



Transcript of **Day 2**

Wednesday, May 3, 2023

EPA Hearing

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Reference Number: 127745

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UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

GREENHOUSE GAS EMISSIONS STANDARDS

FOR HEAVY-DUTY VEHICLES - PHASE 3

NOTICE OF PROPOSED RULEMAKING

DAY 2 OF 2

DOCKET NO. :

EPA-HQ-OAR-2022-0985

10:00 a.m.

Wednesday, May 3, 2023

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PARTICIPANTS

ENVIRONMENTAL PROTECTION AGENCY:

WILLIAM CHARMLEY, Director, Assessment and Standards Division, Office of Transportation and Air Quality

BRIAN NELSON, Director, Heavy-Duty, Onroad and Nonroad Center, Office of Transportation and Air Quality

ALEJANDRA NUNEZ, Deputy Assistant Administrator for Mobile Sources, Office of Air and Radiation

ABT ASSOCIATES:

KAYLA THOMPSON, Virtual Event Production Specialist

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PARTICIPANTS

BLOCK 8 TESTIFIERS (in order of appearance):

TIA SUTTON, American Petroleum Institute (API)

BRIAN URBASZEWSKI, Respiratory health Association

DAVE SIMONS, Sierra Club Ohio

KAY CAMPBELL, Sierra Club New Hampshire

PATRICIA BOND, Sierra Club PA

ELAINE WEIR, Sierra Club New York

ADAM ROSSI, Sierra Club Missouri

CHERI CONCA, Sierra Club VA Chapter staff

RACHEL PATTERSON, Evergreen Action

SEAN WATERS, Daimler Truck North America

THOMAS BOYLAN, Zero Emission Transportation

Association (ZETA)

DYNA ANDERSON, New Jersey Environmental Justice

Alliance

KATHERINE PRUITT, American Lung Association

BRITTANY KEYES, Healthy Climate Wisconsin

TRENTON STANGE, Compass Coach Inc.

1 PARTICIPANTS

2 BLOCK 9 TESTIFIERS (in order of appearance):

3 LEVI KAMOLNICK, Ceres

4 RAYAN MAKAREM, CleanAirNow

5 BRECK LEBEGUE, M.D., M.P.H., Washington Physicians

6 for Social Responsibility

7 THEREZA CEVIDANES, NATSO, SIGMA

8 EUGENIE LEWIS, Sierra Club

9 RICHARD SIGLER, Private Individual

10 AMY GOLDSMITH, Clean Water Action

11 ANDREW DINKELAKER, United Electrical Radio and

12 Machine Workers of America (UE)

13 STEVEN PAUL HENDERSON, Ford Motor Co.

14 MICHAEL A REPLOGLE, Institute for Transportation

15 and Development Policy

16 ROBERT SAUCEDO, Carreras Tours, LLC

17 MATTHEW LAFLEUR, Sierra Club Vermont

18 ALANA LANGDON, Nikola Corporation

19 SAM MCCARTHY, Sierra Club Massachusetts

20 REVEREND DOCTOR JESSICA MOERMAN, Evangelical

21 Environmental Network

22

1 PARTICIPANTS

2 BLOCK 9 TESTIFIERS (in order of appearance)

3 [continued]:

4 SARAH CARTER, Program Manager, Laudato Si'

5 Advocates Program

6 HAYDEN SAMPLES, Environmental Defense Action Fund

7

8 BLOCK 10 TESTIFIERS (in order of appearance):

9 VANESSA LYNCH, Moms Clean Air Force

10 LIZ SCOTT, American Lung Association

11 JESSICA MANGASTAB, Alliance of Nurses for Healthy

12 Environments

13 ANNE MELLINGER-BIRDSOING, M.D., M.P.H., Mothers &

14 Others For Clean Air

15 CELERAH HEWES, Moms Clean Air Force

16 TINA CATRON, EDF Action

17 PAUL CORT, Earthjustice

18 REEM RAYEF, BlueGreen Alliance

19 ELAINE BUESCHEN O'GRADY, Northeast States for

20 Coordinated Air Use Management (NESCAUM)

21 ROBB WHITE, Sierra Club Virginia

22

1 PARTICIPANTS

2 BLOCK 10 TESTIFIERS (in order of appearance)

3 [continued]:

4 PATRICK H. QUINN, Advanced Engine Systems
5 Institute (AESI)6 CHRISTINA KROST, Faith in Place (IL/IN/WI
7 Interfaith Power and Light)

8 PHOEBE MORAD, Lutherans for Restoring Creation

9 ELIZABETH C. JACKSON, Private Individual

10

11 BLOCK 11 TESTIFIERS (in order of appearance):

12 STEPHANIE REESE, Moms Clean Air Force

13 RACHEL MEYER, Moms Clean Air Force

14 SUSAN MUDD, Environmental Law & Policy Center

15 JANET MCGARRY, Individual

16 JODIE TEUTON, ATD

17 YAZMINE AGELIDIS, Earthjustice

18 DAVID MYERS, Moms Clean Air Force

19 RICH KASSEL, ClearFlame Engine Technologies/AJW,
20 Inc.

21 GREGORY L. SUTTON, TCSI-Transland, Inc.

22

1 PARTICIPANTS

2 BLOCK 11 TESTIFIERS (in order of appearance)

3 [continued]:

4 LILIANA SIERRA, Laudato Si' Advocates Program;

5 Archdiocese of Cincinnati

6 MARIELA RUACHO, Mariela Ruacho

7 FRANKLIN MACK, Sierra Club Georgia

8 JONATHAN LEVENSHUS, Sierra Club

9 LESLIE VASQUEZ, South Bronx Unite

10 OMEGA AND BRENDA WILSON, West End Revitalization

11 Association (WERA)

12 YASSI KAVEZADE, Sierra Club

13 ERIC WRISTON, Environmental Defense Fund

14 REVEREND SUSAN HENDERSHOT, Interfaith Power and

15 Light

16 MERCEDES MCKINLEY, Moms Clean Air Force

17

18 BLOCK 12 TESTIFIERS (in order of appearance):

19 DARIEN DAVIS, League of Conservation Voters (LCV)

20 LUX HO, Moms Clean Air Force

21 KRISTINA PISTONE, Private Individual

22

1 PARTICIPANTS

2 BLOCK 12 TESTIFIERS (in order of appearance)

3 [continued]:

4 ANNEMARIE DOOLEY, Washington Physicians for Social
5 Responsibility

6 DR. SHELLEY FRANCIS, EVHybridNoire

7 WILL VUNCANNON, United States Conference of
8 Catholic Bishops

9 JOSEPH GILLIS, Northwest Navigator Luxury Coaches

10 SHANNON BAKER-BRANSTETTER, Center for American
11 Progress

12 CLARENCE TONG, Arrival

13 BEATRICE ZOVICH, Sierra Club PA

14 RICK TODD, South Carolina Trucking Association

15 PATRICIA PORTER, Bose Public Affairs Group

16 (American Concrete Pumping Association)

17 JEROME PAULSON, Private Individual

18 SHILPA SHENVI, Sierra Club Maryland

19 DR. LORI BYRON, Montana Health Professionals for a
20 Healthy Climate

21 PHIL STREIF, Vandalia Bus Lines

22 DR. SHELLY FRANCIS, EvHybridNoire

1 PARTICIPANTS

2 BLOCK 13 TESTIFIERS (in order of appearance)

3 KARIN STEIN, Moms Clean Air Force

4 SHRUTI BHATNAGER, Sierra Club volunteer

5 MARY ARNOLD, Civics United for Railroad

6 Environmental Solutions, Inc

7 DANIELLE BERKOWITZ-SKLAR, Moms Clean Air Force

8 DR. MONA SAFARTY, George Mason University Center

9 for Climate Change Communication

10 EMILY CHACLAS, Sierra Club Illinois

11 SHERRY HIME, Midwest Bus and Motor Coach

12 Association

13 JENNIFER CANTLEY, Moms Clean Air Force Nevada

14 LAURA MAGSIS, Sierra Club New Hampshire

15 JOSEPH JASKER, DB Schenk, Inc.

16 GLORIA CHAVEZ (Spanish Interpretation)

17 ERNEST ROGERS, Creed Engines

18 RICHARD SIGLER, Private Individual

19 KATHRYN MARGO DORN, Private Individual

20 JASON DRAGSETH, Sierra Club New York

21

22

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

2 MS. THOMPSON: Good morning, everyone, and welcome
3 to the United States Environmental Protection Agency's
4 Virtual Public Hearing for the Greenhouse Gas Emission
5 Standards for Heavy-Duty Vehicles Phase 3 Proposed
6 Rule. My name is Kayla Thompson from Abt Associates,
7 contractor to the U.S. EPA.

8 In order to accommodate testimony in both Spanish
9 and English throughout this hearing, all attendees must
10 select their preferred language via the interpretation
11 icon at the bottom of your screen. If you are
12 providing testimony today, please make sure that you
13 are listed -- or you are speaking the language of the
14 channel you are listening to. For example, listening
15 to English while speaking in Spanish could prevent
16 other participants from hearing your statement in their
17 language of choice.

18 The public hearing will be recorded by the court
19 reporter, and while the recording will not be made
20 publicly available, a transcript of the public hearing
21 will be posted to the docket several weeks after the
22 hearing.

1 We are now ready to begin. I'll turn it over to
2 EPA to get us started.

3 MR. CHARMLEY: Good morning, everyone. On behalf
4 of the U.S. Environmental Protection Agency and the
5 Office of Air and Radiation, I'd like to welcome you to
6 today's virtual public hearing. I'm grateful for
7 everyone who's taking the time out of their day to
8 testify and participate today.

9 My name is Bill Charmley, and I'm the director of
10 the Assessment and Standards Division in EPA's Office
11 of Transportation and Air Quality. I'll be the
12 presiding officer for today's hearing. With me today
13 and listening to the testimony on this proposed rule
14 are several of my colleagues at EPA who work on our
15 Heavy-Duty Engines and Vehicles Program. EPA is also
16 being assisted by our contractor, Abt Associates, in
17 the running of today's virtual public hearing.

18 On April 12th, EPA announced an important proposed
19 rule to set new emission standards for heavy-duty
20 vehicles for Model Years 2027 and later. The proposed
21 rule, titled, "Greenhouse Gas Emission Standards for
22 Heavy-Duty Vehicles, Phase 3," is the most ambitious

1 Federal heavy-duty vehicle emission standards for
2 greenhouse gases ever established. It is a key piece
3 of the Agency's Clean Trucks Plan, which will reduce
4 greenhouse gases and harmful air pollution across the
5 on-road sector. The green -- the Clean Trucks Plan
6 respond to the goals set for it in President Biden's
7 executive order, Strengthening American Leadership in
8 Clean Cars and Trucks.

9 Specifically, EPA is proposing new Phase 3
10 standards to the Heavy-Duty Greenhouse Gas Program with
11 more stringent but feasible standards to further reduce
12 greenhouse gas emissions from heavy-duty vehicles
13 starting with Model Year 2027. The Phase 3 Program
14 applies to heavy-duty vocational vehicles, such as
15 delivery trucks, refuse haulers, dump trucks, public
16 utility trucks, transit, shuttle, school buses, and
17 semi-trucks. The proposed Phase 3 Greenhouse Gas
18 Program maintains a flexible structure created in EPA's
19 Phase 2 Program, which is effectively designed to
20 reflect the diverse nature of heavy-duty industry.

21 In developing this proposed action, EPA is
22 applying its Clean Air Act authority to establish

1 emission standards to reduce harmful greenhouse gas
2 emissions. The proposed standards described in this
3 rulemaking are expected to provide significant benefits
4 to the climate, public health, and consumers. It
5 captures advances in clean vehicle technologies and
6 increasing growth in the market for zero-emission
7 vehicles as well as investments made by Congress in the
8 Bipartisan Infrastructure Law and the Inflation
9 Reduction Act, meaningful benefits for public health
10 from clean -- from clean air while providing drivers
11 and vehicle operators with lower operating costs
12 resulting from significant fuel savings. The proposed
13 standards would have significant benefits for public
14 health, welfare, and the environment, if finalized.

15 The monetized net benefits for the heavy-duty
16 proposal range from \$180 billion to \$320 billion. The
17 proposed standard would reduce heavy-duty vehicle
18 emissions of CO₂ by approximately 1.8 billion metric
19 tons in 2027 through 2055, which is equivalent to
20 eliminating all greenhouse gas emissions from the
21 entire current U.S. transportation sector for an entire
22 year.

1 EPA estimates the climate benefits alone at \$87
2 billion dollars for the heavy-duty Phase 3 proposal.
3 Society would realize up to \$29 billion in health
4 benefits from the proposal from fewer premature deaths
5 and serious health effects, such as hospital admissions
6 due to respiratory and cardiovascular illness, as well
7 as reducing Americans' reliance on approximately 4.3
8 billion barrels of oil imports. The standard would
9 result in cleaner air nationwide, including for those
10 who are disproportionately impacted by vehicle
11 pollution and the impacts of climate change.

12 The proposed standards aligned with and support
13 the commitments and billions of dollars' worth of
14 investment from trucking fleets, vehicle manufacturers,
15 and U.S. states as they plan to increase the use of
16 zero-emission technologies in heavy-duty fleets. As
17 these technologies have been advancing, battery costs
18 have continued to decline. Early ZEV models are in use
19 today with some heavy-duty applications -- with some
20 heavy-duty applications and are expected to expand to
21 many more. These ongoing technological innovations
22 allow for appropriate and feasible reductions in

1 greenhouse gas standards considering cost, lead time,
2 and other factors.

3 Finally, as part of this action, we are also
4 proposing to revise our regulations addressing
5 preemption of state regulations of locomotives, in part
6 because the Agency is concerned these preemption
7 regulations, which were adopted in 1998, may no longer
8 be appropriate. The revisions -- the proposed
9 revisions would enable EPA's preemption regulations to
10 more closely tracked language in the Clean Air Act.

11 This proposal reflects input from stakeholder and
12 community -- including community groups, the trucking
13 industry, environmental and public health
14 organizations, and state, local, and tribal
15 governments. Today we look forward to hearing
16 additional input through your comments on this
17 proposal. EPA will consider all the comments we hear
18 today from the many people participating in this
19 hearing as we develop the final rulemaking. We also
20 look forward to considering additional written comments
21 that we receive during the public comment period, which
22 is open until June 16th, 2023. We intend to finalize

1 this proposal before the end of 2023.

2 The proposal in this hearing today -- I'm sorry.

3 Excuse me. The purpose of this hearing today is to

4 receive comments from interested parties on the

5 proposed rulemaking titled, Greenhouse Gas Emission

6 Standards for Heavy-Duty Vehicles - Phase 3, which was

7 published in the Federal Register on April 27th, 2023.

8 This hearing provides interested parties the

9 opportunity for oral presentation of views and

10 arguments. Witnesses will be allowed to make oral

11 statements, which they will later expand in writing --

12 which they may later explain in writing, the official

13 record of the hearing.

14 When you are finished with your comments, members

15 of this panel may ask clarifying questions. This

16 hearing is not intended to be a discussion of the

17 proposed rulemaking, and while we might ask questions

18 or request additional data or supporting materials, we

19 will not respond to comments in this forum. Instead we

20 will provide a written response to comments as part of

21 the process of finalizing this proposed rulemaking.

22 Finally, I would like to remind everyone that in

1 addition to today's hearing, there's also an
2 opportunity to send EPA written comments. The written
3 comment period closes on June 16th, 2023, at 11:59 p.m.
4 Eastern Time. There details on where to submit written
5 comments can be found in the Federal Register notice
6 announcing the proposal as part of our -- as well as on
7 our website. And now I'd like to go over how we will
8 conduct today's hearing.

9 We are conducting this hearing under Section
10 307(d) of the Clean Air Act to provide interested
11 parties an opportunity for oral presentation in
12 addition to written submissions on the proposed
13 rulemaking. A written transcript of this hearing will
14 be available electronically on EPA's website and at the
15 Regulations.gov website under the docket for this
16 rulemaking, which is Docket Number EPA-HQ-OAR-2022-
17 0985. The official record of this hearing will be kept
18 open for 30 days after the date of the hearing to
19 provide opportunity to submit rebuttal and supplemental
20 testimony. You may submit this additional testimony to
21 the same docket for this action by using one of the
22 methods described in the Federal Register notice

1 announcing the proposal.

2 Today's hearing will be conducted informally, and
3 formal rules of evidence will not apply. I will be
4 serving as the presiding officer for today's hearing,
5 and as such, I am authorized to apply reasonable limits
6 on the duration of the statements from any witness. We
7 ask that each person limit their verbal testimony to 3
8 minutes given the number of testifiers for today, and
9 we'll need to hold speakers to that time limit. Our
10 contractor, Abt Associates, will be facilitating the
11 lineup of speakers and helping to keep testimony to 3
12 minutes. We appreciate all of your cooperation in
13 allowing us to give everyone an opportunity to speak
14 today.

15 Please note that EPA has distributed a list in a
16 tentative order of those registered to speak today, and
17 we may make slight adjustments through the hearing for
18 accommodations. We plan to take a 30-minute lunch
19 break around 12:45 p.m. today, and we'll resume at 1:15
20 p.m. and continue until approximately 5:00 p.m. All of
21 those are Eastern Time. We'll then have a break for
22 several hours and resume at 8:30 p.m. to finish today's

1 hearing.

2 Finally, while the EPA representatives speaking

3 today will attempt to ensure the accuracy of any

4 descriptions that we provide to the proposed

5 rulemaking, the official version of the proposal is

6 that which was published in the Federal Register on

7 April 27th of 2023, and it controls in any case of

8 conflict between it and what you made hear today.

9 Please refer to the official version in developing your

10 written comments on this proposal.

11 Should there be members of the press that have

12 further questions about today's hearing, we ask that

13 you please contact Julia Burch at EPA. Julia's email

14 is Burch.Julia -- that's B-U-R-C-H-dot-J-U-L-I-A --

15 Burch.Julia@EPA.gov. Thank you very much, and with

16 that I am going to turn it back to Kayla Thompson with

17 Abt Associates, and Kayla is going to go over some

18 logistics for today's virtual public hearing. Thank

19 you.

20 MS. THOMPSON: Thank you. Before we begin, we'd

21 like to go over some logistics for today's public

22 hearing.

1 As a reminder, all attendees are muted
2 automatically. If you are speaking today, you will
3 receive a notification on your screen that you are
4 being promoted to the role of panelist shortly prior to
5 your speaking time. You must accept that invitation to
6 be able to unmute when you are called to testify. This
7 will also allow you to turn on your camera, which we
8 encourage you to do. Speakers connected by telephone
9 should unmute their phones when called to testify.

10 If you are having technical difficulties, please
11 send an email to public_hearing@abtassoc.com or call
12 (919) 294-7849.

13 (AUDIO MALFUNCTION)

14 MS. THOMPSON: If you are not registered to speak
15 but would like to, please send an email to
16 public_hearing@abtassoc.com or call (919) 294-7849.

17 We will now begin our public testimony. The
18 expected speaking order is currently displayed on
19 screen. We ask that each person limit their verbal
20 testimony to 3 minutes. We encourage you to provide
21 any portion of your prepared statement that you are
22 unable to deliver along with any additional comments to

1 Docket Number EPA-HQ-OAR-2022-0985 on Regulations.gov.

2 I will be introducing each speaker in turn. A
3 transcript of the testimony from this public hearing
4 will be made available to the public and included in
5 the docket.

6 (AUDIO MALFUNCTION)

7 MS. THOMPSON: And just a moment before I
8 continue, it appears that one of the Spanish
9 interpreters is in the English channel. If possible,
10 if they could please switch to the Spanish channel at
11 this time, we'd appreciate it.

12 (Brief pause.)

13 MS. THOMPSON: Thank you. I will be introducing
14 each speaker in turn. A transcript of the testimony
15 from this public hearing will be made available to the
16 public and included in the docket. Please speak slowly
17 and clearly so our court reporter and interpreters can
18 record these proceedings accurately.

19 The first speaker will be Tia Sutton. You may now
20 unmute, and please state your name and affiliation for
21 the record.

22 MS. SUTTON: And just want to confirm that you can

1 hear me?

2 MS. THOMPSON: We can.

3 MS. SUTTON: Excellent. Good morning. My name is
4 Tia Sutton, and I'm speaking today on behalf of the
5 American Petroleum Institute. API represents all
6 sectors of the natural gas and petroleum industry from
7 exploration through refining, pipelines, distribution,
8 and retail marketing. I appreciate the opportunity to
9 provide our testimony on the proposed rule today.

10 API adopted a Climate Action Framework that
11 includes the goal of reducing GHG emissions in
12 transportation. Industry members are applying their
13 abilities and resources to meet emission-reduction
14 policies in the transportation sector in a manner that
15 allows all consumers the ability to choose the
16 technology that best meets their needs. In contrast,
17 we're concerned that the proposal misses the mark in
18 achieving that goal. I'll highlight a few of those
19 concerns here today and will provide further detail in
20 our written comments.

21 We believe the best approach in achieving carbon
22 reduction in transportation is to allow all vehicle

1 technologies to compete. This proposal and EPA's
2 Light-Duty Proposed Rule focus heavily on reductions
3 via electrification for new vehicles, thus eliminating
4 the opportunity for other technologies to reduce
5 emissions in the near term. Current and more near term
6 solutions, such as the use of lower carbon fuels, offer
7 the ability to use the existing infrastructure while
8 reducing carbon emissions from internal combustion
9 vehicles that are on the road today, vehicles which
10 will remain on the road over the expected life of the
11 Phase 3 Program.

12 Heavy-duty vehicles are used in a wide variety of
13 applications with a diverse set of equipment specs and
14 performance requirements, ranging from light to
15 extremely demanding. A policy centered on a one-
16 technology-fits-all applications approach could result
17 in stranded investments and lost opportunities to
18 achieve significant emission reductions from in-use
19 vehicles over the very ambitious timelines required for
20 the fleet uptake of new zero-emission heavy-duty
21 vehicles. Accordingly, we believe a more holistic
22 approach to GHG emission reductions addressing life-

1 cycle GHG emissions from both vehicles and fuels would
2 provide the greatest benefit, in contrast to the
3 currently proposed tailpipe-only approach.

4 We're also concerned that the proposed program has
5 significant challenges with regard to implementation.
6 Specifically, the timeline for permitting, build out,
7 and deployment of infrastructure is extremely
8 challenging, and the availability of critical minerals
9 and materials for the incentives and critical minerals
10 and materials for vehicle and infrastructure
11 development in that time frame could be severely
12 constrained. Even with the incentives and tax credits
13 available through IRA and BIL, the implementation of
14 two significant GHG programs on similar time frames
15 will be very challenging and could impact the nation's
16 energy security.

17 Further, we're concerned that the Agency did not
18 propose a meaningful offramp or a comprehensive review
19 or evaluation to assess the feasibility of the proposed
20 program with enough lead time for the market to adjust
21 the change in standards as warranted.

22 As previously noted, we have additional concerns

1 that we will address more fully in our written
2 comments. Thank you again for the opportunity to
3 testify today on this very important matter.

4 MS. THOMPSON: Thank you for your comment. The
5 next speaker will be Brian Urbaszewski. You may now
6 unmute, and please state your name and affiliation for
7 the record.

8 MR. URBASZEWSKI: Thank you. My name is Brian
9 Urbaszewski, and I am the director of environmental
10 health programs for Respiratory Health Association, a
11 lung health nonprofit founded in 1906 in Chicago. We
12 work to prevent lung disease and promote clean air.

13 The proposed Phase 3 rule for medium- and heavy-
14 duty vehicles and the actions you take going forward
15 will have an outsized impact on hundreds of thousands
16 of Illinois residents living with chronic lung
17 diseases, like asthma and COPD, particularly people
18 living in largely minority and low-income communities.

19 As time is short, I will be blunt. The proposal is
20 not sufficient and must be strengthened.

21 Getting the Phase 3 rule right is critical because
22 big trucks punch way above what their numbers on the

1 road would suggest. Despite being only 7 percent of
2 the vehicles on Illinois roads, they emit 67 percent of
3 nitrogen oxides, 59 percent of fine particles, and 36
4 percent of greenhouse gases. Transportation is the
5 number one greenhouse gas contributor in Illinois,
6 driving deadly heatwaves, flooding that he destroys
7 homes, and increasing ozone smog and particles from
8 wildfires. These impacts disproportionately threaten
9 the lives and health of people living with chronic lung
10 disease.

11 Being a member of a minority group and being low
12 income increases the chance of living with a chronic
13 lung disease like asthma. In Chicago, black children
14 are going to the emergency room at 5 times the rate of
15 white children for asthma. Nationally, African
16 Americans are exposed to 54 percent more air pollution.

17 That pattern holds true in Metro Chicago as well.
18 Asian Americans, African Americans, and Latinos are
19 exposed to fine particle pollution levels significantly
20 higher than the state average.

21 Eight states with over 93 million people have
22 adopted the California Advanced Clean Truck Standard.

1 Nine more are working on adopting it. Phase 3 is
2 significantly weaker. Its proposal for single-body
3 trucks results in up to 50-percent fewer zero-emission
4 vehicles in 2030, 35 percent fewer semi-tractors, and
5 62 percent fewer of the biggest zero-emission semis.
6 ACT increases the percentage of zero-emission vehicles
7 until 2035, so this divergence will only worsen.
8 Freight-dominated communities seeing huge numbers of
9 semi-tractors would continue to shoulder
10 disproportionate burdens because of the split between
11 Phase 3 and ACT for larger vehicles.

12 Big ZEVs are increasingly available. Nearly all
13 will have lower lifetime cost of operation by 2027.

14 EPA gave California and these other states' authority
15 to implement the more protective ACT that will prevent
16 more illness and save more lives. So if 93 million
17 people will breathe cleaner air and live healthier,
18 longer lives by implementing rules that EPA deemed
19 technologically and economically feasible, why
20 shouldn't the rest of the country see these same
21 benefits?

22 EPA must recognize the need and strengthen Phase

1 3. We need higher percentages of zero emission medium-
2 and heavy-duty vehicles sooner. EPA should be doing
3 better than California by setting a target of 100-
4 percent sales of zero-emission medium- and heavy-duty
5 vehicles by 2035. Thank you very much for the time.

6 MS. THOMPSON: Thank you for your comment. The
7 next speaker will be Elizabeth Cerceo. Elizabeth,
8 unfortunately we do not currently see you in the list
9 of attendees. However, if you have joined this hearing
10 under a different name, please indicate your presence
11 by pressing the raise hand button at the bottom of your
12 screen, or if you've called in please, dial star-9 to
13 raise your hand.

14 (No response.)

15 MS. THOMPSON: The next speaker will be David
16 Simons. Dave, you may now unmute, and please state
17 your name and affiliation for the record.

18 MR. SIMONS: Good morning, Panel and other
19 listeners. I am Dave Simons in Cleveland, Ohio, and
20 I've been the energy committee chair of the Ohio Sierra
21 Club for over 10 years where we promote the solutions
22 to the climate crisis and other pollution through

1 energy systems transformation off of fossil fuels.

2 However, this morning my comments are my own and not
3 representing Sierra Club.

4 I started on this broad path in the 70s as someone
5 connected to what was then called the appropriate
6 technology movement, the forerunner of what we now call
7 broadly sustainability, a movement born at about the
8 same time as the U.S. EPA and for similar reasons,
9 running sort of in parallel. By the 90s or so, we
10 became aware of the onrushing and ongoing global
11 heating urgency and eventually became bold enough to
12 ask for total energy systems replacement to greatly
13 reduce the fossil fuel use causing the emergency. To
14 my and very many others' utter amazement, and with
15 profound gratitude for what we could only call a
16 modern-day miracle, renewable electricity prices have
17 crashed so far that the United States and the world as
18 a whole are actually adopting and implementing that
19 total transformation strategy off of fossil fuels,
20 replacing nearly all of it with a wide range of longer-
21 term sustainable technologies.

