 11:39 a.m..)
25

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 89 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", is written over a horizontal line.

Ann Marie Testa
Stenographic Court Reporter

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