22 I have faith and confidence and a firm belief in a

1 design mindset and the idea that we can carefully
2 integrate many factors to plan and design our way out
3 of many of the predicaments our civilization's hubris
4 has caused, in large part by choosing and deploying
5 technologies more wisely. So I'm impressed with how
6 carefully current and emerging technologies have been
7 assessed and measured and compared and integrated at
8 the EPA, and with the rapid pace of innovation and
9 development that has been spurred among the among the
10 manufacturers of our material future.

11 Seeing that the company Plug Power is providing a
12 whole nationwide heavy truck hydrogen production and
13 supply system to fuel their heavy truck fuel cell
14 systems makes me proud to wear the tee shirt they gave
15 me at an American Solar Energy Society Expo a dozen
16 years ago. And many thanks, too, to NASA and the other
17 United States National Labs that had the genius and
18 foresight to provide us with the advanced technology
19 tools that make this total systems transformation
20 possible, like photovoltaics and wind turbines and
21 hydrogen fuel cells, even battery tech.

22 In your lengthy published proposal for heavy

1 trucks, there is considerable mention of California's
2 Advanced Clean Trucks Rule, the ACT, which just days
3 ago was advanced and strengthened more by their Air
4 Resources Board. The standards for furthering system
5 transformation has been adopted by numerous other
6 states and seems to share a lot with U.S. EPA proposals
7 for national heavy truck standards. These are powerful
8 market drivers and are essential to getting the market
9 done -- getting the job done.

10 So in the interest of accelerating energy systems
11 transformation at the speed and scale necessary, I urge
12 you to put forth the most far-reaching proposals at
13 your disposal, consistent with reasonable technological
14 possibilities. This is no time for shyness, and I can
15 see clearly that you are not shy folks. Thank you for
16 your time.

17 MS. THOMPSON: Thank you for your comment. The
18 next speaker will be Kay Campbell. You may now unmute,
19 and please state your name and affiliation for the
20 record.

21 MS. CAMPBELL: Good morning. My name is Kay
22 Campbell, and I am affiliated with the New Hampshire

1 Sierra Club and also speaking on my own. I want to
2 start with the last vital organs to develop in an
3 infant are the lungs. I was a five-pound baby when
4 born and developed whooping cough shortly after birth.

5 In addition, my parents were both smokers and did not
6 stop smoking until I left home for college.

7 The attack on my respiratory lung system began
8 prior to birth with continued exposure to toxins almost
9 30 years prior to the development of the EPA in the 70s
10 and prior to any restrictions on air pollution. My
11 respiratory system was always sensitive to strong
12 odors, perfumes, exhaust from all vehicles, fires and
13 fireplaces, et cetera, long before EPA rules were put
14 in place.

15 The toxins in the air that result from heavy-duty
16 week vehicles utilizing fossil fuels made my
17 respiratory system react. When I used air
18 transportation, I could feel the assault on my
19 respiratory system when inhaling fumes while boarding
20 an airplane, waiting for a shuttle bus to take me to
21 and from the parking lots near the airports, and the
22 enclosed concrete underground public transportation

1 areas, usually located under highways with no air
2 movement systems.

3 Air pollution from heavy-duty vehicles has taken
4 its toll On my respiratory system in both rural and
5 suburban areas where I have lived, which were far
6 cleaner than many -- any inner city environments. When
7 I lived in Michigan, the natives there called the Great
8 Lakes the Sinus Capital. I suffered from sinus bouts,
9 frequent bronchitis bouts, and strep throat, and a
10 variety of issues. In my late 60s, I was diagnosed
11 with asthma which is an uncommon diagnosis that late in
12 life. Last fall, I was diagnosed with lung disease,
13 making me even more vulnerable to toxins from all modes
14 of transportation utilizing fossil fuels and,
15 therefore, more susceptible to COVID, a variety of
16 pathogens, and many viruses.

17 Emissions from heavy-duty vehicles have
18 contributed to the millions of Americans contracting
19 asthma, millions of dollars expended treating patients
20 with respiratory issues in the healthcare system, while
21 affecting those who live in redlined communities that
22 higher numbers. Clean air is absolutely vital for

1 human beings to exist on this planet.

2 All our lifespans are shortened as a result of
3 emissions from heavy-duty vehicles. It's time for EPA
4 to take a strong stance against emissions from heavy-
5 duty vehicles and pull back on using fossil fuels.
6 Climate change is going to affect all of us and is
7 affecting all of us, and in order for Americans to lead
8 healthier lives without respiratory ailments, action
9 must be taken to move away from fossil fuels.

10 Incidentally, I never smoked, but I worked in
11 environments from people who did smoke and had no
12 control over that that.

13 MR. MEASE: Thank you, Kay. This is Troy Mease,
14 conferencing support for Zoom. I would like to request
15 once again that anyone speaking or testifying today,
16 please try to speak slowly and clearly as today's event
17 is being translated simultaneously into the Spanish
18 language, and our court reporter has to also save your
19 dialogue. Thank you very much.

20 MS. THOMPSON: Thank you. The next speaker will
21 be Jason Dragseth. Unfortunately, we do not currently
22 see you in the list of attendees. However, if you have

1 joined this hearing under a different name, please
2 indicate your presence by pressing the raise hand
3 button on your screen or by dialing star-9 on your
4 phone if you have called in.

5 (No response.)

6 MS. THOMPSON: The next speaker will be Patricia
7 Bond. Patricia, you may now unmute, and please state
8 your name and affiliation for the record.

9 MS. BOND: Good morning. My name is Patricia
10 Bond. I'm a registered nurse living and practicing in
11 the Susquehanna River Valley of Central PA, and I've
12 volunteered with several environmental nonprofits.
13 Today here I'm speaking for the Sierra Club of
14 Pennsylvania.

15 I value clean air and a clean environment for
16 myself, my family, and my friends, but I'm starting to
17 see a noted increase in patients, especially from urban
18 locations experiencing air-quality-related diseases.
19 Right now, these conditions are affecting minorities
20 and low-income patients at a rate up to 6 times greater
21 than their white and higher-income counterparts. Right
22 now, as you're considering this docket in front of you,

1 these patients, often children, elderly, and the
2 immunocompromised are suffering.

3 We know that there is not one easy fix. However,
4 we must address this at the root of one of the major
5 known causes, the transportation sector, especially
6 these big trucks that are in question. We can clean up
7 our highways, help those suffering from numerous
8 respiratory ailments, and set higher standards that we
9 all can adhere to. I ask the EPA to strengthen the
10 heavy-duty trucks rule for healthy communities, to
11 protect public health, and to move from -- to promote a
12 climate which will benefit all of us.

13 MS. THOMPSON: Thank you for your comment. As a
14 reminder, if you are speaking today, you will receive a
15 notification on your screen that you are being promoted
16 to the role of panelist shortly prior to your speaking
17 time. You must accept that invitation to be able to
18 unmute when you are called to testify. This will also
19 allow you to turn on your camera, which we encourage
20 you to do. Speakers connected by telephone should
21 unmute their phones when called to testify. We ask
22 that each person limit their verbal testimony to 3

1 minutes. Please speak slowly and clearly so the court
2 reporter and interpreters can capture these proceedings
3 accurately.

4 We encourage you to provide any portion of your
5 prepared statement that you are unable to deliver along
6 with any additional comments to Docket Number EPA-HQ-
7 OAR-2022-0985 on Regulations.gov. If you are having
8 technical difficulties, please send an email to
9 public_hearing@abtassoc.com or call (919) 294-7849. If
10 you are not registered to speak but would like to,
11 please send an email with your name and phone number to
12 public_hearing@abtassoc.com or call (919) 294-7849.

13 The next speaker will be Adam Rossi. Adam, you
14 may now unmute. Please state your name and affiliation
15 for the record.

16 MR. ROSSI: Hello, and thank you for your time.
17 My name is Adam Rossi, and I live in Kansas City. I
18 work for Jerusalem Farm, a nonprofit that conducts
19 minor home repair for low-income homeowners, and I
20 volunteer for the Missouri Chapter of the Sierra Club.

21 And I'm calling today to ask the EPA to strengthen its
22 heavy-duty trucks rule.

1 The public has known about the climate crisis for
2 35 years. The government and the fossil fuel industry
3 have known about it for much longer than that. The
4 world has released more greenhouse gases in the 35
5 years since Jane Hanson and others' testimony before
6 Congress in 1988 than we had in all of human history
7 combined up to that point.

8 World leaders have made the conscious decision to
9 turn climate change into a climate emergency. World
10 leaders have made the conscious decision to prolong
11 human suffering for the vast majority of the world so
12 that a few privileged people can comfortably ride in
13 polluting vehicles. World leaders have made the
14 conscious decision to value the lives of the wealthy
15 elite over the lives of everyone else.

16 The transportation sector is one heavy polluting
17 contributor to the crisis we now face. Kansas City,
18 like many cities in the United States, has been built
19 exclusively for automobile transportation over the last
20 century, and its historic downtown is sliced up by
21 multiple interstate highways. Big trucks rumble over
22 these highways day and night, and their pollution

1 disproportionately affects those who live next to the
2 highways, disproportionately low income and non-white
3 people, communities that leaders of this country have
4 consistently hurt time and again with their decisions.

5 We need, in the most desperate way, real solutions
6 that are commensurate with the scope of the emergency
7 we now face. Stronger limits on greenhouse gas
8 emissions from trucks should have happened 30 years
9 ago. The least we can do today is to reap this very
10 lowest-hanging fruit. I call on the EPA to strengthen
11 the heavy-duty rule and to show that this country
12 actually values people besides those who own oil or car
13 companies or who work for the American Petroleum
14 Institute. I call in the EPA to strengthen the heavy-
15 duty trucks rule to show that we actually value the
16 health of our country's citizens, not just the width of
17 the wallets of the wealthy corporate elite.

18 I call on the EPA to strengthen the heavy-duty
19 trucks rule to show that we realize we have a real
20 honest-to-God emergency on our hands and an emergency
21 -- and in an emergency situation, we must act. We must
22 act as strongly as we possibly can, but we must act as

1 quickly as we possibly can. Thank you for your time.

2 MS. THOMPSON: Thank you for your comment. The
3 next speaker will be Abby Saks. Unfortunately, we do
4 not currently see you in the list of attendees.
5 However, if you have joined this hearing under a
6 different name, please indicate your presence by
7 pressing the raise hand button at the bottom of your
8 screen, or if you have called in, please dial star-9 to
9 raise your hand.

10 (No response.)

11 MS. THOMPSON: The next speaker will be Cheri
12 Conca. Cheri, you may now unmute, and please state
13 your name and affiliation for the record.

14 MS. CONCA: Hi. My name is Cheri Conca. I'm a
15 program manager for the Sierra Club, and I live in
16 Leesburg, Virginia. I'm here today to impress the
17 importance of issuing the strongest rule possible. The
18 EPA's proposed standards are a step in the right
19 direction toward fighting climate change. I believe
20 they're expected to reduce carbon dioxide emissions by
21 25 percent, but even if we reduced greenhouse gas
22 emissions by 50 percent to 52 percent by 2030, we'd

1 still fall short of the target of holding planetary
2 warming to 1.5 degrees Celsius by 2030, and that's the
3 target we need to hit in order to avoid a dramatic
4 increase in the risk of food and water shortages,
5 conflict, deadly extreme weather, and other crises.

6 Stronger standards will reduce not only carbon
7 dioxide. They would also reduce other greenhouse gas
8 emissions, such as methane. While less prevalent,
9 methane is more than 25 times as potent as carbon
10 dioxide at trapping heat in the atmosphere, according
11 to the EPA's website, and this is another reason we
12 need a strong rule. Some people think compressed
13 natural gas, or CNG, is a clean fuel, but it's
14 predominantly methane, a climate-warming fossil fuel.

15 I learned firsthand how dirty CNG is about a year
16 and a half ago. I was waiting for a shuttle bus
17 outside of Los Angeles International Airport on a visit
18 to my family. The bus from LAX to Union Station runs
19 every 30 minutes, and I had just missed the previous
20 shuttle, so for half an hour, I stood in a line of
21 tailpipe fire as dozens of other buses stopped to pick
22 up passengers. My throat and sinuses were clogged with

1 exhaust fumes. I was curious as to why the fumes were
2 so profound when I knew that L.A. has been
3 transitioning to cleaner fuels, so I looked closely at
4 the buses to see how each was fueled. I saw a little
5 CNG bumper sticker on nearly every bus, stating that
6 the buses are fueled by clean compressed natural gas.
7 Let me tell you, those buses are anything but clean.
8 They're noxious. And now L.A. is in the process of
9 transitioning all 2,300 of its CNG buses to zero-
10 emissions buses.

11 The Phase 3 greenhouse gas standards are an
12 opportunity for the U.S. to lead the fight against
13 climate change, reduce our dependence on fossil fuels,
14 create new jobs, and avoid billions in healthcare
15 costs. I ask that you make the rule as strong as
16 possible. Thank you.

17 MS. THOMPSON: Thank you for your comment. The
18 next speaker will be Latricia Godette. Unfortunately,
19 we do not currently see you in the list of attendees.
20 However, if you have joined this hearing under a
21 different name, please indicate your presence by
22 pressing the raise hand button on your screen, or if

1 you have called in, please dial star-9 to raise your
2 hand.

3 (No response.)

4 MS. THOMPSON: The next speaker will be Rachel
5 Patterson. Rachel, you may now unmute, and please
6 state your name and affiliation for the record.

7 MS. PATTERSON: Good morning. My name is Rachel
8 Patterson, and I'm representing Evergreen Action.
9 We're a nonprofit organization focused on achieving an
10 all-of-government mobilization to defeat the climate
11 crisis and usher in an equitable and just clean energy
12 economy.

13 We're pleased to see that EPA is moving forward
14 with these important regulations that will reduce
15 harmful pollution from the largest-emitting sector in
16 the American economy. Heavy-duty vehicles account for
17 25 percent of all greenhouse gas emissions within the
18 transportation sector, and that must be addressed to
19 achieve this administration's climate targets.

20 EPA's proposed regulations are clearly grounded in
21 Clean Air Act authorities and are a reflection of
22 commitments from engine manufacturers and major fleet

1 owners to transition to zero-emissions vehicles by the
2 end of the next decade. However, we believe that EPA's
3 proposal does not reflect the strongest possible
4 standard available, given current technology and the
5 billions of dollars in investments from the Inflation
6 Reduction Act that will help manufacturers and fleet
7 managers transition to clean vehicles and construct
8 associated infrastructure.

9 For example, EPA's proposal would have long-haul
10 trucks achieve only a 10-percent electrification by
11 2030 when that technology is clearly available, given
12 that California's Advanced Clean Truck Rule will
13 require a 30-percent electrification of tractors by
14 2030. This, of course, not only applies to California
15 but the six other states that have signed on.
16 Moreover, there's clearly a national interest in
17 transitioning away from heavily-polluting trucks and
18 adopting the latest zero-emission vehicle technology
19 because in 2020, 15 states, as well as D.C. and Puerto
20 Rico, signed on to the Medium- and Heavy-Duty Vehicle
21 MOU, and that includes signatories not just leading
22 states like California New York, but other states that

1 need to catch up, like Pennsylvania, Virginia, Nevada,
2 and North Carolina.

3 Reducing harmful pollution from heavy-duty
4 vehicles is not only a climate imperative but a public
5 health issue with racial and class implications. It's
6 well-known that heavy-duty vehicles are most present in
7 communities with heavy port and shipping routes, as
8 well as communities with high-traffic areas. These
9 impacted communities have no option but to breathe in
10 this harmful pollution from these heavy-duty vehicles
11 and are most often black and brown as well as low-
12 income communities. Furthermore, stronger regulations
13 are needed for EPA to meet its own air quality
14 standards in these four areas.

15 This administration must carve out a path to zero
16 emission heavy-duty vehicles that aligns with the level
17 of ambition required to protect public health and meet
18 climate commitments. Doing this will hold
19 manufacturers accountable to their commitments to
20 support the transition to zero-emission vehicles. A
21 stronger rule must be finalized by the end of the year.

22 Finally, we would like to express enthusiastic

1 support for the proposal to repeal EPA's regulations
2 that preempt state regulation of locomotives so that
3 states can finally take control of regulating these
4 sources of pollution. We hope to see EPA take further
5 steps to regulate freight in future regulations.

6 Thank you for the opportunity to provide comment
7 today. We will be submitting further detailed comments
8 in written form.

9 MS. THOMPSON: Thank you for your comment. The
10 next speaker will be Sean Waters. You may now unmute,
11 and please state your name and affiliation for the
12 record.

13 MR. WATERS: Yeah. Hello, everyone, My name is
14 Shawn Waters. I'm the vice president of product
15 compliance and regulatory affairs for Daimler Trucks
16 North America. Daimler Trucks is fully committed to
17 supporting the zero-emission vehicle market. Daimler
18 Trucks supported Greenhouse Gas Phase 1, we supported
19 Greenhouse Gas Phase 2, and we also helped defend the
20 Greenhouse Gas Phase 2 regulations during the prior
21 administration.

22 We acknowledge EPA's ambitious goals to

1 decarbonize and improve air quality, and we share those
2 ambitions, and we look forward to working with the
3 Agency in the rulemaking process. We want to
4 decarbonize the industry. In order to be successful
5 with the transformation, there must be product
6 available, there must be a positive TCO, and there must
7 be infrastructure in place. And if any of those three
8 items is missing, the transformation is going to be
9 delayed.

10 We have ZEV product available at Daimler Trucks.
11 Today we offer a battery electric school bus, chassis
12 for walk-in van. We a Class 8 tractor that is targeted
13 at drayage and low-mileage applications, and I'm super
14 excited to say that yesterday we announced our new EM2
15 for the Class 6/7 market, so a medium-duty pickup and
16 delivery vehicle for that segment.

17 We're working hard to bring down the cost of the
18 product, the second part of the equation, to make it
19 have a positive TCO and a positive use case. TCO
20 calculations are tricky today, and they're tricky into
21 the future and need to be constantly. We're doing what
22 we can to bring those costs down.

1 But what we're finding and, more importantly, what
2 our customers are finding is that the charging
3 infrastructure is behind. We are destined to fail to
4 meet the ambitious goals of the state and our country
5 and the world until emphasis is put on meeting the
6 charging needs of the electric fleet. On Friday, we
7 announced a \$650 million joint venture to build public
8 charging infrastructure with NextEra and BlackRock, but
9 our company's investments won't be enough to meet the
10 overall demand of the targets that we've set for this
11 industry.

12 The reality is the transformation is going to take
13 more than funding by corporations or even the Federal
14 Government. It's going to require utility regulatory
15 commissions to improve infrastructure upgrades ahead of
16 demand or risk stranding assets. It requires
17 municipalities to dedicate experts to handle permitting
18 and projects approvals for installation.

19 In crafting this rule, EPA must engage with the
20 utility industry and help the industry be prepared for
21 the increased demand. EPA should consider how to track
22 infrastructure development as an enabler for increasing

1 stringency throughout the Phase 3 Program. We believe
2 that to be successful, EPA must work with the
3 Department of Energy, Federal Energy Regulatory
4 Commission to streamline the build-out of necessary
5 electric and hydrogen infrastructure. EPA must work
6 closely with utilities with affirmative outreach.

7 It's a little concerning to me that when I looked
8 at the people who are testifying today, and I could be
9 wrong on this, but of the 3,000 utilities in the
10 country, it didn't appear to me that any utilities were
11 testifying, or at least appear to be on the list of
12 speakers today and yesterday. So, you know, really, if
13 there's one message to be heard in our testimony at the
14 end of the day here today, it's that it we're all
15 moving in the same direction. We want this
16 transformation to happen, but there's a third leg of
17 the stool that we have to address, and that's the
18 utility and the infrastructure demands.

19 So we will submit additional comments and work
20 with the EPA, but I thank you for your time, and I
21 really appreciate you having a public forum like this
22 for us to get these thoughts on the table. Thank you.

1 MS. THOMPSON: Thank you for your comment. The
2 next speaker will be Thomas Boylan. You may now
3 unmute, and please state your name and affiliation for
4 the record.

5 MR. BOYLAN: Good morning. My name is Thomas
6 Boylan, and I'm with the Zero Emission Transportation
7 Association, or ZETA. ZETA is a coalition spanning
8 the entire electric vehicle supply chain, including
9 vehicle and battery manufacturers, charging companies,
10 critical mineral producers, and electricity providers,
11 among many others.

12 I want to first thank EPA for all its hard work on
13 these proposed standards and for the opportunity to
14 speak about them today. ZETA encourages the Agency to
15 finalize heavy-duty GHG standards by the end of 2020
16 that are stronger than those proposed, and ensure the
17 supply chain has the regulatory certainty needed to put
18 the sector on a glidepath to a zero-emission future.

19 As many other speakers have noted, frontline
20 communities will benefit the most from heavy-duty
21 electrification. Members of these communities are
22 disproportionately likely to live near highways and

1 suffer from poor air quality as a result. Stringent
2 heavy-duty GHG standards will help protect these
3 communities from harmful emissions and align with the
4 environmental justice goals that this administration
5 has placed a much-needed spotlight on.

6 Electrification will not only reduce emissions,
7 but it'll promote American economic competitiveness and
8 create good-paying jobs right here at home. Based on
9 ZETA's research, private sector investments in domestic
10 EV supply chain total more than \$200 billion and
11 support nearly 400,000 American jobs. EVs are now
12 available in all medium- and heavy-duty classes with
13 many presenting fleet operators with a favorable total
14 cost of ownership today and should be expected to
15 further increase over the time frame covered by EPA's
16 proposed standards, and continued innovation by
17 industry will only increase product offerings and
18 vehicle capabilities in the coming years.

19 While many heavy-duty fleet vehicles have shorter
20 scheduled routes and can rely primarily on depot
21 charging overnight, some fleets may need on-route
22 charging to supplement on longer trips. As EPA notes,

1 this network is beginning to be built out and will be
2 more accessible during the years over which this
3 proposal covers. Expanded EV deployment will lead to
4 significant changes in the 24-hour electricity demand
5 cycle. By incorporating emerging technologies, such as
6 heavy-duty power storage and grid scale battery
7 technology, using smart software to optimize charging
8 schedules and capitalizing on time-of-use rates and
9 ensuring strategic charging build-out, heavy-duty fleet
10 electrification can become a mechanism for reinforcing
11 and stabilizing U.S. electricity infrastructure.

12 While ZETA supports many of the provisions
13 included in EPA's proposed rule, we believe there are
14 key areas where the proposal could be strengthened to
15 further protect human health and the environment. We
16 look forward to expanding on these and many more points
17 in our written comments. I want to thank you again for
18 the opportunity to testify today and for all of EPA's
19 hard work on this critical issue. Thank you.

20 MS. THOMPSON: Thank you for your comment. As a
21 reminder, if you are speaking today, you will receive a
22 notification on your screen that you are being promoted

1 to the role of panelist shortly prior to your speaking
2 time. You must accept that invitation to be able to
3 unmute when you are called to testify. This will also
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5 you to do. Speakers connected by telephone should
6 unmute their phones when called to testify. We ask
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8 minutes. Please speak slowly and clearly so the court
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16 public_hearing@abtassoc.com or call (919) 294-7849. If
17 you are not registered to speak but would like to,
18 please send an email with your name and phone number to
19 public_hearing@abtassoc.com or call (919) 294-7849.

20 The next speaker will be Dyna Anderson. You may
21 now unmute, and please state your name and affiliation
22 for the record.

1 MS. ANDERSON: Hello. My name is Dyna Anderson.
2 I am the program manager of New Jersey Environmental
3 Justice Alliance and a member of the Movement Forward
4 Network. I am not only the program manager of New
5 Jersey Environmental Alliance but a current resident of
6 an EJ community in New Jersey. I am here today not
7 only because it is my job to be but because I have a
8 responsibility to myself, my family, and my community
9 to make sure that the issues we are facing are being
10 heard and addressed.

11 I live 12 minutes away from Port Newark-Elizabeth.
12 On average, 7,000 travel through our communities
13 daily, emitting deadly diesel in our homes, schools,
14 and recreational spaces, and polluting our environment
15 in general. These emissions are responsible for 21,000
16 early deaths annually and are linked to asthma, cancer,
17 and other health conditions. I am a testament to what
18 diesel pollution can do to someone's health. I was
19 diagnosed with diabetes at the age of 12, one month
20 after moving to Newark, New Jersey from Jamaica.
21 Members of my immediate family and friends struggle
22 with health issues as well due to the diesel death zone

1 we live in.

2 Last week, I participated in a truck count in the
3 South Ward of Newark, New Jersey. Within an hour,
4 counted 21 buses, 83 medium-duty trucks, 277 heavy-duty
5 jobs. Let me repeat that 277 heavy-duty trucks in one
6 hour. This was eye-opening because I have lived near
7 the intersection where I did the count and never
8 realized the number of trucks that pass by, emitting
9 deadly diesel. In the words of Fannie Lou Hamer, we're
10 sick and tired of being sick and tired.

11 We demand that the rule include a cumulative
12 impact approach to account for the total amount of
13 pollution that is composed of different types of
14 pollutants, include multi-pollutant standards approach
15 that regulates greenhouse gas emission and additional
16 pollutants. This is important in order to prevent
17 false solutions by natural gas from being considered as
18 a part of zero emissions, address the 2022 Heavy-Duty
19 Rule gaps, outline a clear path to zero emissions with
20 a sales mandate of 100 percent zero-emissions truck by
21 2035, ensure that heavy-duty trucks are prioritized for
22 zero emissions, incorporate environmental justice and

1 public health analysis to inform the stringency of the
2 rule in the implementation phase.

3 I urge you to fulfill these demands because we're
4 dying every day. Our demands are ignored people die.
5 In the words of Ginetta Sagan, "Silence in the face of
6 injustice is complicit with the oppressor." Thank you
7 for having me testify today.

8 MR. CHARMLEY: Hi, everyone. Thank you very much
9 for your testimony. I just wanted to emphasize
10 something that Kayla from Abt has been mentioning a few
11 times this morning, and that is we need all of the
12 testifiers to speak a little bit more slowly, primarily
13 because for two reasons. We have a court reporter
14 who's trying to type in everything that everyone says,
15 so it's important for your testimony for us to be able
16 to capture it accurately for the written record. And
17 also, we've heard a few times from our Spanish
18 interpreters that when speakers are going a little bit
19 too quickly, it's hard for them to keep up. So if
20 folks, in general, could slow down just a little bit,
21 it would be very much appreciated. Kayla, I'm going to
22 turn it back to you.

1 MS. THOMPSON: Thank you, Bill. The next speaker
2 will be a Katherine Pruitt. Katherine, you may now
3 unmute, and please state your name and affiliation for
4 the record.

5 MS. PRUITT: Good morning. My name is Katherine
6 Pruitt. I'm the national senior director for policy
7 with the American Lung Association. I appreciate the
8 opportunity to offer comments on EPA's proposed
9 greenhouse gas emission standards for heavy-duty
10 vehicles the American Lung Association supports EPA
11 setting Phase 3 greenhouse gas standards for heavy-duty
12 vehicles this year in 2023, and we urge you to make the
13 rule even stronger. You've heard from some of my
14 colleagues about other aspects of this rule. My
15 comments today will focus on the health and climate
16 benefits this rule would mean for school buses and for
17 America's children.

18 The health and well-being of children in school
19 has been a personal and professional priority for me
20 for most of the nearly 3 decades I've been with the
21 Lung Association. The Lung Association was an
22 originating partner with EPA in the development of the

1 IAQ Tools for Schools Program, and I led my
2 organization's creation of the Asthma-Friendly Schools
3 Initiative several years later. Both of these
4 venerable, proven effective programs recognized the
5 importance of reducing exposure to harmful emissions
6 from diesel school buses to student health and
7 achievement.

8 There are 480,000 school buses on the road
9 nationwide traveling 3.5 billion miles annually. About
10 95 percent of school buses are diesel powered. Diesel
11 emissions contain a variety of toxics, including
12 nitrogen oxides, particulate matter, benzene, and 1-3
13 butadiene. Diesel soot from school buses has been
14 associated with reduced lung function and increased
15 incidences of pneumonia in children. Exposure to
16 diesel emissions can be especially harmful for children
17 with asthma. Some kids ride the school bus for hours a
18 day. I've heard personal stories from teachers and
19 families about children who leave home healthy and get
20 to school sick. That affects their ability to be
21 present and to learn during the school day.

22 These proposed emission standards are designed to

1 reduce greenhouse gases from vehicles because
2 addressing climate change is critical for protecting
3 health. Transitioning to zero-emission heavy-duty
4 vehicles, including school buses, has the potential to
5 eliminate millions of tons of greenhouse gas emissions
6 every year. And as EPA has noted, this rule would also
7 reduce other pollutants at the same time, including
8 those diesel emissions that are making schoolchildren
9 sick.

10 Communities want this change cleaning up trucks
11 and buses makes sense to people. This proposal is a
12 positive step forward. We urge EPA to finalize the
13 strongest final rule no later than the end of 2020.
14 Children, their families, and communities will thank
15 you. Thanks for your time.

16 MS. THOMPSON: Thank you for your comment. The
17 next speaker will be Trenton Stange. You may now
18 unmute, and please state your name and affiliation for
19 the record.

20 (No response.)

21 MS. THOMPSON: Trenton, you are still on mute.

22 (No response.)

1 MS. THOMPSON: Apologies, Trenton. We are still
2 unable to hear you. It seems that you may still be on
3 mute in Zoom. To unmute yourself, you would need to
4 click the microphone icon that is located on the bottom
5 left-hand corner of your Zoom application.

6 (No response.)

7 MS. THOMPSON: Trenton, we'll reach out to you
8 individually to do some troubleshooting. For now,
9 we'll move on to the next speaker, which is Brittany
10 Keyes. Brittany, you may now unmute, and please state
11 your name and affiliation for the record.

12 MS. KEYES: Good morning. My name is Zatcher
13 Brittany Keyes, and I'm a healthcare provider, a former
14 elected official, and a mom of two young children.
15 This is Luca, and I'm representing Healthy climate
16 Wisconsin. And I'm here to ask the EPA to swiftly
17 adopt the Phase 3 greenhouse gas standards for heavy-
18 duty vehicles and also to pursue routes to making the
19 rule even stronger. And before I continue, I want to
20 thank the members of the EPA and everyone who helped
21 organize this -- these listening sessions. I
22 appreciate a lot of work went into these proposals, and

1 I thank you for your time and energy.

2 From 2020 to 2022, I served as a locally-elected
3 official in Beloit, Wisconsin, a beautiful and diverse
4 small city of 36,000 people, but we do have challenges
5 with a poverty rate almost twice that of the state's
6 average. And it was during my time as an elected
7 official the issue of environmental justice and high
8 air pollution came to my attention. Referencing data
9 from the EPA website, between 2010 and 2019, the CO2
10 emissions in my county increased fourfold. Beloit
11 accounts for approximately 95 of these -- 95 percent of
12 these emissions.

13 (Talking to son.)

14 MS. KEYES: This combined with my county having
15 the 5th highest asthma-related hospitalizations in
16 children in the entire state is cause for alarm and
17 action, but, unfortunately, without strong and clear
18 guidelines from the EPA, action was not what my
19 community saw. State regulators defaulted to older EPA
20 guidelines and pivoted away, and my fellow local
21 officials also pivoted away.

22 Refusing to accept inaction, I have been leading a

1 community air pollution research project that monitors
2 particulate matter air pollution in lower-income
3 neighborhoods and neighborhoods adjacent to roads that
4 allow heavy-duty motor vehicles. And those
5 neighborhoods are seeing significant elevations in
6 daytime air pollution. So from chronic lung disease in
7 elderly to high asthma rates in children, it is evident
8 that the air pollution is making my neighbors, my
9 friends, and my family, and, frankly, our planet sick.

10 I want to acknowledge we're not alone. There are
11 72 million people living close to trucking routes and,
12 thus, affected by freight pollution. Strong EPA
13 standards would deliver massive emission reductions and
14 lifesaving relief to our frontline communities, our
15 families, and our children. My community and
16 communities across the country need the EPA to move
17 quickly and finalize the strongest possible cleaner
18 truck standards to address the climate crisis and the
19 air pollution that is harming us by the end of the
20 year.

21 I want to again thank the EPA for this time for
22 public comment and the future public comment. Thank

1 you.

2 MS. THOMPSON: Thank you for your comments. We
3 will re-promote Trenton Stange at this time to see if
4 we can -- if the tech issues we experienced previously
5 were resolved.

6 MR. STANGE: I'm sorry. Am I up?

7 MS. THOMPSON: Was that Trenton speaking?

8 MR. STANGE: Yeah, it's -- yeah, Trenton here.

9 MS. THOMPSON: Perfect. Yes, you may begin your
10 testimony.

11 MR. STANGE: Thank you. Thank you for allowing me
12 to speak today. My name is Trenton Stange. I am the
13 president of Compass Coach, a small motor coach charter
14 bus company in Grand Rapids, Michigan. We operate 21
15 Charter buses with a crew of 56 families. Last year,
16 we travel over 1 million miles, transporting your kids,
17 your parents, your neighbors, and possibly even you,
18 plus our brave military members all over our United
19 States.

20 My industry -- my industry is a small industry as
21 proven by the fact that there are only four or five
22 charter bus companies providing testimony, but charter

1 buses provide the second safest mode of transportation
2 behind airlines. I am sitting in one of our charter
3 buses hopefully to show you, and I don't know if I have
4 video or not, that there is a difference between a
5 charter bus and these trucks, locomotives, and school
6 buses, transit buses that the group has been referring
7 to over the last several days.

8 On a personal note, I'm in total agreement that we
9 as a society need to find alternative fuels to combat
10 and eliminate air pollution. The EPA seems to be the
11 perfect governmental agency to spearhead this task. I
12 am just trusting that they are not replacing one
13 environmental hazard with another, but that is for
14 another day's discussion.

15 These proposals will have a huge undertaking, and
16 I am here to try to persuade you, the listeners and the
17 EPA, to please separate -- please separate charter
18 buses off from the rest and give our industry more time
19 for the technology to catch up. We eventually will get
20 there, just as the roads and gas stations caught up to
21 the release of hundreds of thousands of Model T's back
22 in the 1920s. The infrastructure and technology will

1 not be here for those charter buses as proposed. It is
2 that simple.

3 Our charter buses travel over 1,000 miles on a
4 typical trip a. As example, a Washington, D.C. trip at
5 the current technology would require three stops to
6 charge the vehicle, adding not only time to your
7 students but also increased labor costs. A Florida
8 trip would add almost an extra 10 to 12 hours of your
9 kids or your parents being on one of our coaches. I do
10 not see us making these trips with -- excuse me -- I do
11 see us making these trips in electrified vehicles 15
12 years from now one the infrastructure has been
13 implemented and the technology has been invented to
14 provide safe travel in a coach.

15 Please, please look at and treat the motor coach
16 industry as a separate goal, one that could we -- one
17 that we can achieve, just not in the current EPA's time
18 frame. Thank you.

19 MS. THOMPSON: Thank you for your comment. This
20 concludes our first speaker block. We will now call on
21 the names of those who were not present when initially
22 called on to testify. If you have joined, please

1 indicate your presence by pressing the raise hand
2 button at the bottom of your screen, and if you have
3 called in, please dial star-9 to raise your hand.

4 The first speaker is Elizabeth Cerceo. Elizabeth,
5 if you have joined, we would invite you to raise your
6 hand at this time.

7 (No response.)

8 MS. THOMPSON: The next speaker is Jason Dragseth.

9 Jason, again, if you have joined we would ask that you
10 indicate your presence by pressing the raise hand
11 button on your screen or by dialing star-9 on your
12 phone.

13 (No response.)

14 MS. THOMPSON: The next speaker is Abby Saks.

15 Abby, we ask that you -- if you have joined us that you
16 indicate your presence by pressing star-9 on your phone
17 if you have called it or by pressing the raise hand
18 button the bottom of your screen.

19 (No response.)

20 MS. THOMPSON: The final speaker is Patricia

21 Latricia Godette. Latricia, if you have joined, we ask
22 that you would indicate your presence by pressing the

1 raise hand button at the bottom of your screen or by
2 dialing star-9 on your phone.

3 (No response.)

4 MS. THOMPSON: We will now move to the next
5 speaker block. The next speaker will be Levi
6 Kamolnick. Levi, you may now unmute, and please state
7 your name and affiliation for the record.

8 MR. KAMOLNICK: Yeah. Hi. Can you hear me?

9 MS. THOMPSON: We can.

10 MR. KAMOLNICK: Excellent. My name is Levi
11 Kamolnick speaking on behalf of Ceres. Ceres is a
12 nonprofit advocacy organization working with private
13 sector leaders to solve the world's greatest
14 sustainability challenges. Our networks include more
15 than 220 institutional investors that collectively
16 manage over \$60 trillion in assets, approximately 60 of
17 the largest global companies, and over 75
18 internationally-recognized companies that advocate for
19 solutions to the climate crisis. As part of this work,
20 we oversee the Corporate Electric Vehicle Alliance, a
21 network of 32 major fleet owners representing \$1
22 trillion in annual revenue, working to electrify their

1 fleets.

2 We support the EPA's work to address the high
3 level of emissions for heavy-duty vehicles, and we
4 believe this proposed rule is an important regulatory
5 step. However, we strongly endorse a more ambitious
6 set of standards that would ensure we reach at least 50
7 percent heavy-duty zero-emission vehicle sales by 2032.

8 Stronger standards would have a more positive impact
9 on our climate and public health while fostering a more
10 globally competitive trucking industry.

11 Heavy-duty vehicles are the second-largest
12 greenhouse gas emission source in the transportation
13 sector, contributing to nearly 25 percent of road
14 transportation emissions. Furthermore, these emissions
15 are projected to significantly increase in the years to
16 come. In order to achieve or even come close to
17 achieving our climate goals, experts have determined
18 that the heavy-duty vehicle sector must rapidly
19 decarbonize.

20 The good news is that many fleet -- major fleet
21 owners and operators want to or are already making that
22 shift. A recent survey of Corporate Electric Vehicle

1 Alliance members demonstrates what we are already
2 seeing in the market: a healthy and increasing demand
3 for zero-emission vehicles among fleet-businesses.
4 Fleet owners are pursuing these vehicles because they
5 reduce fuel and maintenance costs and are key to
6 meeting their climate goals.

7 (Side conversation.)

8 MR. KAMOLNICK: Sure. Investments in incentives
9 from the Inflation Reduction Act and the Infrastructure
10 Investment and Jobs Act are increasing the feasibility
11 of ambitious rules by improving vehicle and charging
12 availability. They are also strengthening domestic
13 supply chains. Furthermore, vehicle manufacturers are
14 also embracing this technology. In addition to
15 committing to produce only zero-emission passenger
16 vehicles by 2035 or earlier, several major heavy-duty
17 vehicle manufacturers have made commitments to reach 50
18 to 67 percent medium- and heavy-duty zero-emission
19 vehicle sales by 2030 and 100 percent by 2040 or
20 sooner.

21 Though many vehicle classes are becoming
22 increasingly price competitive, we need strong policies

1 to ensure the production and availability of these
2 vehicles keeps up with growing demand. More rigorous
3 standards than those proposed will accelerate the
4 transition at the necessary rate and scope while
5 helping to address economic risks posed by climate
6 change, and lead to a more globally-competitive
7 trucking industry.

8 Heavy-duty vehicles are also the largest source of
9 nitrogen oxide emissions in the transportation sector
10 and emit harmful concentrations of particulate matter,
11 ozone, and other potent toxins with profound
12 consequences for human health. The EPA can help limit
13 exposure to these toxins as a co-benefit through
14 ambitious greenhouse gas standards.

15 According to a 2022 report by the American Lung
16 Association, 41 percent of all Americans live in
17 communities impacted by unhealthy levels of ozone or
18 particulate pollution. These communities suffer
19 disproportionately from heavy-duty vehicle emissions
20 and will benefit the most from strong standards. The
21 proposed standards must go further to mitigate these
22 pollutants and their deadly ramifications. EPA's own

1 analysis shows that the overall health benefits from
2 reductions in ozone and PM 2.5 in its proposals far
3 exceed the cost imposed by these rules, with as much as
4 \$320 twenty billion dollars in net benefits. Serious
5 supports, stronger more ambitious --

6 MS. THOMPSON: Thank you for your comment.

7 MR. KAMOLNICK: -- the transition --

8 MS. THOMPSON: You have reached the 3-minute
9 limit. Please complete your testimony within the next
10 30 seconds. You can submit additional testimony to our
11 docket as shown on screen.

12 MR. KAMOLNICK: Thanks. Ceres supports stronger,
13 more ambitious emission standards that will accelerate
14 the transition to zero-emission trucks, reduce the
15 climate and public health impact of heavy vehicles --
16 heavy-duty vehicles while providing benefits to
17 companies, communities, and the entire economy. Thank
18 you.

19 MS. THOMPSON: Thank you for your comment. As a
20 reminder, if you are speaking today, you will receive a
21 notification on your screen that you are being promoted
22 to the role of panelist shortly prior to your speaking

1 time. You must accept that invitation to be able to
2 unmute when you are called to testify. This will also
3 allow you to turn on your camera, which we encourage
4 you to do. Speakers connected by telephone should
5 unmute their phones when called to testify. We ask
6 that each person limit their verbal testimony to 3
7 minutes. Please speak slowly and clearly so the court
8 reporter and interpreters can capture these proceedings
9 accurately.

10 We encourage you to provide any portion of your
11 prepared statement that you are unable to deliver along
12 with any additional comments to Docket Number EPA-HQ-
13 OAR-2022-0985 on Regulations.gov. If you are having
14 technical difficulties, please send an email to
15 public_hearing@abtassoc.com or call (919) 294-7849. If
16 you are not registered to speak but would like to,
17 please send an email with your name and phone number to
18 public_hearing@abtassoc.com or call (919) 294-7849.

19 The next speaker will be Ryan Makarem. You may
20 now unmute, and please state your name and affiliation
21 for the record.

22 MR. MAKAREM: All right. Thank you. My name is

1 Ryan Makarem. I am with Clean Air Now, and we work in
2 Kansas City, Kansas and for the Greater K.C. Metro
3 Area. We are environmental justice community
4 organization, and we have been doing this work for over
5 a decade because of the failures of government and
6 industry to address our needs.

7 We are surrounded on all sides by the freight
8 industry, with hundreds if not thousands of truck --
9 trucks every day that pass by and spew their toxic
10 fumes into our community, our schools, and our
11 daycares, amongst others. This Phase 3 rule, while
12 encouraging in promoting a transition towards zero-
13 emission trucks and zero emission in general for
14 freight trucks and anything that can affect us, falls
15 short of what we expect.

16 We expect, as soon as possible, from EPA, from our
17 government to impose a hundred-percent zero emissions
18 no later than 2032 or 2035. The science and the
19 technology exists today, and the only reason this
20 transition hasn't happened yet and is not happening as
21 quickly as benefits the health of our community in K.C.
22 and everywhere is that there's just a lack of action

1 and an apathy from government and from industry.

2 "his rule should be promoting even heavier
3 standards. It should not be playing a conservative
4 role and falls short of what even some industry is
5 predicting is going to be the transition to electric
6 zero-emission vehicles. And, of course, when we talk
7 about zero emissions, we should focus on the real zero-
8 emissions, not false solutions. We shouldn't just
9 transition from fossil fuels to natural gas where we
10 call that a solution and then continue the emissions
11 just localized in different places or a different type
12 of health issues.

13 Furthermore, they -- as I said, zero-emission
14 vehicles are available commercially today, and the
15 government's responsibility and the industry's
16 responsibility is to promote, as quickly as possible,
17 this transition to zero emissions and to address the
18 needs of our community via this rule and many others,
19 including the placement of infrastructure that is --
20 will help us to attain this goal as quickly as
21 possible.

22 And finally, I also wanted to add that the EPA is

1 addressing a long-time issue we've had about locomotive
2 and rail through this Phase 3 rule where it will allow
3 some states, or hopefully all states, to address their
4 needs in addressing the major pollution from the rail
5 industry that also affects our communities every single
6 day and causes major health problems. I work in a
7 neighborhood where the lifespan is 20 years shorter
8 just because of all of these polluting industries. I
9 thank you, and I will submit more details in writing.

10 MS. THOMPSON: Thank you for your comment. The
11 next speaker will be Breck Lebegue. You may now
12 unmute, and please state your name and affiliation for
13 the record.

14 DR. LEBEGUE: Thank you, and good morning. I'm
15 Dr. Breck Lebegue with Washington Physicians for Social
16 Responsibility. Today I testify for stricter diesel
17 emission control and eventual elimination.

18 When I was a boy, the smell of Greyhound bus
19 diesel exhaust meant freedom: freedom to leave my
20 little town and see the world. When I was a young Air
21 Force flight surgeon, the smell of jet fuel meant a
22 different kind of freedom to me, but now, climate

1 change and air pollution caused by fossil fuels are
2 among the leading causes of disease and death
3 worldwide. Fossil fuel is arguably the world's most
4 pressing public health problem, and decarbonizing is
5 the one of the most promising public health
6 opportunities. Those aren't my words. They're a quote
7 from the journal *Frontiers in Public Health*.

8 Long-haul trucks make highway travel riskier,
9 cause more damage to roadways. Diesel trucks and
10 locomotives idling in ports and drayage yards spew PM
11 2.5 particles that harm the health of nearby residents,
12 but battery-powered trucks can cleanly move that last
13 mile freight to and from ship and rail ports. Rail is
14 11 times more energy efficient per ton-mile than
15 trucks. Rail is clean when it's powered by overhead
16 catenary renewable electric lines that minimizes
17 lithium mining and battery production and disposal.

18 Rail also avoids pollution from tire erosion. A
19 University of Washington study linked tire chemicals in
20 waterways to coho salmon die-off that's also causing
21 orca die-off. So that's why WPSR supports mode
22 shifting freight, off lanes, onto to trains,

1 electrified trains, by carbon-free sources as a
2 transport solution to climate pollution. For these
3 health reasons, we respectfully ask that you strictly
4 regulate and eventually eliminate diesel-powered heavy-
5 duty long-haul trucks.

6 We thank you for your decision to support healthy
7 hearts, lungs, and lives, and thank you for your time
8 today.

9 MS. THOMPSON: Thank you for your comment. The
10 next speaker will be Thereza Cevidanés. You may now
11 unmute, and please state your name and affiliation for
12 the record.

13 MS. CEVIDANES: Thank you. Can you hear me?

14 MS. THOMPSON: We can great.

15 MS. CEVIDANES: Great. Thank you. My name is
16 Tereza Cevidanés, and I represent the two trade
17 associations who, together, comprise more than 80
18 percent of retail sales of motor fuel in the United
19 States: NATSO, the national trade association for
20 truck stops and travel centers, and SIGMA, the national
21 trade association for fuel marketers and retailers.

22 As fuel retailers rather than truck makers, our

1 perspective on this rule is admittedly limited. Our
2 members won't make the trucks of the future, but those
3 trucks will need a reliable refueling network. Our
4 membership is at the forefront of conversations with
5 policymakers and other market participants throughout
6 the country to try and make that refueling network a
7 reality. And although progress is being made, it is
8 not being made at anywhere near the pace that this
9 proposed rule appears to require.

10 As you can imagine, investment decisions around
11 zero-emission refueling infrastructure are made with a
12 keen eye toward demand. Investing in heavy-duty
13 charging stations is far more attractive if there are
14 likely to be a lot of heavy-duty electric trucks on the
15 road. We have asked OEMs and trucking companies around
16 the country when we can expect demand for these
17 technologies to increase. The timelines laid out in
18 this rule simply do not comport with the market's
19 measured assessment of reality. That's not to say this
20 objective isn't laudable or that we don't think that
21 policy can meaningfully expedite this transition, but
22 those conversations need to be tethered to a firm

1 understanding of the cost and feasibility of
2 transitioning to zero-emission vehicles and the
3 refueling network that those vehicles will need.

4 To support 25 percent of new long-haul trucks
5 being electric by 2032, many off-highway refueling
6 locations will need dozens of fast chargers to service
7 the heavy-duty trucks. A study from RMI found that the
8 charging capacity required at a single large truck stop
9 would be roughly equivalent to the electric load of an
10 entire small town. We are not convinced that the
11 electricity providers will be able to increase
12 generation and transmission activity to service that
13 kind of load at scale within 10 years. And if they
14 could, there is still very little indication that
15 electric heavy-duty trucks will make economic sense for
16 commercial trucking companies in 10 years' time.

17 If the administration is interested in
18 decarbonizing heavy-duty trucking, the best course of
19 action in the near term is to put forth thoughtful
20 tailpipe emission standards in conjunction with strong
21 incentives for renewable liquid fuels. Specifically,
22 the administration should raise the mandate for

1 advanced biofuels under the RFS and encourage Congress
2 to eliminate preferential tax treatment for sustainable
3 aviation fuel, or SAF, which helps airline shareholders
4 more than it helps the climate. SAF uses the same
5 input feedstocks as biodiesel and renewable diesel, yet
6 it yields fewer emission savings. SAF incentives,
7 without parity for other transportation fuels that have
8 comparable or superior admissions consequences,
9 encourages biofuel producers to make fewer gallons of
10 emissions-reducing fuels than they otherwise would.

11 Thank you so much for the opportunity to testify,
12 and we look forward to working with you on these
13 important issues. Thank you.

14 MS. THOMPSON: Thank you for your comment. The
15 next speaker will be Ernest Rogers. Unfortunately, we
16 do not currently see you in the list of attendees.
17 However, if you have joined this hearing under a
18 different name, we ask that you indicate your presence
19 by pressing the raise hand button at the bottom of your
20 screen, or if you have called in, please dial star-9 to
21 raise your hand.

22 (No response.)

1 MS. THOMPSON: The next speaker is Jessica
2 Moerman. Jessica, we also do not see you in the list
3 of attendees. However, if you have joined under a
4 different name, we ask that you indicate your presence
5 by pressing the raise hand button at the bottom of your
6 screen or dial star-9 on your phone to raise your hand.

7 (No response.)

8 MS. THOMPSON: The next speaker is Sarah Carter.
9 Sarah, we also do not see you in the list of attendees.
10 However, if you have joined under a different name, we
11 ask that you indicate your presence by pressing the
12 raise hand button at the bottom of your screen or by
13 dialing star-9 on your phone.

14 (No response.)

15 MS. THOMPSON: The next speaker is Eugenie Lewis.
16 Eugenie, you may now unmute, and please state your
17 name and affiliation for the record.

18 MS. LEWIS: Good morning. My name is Eugenie
19 Lewis. I use "she/her" pronouns. I'm with the Sierra
20 Club, the Climate Reality Project, and the Citizens
21 Climate Lobby.

22 I'm a climate activist and health professional

1 living and working in South Los Angeles. My work in
2 mental health and career development involves helping
3 people plan their future while supporting their
4 physical and mental well-being. Through the Sierra
5 Club and these agencies that I work with, I've become
6 aware of the seriousness of the climate crisis and the
7 urgent need to take action in all sectors.

8 Personally, I enjoy getting outdoors for walks in
9 my neighborhood, but I realized that because of
10 pollution from trucks and other sources, that the air
11 quality in my community varies greatly, not only by day
12 but also by neighborhood. As a passionate advocate for
13 the well-being of youth and communities of color, I
14 care deeply about the physical and mental health of my
15 community in South Los Angeles. Many of my neighbors
16 are deeply affected by environmental pollution. This
17 is the sad legacy of environmental racism that has had
18 a huge impact on the health and wealth of the
19 community. Historical redlining has forced communities
20 into areas with greater exposure to pollution.

21 The transportation sector and trucks are a major
22 contributor of pollution and greenhouse gas emissions

1 in South Los Angeles. This pollution comes from a
2 variety of sources, including Los Angeles highways that
3 stream through poor neighborhoods, the Port of Los
4 Angeles, warehouse centers, and railyards.

5 Environmental pollution causes respiratory and heart
6 disease, stroke, cancer, asthma, neurological
7 disorders, and reproductive problems.

8 The Cal Environmental Screen is -- provides a
9 visual display of the heavier pollution burden in low-
10 income communities of color, such as Carson, Compton,
11 Hawthorne, Inglewood, Long Beach, Torrance, and San
12 Pedro, and Watts. If I had a map then I -- I'd like to
13 share with you. Maybe I can submit that to show you
14 how these communities are impacted.

15 Transportation and heavy trucks contribute greatly
16 to greenhouse gas emissions and pollution through their
17 demand for oil and gas and particulate matter that goes
18 into the air. Stronger limits on greenhouse gas
19 emissions from trucks will benefit the climate and the
20 health of the community. I call on the EPA to
21 strengthen the heavy-duty trucks rule to protect public
22 health and our climate. Let's create clean air for our

1 children and our children's children. Thank you for
2 the opportunity to speak.

3 MS. THOMPSON: Thank you for your comment. The
4 next speaker is Richard Sigler. Unfortunately, we do
5 not currently see you in the list of attendees.

6 However, if you have joined this hearing under a
7 different name, please indicate your presence by
8 pressing the raise hand button on your screen, or if
9 you have called in, please dial star-9 on your phone.

10 (No response.)

11 MS. THOMPSON: The next speaker will be Amy
12 Goldsmith. Amy, you may now unmute, and please state
13 your name and affiliation for the record.

14 MS. GOLDSMITH: Thank you. My name is Amy
15 Goldsmith. I'm the New Jersey state director for Clean
16 Water Action. I serve on the -- as a steering
17 committee member of the Coalition for Healthy Ports.
18 We are a member of the Moving Forward Network. Clean
19 Water Action is submitting these comments to urge the
20 EPA to go further than currently proposed in setting
21 new emission limits and transition (AUDIO MALFUNCTION)
22 communities living near railyards and train corridors.

1 Unfortunately, the rule does not go far enough in
2 other areas. The most stringent option in the proposal
3 only sets 50 percent by 2023 sales goals for zero-
4 emission vehicles. EPA should require a hundred
5 percent by 2035 in the final rule. Proven commercial,
6 viable, and rapidly-emerging technologies in the market
7 have led both industry and states, including New Jersey
8 where I live, to set higher projection numbers for
9 zero-emission vehicles on the road. The EPA should
10 lead, not follow, behind. Every day a truck is allowed
11 to be purchased, it means another 10-plus years it will
12 be on the road. Unlike wine, pollution controls on a
13 diesel truck do not get better with age.

14 The EPA should also adopt rules that set specific
15 truck conversion requirements to zero emissions in
16 communities already overburdened. The proposed rules
17 should be modified to guarantee mandatory emission
18 reductions, prioritized funding here, and convert
19 heavy-duty diesel to zero emissions faster,
20 particularly where the use is concentrated. This
21 should be done in direct coordination with EJ
22 communities and frontline workers.

1 Additionally, the EPA should establish a scrap
2 metal program to prevent the resale, migration, and
3 increased density of dirty diesel in overburdened
4 communities, prioritize emission freight conversions
5 for Class 7 and 8 heavy-duty trucks, particularly
6 short-haul drayage, because these are some of the
7 oldest and most polluting trucks in our state,
8 concentrated in ports-adjacent and fence-line
9 communities as well as routes to warehouses and
10 distribution centers.

11 You should conduct environmental justice and
12 public health analysis to ensure systems are in place
13 to protect our most vulnerable and chronically exposed
14 to heavy-duty diesel, and develop a multi-pollutant
15 standard that regulates not just greenhouse gases but
16 also nitrous oxide particulate matter and help prevent
17 false solutions, like natural gas, from being
18 considered a zero-emission option, which it is not.

19 Finally, we are concerned that the public comment
20 period is too short, only 50 days. We e ask EPA to
21 extend the common period to at least 60 days. Thank
22 you for this opportunity to speak.

1 MS. THOMPSON: Thank you for your comment. As a
2 reminder, if you are speaking today, you will receive a
3 notification on your screen that you are being promoted
4 to the role of panelist shortly prior to your speaking
5 time. You must accept that invitation to be able to
6 unmute when you are called to testify. This will also
7 allow you to turn on your camera, which we encourage
8 you to do. Speakers connected by telephone should
9 unmute their phones when called to testify. We ask
10 that each person limit their verbal testimony to 3
11 minutes. Please speak slowly and clearly so the court
12 reporter and interpreters can capture these proceedings
13 accurately.

14 We encourage you to provide any portion of your
15 prepared statement that you are unable to deliver along
16 with any additional comments to Docket Number EPA-HQ-
17 OAR-2022-0985 on Regulations.gov. If you are having
18 technical difficulties, please send an email to
19 public_hearing@abtassoc.com or call (919) 294-7849. If
20 you are not registered to speak but you would like to,
21 please send an email with your name and phone number to
22 public_hearing@abtassoc.com or call (919) 294-7849.

1 The next speaker will be Andrew Dinkelaker. You
2 may now unmute, and please state your name and
3 affiliation for the record.

4 MR. DINKELAKER: Hi. Good afternoon. My name is
5 Andrew Dinkelaker of the United Electrical Radio and
6 Machine Workers of America. We are in full support of
7 the EPA's proposed updated emission standards for
8 vehicles and want to speak and particular to the
9 proposed rulemaking to allow states to set stricter
10 emission standards for diesel-powered locomotives. Our
11 union represents thousands of workers in the rail
12 industry, both those who manufacture locomotives and
13 parts and rail crew drivers who work in railyards
14 across the country.

15 In 1988, the EPA began its tier-based system for
16 regulating the emissions of locomotives. Modern Tier 4
17 locomotives are estimated to emit 90 percent less
18 particulate matter and 80 percent less nitrous oxide
19 than a Tier 2 locomotive. However the railroads have
20 been slow to upgrade to cleaner and greener
21 technologies. As of 2020, 74 percent of Class 1
22 railroad locomotive fleet was still Tier 2 or lower.

1 For Class 2 and 3, it 93 percent. Without further
2 action, the railroads will keep these locomotives
3 active for years if not decades to come.

4 Railyards are well known as hot spots for
5 pollution, and in urban areas, they are often located
6 in low-income communities of color. Neighborhoods
7 surrounding high-traffic yards in California have a
8 significantly elevated rate of cancer. When wind
9 carries air from a yard into a residential area,
10 airborne black carbon spikes to twice the normal level
11 of -- for an urban area. Children living near
12 railyards have twice the incidence of asthma as those
13 living at least 4 miles away. Hundreds of UE members
14 work in these dirty environments on a daily basis.
15 Many of them live there as well. It is unconscionable
16 that we let this go on when existing technology can
17 mitigate the issue, and now commercially-viable
18 technologies, like battery locomotives, can be all but
19 eliminated.

20 Allowing states to set stricter emission standards
21 for locomotives is not only the right thing to do for
22 workers and communities around the railroads. It will

1 also stimulate American manufacturing as new
2 requirements for railroads to fully modernize their
3 fleet will spur demand. Essentially, all manufacturing
4 of locomotives for the U.S. market takes place
5 domestically, and much of it is union and with family-
6 supporting wages and benefits, such as the UE
7 represented plants in Erie, Pennsylvania.

8 The proposed EPA rulemaking is the right thing for
9 railroad refers, the right thing for the planet, and
10 the right thing for communities of color, and the right
11 thing for building greener, cleaner manufacturing in
12 the U.S. We stand in full support.

13 MS. THOMPSON: Thank you for your comment. The
14 next speaker is Steven Paul Henderson. Steven, you may
15 now unmute, and please state your name and affiliation
16 for the record.

17 MR. HENDERSON: Good afternoon. This is Steve
18 Henderson. We really want to thank you, and I work for
19 Ford Motor Company. I manage our Regulatory Compliance
20 Group. We want to thank you for the opportunity to
21 provide comment today.

22 At Ford, combating air pollution and climate

1 change is a strategic priority for our company. We're
2 proud to be the only full-line American automaker
3 committed to doing our part to reduce CO2 emissions in
4 line with the Paris Climate Agreement, and to have
5 stood for stronger vehicle greenhouse gas standards at
6 a time when climate action was under attack. We
7 believe that making great vehicles, protecting the
8 environment, and maintaining a strong business are
9 complementary goals, not in conflict.

10 We're leading the electrification revolution with
11 iconic nameplates, like the F-150 Lightning, the
12 Mustang Mach-E, and the E-Transit Van, and we're
13 investing more than \$50 billion in electrification
14 through 2026. We applaud the administration's goals
15 for a vehicle future and for U.S. leadership on
16 emission reductions and investment in critical
17 electrification technology.

18 Turning now to the proposed rulemaking, Ford
19 supports proposals that encourage the production of
20 zero-emission vehicles and is eager to work with EPA to
21 make this regulation both strong and achievable. As
22 articulated by EPA in the NPRM, we support allowing EV-

1 generated greenhouse gas credits to apply across the
2 vehicle use classes, a feature critical to successful
3 compliance as full-line manufacturers, like Ford,
4 transition their product lines to EV, which is a
5 stepwise process. We also ask EPA to implement as
6 smooth a year-over-year stringency profile as possible
7 to recognize that our industry must transition our
8 entire industrial supply chain along with our vehicles

9 As these regulations are finalized, we request
10 increased collaboration between EPA and NHTSA to
11 harmonize greenhouse gas and fuel economy standards,
12 recognizing the structural differences between the two
13 programs. Failure to align these regulations will
14 inevitably impair our ability to accelerate the
15 transition to EV.

16 As a country, we must collaborate to achieve a
17 zero-emissions future. Government, industry, and
18 consumers must hold conversations like these to agree
19 on and achieve the ambitious goals. At Ford, we're
20 thrilled to contribute via our leadership in the
21 development and production of highly-efficient and
22 zero-emission vehicles. Thanks again. We appreciate

1 the opportunity to have provided our testimony today.

2 MS. THOMPSON: Thank you for your comments. The
3 next speaker will be Hayden Samples. Unfortunately, we
4 do not currently see you in the list of attendee.
5 However, if you have joined this hearing under a
6 different name, please indicate your presence by
7 pressing the raise hand button at the bottom of your
8 screen, and if you have called in, please dial star-9
9 to raise your hand.

10 (No response.)

11 MS. THOMPSON: The next speaker will be Michael
12 Replogle. Michael, you may now unmute. Please state
13 your name and affiliation for the record.

14 MR. REPLOGLE: I'm Michael Replogle. I'm founder
15 and senior advisor to the Institute for Transportation
16 and Development Policy, and former deputy commissioner
17 for policy for the New York City Department of
18 Transportation, and also serve on the EPA Mobile Source
19 Technical Review Subcommittee of the Clean Air Act
20 Advisory Committee.

21 I want to commend EPA for taking a positive step
22 to move forward on more stringent standards for

1 greenhouse gas reductions in motor vehicles but express
2 deep concern that existing policies, including the
3 Federal Phase 2 greenhouse gas standards for heavy-duty
4 vehicles, Inflation Reduction Act incentives, and other
5 state policies are not sufficiently aligned with the
6 2030 and 2050 U.S. climate commitments under the U.N.
7 Framework Convention of Climate Change. The recently-
8 proposed Phase 3 heavy-duty vehicle standards are
9 important steps, but they're not adequate to keep pace
10 with the greenhouse reductions needed.

11 There are, in fact, cost-effective internal
12 combustion engine efficiency improvements that are
13 available and remain important to the decarbonization
14 of the sector, providing greater efficiency for tractor
15 trailers and vocational trucks of 25 to 31 percent.
16 But the EPA Heavy-Duty Vehicle Phase 3 Proposal just
17 released assumes no new deployment of these cost-
18 effective internal combustion An efficiency
19 technologies. A Phase 3 standard can deliver greater
20 benefits by increasing the stringency of the proposed
21 standards using these cost-effective approaches.

22 Rapid decarbonization of the heavy-duty vehicle

1 sector will require transition to zero-emission tractor
2 trailers as soon as possible, and this can be done, I'm
3 convinced, by no later than the middle 2030s, and can
4 contribute 67 percent cumulative reduction in
5 greenhouse emissions from Class 4 to 8 vehicles from
6 2027 to 2050.

7 EPA, DOT, and DOE need to work together with other
8 partners as part of their Transport Decarbonization
9 Blueprint to ensure that the U.S. obtains the
10 greenhouse reductions needed to protect our climate
11 under the Framework Convention commitments that have
12 been made. Thank you very much.

13 MS. THOMPSON: Thank you for your comment. The
14 next speaker will be Robert Saucedo. You may now
15 unmute, and please state your name and affiliation for
16 the record.

17 MR. SAUCEDO: Hi. My name is Robert Saucedo with
18 Carreras Tours. Thank you for allowing me to speak
19 today. I am the president for Carreras Tours in
20 California. We currently own 12 motor coaches and
21 travel thousands of miles every year, transporting the
22 military, kids, athletes, and many families. We remove

1 up to 50 cars from the roads. As of 2010, many changes
2 have been made to diesel engines to remove pollutants.

3 As of now, most engines that are 2015 or newer have
4 nearly zero pollutants coming out of the exhaust. I
5 agree that we should all transition our vehicles into
6 cleaner vehicles. However, the technology is simply
7 not here yet.

8 Buses are being tested right now, which have all
9 the luggage compartments full of lithium batteries
10 which weigh over 20,000 pounds. These batteries are
11 made from lithium. While looking at zero emissions, we
12 are not looking at the safety risk of having thousands
13 of pounds of lithium that can pose a risk of fire in
14 case of an accident. Have you ever seen an electric
15 car on fire? It takes a lot to turn it off. Picture
16 that in a bus that has 30 times more batteries. What
17 would that smoke do to the environment? In California,
18 we are asked to turn off the AC in the middle of summer
19 because the grid is overloaded. The infrastructure is
20 overloaded even before the mandates are in effect.

21 We ask that the EPA give the motor coach industry
22 more time for technology to catch up to be able to make

1 these costly changes to our industry. As I mentioned
2 before, we are all in for zero emissions. However, the
3 technology is not here yet.

4 The current range of the buses being built with
5 the luggage compartments filled with these batteries is
6 only 200 miles before charging is required. We
7 wouldn't want to be in an electric bus full of kids to
8 get stuck in a snowstorm and unable to reach a charging
9 station. We carry precious cargo and look forward to
10 moving to zero emissions when the technology catches
11 up. Thank you for allowing me to speak.

12 MS. THOMPSON: Thank you for your comment. The
13 next speaker will be Alana Langdon. Unfortunately, we
14 do not currently see you in the list of attendees.
15 However, if you have joined this hearing under a
16 different name, please indicate your presence by
17 pressing the raise hand button at the bottom of your
18 screen, or if you have called in, please dial star-9 to
19 raise your hand. I can see that you have raised your
20 hand, so we will promote you to panelist now.

21 (No response.)

22 MS. THOMPSON: Alana, when you are ready you may

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

3 MS. LANGDON: Thank you. Since I just joined, may
4 I just go after the next speaker so I can get myself
5 set up? Will that be okay?

6 MS. THOMPSON: Sure.

7 MS. LANGDON: Thank you.

8 MS. THOMPSON: The next speaker will be Joseph
9 Jaska. Joseph, we do not currently see you in the list
10 of attendees. However, if you have joined under a
11 different name, we ask that you raise your hand by
12 pressing the raise hand button at the bottom of your
13 screen or by dialing star-9 on your phone.

14 (No response.)

15 MS. THOMPSON: The next speaker will be Matthew
16 LaFleur. You may now unmute, and please state your
17 name and affiliation for the record.

18 MR. LAFLEUR: Yes. Greetings, EPA. My name is
19 Matthew LaFleur from actually Sierra Club of Vermont.
20 Sorry for the court document records. Internet, you
21 know, in those areas -- for rural areas of communities
22 are not as good, but yeah. I would support, you know,

1 all EPA, government, and affiliations within, you know,
2 the United States of America to still keep the
3 tradition of the California EPA approach, you know, to
4 the strictest measures possible with cost-effective and
5 efficiency moving forward.

6 As an individual of color with disability, my
7 healthcare needs are at stake and in jeopardy because
8 of the lack of resources and tools that the EPA is
9 providing states across this great nation. As an
10 individual with autism, my learning capacity is
11 different than others, so with this initiative moving
12 forward as an individual, knowing that other people's
13 differences, you know, throughout the EPA workforce,
14 but also the climate, you know, crisis that we are in
15 in rural communities and clearly the New England
16 communities of, you know, my home state of Vermont, but
17 also New England and New York, you know.

18 We support the EPA government and affiliations
19 with -- to keep the tradition of California EPA law
20 intact to provide services for marginalized
21 communities, for individuals with disabilities,
22 veterans, senior citizens with tools and resources to

1 better protect themselves, but also have that
2 accessibility needs met and acknowledged by the EPA
3 government so everyone across this great nation has the
4 accessible means to protect themselves.

5 But also making sure and enshrining in the
6 Constitution that the EPA government with all its live
7 entities moving forward to better protect itself from
8 the climate change crisis narrative that we're all
9 under, facing to this day. And I look forward to be
10 working with you in the coming years and months and
11 years. Thank you very much.

12 MS. THOMPSON: Thank you for your comment. The
13 next speaker will be Alana Langdon. You may unmute,
14 and please state your name and affiliation for the
15 record.

16 MS. LANGDON: Thank you so much. Good morning or
17 good afternoon. Nikola Corporation appreciates the
18 opportunity to provide comments and support of the
19 Draft Phase 3 Notice of Proposed Rulemaking to further
20 reduce emissions from heavy-duty vehicles. My name is
21 Alana Langdon. I'm the head of government affairs and
22 global policy for Nikola Corporation, headquartered in

1 Phoenix, Arizona.

2 We support the EPA's efforts to adopt heavy-duty
3 vehicle Phase 3 GHG standards and wanted to reiterate
4 that companies like Nikola are providing zero-emissions
5 trucking options that are available in the market
6 today.

7 As a global leader in zero-emissions
8 transportation and infrastructure, Nikola is addressing
9 the chicken-and-the-egg challenge as we pave the way
10 toward zero emissions -- a zero-emissions trucking
11 future.

12 The Nikola Tre battery electric truck began
13 production in March of 2022 and is currently in the
14 market today, and the Tre hydrogen fuel cell truck is
15 expected to begin production here shortly in Quarter 4
16 of this year, with orders currently in process. To
17 support its and other OEM zero-emissions trucks, Nikola
18 is also in the process of permitting and constructing a
19 network of permanent heavy-duty hydrogen refueling
20 stations in California, including four locations which
21 have been publicly announced. We plan to expand this
22 network nationwide.

1 Until permanent stations are operable, Nikola is
2 bringing mobile fueling solutions to support zero-
3 emission trucks with our mobile e-skid and mobile
4 charging trailer options to support battery electric
5 trucks. Additionally, under our HYL A Brand, Nikola has
6 recently announced that we are introducing a hydrogen
7 mobile fueler, which will provide flexible pre-station
8 fueling options to help meet hydrogen fleets' demand,
9 offering early access to dispensing hydrogen in
10 advanced of permanent infrastructure.

11 We appreciate the EPA's efforts on this matter and
12 look forward to staying involved in the process as it
13 moves forward, and happy to be a resource at any time.

14 Thank you very much for your hard work and leadership
15 on this important issue.

16 MS. THOMPSON: Thank you for your comment. As a
17 reminder, if you are speaking today, you will receive a
18 notification on your screen that you are being promoted
19 to the role of panelist shortly prior to your speaking
20 time. You must accept that invitation to be able to
21 unmute when you are called to testify. This will also
22 allow you to turn on your camera, which we encourage

1 you to do. Speakers connected by telephone should
2 unmute their phones when called to testify. We ask
3 that each person limit their verbal testimony to 3
4 minutes. Please speak slowly and clearly so the court
5 reporter and interpreters can capture these proceedings
6 accurately.

7 We encourage you to provide any portion of your
8 prepared statement that you are unable to deliver along
9 with any additional comments to Docket Number EPA-HQ-
10 OAR-2022-0985 on Regulations.gov. If you are having
11 technical difficulties, please send an email to
12 public_hearing@abtassoc.com or call (919) 294-7849. If
13 you are not registered to speak but would like to,
14 please send an email with your name and phone number to
15 public_hearing@abtassoc.com or call (919) 294-7849.

16 The next speaker will be Daniel McCarthy. Daniel,
17 you may now unmute, and please state your name and
18 affiliation for the record.

19 MR. MCCARTHY: Good afternoon. My name is Dan
20 McCarthy. I live in Boston Massachusetts, and I am a
21 transportation and toxics organizer with the
22 Massachusetts Chapter of the Sierra Club.

1 The transportation sector makes up nearly 30
2 percent of our country's climate pollution, early 40
3 percent of my states greenhouse gas emissions. We know
4 that air pollution can cause significant health
5 impacts, such as heart and lung disease, asthma, and
6 even neurological and developmental issues. Regulating
7 the transportation sector is a vital part of protecting
8 the health of our communities.

9 I work with school districts who are on the front
10 lines of air pollution from diesel school buses.
11 Recent research has found that concentrations of
12 particulate matter and air toxics inside of diesel
13 school buses are 4 to 12 times higher than ambient
14 outside pollution levels. Regularly exposing our
15 students to high levels of air pollution is absolutely
16 unacceptable.

17 To address this issue, many school districts want
18 to transition from diesel school buses to low-emitting
19 or electric vehicles. Some districts are able to
20 access grant funding for electrical buses, such as
21 through the EPA's Clean School Bus Program. However,
22 without outside funding, most schools have no

1 alternative to diesel buses, and without regulation,
2 there is little pressure or incentive for private
3 school bus contractors to electrify. That's why I'm
4 glad that in Massachusetts, we have already adopted the
5 Advanced Clean Trucks Rule, which will help protect our
6 state's air quality and increase the availability of
7 emissions-free vehicles.

8 But every state deserves strong regulations to
9 protect the health and air quality of their
10 communities, and a strong Federal rule can make that a
11 reality. Strengthening the Heavy-Duty Truck Rule will
12 reduce children's exposure to air pollution and reduce
13 negative health outcomes across the entire country.
14 Strengthening the Heavy-Duty Truck Rule will
15 incentivize private contractors to transition to
16 cleaner vehicles.

17 We have the technology now to transition to a
18 cleaner, safer world where school buses don't pollute
19 the air our children and students breathe. I call on
20 the EPA to strengthen the Heavy-Duty Rule to protect
21 the health of our communities and for our climate.

22 Thank you very much.

1 MS. THOMPSON: Thank you for your comment. The
2 next speaker will be Jessica Moerman. Jessica, you may
3 now unmute. Please state your name and affiliation for
4 the record.

5 REVEREND DOCTOR MOERMAN: Thank you. I am the
6 Reverend Doctor Jessica Moerman, vice president for
7 science and policy at the Evangelical Environmental
8 Network and a member of the National Religious
9 Partnership on the Environment. I'm a climate
10 scientist, a pastor, and, most importantly, I'm the
11 mother of two boys, the youngest of whom is just 1
12 year's old. I speak to you today in my capacity and
13 experience in all of these roles. I thank you for your
14 swift action but urge PA to create the strongest
15 possible limits on heavy-duty vehicle pollution.

16 Toxins emitted from heavy-duty trucks harm the
17 health of both children and adults, causing asthma,
18 heart attacks, stroke, cancer, dementia, early death,
19 and more. Pregnant people and their babies are
20 especially vulnerable. As evangelicals, we have a
21 special care for children, both born and unborn, and
22 their mothers. Medical research links traffic

1 pollution to poor birth outcomes, including pre-term
2 birth, low birth weight, and stillbirth. Being
3 recently pregnant and a mother, these aren't just
4 theoretical statistics for me. It's personal.

5 While pregnant with my oldest son, I lived in
6 Midtown Atlanta next to the 75/85 Downtown Connector, a
7 10-lane highway that cuts through the city and is
8 filled with tractor trailers and heavy-duty trucks day
9 and night. I was unaware at the time that I was
10 exposing my unborn son day and night to harmful truck
11 emissions. My son recently started having trouble at
12 school and was diagnosed with ADHD. Medical research
13 shows that breathing diesel fumes increases the risk
14 for ADHD.

15 Like every parent, I want my children to reach
16 their full God-given potential. The truth is heavy-
17 duty vehicle pollution robs children of this. I can't
18 help but feel like I failed my son. But no one person
19 can change the air that we all breathe, but with your
20 mandate to protect public health and the environment,
21 the EPA can. To defend the lives of our children and
22 other vulnerable people, including people of color who

1 are disproportionately exposed, we need the strongest
2 standards possible.

3 While the proposed rule is a good start, it must
4 be strengthened and finalized this year. Specifically,
5 the rule must be at least as strong as California's
6 Advanced Clean Trucks Rule. We also urge the removal
7 of the state preemption on locomotives. Zero-emission
8 electric trucks are the best available technology to
9 reduce harmful air and carbon pollution from trucks.
10 The EPA must put our national bus and truck fleet on a
11 clear path to 100-percent, zero-emission, all-electric
12 vehicles by 2035.

13 Thank you for the opportunity to testify, and
14 thank you for your work. And again, we urge you to
15 strengthen this rule as much as possible and finalize
16 it by the end of the year. Thank you.

17 MS. THOMPSON: Thank you for your comment. The
18 next speaker will be Sarah Carter. Sarah, you may now
19 unmute, and please state your name and affiliation for
20 the record.

21 MS. CARTER: Well, thank you for the opportunity
22 to speak today. My name is Sarah Carter. I represent

1 the Laudato Si' Advocates Program, which operates under
2 the guidance of the United States Conference of
3 Catholic Bishops, and I'm also a member of the National
4 Religious Partnership for the Environment as well. The
5 Laudato Si' Advocates Program is an advocacy network of
6 young Catholics around the U.S., whose mission it is to
7 promote integral ecology.

8 I want to start by thanking the administration for
9 its commitment to reducing greenhouse gas emissions
10 from the transportation sector. I also ask EPA to
11 place greater emphasis on other forms of tailpipe
12 pollution that pose a public safety hazard.

13 The U.S. Bishops have reminded us to consider how
14 adverse health effects from pollution exposure often
15 affect children, especially those in utero and infants
16 and the elderly most severely. Additionally, there is
17 substantial evidence that people who live or attend
18 school near major roadways are more likely to be non-
19 white and often of low socioeconomic status. Since
20 concentrations of many air pollutants are elevated near
21 high-traffic roadways, low-income individuals and
22 people of color disproportionately bear the adverse

1 health effects related to vehicle emissions.

2 Harmful pollution of this kind which overburdens
3 those already on the margins of society is just one
4 sign of what Pope Francis has called the "throwaway
5 culture," which inclines us to see what is -- to use
6 what is expedient and to discard the rest without
7 regard for the harm that we cause to others, and that
8 brings me to conclude here by saying that it's because
9 of my Catholic faith that I'm here today.

10 Pope Francis and his predecessors have been
11 calling for decades for an approach to environmental
12 stewardship that sees the inherent linkage between how
13 we treat the earth, our common home, and how we treat
14 one another. So I thank EPA for taking steps to
15 strengthen that linkage through policy that cares for
16 human beings as well as the environment, and I ask that
17 you adopt stronger standards for all forms of tailpipe
18 pollution, especially those that pose an immediate
19 health risks for our most vulnerable brothers and
20 sisters. Thank you again.

21 MS. THOMPSON: Thank you for your comment. The
22 next speaker will be Hayden Samples. You may now

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

3 (No response.)

4 MS. THOMPSON: And I apologize, we are not able to
5 hear you. It does look like you are unmuted. You may
6 want to double-check that the right microphone is
7 selected in your audio settings.

8 (No response.)

9 MS. THOMPSON: We can't hear you yet.

10 MR. SAMPLES: Can I be heard now?

11 MS. THOMPSON: Yes, we can hear you.

12 MR. SAMPLES: Okay. Good. Sorry. I might have
13 selected the wrong microphone there. My apologies.
14 Hayden Samples with the Environmental Defense Action
15 Fund here in the State of Arizona. We here are
16 combating and supporting the EPA's Proposed Rule on
17 Heavy-Duty Vehicles.

18 The transportation sector was responsible for more
19 climate pollution than any other sector in the U.S. in
20 2020, accounting for 27 percent of the total greenhouse
21 gas emissions. This highlights the urgent need to
22 finalize the EPA's proposed vehicle standards that will

1 slash emissions from the sector, including freight
2 truck emissions. Heavy-duty vehicles only make up
3 about 10 percent of all the traffic on U.S. roads, yet
4 they have an outsized impact on air pollution and
5 health outcomes. They are responsible for more than
6 half of the health-harming pollution from the
7 transportation sector in general. The EPA's proposed
8 standards will be crucial in addressing this pollution.

9 The EPA estimates that the proposed standards would
10 avoid approximately 1.8 billion metric tons of
11 greenhouse gas emissions from 2027 through the year
12 2055.

13 Communities near roads and ports are often low-
14 income communities and communities of color, and they
15 are disproportionately affected by this pollution. So
16 why I call for stronger protection? Well, according to
17 the American Lung Association, moving towards zero-
18 emission trucks by the year 2050 could deliver
19 significant public health benefits, including \$735
20 billion in cost savings due to cleaner air, almost
21 70,000 fewer premature deaths, and 1.75 million fewer
22 asthma attacks in the United States.

1 Unfortunately, these communities are often lower-
2 income communities of color disproportionately affected
3 by the heavy-duty truck pollution. Forty-five percent
4 of residents in counties with high-truck traffic are
5 communities of color compared to only 38.4 percent of
6 the U.S. population. This is not acceptable and
7 highlights the urgent need for strong emission
8 standards to deliver massive emission reductions and
9 lifesaving relief.

10 In the shift in technology, currently the U.S. is
11 making historic investments in electric vehicle
12 manufacturing and domestic job creation. The Inflation
13 Reduction Act that was just recently passed and other
14 national policies have catalyzed already thriving
15 investments in electric vehicle manufacturing in the
16 U.S., according to a report by the Environmental
17 Protection -- Environmental Defense Fund and the
18 WSPUSA. More than \$120 billion in investments and
19 143,000 new U.S. jobs have been announced in the last 8
20 years, and more than 40 percent of those announcements
21 happening in the last 6 months alone and since the
22 passage of the Inflation Reduction Act.

1 In less than a year, the historic investments in
2 the Inflation Reduction Act and the Bipartisan
3 Infrastructure Law helped launch an American vehicle
4 manufacturing resilience for cars and trucks. So it's
5 time for the EPA to set the strongest possible heavy-
6 duty vehicle standards emissions possible to protect
7 our air and public health. Thank you so much for your
8 time. I appreciate it.

9 MS. THOMPSON: Thank you for your comment. This
10 concludes our current speaker block. We will now call
11 the names of those who were not present when initially
12 called to testify. If you have joined, please indicate
13 your presence by pressing the raise hand button at the
14 bottom of your screen, or if you have called in, please
15 dial star-9 on your phone to raise your hand.

16 The first speaker is Ernest Rogers. Again,
17 Ernest, if you have joined, we would ask that you
18 indicate your presence by raising your hand either by
19 pressing the raise hand button or by dialing star-9 on
20 your phone.

21 (No response.)

22 MS. THOMPSON: The next speaker is Richard Sigler.

1 Richard, if you have joined, we ask that you indicate
2 your presence by raising your hand by either pressing
3 the raise hand button at the bottom of your screen or
4 by dialing star-9 on your phone.

5 (No response.)

6 MS. THOMPSON: Final speaker is Joseph Jaska.

7 Joseph, if you have joined we ask that you indicate
8 your presence by either pressing the raise hand button
9 or by dialing star-9 on your phone.

10 (No response.)

11 MS. THOMPSON: We do not see any raised hands in
12 the attendee list. At this time -- at this time we
13 will begin a scheduled recess. EPA, when would you
14 like to reconvene?

15 MR. CHARMLEY: We can reconvene at 1:15 p.m.,
16 Eastern Time.

17 (Break.)

18 MS. THOMPSON: Hello, everyone. This is Kayla
19 Thompson from Abt Associates, EPA's contractor. It is
20 currently 1:15 p.m. Eastern Time, and we are now
21 rejoining EPA's public hearing about the Greenhouse Gas
22 Emission Standards for Heavy-Duty Vehicles Phase 3

1 Proposed Rule.

2 In order to accommodate testimony in both Spanish
3 and English throughout this hearing, all attendees must
4 select their preferred language via the interpretation
5 icon at the bottom of your screen. If you are
6 providing testimony today, please make sure that you
7 are speaking the language of the channel you are
8 listening to. For example, listening to English while
9 speaking in Spanish could prevent other participants
10 from hearing your statement in their language of
11 choice. The public hearing will be recorded by the
12 court reporter, and while the recording will not be
13 made publicly available, a transcript of the public
14 hearing will be posted to the docket several weeks
15 after the hearing.

16 Before we resume our public hearing, we would like
17 to go over some logistics. As a reminder, all
18 attendees are muted automatically. If you are speaking
19 today, you will receive a notification on your screen
20 that you are being promoted to the role of panelist
21 shortly prior to your speaking time. You must accept
22 that invitation to be able to unmute when you are

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

5 If you are having technical difficulties, please
6 send an email to public_hearing@abtassoc.com or call
7 (919) 294-7849. If you are not registered to speak but
8 you would like to, please send an email to
9 public_hearing@abtassoc.com or call (919) 294-7849.

10 We will now continue our public testimony. The
11 expected speaking order is currently displayed on
12 screen. We ask that each person limit their verbal
13 testimony to 3 minutes. We encourage you to provide
14 any portion of your prepared statement that you are
15 unable to deliver along with any additional comments to
16 Docket Number EPA-HQ-OAR-2022-0985 on [Rregulations.gov](https://www.regulations.gov).

17 I will be introducing each speaker in turn. The
18 transcript of the testimony from this public hearing
19 will be made available to the public and included in
20 the docket. Please speak slowly and clearly so our
21 court reporter and interpreters can capture these
22 proceedings accurately.

1 The first speaker will be Natalia Ekberg.

2 Natalia, we do not currently see you in the list of
3 attendees. However if you have joined with a different
4 name, we ask that you raise your hand at this time.
5 And I do see a hand raised, so I will go ahead and
6 promote you now.

7 (Brief pause.)

8 MS. THOMPSON: Natalia, when you are ready you may
9 unmute, and please state your name and affiliation for
10 the record.

11 (Brief pause.)

12 MS. THOMPSON: And, Natalia, if you're speaking,
13 then you are still on mute.

14 VOICE: Apologies. My hand was raised. I was
15 trying to submit a comment that I will be speaking in
16 place of Sarah Bucic with Alliance of Nurses for
17 Healthy Environments.

18 MS. THOMPSON: Okay. Thank you. We will make
19 note.

20 VOICE: Sorry about that.

21 MS. THOMPSON: No worries. I'll make one final
22 call then for Natalia Ekberg to raise her hand either

1 by pressing the raise hand button at the bottom of your
2 screen or by dialing star-9 on your phone if you have
3 called in.

4 (No response.)

5 MS. THOMPSON: Okay. The next speaker will be
6 Vanessa Lynch. Vanessa, you may now unmute, and please
7 state your name and affiliation for the record.

8 MS. LYNCH: Hi. My name is Vanessa Lynch, and I'm
9 a state coordinator for Moms Clean Air Force. Thanks
10 for the opportunity to testify today. I live in the
11 Greater Pittsburgh area in Pennsylvania. I'm
12 testifying in support of the proposed standards and
13 calling on EPA to finalize strong clean truck standards
14 this year.

15 Stronger transportation standards aimed at
16 greenhouse gases are crucial in protecting the health
17 of our children and communities, and it's urgent that
18 that we act now. Climate change is having large
19 impacts across Pennsylvania and beyond. From increases
20 in Lyme disease, to the flooding, to extreme heat,
21 families across the Commonwealth are dealing with
22 climate impacts. And for my family, extreme heat is a

1 serious cause for concern.

2 My daughter is particularly susceptible to heat-
3 related difficulties. From rashes to heat exhaustion
4 to sun poisoning to sunburned eyes, we have experienced
5 it all. She's 17 and about to graduate, so literally
6 her whole life. And to be clear, for those most
7 susceptible, like my daughter, sun poisoning can occur
8 in 55-degree weather with sunny skies like they did for
9 us a few years ago. We had no idea this was even
10 possible, so now consider how much more at risk she is
11 in extreme heat being caused by climate change.
12 Today's children will live through at least 3 times as
13 many climate disasters as their grandparents if those
14 in power are unable to act quickly and effectively on
15 climate.

16 The Pennsylvania Department of Environmental
17 Protection reports that our state has the highest
18 number of cases of Lyme disease in the nation, triple
19 the number from just 10 years ago, a trend we're seeing
20 as a result, again, of climate change due to warmer
21 winters and longer summers, the increased tick
22 populations. Checking your body for ticks is a regular

1 occurrence across our state and in my own home,
2 reminding us daily of how easily this illness can be
3 acquired.

4 Flooding in Pennsylvania is another serious
5 climate change impact. Two years ago, my family was
6 forced to install internal French drains in our
7 basement to mitigate water in our home. Real concerns
8 about damage to the house, mold growth, and cost of
9 dealing with climate change has become an issue of
10 concern.

11 Transportation is the largest source of greenhouse
12 gas emissions in the U.S., and heavy-duty vehicles or
13 the second largest greenhouse gas contributor at 25
14 percent. Every day, families like mine are beginning
15 to feel the impacts of climate change in our lives
16 through health and home costs, and for this reason I'm
17 urging EPA to adopt the strongest possible greenhouse
18 gas rules for heavy-duty trucks, consistent with the
19 Advanced Clean Car/Trucks Rules. Please protect our
20 health and our future by finalizing these standards as
21 soon as possible.

22 MS. THOMPSON: Thank you for your comment. The

1 next speaker will be Liz Scott. You may now unmute,
2 and please state your name and affiliation for the
3 record.

4 MS. SCOTT: Thank you so much. Good afternoon.
5 My name is Liz Scott -- L-I-Z, S-C-O-T-T -- and I'm the
6 national director of advocacy for the American Lung
7 Association's Healthy Air Campaign. Thank you for the
8 opportunity to testify today and for allowing ample
9 time for individuals sign up for this hearing. I'm
10 here today to ask EPA PA strengthen the greenhouse gas
11 standards for heavy-duty vehicles even further.

12 I found my way into this work because I witnessed
13 horrible smelling and looking pollution from transit
14 buses while living in Milwaukee, Wisconsin. What's
15 worse, I only ever really noticed the pollution while I
16 was in the areas of the city that were predominantly
17 communities of color or low-income communities. If I
18 was coughing and feeling gross after spending just a
19 few hours in those neighborhoods, I couldn't imagine
20 having to live with it on a daily basis. This blatant
21 disparity motivated me to find ways I could help
22 improve the lives of those facing these discriminations

1 and why I'm particularly eager to give my comments
2 today on behalf of the American Lung Association.

3 Heavy-duty vehicles, like trucks and buses, emit
4 pollution that can harm health. They also emit
5 pollution that is contributing to the climate crisis.
6 In fact, the transportation sector is the largest
7 source of greenhouse gas emissions and the United
8 States, and heavy-duty vehicles are a big reason for
9 that. Climate change is threatening our vision for a
10 healthier future. It is leading to more catastrophic
11 wildfires and flooding. It's making allergy seasons
12 longer and more severe. It's also making air pollution
13 worse, which is -- which threatens the health of
14 everyone, but particularly 34.1 million people with
15 existing lung diseases in this country.

16 I'm looking forward to the day where cities like
17 Milwaukee are not overburdened with transportation
18 pollution, and we can get there. A Lung Association
19 report in 2022 found that a transition to zero-emission
20 trucks backed by zero-emission non-combustion
21 electricity would create 4735 billion in public health
22 benefits by 2050 due to cleaner air. That's a real

1 relief for the 72 million people who live near major
2 trucking routes.

3 EPA's proposal for Phase 3 Greenhouse standards
4 for heavy-duty vehicles is a step in the right
5 direction but must be strengthened to set the country
6 on a path towards those billions of dollars in public
7 health benefits. I urge EPA to finalize a rule in 2023
8 that at least matches California's Advanced Clean
9 Trucks Program to greater deliver on clean air for
10 everyone. Thank you for your time today.

11 MS. THOMPSON: Thank you for your comment. The
12 next speaker will be Jessica Mangastab. You may now
13 unmute. Please state your name and affiliation for the
14 record.

15 MS. MANGASTAB: Hi. Good afternoon. My name is
16 Jessica Mangastab. I'm the program manager focusing on
17 climate and clean energy advocacy with the Alliance of
18 Nurses for Healthy Environments, ANHE. ANHE is the
19 only national nursing organization focused solely on
20 the intersection of health and our environment, and our
21 mission is to promote and advocate for healthy people
22 and healthier environments. I'm also a nurse

1 specializing in maternal child health, and I'm located
2 in the Metro Atlanta Area.

3 I'd like to thank you all for giving myself and
4 all of the members of the public that you'll be hearing
5 from this week the opportunity to offer support for EPA
6 setting Phase 3 greenhouse gas standards for heavy-duty
7 vehicles, and I urge you to make these rules even
8 stronger and pass them as soon as possible.

9 As we all know and have discussed the past couple
10 of days, transportation is the leading emission sector,
11 accounting for 27 percent of greenhouse gas emissions
12 in the U.S. While trucks and buses only account for 4
13 percent of vehicles on the road, they are responsible
14 for nearly 25 percent of total transportation sector
15 greenhouse gas emissions. And tailpipe pollution from
16 trucks are the fastest-growing source of greenhouse gas
17 emissions, and the number of truck miles traveled on
18 the nation's road is projected to grow significantly in
19 the coming decades.

20 This year in Georgia, we've experienced the three
21 hottest consecutive months in our state's 129-year
22 history on record, keeping -- averaging over 6 degrees

1 higher than what's ever been reported. Both Fulton and
2 DeKalb Counties in Georgia received a D grade for ozone
3 pollution in this year's report, and the Metro Atlanta
4 area ranked 47th worse for high ozone days out of 227
5 metropolitan areas nationwide.

6 Now, what does ozone and transportation pollution
7 mean to me as a nurse? In my practice as a labor and
8 delivery nurse, they mean higher incidence of
9 observation visits and hospital admissions for pregnant
10 patients with asthma or other respiratory conditions,
11 causing disruptions to daily life and maternal stress.

12 They can also mean higher rates of early labor and
13 pre-term birth, which for my colleagues in neonatal
14 intensive care means greater numbers of babies admitted
15 and then needing extensive care for that delicate
16 period where intrauterine growth and development are
17 now happening outside of the womb. And finally, for
18 nurses working in pediatrics high levels of tailpipe
19 pollution from trucks and buses means more children
20 coming to the emergency room for asthma treatments,
21 with black children being 4 times more likely to be
22 hospitalized and 7 times more likely to die from asthma

1 compared to white children.

2 Studies have continuously shown that communities
3 nearer to high-traffic zones, like highways and ports,
4 have significantly higher rates of chronic
5 cardiovascular and respiratory conditions. And it also
6 comes as no surprise that these same communities
7 situated closest to high-traffic zones with
8 overwhelming levels of deadly tailpipe pollution are
9 often lower-wealth and/or minority communities. The 72
10 million people living closest to trucking routes and,
11 therefore, most affected by freight pollution are more
12 likely to be lower income or people -- lower-income
13 people of color. Forty-five percent of residents in
14 counties with high-truck traffic are people of color
15 compared to 38.4 percent of the total U.S. population.

16 The American Lung Association's 2023 "State of the
17 Air" report --

18 MS. THOMPSON: Thank you for your comment. You
19 have reached the 3-minute limit.

20 MS. MANGASTAB: Thank you.

21 MS. THOMPSON: Please complete your testimony
22 within the next 30 seconds, and you can submit any

1 additional testimony to our docket as shown on screen.

2 MS. MANGASTAB: Thank you very much. I would just
3 like to finalize -- finish out by just saying that
4 nurses are urging EPA to pass greenhouse gas standards
5 for heavy-duty vehicles as soon as possible, and thank
6 you again.

7 MS. THOMPSON: Thank you for your comment. The
8 next speaker will be Anne Mellinger-Birdsong. You may
9 now unmute, and please state your name and affiliation
10 for the record.

11 DR. MELLINGER-BIRDSONG: My name is Anne
12 Mellinger-Birdsong -- M-E-L-L-I-N-G-E-R, dash, B-I-R-D-
13 S-O-N-G. I'm speaking on behalf of Mothers and Others
14 for Clean Air Today. I'm a pediatrician, and I live in
15 Atlanta, Georgia.

16 Our city has three interstates that intersect here
17 and intermodal hubs with shipping containers from ports
18 on the coast. We are a trucking hub with multiple
19 warehouses and tens of thousands of truck trips around
20 the area each day. We have also experienced climate
21 change, including major hurricane, such as Michael and
22 Irma, that were enhanced by climate change. We are

1 also experiencing a longer ozone season due to climate
2 change, which means more hot, sunny days earlier in the
3 spring and later into the fall.

4 People who are now children will bear the brunt of
5 climate change throughout their whole lives. Because
6 our interstates and distribution centers were planned
7 during the 1950s and 60s when redlining was legal, the
8 highways and warehouses are very often located in
9 communities of color. Therefore, truck emissions
10 create disproportionate exposure and contribute
11 disproportionately to health disparities.

12 Heavy-duty trucks are less than 10 percent of
13 vehicles on the roads but make a major amount of the
14 traffic-related nitrogen dioxide, NO₂, and particulate
15 pollution. NO₂ is both a greenhouse gas and a health-
16 damaging air pollutant. Recent studies have shown that
17 NO₂ causes 1.6 percent of all deaths in the U.S. In
18 addition to death, NO₂ damages children's lung growth,
19 causes asthma attacks in children and adults, and is
20 implicated in children developing asthma. In older
21 adults, NO₂ increases the incidence of pneumonia,
22 cardiovascular diseases, ischemic heart disease,

1 cerebrovascular disease, and cancer. Recent studies
2 have also linked long-term exposure to increased
3 incidents and increased mortality from COVID.
4 Particulate matter from heavy-duty diesel vehicles is
5 also exceedingly bad for health in children and adults
6 from prenatal exposure through the retirement years. I
7 don't have time in 3 minutes to detail all the health
8 problems, but they are numerous and severe, even
9 deadly.

10 This proposal addresses greenhouse gases, but the
11 health co-benefits make the benefits far outweigh the
12 costs. Addressing climate change is critical to
13 protect human health, and by also reducing air
14 pollution, these standards will improve health and save
15 lives. I urge EPA to finalize the most protective
16 standards by the end of this year because our lives and
17 the lives of vulnerable children, seniors, and
18 communities of color depend on it. Thank you.

19 MS. THOMPSON: Thank you for your comment. The
20 next speaker will be Celerah Hewes. You may now
21 unmute, and please state your name and affiliation for
22 the record.

1 MS. HEWES: Thank you for the opportunity to give
2 testimony today. My name is Celera Hewes, and I'm a
3 national field manager for Moms Clean Air Force. We
4 are an organization of over 1-and-a-half million
5 parents, caregivers, and family members working to
6 protect our children's health from the impacts of
7 climate change and air pollution.

8 I live in Albuquerque, New Mexico where I'm a
9 mother to a 10-year-old daughter. We live about 3
10 miles southeast from the Big Eye, which is what locals
11 call the intersection of the two major interstates
12 running through our state, as well as being a few miles
13 north from both the airport and Kirtland Air Force
14 Base. This means that there are a lot of heavy-duty
15 trucks in our area and a lot of truck pollution.

16 And I'm here today to speak in support of the
17 EPA's proposed greenhouse gas regulations for heavy-
18 duty vehicles. These standards are an important step
19 forward in protecting the health of our families from
20 climate pollution, and EPA can and should further
21 strengthen final standards in a manner that would help
22 deliver nationwide levels of zero-emission vehicles

1 consistent with the Advanced Clean Trucks Rule.

2 I was born in New Mexico, and when I decided to
3 have a family, this is where I wanted to raise
4 children. Our mountains, blue skies, and amazing food
5 or something I wanted to pass down to future
6 generations, but I fear that the place that I call home
7 will not be the same for my child given the impacts of
8 climate change. Extreme heat and drought are two of
9 the most concerning impacts that we are seeing in the
10 southwest.

11 Last summer, my child got heat stroke on numerous
12 days, and her summer camp would have to move inside due
13 to high temperatures. Last winter, we had very
14 limited snow, which means less of a snowpack to keep
15 our beautiful scenery alive through the hot summers.
16 It also means that crops, like our famous green chilis
17 are suffering as well.

18 Climate change also means the allergy season is
19 more is more -- is longer and more intense. My
20 daughter's allergies have gotten so bad that she now
21 takes numerous medications and still comes home rubbing
22 her eyes and sneezing. I regularly get calls from the

1 school nurse because allergy season now includes most
2 of the school year, and recess can cause symptoms, like
3 red, swollen eyes and itching that make it difficult
4 for my child to learn.

5 We know that greenhouse gas emissions are driving
6 climate change, and we need to reduce climate pollution
7 from vehicles in order to have a stable climate and
8 protect our families' health. While I'm doing
9 everything I can as a parent to make sure that my child
10 is getting what she needs, the EPA now has the
11 opportunity to do everything they can to reduce future
12 impacts of climate change by curbing heavy-duty truck
13 emissions.

14 Transportation is the largest source of greenhouse
15 gas emissions in the United States, making up 27
16 percent of all emissions. In order to protect the
17 health of our communities and reduce greenhouse gas
18 pollution causing dangerous and costly climate change,
19 the EPA must ensure that truck pollution standards are
20 as strong as possible. The vehicles covered by this
21 rule will be on the -- on the road for decades to come
22 while parents want to see a rapid transition to zero-

1 emission vehicles. I urge the EPA to finalize the
2 strongest possible clean truck -- truck standards
3 consistent with the Advanced Clean Trucks Rule this
4 year. Thank you.

5 MS. THOMPSON: Thank you for your comment. As a
6 reminder, if you are speaking today, you will receive a
7 notification on your screen that you are being promoted
8 to the role of panelist shortly prior to your speaking
9 time. You must accept that invitation to be able to
10 unmute when you are called to testify. This will also
11 allow you to turn on your camera, which we encourage
12 you to do. We ask that each person limit their
13 testimony to 3 minutes. Please speak slowly and
14 clearly so the court reporter and interpreters can
15 capture these proceedings accurately.

16 Speakers connected by telephone should unmute
17 their phones when called to testify. If you are having
18 technical difficulties, please send an email to
19 public_hearing@abtassoc.com or call (919) 294-7849. If
20 you are not registered to speak but would like to,
21 please send an email with your name and phone number to
22 public_hearing@abtassoc.com or call (919) 294-7849.

1 The next speaker will be Joan Schiller.

2 Unfortunately, we do not currently see you in the list
3 of attendees. However, if you have joined using a
4 different name, we ask that you indicate your presence
5 by pressing the raise hand button at the bottom of your
6 screen or by dialing star-9 on your phone.

7 (No response.)

8 MS. THOMPSON: The next speaker will be Tina
9 Catron. You may now unmute, and please state your name
10 and affiliation for the record.

11 MS. CATRON: Hi. Good afternoon. My name is Tina
12 Catron, and I am with EDF Action, the advocacy partner
13 of the Environmental Defense Fund. Thank you to the
14 EPA committee for the opportunity to testify today. As
15 I said my name is Tina, and I live in the Metro Detroit
16 Area of Michigan. I'm a grassroots organizer with the
17 Environmental Defense Action Fund. We have thousands
18 of members working together to fight for bold climate
19 action, and we applaud the EPA and the Biden
20 administration for taking an important step forward to
21 address heavy-duty vehicle pollution, which we know is
22 a driving force of the climate crisis.

1 There are many reasons why stronger regulations on
2 heavy-duty vehicles are important, but here are just a
3 few that I feel are of the highest priority. First,
4 the transfer -- the transportation sector was
5 responsible for more climate pollution than any other
6 sector in the U.S. in 2020. Accounting for 27 percent
7 of the total greenhouse gas emissions, this highlights
8 the urgent need to finalize EPA's proposed vehicle
9 standards that will slash emissions from this sector,
10 including freight truck emissions.

11 It should also be mentioned that pollution from
12 heavy-duty commercial trucks is a serious public health
13 threat and contributes to deadly particulate and ozone
14 pollution, and it affects not only those who live near
15 highways, ports, and other high-traffic areas, but also
16 millions of Americans exposed to this pollution every
17 day. If any of you on this call have ever visited
18 Michigan, you may have had the opportunity to visit the
19 Ambassador Bridge, which connects Detroit with Canada
20 directly over the Detroit River. If you saw the bridge
21 no doubtedly you also saw the lineup of semi-trucks
22 that span the entire bridge on a daily basis. Semi-

1 trucks are quite literally the driving force behind
2 industry in a place like Detroit. It's undisputed that
3 the impacts in these areas of traffic are noise
4 emissions from the commercial trucks as well as a
5 harmful health impact.

6 Many any of the communities that are most impacted
7 by heavy-duty tailpipe pollution are low-wealth areas,
8 even more often in communities of color. So once
9 again, I would just like to mention that the EPA, we
10 would like to see you finalize productive heavy-duty
11 standards before the end of 2023, and the Agency's
12 proposal accounts for the progress already underway,
13 thanks to manufacture and fleet investments and
14 commitments in Federal spending by state policies like
15 Advanced Clean Trucks Rule. Thank you so much for
16 taking the time to listen to my testimony. I support
17 the proposed EPA's consideration on the heavy-duty
18 truck vehicle rules, and I urge you to act quickly in
19 finalizing the strongest and most comprehensive rules
20 to protect our people and planet alike. Thank you.

21 MS. THOMPSON: Thank you for your comment. The
22 next speaker will be Paul Cort. Paul, as a reminder

1 you will need to accept the invitation to become a
2 panelist. It looks like you have done that. When you
3 are ready, please state your name and affiliation for
4 the record.

5 MR. CORT: Good afternoon. My name is Paul Cort.

6 I am the director of Earthjustice Right Zero Campaign
7 and a member of the Moving Forward Network.

8 We are deeply disappointed by EPA's proposal.
9 First, EPA acknowledges that it underestimated the
10 rapid emergence of zero-emission technologies both when
11 it adopted its GHG standards in 2016 and again last
12 year when it withdrew its proposal. The new proposal
13 sadly continues this pattern of failing to accurately
14 assess the feasibility of zero-emission technologies.

15 It is telling that the strongest alternative that
16 EPA declined to analyze was simply to match the sales
17 projections offered by the manufacturers themselves.
18 Indeed, right after EPA released its proposed rule with
19 its projections on likely advances in zero-emission
20 technologies, CATL announced the launch of a condensed
21 energy battery with 500 watt hours per kilogram that is
22 more than double what EPA assumes will be possible 10

1 years from now. Similarly, EPA's analysis also fails
2 to recognize the deployment that is already underway of
3 charger technology that is 2 to 3 times as fast as the
4 top speed chargers that EPA's analysis assumes.

5 The second and more significant reason this rule
6 is disappointing is that for some inexplicable reason,
7 EPA has chosen to require nothing more than it believes
8 the market will provide on its own. Congress intended
9 Section 202(a) of the Clean Air Act to allow EPA to set
10 technology-forcing standards to reduce harmful
11 emissions. This proposal, however, is explicitly
12 designed not to drive innovation at all. To the
13 contrary, EPA's stated objective is simply to ensure
14 that the combustion standards adopted 7 years ago are
15 not relaxed by virtue of the market's voluntary
16 adoption of zero-emission trucks.

17 EPA's refusal to adopt strong standards means not
18 only that unnecessary pollution will be allowed to
19 impact our communities and destabilize our client --
20 climate, it means that combustion engines will actually
21 be able to get dirtier over time, that innovation will
22 occur in other countries, not in the U.S., and that

1 business models that rely on expensive fuel and bloated
2 maintenance contracts will continue to tax consumers.
3 EPA's policy decision of merely follow the market,
4 which this proposal would still fail to do, is
5 inconsistent with the administration's stated goals for
6 addressing environmental justice and accelerating zero-
7 emission technologies.

8 EPA should adopt standards consistent with all new
9 trucks being zero emissions in 2035, which is in line
10 with the leading efforts in California and other
11 Section 177 states, and with the commitments of the
12 manufacturers themselves. EPA must do better. Thank
13 you.

14 MS. THOMPSON: Thank you for your comment. The
15 next speaker will be Reem Rayef. As a reminder, you
16 must accept the invitation to be promoted to the role
17 of panelist in order to be able to unmute. And, Reem,
18 you have rejoined as a panelist. We invite you to
19 begin your testimony. Please state your name and
20 affiliation for the record.

21 MR. RAYEF: Hello. My name is Reem Rayef, and I
22 am a senior policy advisor at the BlueGreen Alliance, a

1 national partnership of labor unions and environmental
2 organizations.

3 Reducing emissions from heavy-duty transportation
4 requires a major reimagination of our mobility systems,
5 our supply chains, and our public services, from the
6 buses in our public transit systems, to the tractor
7 trailers that supply our grocery stores, to the refuse
8 trucks that pick up our garbage. Vehicle emission
9 standards are an essential part of facilitating that
10 reimagination. They push manufacturers to invest in
11 the technologies that make these vehicles more fuel
12 efficient and less polluting. B.J. Research has found
13 that when they are well designed and supported by
14 worker protections and investment, vehicle emission
15 standards can generate high-quality jobs and position
16 the domestic auto industry as a leader in a competitive
17 global market.

18 Failing to consider the standards' impact on
19 workers, however, risks causing job loss as employers
20 shift their supply chains and investment strategies to
21 meet more stringent requirements. For this reason, we
22 urge EPA and all advocates for a clean environment and

1 just economy to keep the following two principles in
2 mind as it finalizes the standard. First, climate
3 policy must not fail the workers who are going to make
4 ambitious emissions reduction targets possible. EPA
5 incorporates a range of considerations and data sources
6 into its proposals, from the availability and cost of
7 current clean vehicle technologies, to perspectives
8 from the environmental and EJ communities about what is
9 necessary to achieve climate and equity goals, to
10 feedback from truck manufacturers about what is
11 feasible for them to implement. There is no reason why
12 it should not also consider the stakes for workers,
13 including auto manufacturing workers, workers from --
14 workers making components for internal combustion
15 engines and electric vehicles, and workers in the oil
16 and gas sector, and incorporate stakes into its
17 proposals.

18 Second, automakers need to be honest, good-faith
19 brokers in the stakeholder process and in their efforts
20 to comply with the standards. This means not inflating
21 their estimates of the cost of compliance with
22 ambitious standards. It means acknowledging that the

1 Inflation Reduction Act and Bipartisan Infrastructure
2 Law have unlocked unprecedented resources they can
3 leverage to bring their fleets into compliance.

4 But perhaps most importantly, it means not using
5 the standards as an excuse to disinvest in the workers
6 that built their business. EPA should seek ways to
7 ensure that in their efforts to comply with standards,
8 automakers do not push the costs off to workers by
9 offshoring their supply chains in nd search of lower
10 labor costs and less stringent environmental and safety
11 standards. Jobs in the auto manufacturing supply chain
12 should come with community-supporting wages and
13 benefits. Automakers must not be allowed to leverage
14 this transitional period to shortchange their workers
15 and fatten their bottom lines.

16 Yes, EPA is a regulatory agency at its core, but
17 its work has economy-shaping potential with major
18 stakes for workers. EPA should sign a memorandum of
19 understanding with DOL as DOE and DOD have already
20 done. This creates a formal venue within which EPA can
21 better incorporate workforce concerns into all of its
22 regulatory work, including this critical rulemaking.

1 Thank you for the opportunity to speak today.

2 MS. THOMPSON: Thank you for your comment. The
3 next speaker will be Elaine Bueschen O'Grady. You may
4 now unmute, and please state your name and affiliation
5 for the record.

6 MS. O'GRADY: Thank you. Hi. My name is Elaine
7 O'Grady. I'm the policy and program director for lean
8 transportation at the Northeast States for Coordinated
9 Air Use Management, or NESCAUM. NESCAUM is the
10 regional association is the regional association of
11 state air -- clean air agencies in the six New England
12 states, New York, and New Jersey. Our member agencies
13 are charged with implementing programs to achieve the
14 public health and environmental protection goals of the
15 Federal Clean Air Act as well as their state
16 environmental and climate goals.

17 NESCAUM commends EPA for its efforts to develop
18 the Proposed Phase 3 Greenhouse Gas Emission Standards
19 for Heavy-Duty Vehicles. The transportation sector is
20 one of the largest sources of greenhouse gas emissions
21 in the nation and a major source of air pollutants that
22 harm public health. The proposed standards have the

1 potential to substantially reduce greenhouse gas tanker
2 truck criteria pollutant emissions from heavy-duty
3 trucks. EPA's proposed action is an important step
4 toward delivering on the administration's Blueprint For
5 Transportation Decarbonization, which calls for 30
6 percent of new medium- and heavy-duty truck sales to be
7 ZEVs, or zero-emission vehicles, by 2030 and 100
8 percent by 2040.

9 In addition, the criteria pollutant emission
10 benefits that will be realized from the rule will help
11 address the increased public health risk in communities
12 located near heavy truck traffic. Through the Multi-
13 State ZEV Task Force, NESCAUM is working in closely
14 with the signatories to the medium- and heavy-duty ZEV
15 MOU, or memorandum of understanding, including 17
16 states, the District of Columbia, and Quebec, to
17 prepare for a zero-emission future. In 2022, the task
18 force released an action plan with recommendations for
19 state policymakers to support the rapid, equitable, and
20 widespread electrification trucks and buses.

21 The ZEV Task Force states are actively working on
22 implementing these recommendations. For instance,

1 eight states have adopted the Advanced Clean Trucks
2 Regulation, which requires 40 to 75 percent of new
3 truck and bus sales to be zero-emission vehicles by
4 2035, and other states are expected to follow. The ZEV
5 Task Force for states are also coordinating with the
6 public and private sectors to develop fast-charging
7 infrastructure along highway corridors, assessing
8 system capacity, and preparing for grid upgrades to
9 support this infrastructure, establishing vehicle and
10 infrastructure incentive programs, identifying
11 workforce development and training needs, and
12 conducting community air monitoring programs.

13 State efforts such as these will go a long way in
14 accelerating the zero-emission technologies, but they
15 must be accompanied by stringent federal greenhouse gas
16 standards for heavy-duty vehicles at the -- at the
17 federal level to ensure that the nation's fleet moves
18 towards zero emissions. EPA's proposal is an important
19 step in developing such standards.

20 Finally, NESCAUM welcomes EPA's proposal to revise
21 its regulations addressing preemption of state
22 regulation of locomotives to more closely align the

1 language in the Clean Air Act. We thank EPA for their
2 efforts.

3 MS. THOMPSON: Thank you for your comment. The
4 next speaker will be Kathryn Dorn. Unfortunately, we
5 do not currently see you in the list of attendees.
6 However, if you have joined under a different name, we
7 ask that you indicate your presence by pressing the
8 raise hand button at the bottom of your screen or by
9 dialing star-9 if you have called in.

10 (No response.)

11 MS. THOMPSON: The next speaker is Lori Byron.
12 Lori, we also do not see you in the list of attendees.
13 However, if you have joined under a different name, we
14 would ask that you indicate your presence by pressing
15 the raise hand button at the bottom of your screen or
16 by dialing star-9 if you've called in.

17 (No response.)

18 MS. THOMPSON: The next speaker will be Robb
19 White. Robb, when you are ready you may unmute, and
20 please state your name and affiliation for the record.

21 MR. WHITE: Robb Shite, Sierra Club Virginia.
22 Thanks for publicizing this hearing. These comments

1 are my own. I come to you from Monacan land. Like
2 many of you I want to immerse myself in our great
3 wilderness and wilds of the world. What I really need
4 is clean air, water, earth, and speech. If I get
5 these, I will feel unobstructed, boundless, and totally
6 alive.

7 While to this moment I must say I fully support
8 pollution -- stronger pollution control in heavy- and
9 light-duty vehicles ASAP, on a deeper level I'd like to
10 use this magnanimous event as a terminus point for a
11 fantastic journey. Like you, I am a sojourner of
12 desperately complex and wayward times. I'm a forever
13 student. To pay the bills, I'm a sometimes English
14 teacher and reading/writing guide for hire. Virginia
15 Community College Pamphlet 1577581. I'm preparing two
16 sections of American Literature English 246 to be
17 deployed this summer over the course of 10 weeks at two
18 Virginia men's state prisons. Classes start May 22nd,
19 my mother's birthday by the way.

20 To get started, here's a story you may know.
21 There are these cubs walking along in the American
22 desert, and they happen to meet an older lion walking

1 the other way who nods at them and says, Morning, boys.
2 How's the pride," and the two young cubs walk on for a
3 bit, and then eventually one of them looks at the other
4 and goes, "What the hell is pride?" Not a bad question
5 to reckon with if you want to get in the ring with
6 American literature.

7 These cubs walked for many years and had great
8 adventures and ended up in the Blue Ridge Mountains.
9 One night while on a stay at an inn in Rockfish Gap,
10 they sat around the table after dinner and decided it
11 was getting cold and would be winter soon, and they
12 needed a cabin. They borrowed a horse and went up the
13 mountain to cut a large tree. On the way back down, a
14 rattlesnake bit the log, and by the time they got it to
15 the sawmill, the log had swollen so large that they cut
16 on it for 40 days and 40 nights. When they finished,
17 there was so much wood that the cubs decided to split
18 it up. One cub took his wood down one side of the
19 mountain and built a factory town. The second cub went
20 down the other side of the mountain and built a
21 university town.

22 Generations passed, and large families were had,

1 and fortunes were made, and the university and factory
2 became a distinct -- mighty and distinguished across
3 the land. Slowly, though, the snake venom began to
4 wear off down to the point that not so long ago, the
5 university cubs were on the phone with the factory
6 cubs, and they realized that all that remained of their
7 efforts was about the size of a dog house (inaudible)
8 vicariously in such a dog house.

9 Some time ago, someone shared what it felt like
10 for him in such a doghouse. He called himself Ishmael.

11 On May 22nd, two classrooms of incarcerated men will
12 imaginatively set sail on the Pequod, a/k/a America's
13 national mall, and go on a journey to discover America.

14 Please send them your well wishes and suggestions for
15 reading, writing, and guiding questions for the
16 journey, GDB inspired. Please see my docket submission
17 for contact information. Thanks.

18 MS. THOMPSON: Thank you for your comment. The
19 next speaker will be Patrick Quinn. You may now
20 unmute, and please state your name and affiliation for
21 the record.

22 MR. QUINN: Good afternoon. I'm Patrick Quinn,

1 executive director of AESI, which is a trade
2 association representing suppliers of clean mobility
3 technologies for electric and conventional vehicles.
4 We want to thank EPA and the excellent staff of the
5 Office of Transportation and Air Quality for their
6 collaboration in the development of Phase 3 Heavy-Duty
7 Greenhouse Gas Proposal.

8 AESI supports the EPA proposal to reduce
9 greenhouse gas emissions from heavy-duty trucks by
10 setting performance standards that drive the improved
11 efficiency of diesel internal combustion engines, while
12 accelerating the introduction of electric and hydrogen
13 powertrains. AESI believes that certain critical
14 engine and powertrain technologies which are not
15 considered in EPA's Proposed Phase 3 Greenhouse Gas
16 Standards can be furthered deployed to reduce the
17 greenhouse gas emissions of combustion engines. Heavy-
18 duty hybrid powertrains and hydrogen internal
19 combustion engines have seen significant advances
20 during the past few years, and EPA should account for
21 these cost-efficient, carbon-reduction technologies in
22 the final rule.

1 A just-released study by the International Council
2 on Clean Transportation finds, "Cost-effective internal
3 combustion efficiency improvements remain important to
4 the decarbonization of the heavy-duty sector." AESI
5 agrees with that conclusion. Heavy-duty hybrid
6 powertrains with existing incentives can deliver up to
7 31 percent greenhouse gas reductions in vocational
8 vehicles and 25 percent in long haul at a small
9 fraction of the cost of the heavy-duty battery electric
10 powertrain. Consideration and deployment of these
11 cost-efficient hybrid powertrains brings an important
12 short-term solution to the decarbonization of long-haul
13 freight, our most difficult sector challenge in Model
14 Years 2027 to 2032. AESI favors the termination of
15 multipliers for P-halves and BEVs. These technologies
16 are sufficiently incentivized, and the continued use of
17 the multipliers may delay deployment of electric
18 trucks. Multiplier incentives should continue for
19 hydrogen fuel cells which remain in the early
20 deployment stage of that technology. EPA should also
21 consider a multiplier for hydrogen combustion truck.
22 This would accelerate hydrogen infrastructure capacity

1 and ultimately the deployment of fuel-cell-powered
2 trucks.

3 The clean mobility suppliers industry, employing
4 more than 300,000 workers, remains committed to
5 developing and deploying a highly-advanced technologies
6 to meet the goals of this rule. Thank you for your
7 time this afternoon.

8 MS. THOMPSON: Thank you for your comment. As a
9 reminder, if you are speaking today, you will receive a
10 notification on your screen that you are being promoted
11 to the role of panelist shortly prior to your speaking
12 time. You must accept that invitation to be able to
13 unmute when you are called to testify. This will also
14 allow you to turn on your camera, which we encourage
15 you to do. We ask that each person limit their verbal
16 testimony to 3 minutes. Please speak slowly and
17 clearly so the court reporter and interpreters can
18 capture these proceedings accurately. Speakers
19 connected by telephone should unmute their phones when
20 called to testify.

21 If you are having technical difficulties, please
22 send an email to public_hearing@abtassoc.com or call

1 (919) 294-7849. If you are not registered to speak but
2 you would like to, please send an email with your name
3 and phone number to public_hearing@abtassoc.com or call
4 (919) 294-7849.

5 The next speaker will be Christina Krost. You may
6 now unmute, and please state your name and affiliation
7 for the record.

8 MS. KROST: My name is Christina Krost, and I'm
9 the Illinois senior policy coordinator for Faith in
10 Place, which is the Illinois, Indiana, and Wisconsin
11 affiliate of Interfaith Power and Light. Thank you for
12 the opportunity to testify today.

13 I live in East Central Illinois, and I have a
14 child with asthma. I grew up in Metro Detroit and my
15 extended family has a long and proud history of working
16 in the automotive industry, so I understand the
17 complicated relationships between industry and jobs and
18 health and justice.

19 Faith in Place represents 4 of the top 10 worst
20 places to live in the U.S. for air pollution: number
21 seven, the St. Louis Metro Area; number five,
22 Indianapolis, Indiana; number four, the Northwest

1 Indiana Industrial Zone; and number three, Chicago's
2 South and West sides. And many of these communities,
3 in addition to industrial polluters, have warehouses
4 and transportation hubs that cumulatively impact black
5 and brown communities. These levels of pollution and
6 related health impacts are an environmental injustice.

7 Strong standards would deliver massive emission
8 reductions and lifesaving relief to frontline
9 communities.

10 Health impacts from diesel pollution include heart
11 attacks, bronchitis, asthma attacks, and increased
12 cancer risks. Across Illinois, Indiana, and Wisconsin,
13 that adds up to 760 projected deaths in 2023, almost
14 9,000 asthma exacerbations which can lead to missing
15 school or work, and \$8.5 billion in projected health
16 damages.

17 My family lives directly across from an elementary
18 school in rural Illinois, and that's far from the
19 industrial pollution that my neighbors in Chicago or
20 Indianapolis or St. Louis experience, but my family has
21 learned to send my daughter with asthma to school a
22 little early every day so she can avoid the fumes from

1 the idling school buses nearby. Her breathing is
2 noticeably impacted if she's around when the school
3 buses are there, which can lead to wheezing and cough,
4 which sometimes leads to her using her rescue inhaler
5 or, every few years, pneumonia. She misses at least 7
6 days of school a year because of her asthma. Watching
7 your child struggle to breathe is terrifying, and no
8 parent should have to go through that.

9 The American Lung Association estimates that if
10 fleets commit to zero-emission trucks by 2050, we could
11 see cumulative benefits that include \$736 billion in
12 public health benefits, almost 67,000 fewer premature
13 deaths, and 1.7 million fewer asthma attacks. As
14 people of faith and conscience, we have a special
15 responsibility to advocate for these life- and climate-
16 saving standards because we are called to love God and
17 neighbor. Strong standards would deliver massive
18 emission reductions and lifesaving relief to vulnerable
19 frontline communities, and we ask the EPA to move
20 quickly finalize the strongest possible cleaner truck
21 standards by the end of 2023. Thank you.

22 MS. THOMPSON: Thank you for your comment. The

1 next speaker will be Yazmin Alfonso. Unfortunately, we
2 do not currently see you in the list of attendees.
3 However, if you have joined under a different name, we
4 ask that you indicate your presence by either clicking
5 the raise hand button at the bottom of your screen or
6 by dialing star nine if you have called in.

7 (No response.)

8 MS. THOMPSON: The next speaker will be Phoebe
9 Morad. Phoebe, you may now unmute, and please state
10 your name and affiliation for the record.

11 MS. MORAD: Hi. Thanks for the opportunity to be
12 heard. My name is Phoebe Morad, and I'm here today as
13 a mother, a member of House of Prayer Lutheran Church
14 in Hingham, Massachusetts, and as director of
15 Lutheran's Restoring Creation. LRC is a grassroots
16 movement across the U.S. of churches, seminaries,
17 camps, and individuals who consider it a matter of
18 faith to actively express love of neighbor by how we
19 share our natural resources with one another. We're
20 grateful that this administration is acting quickly to
21 see that we can share the resource of clean air into
22 the future and throughout every neighborhood. We urge

1 the EPA to create the strongest possible limits on
2 heavy-duty vehicle pollution.

3 Here in Massachusetts, these standards will
4 provide a much-needed relief from the burden of diesel
5 fumes and air pollution and help address climate
6 change. While climate change ultimately affects us
7 all, air pollution is acutely and disproportionately
8 impacting those who live alongside high-traffic areas.

9 None of us want our school bus fleets to harm
10 vulnerable lungs as they get children to school. While
11 we're all excited to get goods delivered readily, we
12 don't want to sacrifice the health of all the people
13 who live near highways. We expect trusted public
14 servants, like the dedicated professionals in the EPA,
15 to offer guidance, support, and infrastructure to allow
16 us all to be a part of a thriving economy without
17 hurting anyone in the process.

18 Just this past Sunday our pastor reflected on
19 Jesus announcing, "I came that they may have life and
20 have it abundantly." Our faith traditions don't teach
21 us that an abundant life means having lots of stuff or
22 having more than our neighbors. A bountiful life

1 together on this common home requires a generous
2 spirit. Offering a clear path to see that national bus
3 and truck fleet get to 100 percent zero-emission, all-
4 electric vehicles by 2035 is that generous spirit in
5 action.

6 We have the technology, we have the people power,
7 and we have the will to share the best vision of an
8 abundant life together. Thank you for the work you all
9 do every day to help make a better home for each other
10 and for those who come after us, and thank you for this
11 opportunity to testify.

12 MS. THOMPSON: Thank you for your comment. The
13 next speaker will be Elizabeth Jackson. You may now
14 unmute, and please state your name and affiliation for
15 the record.

16 MS. JACKSON: Hello. I'm Elizabeth Jackson from
17 Villa Hills, Kentucky. I'm speaking as a private
18 concerned citizen. I am a retired pediatric
19 nephrologist from Cincinnati Children's Hospital. I
20 have been chair of a committee writing a policy to
21 decarbonize the healthcare sector in Kentucky. In the
22 course of writing this policy, I had the opportunity to

1 speak with researchers from Cincinnati Children's
2 Hospital about traffic-related air pollution and the
3 effect on the children. These researchers looked at
4 children living within 400 meters of the I-75 corridor
5 compared with children living more than 1,500 meters
6 from I-75.

7 This interstate carries more than 10,000 diesel-
8 burning trucks every day. Children living close to
9 this highway in the first year of life were more likely
10 to be diagnosed with asthma and had higher levels of
11 anxiety and depression at age 12. In addition, the MRI
12 revealed reduced cortical thickness in several areas of
13 the brain. These changes were irrespective of race,
14 maternal IQ, smoking in the home, and socioeconomic
15 status. Other centers have evidence that supports the
16 link between air pollution and autism spectrum
17 disorders, attention deficit disorder, schizophrenia,
18 developmental and cognitive delays.

19 The Cincinnati Children's Hospital researchers
20 found evidence that each small increase in early-life
21 traffic-related air pollution exposure was associated
22 with increases in depression and anxiety scores. In

1 adults, there is similar evidence associating air
2 pollution with measures of anxiety and depression.

3 The proposed rule on trucks is designed to reduce
4 greenhouse gases but would also reduce particulate
5 matter and other toxins from diesel exhaust that is
6 responsible for some of these effects in children and
7 adults. Thank you.

8 MS. THOMPSON: Thank you for your comments. This
9 concludes our current speaker block. We will now call
10 on the names of those who were not present when
11 initially called on to testify. If you have joined,
12 please indicate your presence by pressing the raise
13 hand button at the bottom of your screen, and if you
14 have called in, please dial star-9 to raise your hand.

15 The first speaker is Natalia Ekberg. Again,
16 Natalia, if you have joined, we ask that you indicate
17 your presence by raising your hand by clicking the
18 raise hand button or dialing star-9 on your phone.

19 (No response.)

20 MS. THOMPSON: The next speaker is Joan Schiller.

21 Again, Joan, if you have joined, we ask that you
22 indicate your presence by raising your hand there by

1 clicking the raise hand button or by dialing star-9 on
2 your phone.

3 (No response.)

4 MS. THOMPSON: The next speaker is Kathryn Dorn.
5 Kathryn, if you have joined, we would ask you to raise
6 your hand at this time.

7 (No response.)

8 MS. THOMPSON: The next speaker is Lori Byron.
9 Lori, if you have joined, we ask that you indicate your
10 presence by raising your hand. You can do so by either
11 pressing the raise hand button or by dialing star-9 on
12 your phone.

13 (No response.)

14 MS. THOMPSON: The next speaker is Yazmin Alfonso.
15 Yazmin, if you have joined, we ask you to indicate
16 your presence by raising your hand.

17 (No response.)

18 MS. THOMPSON: We do not currently see any hands
19 raised in the list of attendees, so we will move on to
20 the next speaker block.

21 As a reminder, if you are speaking today, you will
22 receive a notification on your screen that you're being

1 promoted to the role of panelist shortly prior to your
2 speaking time. You must accept that invitation to be
3 able to unmute when you are called to testify. This
4 will also allow you to turn on your camera which we
5 encourage you to do. We ask that all speakers limit
6 their testimony to 3 minutes. Please speak slowly and
7 clearly so the court reporter and interpreters can
8 capture these proceedings accurately. Speakers
9 connected by telephone should unmute their phones when
10 called to testify.

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12 send an email to public_hearing@abtassoc.com or call
13 (919) 294-7849. If you are not registered to speak but
14 would like to, please send an email with your name and
15 phone number to public_hearing@abtassoc.com or call
16 (919) 294-7849.

17 The next speaker will be Stephanie Reese.
18 Stephanie, you may now unmute, and please state your
19 name and affiliation for the record.

20 MS. REESE: Hi. My name is Stephanie Reese. I am
21 calling from Mom -- I am here to represent Moms Clean
22 Air Force. I want to thank you for the opportunity to

1 testify today. As I mentioned my name is Stephanie
2 Reese, and I'm a proud staff member of Moms Clean Air
3 Force. I'm joining you from Northern Virginia, an area
4 deeply affected by the issue at hand, and I'm also near
5 a major route for trucks, I-95. On behalf of Moms
6 Clean Air Force, I am here to express our unequivocal
7 support for the proposed standards and call on EPA to
8 finalize strong clean truck standards this year.

9 The necessity for these stronger transportation
10 standards is essential in the ongoing fight to protect
11 the health of our children, our communities, and our
12 shared environment. We can't continue to kick the can
13 down the road. This is urgent, and it's time we act
14 decisively. The escalating climate change crisis,
15 fueled in part by carbon emissions from heavy-duty
16 trucks and other transportation is on the minds of many
17 parents like me. From the surge in extreme weather
18 events to the long-term impacts on health and
19 livelihoods, it's a future that has put me in a state
20 of fear. I am fearful for my sons' health, their
21 safety, and their future.

22 Strong standards will not only help to fight the

1 climate crisis but should accelerate the transition to
2 zero-emission vehicles, which will reduce air
3 pollution. I live near a bustling transportation
4 route, as I mentioned. I-95 is just 1 minute around
5 the corner from where me and my family live. Every day
6 I bear witness to the harmful pollution left in the
7 wake of heavy-duty trucks. I am the mother of two
8 boys, who are very active, who love to be outdoors, but
9 I am concerned that if changes aren't made to how we
10 are addressing the causes of air pollution that
11 eventually their outdoor adventures could be limited.
12 As a mother, I worry about what will happen when the
13 air quality gets too bad for them to be able to go
14 outside and enjoy playing as brothers do, often
15 roughly, but always in good fun.

16 We can do more. We can do better for our children
17 and our future. We don't have to leave the burden on
18 their shoulders to fix the damage that we their
19 parents, aunts, uncles are leaving behind. We can
20 adopt stronger standards for clean trucks now.

21 Data from the EPA shows that over 45 million
22 people in the U.S. live within 300 feet of a major

1 roadway or transportation facility. This means that
2 these individuals and families are consistently exposed
3 to harmful emissions. It's crucial to also acknowledge
4 that communities of colors -- of color are
5 disproportionately impacted by this pollution and are
6 often located near these transport hubs. Plainly put,
7 people of color are breathe more hazardous air. The
8 right to clean air should be universal, and now, more
9 than ever, we need to make this a reality. A swift
10 transition to zero-emissions trucks is a crucial step
11 in this journey, encompassing both environmental
12 sustainability and social equity.

13 In closing, I urge the EPA to adopt the most
14 stringent greenhouse gas rules for heavy-duty trucks.
15 The health and future of our children, our communities,
16 and our planet hang in the balance. It's time we put
17 people first, health above convenience, and our
18 children's future above short-term gains. I implore
19 you to protect our health, the future of my sons, and
20 the world they will grow up in and promptly finalizing
21 these standards. Thank you again for your time and
22 consideration.

1 MS. THOMPSON: Thank you for your comment. The
2 next speaker will be Mercedes McKinley. Unfortunately,
3 we do not currently see you in the list of attendees.
4 However, if you have joined under a different name, we
5 ask that you indicate your presence by pressing the
6 raise hand button at the bottom of your screen or by
7 dialing star-9 on your phone.

8 (No response.)

9 MS. THOMPSON: The next speaker will be Rachel
10 Meyer. Rachel, you may now unmute, and please state
11 your name and affiliation for the record.

12 (No response.)

13 MS. THOMPSON: Rachel, as a reminder, you need to
14 accept the invitation to become a panelist in order to
15 provide your testimony. There you go. When you're
16 ready, you may unmute, and please state your name and
17 affiliation for the record.

18 MS. MEYER: Can you hear me?

19 MS. THOMPSON: Yes, we can hear you.

20 MS. MEYER: Sorry about that. My name is Rachel
21 Meyer, and I'm the Ohio River Valley field coordinator
22 with Moms Clean Air Force. I'm from Independence

1 Township Beaver County in Western Pennsylvania.

2 The proposed clean truck standards are an
3 important step forward to help reduce climate
4 pollution. I urge you to finalize the strongest
5 standards consistent with the Advanced Clean Trucks
6 Rules by the end of the year to protect the health of
7 our children and the people in our communities.

8 Greenhouse gas emissions are driving climate
9 change, and we need to reduce carbon dioxide emissions
10 from vehicles in order to have a stable climate and
11 protect health. Climate change is one of the biggest
12 concerns I have for my 3-year-old daughter and faced
13 with its reality every day. I see the petrochemical
14 infrastructure, including fracking operations and an
15 ethane cracker plant, near my family's home and know
16 that all this contributes a heavy load to climate-
17 warming pollution. because of all this industrial
18 activity, there is a large amount of truck traffic.

19 The need to reduce greenhouse gas is apparent, and
20 using more at zero-emission vehicles is a critical
21 step. I see consequences of climate change in the
22 growing tick populations and the rise in pollen. As a

1 child playing in Western Pennsylvania's woods, I never
2 had to worry about ticks. My child does not enjoy that
3 same freedom. We always have to check for ticks and
4 already have taken ahead -- I've had to remove a few
5 from my daughter. In 2017, I contracted Lyme disease
6 from a tick bite. I missed about 2 weeks of teaching
7 in my second grade classroom and had ongoing symptoms
8 for months. I was fortunate to fully recover unlike
9 others who have damage to their joints, heart, and
10 nervous system. Ticks are a harbinger of more diseases
11 to come with continued climate change as areas
12 previously too cold for disease vectors become able to
13 support them.

14 As a person who suffers from asthma, I know that
15 air quality is very important. As climate change
16 worsens, pollen counts also rise. One of the triggers
17 for my asthma is pollen. There are times when I have
18 to stop my outdoor activity and remove myself from an
19 area so that I do not suffer a full-blown asthma
20 attack. Increasing temperatures due to climate change
21 lead to worse air quality by increasing the number of
22 days with high concentrations of ozone. Tailpipe

1 exhaust from heavy-duty vehicles used at industrial
2 sites near me also directly contributes to the
3 formation of smog. Smog is a dangerous trigger for
4 asthma attacks. To compound the issue, the Shell
5 petrochemical facility located near me has already
6 exceeded its annual rolling pollution limits for VOCs
7 and nitrogen oxide. The pollutants, combined with
8 warming from climate change, create the perfect
9 conditions for smog levels to rise.

10 Moving to zero-emission heavy-duty vehicles can
11 improve conditions for approximately 16,000 people with
12 asthma in Beaver County alone by both reducing the
13 ingredients for smog and the temperatures that enable
14 its formation. EPA's proposed greenhouse gas
15 regulations for heavy-duty vehicles are an important
16 step forward to protecting our families from climate
17 pollution. Climate change threatens our health in many
18 ways and, along with emissions from these vehicles, is
19 also contributing to the formation of more air
20 pollution. Moving to zero-emission heavy-duty vehicles
21 will reduce climate warming gas and help to clean our
22 air.

1 It is so important to me and to parents all over
2 the country that we have these regulations for our
3 children's health and their future. Moms Clean Air
4 Force is calling on EPA to finalize the strongest
5 possible clean truck standards this year consistent
6 with the Advanced Clean Trucks Rules. Thank you.

7 MS. THOMPSON: Thank you for your comment. The
8 next speaker will be Susan Mudd. Susan, we do not
9 currently see you in the list of attendees. Oh, it
10 looks like you have raised your hand, so I will promote
11 you to panelist now.

12 (Brief pause.)

13 MS. THOMPSON: When you are ready, Susan, you may
14 begin. Please state your name and affiliation for the
15 record.

16 MS. MUDD: My name is Susan Mudd. I am a senior
17 policy advocate at the Environmental Law and Policy
18 Center in Chicago. May I go on?

19 MS. THOMPSON: Yes, you may begin.

20 MS. MUDD: Okay. Thank you for the opportunity to
21 testify. I'm with the ELPC, the Midwest's leading
22 environmental advocacy organization, where my work

1 focuses on reducing diesel pollution. I thank this
2 administration for acting on greenhouse gas standards
3 for trucks and urge EPA to finalize the strongest
4 possible limits on heavy-duty vehicle pollution this
5 year. Vehicle pollution affects everyone, but the
6 burden of living with unhealthy air is not shared
7 equally, as I see daily in Chicago. The EPA risks
8 further harming disadvantaged communities if the
9 strongest possible limits on truck pollution aren't
10 created.

11 ELPC is specifically concerned about the threat
12 climate change poses to the Midwest's 61 million
13 people. Midwest temperatures are rising due to climate
14 change, impacting public health with worsening air
15 quality. EPA must do all it can to avert the worst
16 impacts of the climate crisis and, thus, issue strong
17 technology-forcing standards for heavy-duty trucks to
18 slash U.S. climate pollution.

19 Trucks and buses account for one-third of
20 transportation climate pollution. The Midwest is
21 crisscrossed by interstate highways carrying tens of
22 thousands of trucks per day. Densely-populated

1 neighborhoods in Chicago, Cleveland, Indianapolis,
2 Milwaukee, Detroit, Minneapolis, and Des Moines are
3 each day crossed daily by at least 50,000 or more
4 trucks. Residents of these Midwest cities are among
5 the 72 million people nationally living closest to
6 trucking routes and, therefore, most affected by
7 freight pollution, and are more likely to be lower-
8 income people of color, according to EPA. That's true
9 for Chicago, Cleveland, Detroit, and Milwaukee.

10 Children attending school near major roads are
11 disproportionately children of color and from low-
12 income households. In Chicago alone, some 30 K through
13 12 schools are within 500 feet of heavily-truck-
14 trafficked interstates, exposing 15,000 students to
15 these emissions each day. The youngest and future
16 attendees of these schools will benefit greatly from
17 the cleaner trucks and buses resulting from the
18 strongest possible rules that EPA can advance here.

19 This year's American Lung's "State of the Air"
20 report documented two counties in Indiana and Michigan
21 as among the 25 worst counties in the U.S. for year-
22 round particle pollution, and eight Midwest counties

1 with failing grades for daily spikes in particle
2 pollution. Stronger greenhouse gas standards, while
3 reducing CO2 emissions, will have the additional
4 benefit of reducing PM emissions, thus easing the
5 suffering for those with asthma and COPD. Strong
6 emission standards from EPA will support innovation in
7 the vehicle manufacturing sector critical to Midwest
8 state economies. Indeed, the market is already
9 transitioning to zero-emission vehicles. Strong
10 standards would deliver massive emission reductions and
11 lifesaving relief to frontline communities and help
12 achieve the goals of the Justice40 Initiative.

13 Our nation, and particularly disadvantaged
14 communities, need the Federal Government to lead. A
15 handful of states have set stronger standards for
16 heavy-duty vehicle emissions, but that's not enough to
17 make a difference for kids in the Midwest. Now is the
18 time for the EPA to set the strongest possible
19 standards on heavy-duty vehicle pollution to protect
20 all U.S. residents. At a minimum please ensure a clear
21 pathway to zero emissions by 2035. Thank you.

22 MS. THOMPSON: Thank you for your comment. The

1 next speaker will be -- excuse me. The next speaker
2 will be Jodie Teuton. Jodie, when you are ready,
3 please unmute and state your name and affiliation for
4 the record. Apologies. I believe I skipped Janet.

5 MS. MCGARRY: Yes, you skipped me. I was like
6 wait a minute. How do I --

7 MS. THOMPSON: Apologies.

8 (Laughter.)

9 MS. THOMPSON: Yes. Our next speaker will be
10 Janet McGarry. Jodie, you'll go next.

11 MS. TEUTON: Great. Yep.

12 MS. MCGARRY: Okay. Can I -- can I start now?

13 MS. THOMPSON: Yes, you may begin.

14 MS. MCGARRY: Okay. I'm Janet McGarry and on
15 today -- I'm here today as an individual. I live in
16 San Francisco, California. Thank you to the
17 administration for its work to reduce truck pollution.

18 I urge the EPA to create the strongest possible limits
19 on heavy-duty vehicle pollution. The truck market is
20 moving toward more zero-pollution trucks, and EPA
21 standards need to match that momentum and provide the
22 market signal to support cleaner transportation. I'm

1 here today because I'm deeply concerned about climate
2 change. As many people have said, transportation is
3 the biggest sector the contributes to greenhouse gas
4 emissions, and heavy-duty vehicles are particularly
5 problematic.

6 In California, climate change is very real. In
7 the past few years, we have been challenged by extreme
8 weather and devastating fires, which have damaged the
9 economy, ecosystems, and public health. Intense heat
10 and drought is taking a toll on California's
11 agriculture, which has consequences for the country's
12 food supply. California grows over a third of the
13 country's vegetables and three-quarters of its fruits
14 and nuts. Drought has also damaged the state's
15 valuable ecosystems. California is the most biodiverse
16 state and one of the world's most biodiverse regions.

17 Research published last month found that about 20
18 percent of the conifer forests in the Sierra Nevada are
19 living in areas too warm for them to regenerate. The
20 researchers characterize them as zombie forests, still
21 living but with little hope of producing future
22 generations of trees.

1 Drought and extreme heat have also created
2 conditions leading to catastrophic wildfires releasing
3 huge amounts of greenhouse gas emissions and
4 pollutants. In 2021, smoke from the fires resulted in
5 an extremely unhealthy air in the West, but it also
6 traveled all the way across the country and resulted in
7 air quality alerts on the East Coast, thousands of
8 miles away from the fires. And to top it all off, from
9 last October to April, California was hit with 31
10 atmospheric rivers. We needed the rain and snow to end
11 the drought without a doubt, but not so much so soon
12 altogether.

13 The extreme weather caused flooding, erosion, and
14 damaged trees and properties. In the small park near
15 where I live, six very large trees were toppled by the
16 intense wind. Of course the storms also impacted
17 agriculture. This past week at the farmers markets, a
18 nut farmer who I've been buying nuts from, you know,
19 forever told me that his farm's harvest will be only 60
20 percent of usual due to the extreme weather.

21 We must act now to reduce emissions from
22 transportation. I urge the EPA to set the strongest

1 standard possible, significantly stronger than the most
2 stringent alternative in the proposal, and help put our
3 national truck fleet on a path to zero-emission
4 vehicles by 2035. Thank you very much for letting me
5 testify.

6 MS. THOMPSON: Thank you for your comment. The
7 next speaker will be Jodie Teuton. Jodie, you may now
8 unmute, and please state your name and affiliation for
9 the record.

10 (No response.)

11 MS. THOMPSON: Jodie, I'm so sorry. We are unable
12 to hear you.

13 MS. TEUTON: (Vocalizing.)

14 MS. THOMPSON: Oh, I can hear you now.

15 MS. TEUTON: Great. I'll get closer, yeah.
16 Sorry.

17 MS. THOMPSON: Okay.

18 MS. TEUTON: Sorry about that. (Inaudible) today.

19 I'm Jodie Teuton, and I'm here representing (AUDIO
20 MALFUNCTION). We're a division of National Auto
21 Dealers, and we represent more than 1,800 commercially-
22 franchised heavy-duty truck dealerships. Together, we

1 employ about 125 (AUDIO MALFUNCTION). Presently, I'm
2 the owner of seven dealerships, and I employ about
3 (AUDIO MALFUNCTION) of dealerships or small businesses
4 as defined by the SBA.

5 (AUDIO MALFUNCTION) working in the medium- and
6 heavy-duty sales industry every day. We sell, we
7 lease, we service, and we're cautiously optimistic
8 about alternative and innovative (AUDIO MALFUNCTION)
9 most excited about hydrogen and those kinds of (AUDIO
10 MALFUNCTION) investing millions in the infrastructure,
11 and we're training and we're trying (AUDIO
12 MALFUNCTION).

13 MS. THOMPSON: Jodie, I am sorry. You've been in
14 and out. You might need to get much closer to your
15 microphone. I do apologize.

16 MS. TEUTON: No, I'm -- host has stopped the
17 video?

18 MS. THOMPSON: Yes. it seems like it might be a
19 bandwidth issue, so we've turned off your video to see
20 if that helps your audio.

21 MS. TEUTON: Oh, okay. Oh, thank you. Okay.
22 Thank you. Okay. Apologies. All right. Just stop me

1 if you can't hear me.

2 Okay. So we're working on infrastructure. We're
3 working on training. We're trying to get these
4 vehicles out on the road. The problem that we are
5 experiencing, as you would expect, is that they're too
6 costly for most customers. (AUDIO MALFUNCTION) the
7 Inflation Reduction Act's tax incentives. The greater
8 obstacle to adoption of heavy-duty electric vehicles is
9 going to be the weight and the weight book load and the
10 ability to service them, and, most importantly, the
11 range because I know that when everybody thinks of
12 commercial trucking, they think of long haul, and
13 there's always a haul (AUDIO MALFUNCTION) electric
14 truck in stock, and our dealer cost of this trucks was
15 (AUDIO MALFUNCTION) dollars, as compared to \$180,000
16 for a (AUDIO MALFUNCTION).

17 Customers are curious about the technology, the
18 price, and the range when give the customers the
19 information is met with everything (AUDIO MALFUNCTION).

20 As truck dealers, we're going to sell what the market
21 demands in our free market economy. And personally, I
22 -- you know, I love being part of promoting clean air.

1 (AUDIO MALFUNCTION) our efforts, we're taking this
2 truck to every kind of show open house, any kind of
3 event that we can -- to generate interest in it, and
4 the only positive comment we've yet to receive is that
5 it runs quietly.

6 Additionally, I want to mention that servicing
7 this truck has been a nightmare. We have 90 (AUDIO
8 MALFUNCTION) so the highest, most capable technician is
9 the only one who's (AUDIO MALFUNCTION).

10 MS. THOMPSON: Jodie, I do apologize. It seems
11 that we are just still unable to hear your audio
12 clearly.

13 MS. TEUTON: Okay. I'm so sorry. I'm so sorry.

14 MS. THOMPSON: No, no worries. We first just want
15 to ask if you would consider providing your comments in
16 written form to the docket.

17 MS. TEUTON: Yes, ma'am.

18 MS. THOMPSON: This information is available on
19 screen.

20 MS. TEUTON: Yes.

21 MS. THOMPSON: We can also reach out to you to see
22 if we may be able to troubleshoot your audio and

1 perhaps have you speak at another time.

2 MS. TEUTON: Absolutely. No, and I do apologize
3 to everyone because I thought I had this cleared on the
4 front end so there would be (AUDIO MALFUNCTION).

5 Again, my apologies.

6 MS. THOMPSON: Thank you, Jodie, for your comment.

7 MS. TEUTON: All righty.

8 MS. THOMPSON: And the next speaker will be
9 Yasmine Agelidis. Yasmine, you may now unmute, and
10 please state your name and affiliation for the record.

11 MS. AGELIDIS: Hi. My name is Yasmine Agelidis.
12 Good afternoon, and I'm a senior associate attorney
13 with the Earthjustice is Right to Zero Campaign. I'm
14 also a member of the Moving Forward Network, and I'm
15 based in Los Angeles, California.

16 For years, the Moving Forward Network has demanded
17 that EPA use its authority to ensure that communities
18 across the country do not suffer the health, air
19 quality, and climate consequences of pollution from the
20 freight rail sector. EPA's proposal to set greenhouse
21 gas emission limits for heavy-duty trucks is very
22 disappointing here, and it does not go nearly far

1 enough.

2 I concur with the testimony from many of my
3 colleagues from the Moving Forward Network and
4 Earthjustice, who testified before me and will testify
5 after me, regarding how the rule treats heavy-duty
6 trucks. At the same time, the proposed rule does seek
7 to clarify the ability of state and local governments
8 to address locomotive pollution consistent with the
9 Clean Air Act, and we're strongly supportive of this
10 clarification as it's much needed and long overdue.

11 You know, many communities across the country live
12 near a railyards and freight rail routes where some of
13 the dirtiest switcher and line home locomotives
14 operate, and they're, you know, belching dirty diesel
15 particulate matter every single day, sometimes just
16 feet from homes, schools, and workplaces. This has
17 very negative and dramatic health consequences as well
18 as air quality consequences. So it's really important
19 that EPA has included this locomotive section into the
20 rulemaking here.

21 The rail industry remains one of the most
22 significant sources of this environmental injustice for

1 many communities, and, you know, communities have the
2 right to -- as well as states and local governments
3 have the right to protect communities from this
4 pollution. So EPA's 1998 regulations did unnecessarily
5 limit the ability of local and state governments to
6 address rail issues, but this is not consistent with
7 federal law.

8 So we're supportive of EPA updating list language
9 today in order to reflect the state of technology, but,
10 more importantly, to put to bring the regulation into
11 consistency with the federal Clean Air Act. Thank you
12 very much.

13 MS. THOMPSON: Thank you for your comment. As a
14 reminder, if you are speaking today, you will receive a
15 notification on your screen that you are being promoted
16 to the role of panelist shortly prior to your speaking
17 time. You must accept that invitation to be able to
18 unmute when you are called to testify. This will also
19 allow you to turn on your camera, which we encourage
20 you to do. We ask that all speakers limit their
21 testimony to 3 minutes. Please speak slowly and
22 clearly so the court reporter and interpreters can

1 capture these proceedings accurately. Speakers
2 connected by telephone should unmute their phones when
3 called to testify.

4 If you are having technical difficulties, please
5 send an email to public_hearing@abtassoc.com or call
6 (919) 294-7849. If you are not registered to speak but
7 you would like to, please send an email with your name
8 and phone number to public_hearing@abtassoc.com or call
9 (919) 294-7849.

10 The next speaker is David Myers. David, you may
11 now unmute, and please state your name and affiliation
12 for the record.

13 MR. MYERS: Greetings. My name is David Myers,
14 and I'm a volunteer with Moms Clean Air Force. I live
15 in Sedona, Arizona. Thank you for the opportunity to
16 testify, and thank you, EPA, for all you have done to
17 give us a healthier environment, including clean soil,
18 clean water, and clean air. I ask you to finalize the
19 strong draft pollution control standards for heavy-duty
20 vehicles this year and generate a clear path to zero
21 emissions for those vehicles by 2030.

22 Greenhouse gas emissions are driving climate

1 change, and we need to reduce vehicle pollution.
2 Particulate matter and gases from the diesel engines of
3 large vehicles also compromises the breathing and
4 health of people. I am 79 and have struggled with
5 asthma since I was 20. Although my asthma is well
6 controlled, I can recall many sleepless nights and
7 uncomfortable days struggling to breathe.

8 Asthma is the most prevalent chronic disease in
9 children. Twenty-six million American children and
10 adults struggle with asthma. It is caused by breathing
11 air with dust and greenhouse gases. It is also an
12 unjust disease with female adults more likely than
13 males to die from asthma, and black adults 3 times as
14 likely to die from asthma as whites. I travel a lot in
15 the U.S., and I encounter semi-trucks on the road and
16 trucks and buses and cities. I am concerned that the
17 broader injustice for the individuals that live along
18 superhighway rights-of-way.

19 Large vehicles, such as semi-trucks, dump, and
20 sanitation trucks and buses are responsible currently
21 for up to 15 percent of greenhouse gas emissions in the
22 U.S. Numerous communities and vehicle manufacturers

1 are taking action toward total electrification.
2 Municipalities Seattle, Washington and Denver, Colorado
3 are moving toward electric municipal bus fleets. Ford
4 and Chevy are committed to all-electric by 2030,
5 including their large pickups. Please support these
6 communities and businesses by implementing increasingly
7 stricter greenhouse gas emission standards over the
8 next 7 years down to zero emissions by 2030.

9 I can recall an article in the late 1960s in
10 Popular Mechanics which stated that the auto
11 manufacturers had the technology to average 35 miles
12 per gallon for their whole passenger fleet immediately.

13 This is SUVs, big trucks, and vans as well as
14 passenger cars -- but they were waiting for the EPA
15 mileage standards to kick in each year to increase
16 their mileage more slowly.

17 The rules you are considering represent the flip
18 side of vehicle registration, namely pollution control
19 regulation, namely pollution controls. My point is
20 that we have the technology today to electrify every
21 vehicle. We are waiting on the EPA to issue standards
22 to support what industry and many communities are

1 already doing. Give us those strong standards, all
2 heavy-duty vehicles to be electric by 2030. Thank you
3 for moving us further toward clean air and mitigation
4 of climate extremes.

5 MS. THOMPSON: Thank you for your comment. The
6 next speaker will be rich Kassel. You may now unmute,
7 and please state your name and affiliation for the
8 record.

9 MR. KASSEL: Good afternoon. My name is Rich
10 Kassel, and I am testifying on behalf of Clear Flame
11 Engine Technologies. Clear Flames' innovative
12 technology enables long-haul trucks that look and feel
13 like diesel trucks to run on ethanol with lower
14 greenhouse gas emissions than a comparable battery-
15 electric truck charged on the U.S. grid today, with no
16 loss of power, torque, or efficiency.

17 Clear Flame strongly supports a final rule that
18 follows the direction of the administration's
19 Transportation Decarbonization Blueprint, which stated
20 clearly that biofuels and other sustainable liquid
21 fuels, or SLF, will be a "large, long-term opportunity"
22 that is even greater than the market opportunity for

1 battery electric vehicles in the largest long-haul
2 truck sector. That's where Clear Flame focuses.
3 Unfortunately, the proposed Phase 3 greenhouse
4 standards may preclude the use of ethanol to
5 decarbonize the hardest-to-electrify long-haul truck
6 market.

7 The proposed approach to engine certification
8 penalizes ethanol in two ways. First, it overlooks the
9 real-world difference between biogenic and
10 anthropogenic carbon in the atmosphere and, thereby,
11 treats ethanol as dirty as diesel from a climate
12 perspective. That's just wrong. Second, it ignores
13 the lower heating value and other attributes of ethanol
14 that are different than diesel. That's a missed
15 opportunity. Leading climate research indicates that
16 these errors resulted in overestimating of the climate
17 impact of ethanol by 3X, but this can be fixed. We
18 have two ideas for how to correct this in the final
19 rule.

20 First, because the point of the Phase 3 greenhouse
21 standards is to reduce the human-generated or
22 anthropogenic climate impacts from America's future

1 trucks and buses by reducing greenhouse emissions from
2 our engines, EPA should recognize that biogenic and
3 anthropogenic carbon are different, and how and whether
4 they contribute to climate change -- human-generated
5 climate change. EPA proposes to treat future battery
6 electric and hydrogen fuel cell vehicles as carbon
7 neutral. That seems right because there are no
8 anthropogenic greenhouse emissions that will emit from
9 those vehicles, from those engines and tailpipes,
10 regardless of what might be happening upstream.

11 By the same logic, EPA should also treat a
12 dedicated ethanol engine as carbon neutral. Its carbon
13 emissions will be 100 percent biogenic, so these
14 engines will not contribute to human-generated climate
15 change. Therefore, just like battery electric and
16 hydrogen fuel cell vehicles, dedicated ethanol vehicles
17 should be treated as carbon neutral at the tailpipe.

18 Second, EPA could create a specific fuel input or
19 factor for ethanol within GEM, the greenhouse gas
20 emissions model, that accounts for its heating value,
21 HC ratio, and biogenic carbon ratio. That would enable
22 GEM to accurately account for the decarbonization

1 benefits of a dedicated and ethanol engine.

2 Our first idea is simpler, and it's consistent
3 with how EPA is treating the other technologies
4 identified in the administration's blueprint. Taking
5 either of these steps, though, will fix the ethanol
6 penalty in the current certification structure and will
7 help ensure that SLFs do, in fact, need the large,
8 long-term opportunity that was envisioned by the
9 administration's blueprint. Thank you for the
10 opportunity to testify today.

11 MS. THOMPSON: Thank you for your comment. The
12 next speaker will be Gregory Sutton. You may now
13 unmute. Please state your name and affiliation for the
14 record.

15 MR. SUTTON: Good afternoon. Thank you for
16 allowing me the opportunity to offer comments. My name
17 is Greg Sutton, and I represent Transland. Transland
18 is a family-owned and operated trucking company based
19 in Springfield, Missouri. Our 230 drivers, partners,
20 and office staff provide truckload transportation
21 services for over 100 customers, primarily in the
22 Midwest. We operate a diversified fleet of 190 trucks

1 and 560 trailers in local, regional, and long-haul
2 operations to assist our customers in delivering
3 essential raw materials, goods, and products to
4 manufacturers and consumers.

5 At Transland, a shipment consists of one 53-foot
6 trailer full of one customer's freight traveling from a
7 single origin to a single destination. These
8 shipments, on average, span over multiple days and
9 navigate 550 and can be longer than 2,000 miles. To
10 safely and reliably deliver these goods on time as our
11 customers require, our drivers must be equipped with
12 trucks that can operate in a diverse set of
13 environments, under a common set of rules and
14 regulations, and offer interoperability with other on-
15 highway equipment.

16 Our company has a track record of staying on top
17 of trends to outperform the industry in fuel economy
18 and emissions reduction. In our continued commitment
19 in doing, so we have stayed close to our truck
20 manufacturers in regards to how the proposed Phase 3
21 regulations may impact our on-highway trucks. Based on
22 the current status of this technology on both the clean

1 diesel and zero-emissions trucks required to meet the
2 proposed standards, we are very concerned that the
3 reliability, efficiency, and operational readiness will
4 deteriorate.

5 The cost of the new technology is also a
6 significant increase over current models and would be
7 detrimental to companies like ours that deliver the
8 nation's essential goods. During the COVID-19 pandemic
9 supply chain issues were headline news. Introducing
10 new technologies that have not had the proper amount of
11 development and lengthen of time in our market would
12 lead to increases and challenges that would directly
13 impact our citizens.

14 The simple facts are that infrastructure for
15 charging and alternate fuels does not exist for on-
16 highway trucks. The technology is unproven in our
17 industry, and the cost would be crippling. We
18 encourage you to account for what stage these
19 technologies are in while creating timelines for
20 implementation and continue to work closely with our
21 industry leaders to find a solution that meets our
22 shared objectives. Thank you.

1 MS. THOMPSON: Thank you for your comment. The
2 next speaker will be Liliana Sierra. Unfortunately, we
3 do not currently see you in the list of attendees.
4 However, if you have joined under a different name, we
5 would ask that you indicate your presence by pressing
6 the raise hand button at the bottom of your screen or
7 -- there you go. Liliana, I will now promote you to
8 the role of panelist.

9 (Brief pause.)

10 MS. THOMPSON: Liliana, when you are ready, you
11 may begin, and please state your name and affiliation
12 for the record.

13 (No response.)

14 MS. SIERRA: Hello, and I'm sorry I was having
15 issues connecting. I'd like to thank you for the
16 opportunity to testify. My name is Liliana Sierra, and
17 I'm here today as a person of faith and environmental
18 advocate for the Laudato Si' Program sponsored by the
19 United States Conference of Catholic Bishops. As a
20 chemical engineer that I am and, perhaps more
21 importantly, as a mother, I want to thank this
22 administration for prioritizing long overdue

1 environmental regulations that, to be quite honest, are
2 the only hope we have very meaningful change and the
3 possibility to leave our children the clean air and the
4 clean water that they need and deserve. And because of
5 that, I'm here to urge this Agency to create stronger
6 limits on heavy-duty vehicle emissions and tackle
7 reduction of highway pollution at the source.

8 I'm here for a couple of reasons. My biggest, my
9 6-year-old son along with other almost 1,500 children
10 go to a school that is 1 mile away from I-75 where over
11 30,000 diesel-burning trucks travel every day. As you
12 know, numerous studies have examined office and
13 school's adjacency to highways as health indicators
14 because of their association with pollution exposure.
15 The environmental harm that is caused to Cincinnati
16 residents by the I-75 corridor is well documented.

17 A Children's Hospital study tracked about 700
18 residents from infancy to teenage years and found the
19 evident correlation between exposure to traffic-related
20 air pollution, specifically diesel exhaust particles,
21 and the development of allergy disease, asthma, and
22 neurodevelopment in childhood. Another document

1 published last year, which is Louisville as a case
2 study, also shows and strong correlation between being
3 close to the highway and diverse health effects. As
4 this administration stated in a 2027 executive order,
5 these also have disproportionately burdened many
6 historically black and low-income neighborhoods in many
7 American citizens -- cities.

8 So I'm bringing my voice as a personal plea, what
9 I believe is the voice of many of the constituents. We
10 seek (inaudible) creation as a moral duty, and we hope
11 that this is considered in the future regulation.
12 Thank you.

13 MS. THOMPSON: Thank you for your comment. The
14 next speaker will be Mariela Ruacho. You may now
15 unmute, and please state your name and affiliation for
16 the record.

17 MS. RUACHO: Hello. My name is Mariela Ruacho.
18 I'm the clean air advocacy manager for the American
19 Lung Association in California. I support EPA studying
20 Phase 3 greenhouse gas standards for heavy-duty
21 vehicles, and I urge you to make the rule even
22 stronger.

1 Climate change is a health emergency, leading to
2 more frequent and intense extreme weather events, like
3 flooding, excessive heat, drought, wildfires, longer
4 and more intense allergy seasons, and worsening air
5 quality. In fact, according to the American Lung
6 Association 2023 "State of the Air" report found that
7 98 percent of Californians live in a community with the
8 worst -- with the most polluted air in the nation.
9 California cities dominate the top ten list for all
10 three polluting -- pollution categories.

11 In recent years, extreme heat events and intense
12 wildfires have contributed to worsening air quality in
13 California. Our report found that people of color are
14 over 3 times more likely to be breathing the most
15 polluted air than white people. These communities are
16 already impacted by the freight industry and are now
17 experiencing worse air due to climate change.

18 Transportation is the biggest source of greenhouse
19 gas emissions in the U.S., and cleaning up trucks and
20 buses is critical -- is a critical part of addressing
21 climate change. In California, heavy-duty trucks make
22 up less than 5 percent of the vehicle population and

1 produce the majority of harmful on-road emissions. The
2 Air Resources Board is taking steps to reduce emissions
3 from heavy-duty trucks in the state, but more support
4 is needed from U.S. EPA. Over 30 percent of U.S.
5 imports and exports happen in Southern California. We
6 have trucks out of the state coming in and out of -- to
7 our coastal ports. CARB passed the Advanced Clean
8 Trucks Rule to emissions from trucks sold in the -- in
9 the state.

10 We appreciate EPA's consideration of more
11 stringent alternative proposals and urge the Agency to
12 finalize one of these more protective options into law.

13 EPA is considering standards that match California's
14 ACT Program, which would ensure a greater share of
15 heavy-duty vehicles are zero emission. California's
16 program is currently being adopted by states across the
17 country, and we urge EPA to match the more protective
18 ACT requirements with the final rule.

19 We need EPA to align and set stronger standards to
20 ensure California can, one, meet Federal clean air
21 standards but to ensure that trucks coming in and out
22 of the state to transport goods and products are also

1 reducing emissions. Thank you.

2 MS. THOMPSON: Thank you for your comment. As a
3 reminder, if you are speaking today, you will receive a
4 notification on your screen that you are being promoted
5 to the role of panelist shortly prior to your speaking
6 time. You must accept that invitation to be able to
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17 (919) 294-7849. If you are not registered to speak but
18 you would like to, please send an email with your name
19 and phone number to public_hearing@abtassoc.com or call
20 (919) 294-7849.

21 The next speaker is Franklin Mack. Franklin, you
22 may now unmute, and please state your name and

1 affiliation for the record.

2 MR. MACK: Yes. Good afternoon, members of the
3 EPA. My name is Franklin Mack. I'm a volunteer with
4 the Sierra Club of Atlanta. I'm a 68-year-old senior
5 living in a senior high rise in Atlanta, Georgia. The
6 members of my community are concerned with greenhouse
7 gases and other pollutants that emit from trucks and
8 buses in our city, which spew out about 50 percent of
9 the pollutants. Many of these residents have
10 respiratory illnesses that adversely are affected by
11 these pollutants.

12 The federal heavy-duty rule standard from the EPA
13 would help reduce the greenhouse gases coming from
14 these type vehicles. This is not just an issue in my
15 neighborhood but a nationwide issue, so it's important
16 to me and the members of my community that the EPA pass
17 as soon as possible the greenhouse gas emission
18 standards for heavy-duty vehicles so the whole nation
19 can be under the same guidelines. Thank you for
20 allowing me to testify this day.

21 MS. THOMPSON: Thank you for your comment. The
22 next speaker will be Jonathan Levenshus. Jonathan,

1 when you are ready, please first accept the invitation
2 to become a panelist, and then once you have rejoined,
3 you may begin, and please state your name and
4 affiliation for the record.

5 MR. LEVENSHUS: Good afternoon. My name is
6 Jonathan Levenshus. I'm the director of Federal Energy
7 Campaigns at the Sierra Club. I'm joining today to
8 speak in favor of the EPA finalizing the strongest
9 measures to reduce pollution from heavy-duty vehicles
10 and engines starting in Model Year 2027. We need to
11 update the Agency's old greenhouse gas standards for
12 certain commercial vehicle categories, like school and
13 transit buses, delivery trucks, and short-haul
14 tractors, and we need to set new engine standards to
15 reduce health-harming air pollutants emitted by heavy-
16 duty gasoline and diesel engines.

17 I want to be clear. Limiting this pollution is
18 greatly needed. Transportation is the largest source
19 of pollution driving climate change. Within this
20 sector, heavy-duty vehicles, which account for less
21 than 10 percent of vehicles on the road, pollute above
22 their weight class, contributing over a quarter of all

1 sectoral emissions. Because they also create 45
2 percent of nitrogen oxide emissions and 57 percent of
3 particulate matter pollution, heavy-duty vehicles have
4 an outsized effect on public health. These tailpipe
5 pollutants are linked to respiratory diseases,
6 cardiovascular problems, and other adverse health
7 impacts that lead to hospitalization, ER visits, and
8 premature death.

9 Cleaning up tailpipe pollution is a necessity for
10 environmental justice, helping people living near a
11 highway, truck stop port, or distribution center. In
12 Central Indiana, the crossroads of America where I
13 live, exposure to traffic-related pollution is a
14 serious health hazard to those living in communities
15 with heavy truck traffic. Over the last 20 years, the
16 number of warehouses around Indianapolis has increased
17 by 90 percent. More than 70 percent of those
18 warehouses are located in black and brown low-income
19 communities. It's time to do something about the
20 heavy-duty vehicles coming in and out of these
21 warehouses.

22 The EPA can reduce the public health and

1 environmental impacts and provide climate benefits --
2 major climate benefits by improving this draft rule.
3 The market for electric trucks is moving quickly.
4 There's both an urgent need and an opportunity to go
5 even further than this proposal to facilitate the
6 transition to electric trucks with no tailpipe
7 pollution.

8 You are responsible for slashing pollution,
9 protecting communities, and addressing the climate
10 crisis, but we can't meet our climate goals without
11 continuing to cut vehicle pollution, especially from
12 heavy-duty vehicles. That's why the EPA must meet this
13 moment, finalize the strongest possible standards
14 possible, and set us on a trajectory to zero out heavy-
15 duty vehicle tailpipe pollution as soon as possible.
16 Thank you for considering my comments today.

17 MS. THOMPSON: Thank you for your comment. The
18 next speaker will be Leslie Vasquez. Leslie, you may
19 now unmute, and please state your name and affiliation
20 for the record.

21 MS. VASQUEZ: Thank you. My name is Leslie
22 Vasquez, and I am a Bronx resident and the clean air

1 program coordinator at South Bronx Unite. Thank you
2 for the opportunity to provide comments on the proposed
3 greenhouse gas emission standards for heavy-duty
4 vehicles.

5 Transportation is the largest contributor to
6 greenhouse gas emissions in the whole country. The
7 heavy-duty duty sector, in particular, is a major
8 source of harmful and deadly air pollutants, such as
9 soot- and smog-forming particulate matter and nitrogen
10 oxides. Due to a legacy of discriminatory
11 transportation, planning, and zoning, low-income
12 communities of color, like the South Bronx, are not
13 only on the front lines of the climate crisis but are
14 disproportionately overburdened by the health-damaging
15 effects of pollution from trucks and buses, such as
16 asthma, lung damage, heart attacks, cancer, and
17 premature death.

18 With three major highways crossing through the
19 center of our communities, four power plants, many
20 warehouses, a constant stream of diesel fuel trucks,
21 several weight transfer stations, including a facility
22 that processes the whole Bronx's entire household

1 waste, and very little to no access to green space, our
2 rates of pollution are disproportionately higher than
3 many communities throughout New York City. Our
4 community is an epicenter of environmental injustice
5 where we have borne the brunt of a fossil fuel economy
6 and have paid for it with our health and our lives.

7 While we commend the EPA for recognizing the need
8 for and taking this crucial step towards tackling
9 climate pollution and addressing the public health
10 threat caused by heavy-duty vehicles, the proposal does
11 not go far enough to accelerate the transition to zero-
12 emission electric models. This rule is a critical
13 opportunity to not only reduce air and climate
14 pollution from heavy-duty vehicles and their supporting
15 infrastructure but also for EPA and the entire
16 administration to protect public health and honor the
17 commitments to equity and environmental justice.
18 Please take action now and protect our communities.
19 Thank you for your time.

20 MS. THOMPSON: Thank you for your comment. The
21 next speaker will be Omega and Brenda Wilson. You may
22 now unmute, and please state your name and affiliation

1 for the record.

2 MR. OMEGA WILSON: My name is Omega Wilson with
3 the West End Revitalization Association in Mebane,
4 North Carolina, Alamance County. I am also a member --
5 our organization is also a member of the Environmental
6 Justice Leadership Forum.

7 Three specific points we want to raise this
8 afternoon is that Alamance County doesn't clearly -- is
9 not clearly being addressed based on the issues raised
10 for this particular docket. One is the displacement of
11 homes, churches, and cemeteries by major highway
12 corridors that carry the heavy truck traffic. That
13 should be included in the docket. The displacement
14 includes homes, churches, cemeteries, historic
15 communities, and also truck routes for heavy-duty
16 trucks outside of residential communities.

17 The second point is that in our area is the growth
18 of some of the largest mega distribution and
19 manufacturing concerns in the world, brand new
20 facilities -- UPS, Walmart, Lidl, Amazon, Chick-Fil-A,
21 and the list goes on and on -- as they're being built.

22 Those facilities bring massive new infrastructure,

1 when black and brown communities are still being denied
2 access to safe drinking water and sewer infrastructure.

3 There should be a balance -- number three, there
4 should be a balance with the installation of new
5 infrastructure for EV vehicles and EV cars and heavy-
6 duty trucks. There should be installation of safe
7 drinking water and sewer services for black and brown
8 communities who've never had it, who still do not have
9 it. We should not be using federal money to install
10 brand-new EV infrastructure when you're installing safe
11 drinking water and sewage facilities for people who
12 have never had it.

13 The last thing is that installing all of these
14 issues and addressing all of these issues will also
15 help the improvement of health and reduce health
16 disparities for black and brown communities which is
17 appearing on health departments' assessments, including
18 Alamance County, which, for the first time, included
19 environmental justice as a chapter in its county health
20 assessment as written by the West End Revitalization
21 Association in order to continue to receive Federal
22 monies from HHS at the federal level and the state

1 level.

2 We appreciate your opportunity to include these
3 necessary areas in the docket in order to improve the
4 weight of environmental justice. Thank you very much.

5 MS. THOMPSON: Thank you for your comment. As a
6 reminder, if you are speaking today, you will receive a
7 notification on your screen that you are being promoted
8 to the role of panelist shortly prior to your speaking
9 time. You must accept that invitation to be able to
10 unmute when you are called to testify. This will also
11 allow you to turn on your camera, which we encourage
12 you to do. We ask that all speakers limit their
13 testimony to 3 minutes. Please speak slowly and
14 clearly so the court reporter and interpreters can
15 capture these proceedings accurately. Speakers
16 connected by telephone should unmute their phones when
17 called to testify.

18 If you are having technical difficulties, please
19 send an email to public_hearing@abtassoc.com or call
20 (919) 294-7849. If you are not registered to speak but
21 you would like to, please send an email with your name
22 and phone number to public_hearing@abtassoc.com or call

1 (919) 294-7849.

2 The next speaker will be Lisa Patel.

3 Unfortunately, we do not currently see you in the list
4 of attendees. However, if you have joined using a
5 different name, we ask that you indicate your presence
6 by pressing the raise hand button at the bottom of your
7 screen or by dialing star-9 on your phone.

8 (No response.)

9 MS. THOMPSON: The next speaker will be Yassi
10 Kavezade. You may now unmute, and please state your
11 name and affiliation for the record.

12 MS. KAVEZADE: Hello. My name is Yassi Kavezade,
13 and I'm a senior campaign representative from the My
14 Generation Campaign at Sierra Club National. I am
15 focused on stopping emissions from heavy-duty
16 transportation, like trucks, cargo handling equipment,
17 and trains, because we know that these emissions harm
18 lives and can be transitioned to zero emissions. For
19 the sake of good jobs and clean air, I'm here in this
20 historic moment for EPA to expand emission standards
21 from trucks and locomotives that will only -- not only
22 protect the environment but people's lives.

1 Where I live in Southern California, we have 20 --
2 almost 24 railyards and nearly a billion square feet of
3 warehousing built out for heavy-duty freight. Last
4 year, we experienced nearly 200 days violating ozone
5 standards in the South Coast Air Basin, and last week,
6 I joined residents living near the Port of Los Angeles
7 in Long Beach where I live in the Inland Empire to
8 support the California Air Resources Board resolutions
9 for in-use locomotives in advanced clean fleets. Both
10 rules requiring zero-emission adoption. Unfortunately,
11 we heard industries constantly threatening the state on
12 issues of preemption, which is why we appreciate this
13 review on amendments for locomotives especially.

14 The California Air Resource in-use locomotive rule
15 will result into 3,000 lives saved and tens of billions
16 in public health benefits, and a 90-percent average
17 cancer risk reduction for communities nearby California
18 railyards by 2045. This whole country needs reprieve
19 from truck and train pollution, as you've heard from
20 many speakers before me. The proposed locomotive
21 amendments will help states get on the right track
22 towards accountability on the rail industry. The rail

1 industry has done enough harm idling dirty trains in
2 communities like mine that already experience
3 cumulative impacts from dirty emissions. I urge your
4 Agency to swiftly review the proposed locomotive
5 amendments so that the states feel bolstered stirred by
6 them in their state policy development. The railroad
7 industries cannot continue bullying states like mine
8 for doing the right thing, and they need your help.

9 Everyone deserves the right to breathe clean air.

10 The residents affected by diesel and gas locomotive
11 emissions and trucks have to wait decades for this kind
12 of innovation review -- innovative review. I look
13 forward to EPA's support for California and other
14 states adopting its Advanced Clean Truck and Fleet
15 Rules for the benefit of our climate, new jobs, and
16 cleaner air. Again, we support EPA on this change but
17 also look forward to working towards more stringent
18 Tier 5 and zero-emission standards for locomotives and
19 trucks to help save lives. Thank you so much.

20 MS. THOMPSON: Thank you for your comment. The
21 next speaker will be Eric Wriston. Eric, you may now
22 unmute, and please state your name and affiliation for

1 the record.

2 MR. WRISTON: Hi. My name is Eric Wriston, and I
3 am testifying on behalf of Environmental Defense Fund,
4 a member organization with more than 2 million members.

5 Thank you for the opportunity to testify.

6 Heavy-duty vehicles are responsible for more than
7 half of the health-harming pollution and a quarter of
8 the greenhouse gas emissions from the transportation
9 sector. Protective final standards are critical to
10 reducing that pollution and saving lives, especially in
11 communities of color and low-income communities, which
12 are exposed to a disproportionate amount of vehicle
13 pollution. EPA's proposal for heavy-duty vehicles is a
14 critical step forward, and we urge the Agency to
15 finalize protective standards that are consistent with
16 and build from a proposal.

17 In particular, declining vehicle costs and the
18 widespread benefits of ZEVs support strengthened
19 standards that would help to deliver nationwide Level 2
20 ZEVs consistent with California's Advanced Clean Trucks
21 Rule. There are especially vital opportunities for EPA
22 to strengthen standards for key segments, including

1 tractor trailers and school buses. These standards
2 must help to ensure that we are on a path to zero
3 tailpipe emissions from new vehicles by 2035.

4 The historic investments in the Inflation
5 Reduction Act and Bipartisan Infrastructure Law have
6 helped launch and American electric vehicle
7 manufacturing renaissance, driving momentum for
8 protective national safeguards. According to a new
9 report by EDF and WSP USA, more than \$120 billion
10 dollars in investments in 143,000 new U.S. jobs have
11 been announced in the last 8 years, with more than 40
12 percent of those announcements since passage of the
13 IRA.

14 Analysis by Rauch and ERM also shows the tax
15 credits in the IRA are dramatically accelerating
16 purchase price parity for heavy-duty ZEVs, with most
17 models considered reaching price parity immediately
18 when manufactured at scale. In fact, some
19 manufacturers and n fleets have already made
20 commitments exceeding the levels of ZEV deployment EPA
21 projects in this rule.

22 States have also been leading the way. Colorado

1 just became the eighth state to adopt California's
2 Advanced Clean Trucks Rule, which requires
3 manufacturers to produce and sell certain percentages
4 new ZEVs, and CARB recently approved the Advanced Clean
5 Fleets Rule, which requires fleets consist of an
6 increasing percentage of ZEVs. EPA's proposal is
7 firmly supported by the investments and commitments
8 made by manufacturers and fleets as well as state
9 leadership, and these features support even more
10 protective standards that help to ensure levels of ZEVs
11 consistent with ACT nationwide.

12 In particular, we urge GPA to strengthen its final
13 standards for key segments. First, stronger standards
14 for school buses will ensure our kids breathe cleaner
15 air, and projections made by ERM anticipate IIJA and
16 IRA grant programs alone will fund the sale of tens of
17 thousands of additional zero-emission buses. Second,
18 we urge EPA to strengthen standards for Class 8 tractor
19 trailers given their outsized pollution contribution.
20 A study from ERM found that with IRA tax credits, day
21 cabs will reach purchase price parity with diesel
22 vehicles in 2027 and sleeper cabs in 2031, and several

1 manufacturers already have or are in the process of
2 developing zero-emitting solutions. Finally, in order
3 to fully realize the health, environmental, and
4 economic benefits of this proposal, we urge EPA to
5 finalize the standards before the end of 2023.

6 Thank you for considering our views and for EPA's
7 important work to reduce harmful pollution from heavy-
8 duty vehicles.

9 MS. THOMPSON: Thank you for your comment. The
10 next speaker will be Susan Hendershot. Susan, you may
11 now unmute, and please state your name and affiliation
12 for the record.

13 REVEREND HENDERSHOT: Thank you, and good
14 afternoon. My name is Reverend Susan Hendershot, and
15 I'm here today as the president of Interfaith Power and
16 Light and as an ordained clergy person in the Christian
17 Church Disciples of Christ. IPL's mission is to
18 inspire and mobilize people of faith and conscience to
19 take bold and just action on climate change. I speak
20 on behalf of our 40 state and regional affiliates,
21 thousands of faith leaders, and more than 22,000
22 congregations that are part of our national network

1 urging the Biden administration and the EPA to move
2 quickly and finalize the strongest possible cleaner
3 truck standards by the end of this year.

4 As a pastor who has served local congregations,
5 I'm all too familiar with visiting congregants who are
6 hospitalized due to chronic lung disease and asthma.
7 According to research from Harvard University, more
8 than 8 million people died from the effects of fossil
9 fuel combustion in 2018, meaning that fossil fuels,
10 like oil and coal, are linked to 1 in 5 deaths
11 worldwide. Even more concerning is the fact that
12 burning gasoline additives, like benzene, toluene, and
13 xylene produces cancer-causing compounds. It is heart-
14 wrenching to sit with congregants as they struggle to
15 breathe and know that there is nothing you can do to
16 ease their fears and anxiety.

17 As a member of the clergy, I understand that I
18 have a moral responsibility to advocate for lifesaving
19 clean truck standards. Not only is this a matter of
20 public health, but it is also a matter of climate and
21 environmental justice. These rules target air
22 pollution that disproportionately harms historically-

1 marginalized communities of color and low-wealth
2 communities that bear the brunt of pollution by being
3 closest to major freeways and trucking corridors.
4 Forty-five percent of residents in counties with high
5 truck traffic are people of color compared to 38.4
6 percent of the total U.S. population. And this is not
7 an either/or but a both/and. We can have cleaner air
8 with all of the public health benefits while also
9 investing in good jobs. Current investments are
10 estimated to lead to more than 18,000 thousand direct
11 U.S. jobs related to the medium- and heavy-duty
12 vehicles sector.

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

1 and quickly address these concerns, and finalize the
2 strongest possible heavy-duty vehicle standards that
3 will advance environmental justice, ensure that our
4 children and our elders have clean air to breathe, and
5 protect the most vulnerable among us. Thank you for
6 holding this hearing and for the opportunity to speak
7 today. May God grant you wisdom and guidance as you
8 seek the common good.

9 MS. THOMPSON: Thank you for your comment. The
10 next speaker will be a Mercedes McKinley. You may now
11 unmute, and please state your name and affiliation for
12 the record.

13 MS. MCKINLEY: Yes. Thank you for the opportunity
14 to speak today. My name is Mercedes McKinley, and I'm
15 with Moms Clean Air Force in Nevada. I'm so -- again,
16 thank you, and I apologize for missing the chance
17 earlier. I have technical difficulties. My name is
18 Mercedes McKinley, and I am the Nevada state
19 coordinator for Moms Clean Air Force and its Latino
20 engagement program, EcoMadres. I live in Las Vegas,
21 Nevada and I'm the mother of a 2-year-old baby girl.
22 I'm the main caregiver for my 78-year-old mother. I'm

1 here to express my deep support for stronger
2 transportation standards for all heavy-duty trucks made
3 in Model Years 2027 and beyond.

4 As a long-time resident of Las Vegas, I can
5 wholeheartedly tell you that for most of my developing
6 life, I've lived close to major highways in the city,
7 and it hasn't been good. I know my dad would have
8 rather moved the family to nicer neighborhoods over the
9 years. However, these locations offered us the most
10 affordable homes. The sacrifice is having to breathe
11 in polluted air that makes you feel lightheaded.
12 Sometimes you begin to cough as soon as you walk
13 outside.

14 The transportation sector is responsible for
15 health-harming tailpipe pollution and nearly one-third
16 of all greenhouse gas emissions. Our society depends
17 on it. Therefore, it is crucial that we move in the
18 direction of zero-emission vehicles as soon as
19 possible.

20 A few months ago, my mother was diagnosed with
21 Alzheimer's disease. As I work to understand the
22 condition, I've learned things that have shocked me and

1 offer more concern than comfort. A recent study from
2 Harvard shows that air pollution can affect and worsen
3 symptoms of dementia, such as Alzheimer's. My mother's
4 brain does not receive the necessary oxygen, and she
5 uses a machine to sleep at night, which delivers more
6 oxygen to her system. Living in this neighborhood has
7 added challenges to the health because -- excuse me --
8 has added challenges to her health because of the
9 exposure to pollution from trucks and cars. She has
10 lived there since 1999.

11 My daughter's tiny lungs, which are still
12 developing, are also at risk because her risk of asthma
13 is higher. Latino and African-American children are at
14 higher risk of developing asthma compared to other
15 demographics. My daughter is African-American and
16 Latino. By having stronger standards, the EPA can help
17 increase the chances that she may one day not fall into
18 this category of statistics. Stronger standards will
19 help speed up our transition to zero-emission vehicles,
20 helping clean up the kinds of tailpipe pollution that
21 affect my family's health.

22 Again, I urge the EPA to enact standards for

1 cleaner heavy-duty trucks consistent with the Advanced
2 Clean Truck Rules so that children and our elderly have
3 a better chance of breathing deeply without being
4 harmed. Please help me protect them. Help us protect
5 our children. Thank you so much for your time and for
6 listening to my comments.

7 MS. THOMPSON: Thank you for your comment. This
8 concludes our current speaker block. We will now call
9 on the names of those who were not present when
10 initially called to testify. If you have joined,
11 please indicate your presence by pressing the raise
12 hand button at the bottom of your screen, and if you
13 have called in, please dial star-9 to raise your hand.

14 The only speaker on our list for this speaker
15 block is Lisa Patel. Lisa, again, if you have joined,
16 we would ask that you indicate your presence by raising
17 your hand either by clicking the raise hand button at
18 the bottom of your screen or by dialing star-9 on your
19 phone.

20 (No response.)

21 MS. THOMPSON: I do not currently see any hands
22 raised, so at this time, I believe we will move into a

1 brief recess. EPA, when would you like to reconvene?

2 MR. CHARMLEY: Kayla, we'd like to start again at
3 3:45 p.m., Eastern Time, which is the start of the
4 Block Number 12.

5 (Break.)

6 MS. THOMPSON: Hello, everyone. This is Kayla
7 Thompson from Abt Associates, EPA's contractor. It is
8 currently 3:45 p.m. Eastern Time, and we are now
9 rejoining EPA's public hearing about the greenhouse gas
10 emission standards for heavy-duty vehicles.

11 VOICE: -- opportunity to testify on the heavy-
12 duty vehicle rules today. I'm sorry. Can I start
13 testifying? Am I good?

14 MS. THOMPSON: Oh, I apologize. Darien, I will
15 call on you in just a couple of moments.

16 MS. THOMPSON: In order to accommodate testimony
17 in both Spanish and English throughout this hearing,
18 all attendees must select their preferred language via
19 the interpretation icon at the bottom of your screen.
20 If you are providing testimony today, please make sure
21 that you are speaking the language of the channel you
22 are listening to. For example, listening to English

1 while speaking in Spanish could prevent other
2 participants from hearing your statement in their
3 language of choice. The public -- this public hearing
4 will be recorded for the court reporter, and while the
5 recording will not be made publicly available, a
6 transcript of the public hearing will be posted to the
7 docket several weeks after the hearing.

8 Before we resume the hearing, we'd like to go over
9 some logistics. As a reminder, all attendees are muted
10 automatically. If you are speaking today, you will
11 receive a notification on your screen that you are
12 being promoted to the role of panelist shortly prior to
13 your speaking time. You must accept that invitation to
14 be able to unmute when you are called to testify. This
15 will also allow you to turn on your camera, which we
16 encourage you to do. Speakers connected by telephone
17 should unmute their phones when called to testify.

18 If you are having technical difficulties, please
19 send an email to public_hearing@abtassoc.com or call
20 (919) 294-7849. If you are not registered to speak but
21 you would like to, please send an email with your name
22 and phone number to public_hearing@abtassoc.com or call

1 (919) 294-7849.

2 We will now continue our public testimony. The
3 expected speaking order is currently displayed on
4 screen. We ask that each person limit their verbal
5 testimony to 3 minutes. We encourage you to provide
6 any portion of your prepared statement that you are
7 unable to deliver along with any additional comments to
8 Docket Number EPA-HQ-OAR-2022-0985 on Regulations.gov.

9 I will be introducing each speaker in turn.

10 A transcript of the testimony from these hearings
11 -- from this hearing will be made available to the
12 public and included in the docket. Please speak slowly
13 and clearly so our court reporter and interpreters can
14 capture these proceedings accurately.

15 The first speaker will be Darien Davis. You may
16 now begin, and please state your name and affiliation
17 for the record.

18 (No response.)

19 MS. THOMPSON: Darien, you may now begin. When
20 you are ready, please unmute and state your name and
21 affiliation for the record.

22 (No response.)

1 MS. THOMPSON: Darien, I'm just going to try one
2 more time. If you can hear me, you are still on mute.

3 (No response.)

4 MS. THOMPSON: Darien, we will reach out to you
5 directly to see if we can troubleshoot any of the
6 technical difficulty. We will now move on to the next
7 speaker, which is Juan Lizarraga. Juan, unfortunately
8 we do not currently see you in the list of attendees.
9 However, if you have joined using a different name, we
10 ask that you indicate your presence by pressing the
11 raise hand button at the bottom of your screen or by
12 dialing star-9 on your phone.

13 (No response.)

14 MS. THOMPSON: The next speaker is the Lux Ho.
15 Lux, when you are ready, you may unmute, and please
16 state your name and affiliation for the record.

17 MS. HO: My name is Lux Ho, and I am with Moms
18 Clean Air Force.

19 MS. THOMPSON: You can begin.

20 MS. HO: All right.

21 MS. DAVIS: Thank you for giving me the
22 opportunity to testify on the heavy-duty vehicle rules

1 today. My name is Darien Davis, and I work in
2 government affairs at the League of Conservation
3 Voters, or LCV. I'm here on behalf of LCV'S members, A
4 network of 30-plus state partners, to urge the EPA to
5 enact the strongest possible limits on heavy-duty
6 vehicle pollution.

7 The transportation sector is the largest source of
8 climate pollution and is a major threat to public
9 health. Heavy-duty vehicles, like long-haul trucks and
10 diesel buses, produce 25 percent of greenhouse gas
11 emissions and release dangerous air pollutants. The
12 Biden-Harris administration has a great opportunity and
13 responsibility to enact the strongest regulations
14 limiting GHG emissions from such vehicles.

15 Federal clean energy investments are incentivizing
16 automakers and battery manufacturers to build electric
17 trucks and buses. A recent BlueGreen Alliance and
18 UMass Amherst study found that the Inflation Reduction
19 Act's climate and energy investments will create more
20 than 900,000 jobs to build clean manufacturing supply
21 chains and more than 400,000 jobs in electric vehicles
22 and clean transportation. Additionally, a recent ICCT

1 modeling found that IRA investments will make it
2 possible for the purchase price of battery-electric
3 long-haul trucks to match and potentially surpass
4 diesel trucks by 2032.

5 Major truck manufacturers are well aware of these
6 incentives and have committed to increasing their share
7 of zero-emission vehicle, or ZEV, sales, eventually
8 achieving 100 percent of all new vehicles sold. While
9 the market is swiftly moving towards selling ZEV
10 trucks, especially buses and delivery vehicles, strong
11 regulations are needed to make sure that the transition
12 is done with the urgency that the climate crisis
13 requires.

14 The transition to ZEV trucks and buses must not
15 leave auto manufacturing workers behind. Manufacturers
16 need to be honest about the reasonable cost of
17 compliance and proposed rules, and when finalized, they
18 should not pass those limited costs along to the
19 workers they rely on. The Biden-Harris administration
20 needs to continue to do everything within their power
21 to protect workers who will be impacted by the shifts
22 that come with the move to ZEVs. Additionally,

1 manufacturers need to be held accountable to their
2 workers. Solid labor practices can ultimately lead to
3 high-quality union manufacturing jobs in the U.S.

4 The Biden-Harris EPA is off to a good start. It
5 needs to move swiftly to finalize the strongest
6 possible alternative of the heavy-duty vehicle
7 standards by the end of the year. Thank you again for
8 the opportunity to testify today.

9 MS. THOMPSON: Thank you for your comment. The
10 next speaker will be Lux Ho. Lux, you may now unmute,
11 and please state your name and affiliation for the
12 record.

13 MS. HO: Hello. My name is Lux Ho. I am with
14 Moms Clean Air Force Georgia.

15 MS. THOMPSON: You may begin.

16 MS. HO: Good afternoon, everyone, and thank you
17 for the opportunity to testify. My name's Lux, and I'm
18 the Georgia field coordinator for Moms Clean Air Force.

19 I'm speaking today in support of the EPA's proposal
20 for more stringent standards around greenhouse gas
21 emissions from heavy-duty vehicles that would begin in
22 Model Year 2027.

1 The United States has set a goal of carbon
2 neutrality by the year 2050. We're at a point where
3 this is no longer something to strive for, but it's
4 completely necessary if we want to ensure that future
5 generations of our children can exist safely on this
6 planet. My intent on testifying today is to voice my
7 concern about the state of the climate crisis that
8 we're living in.

9 Ever since I was a child, I can remember hearing
10 environmentalists and activists pleading for us to heed
11 the concerns of ground greenhouse gas emissions and
12 global warming. I grew up below South Atlanta in an
13 enclave where working-class black and brown families and
14 Southeast Asian and Latino immigrants live and work. I
15 saw the effects of rising temperatures and air
16 pollution affect the health of the adults and community
17 members around me. As an adult living in Fulton County
18 today breathing in polluted air and feeling the
19 burgeoning climate crisis, I am deeply saddened at the
20 bleakness of our situation and alarmed by the urgency
21 with which we need to act. Every day, I worry about
22 that -- the children of our world and what kind of

1 world they'll grow up in, if they'll have to suffer the
2 consequences of our climate inaction and those of the
3 generations before us.

4 This EPA proposal would be an important first step
5 in us reaching carbon neutrality by 2050. It is so
6 important for us to move towards slowing down and
7 reversing the warming of the planet for the sake of our
8 children and their health outcomes. The most
9 vulnerable in our community stand to be the most
10 impacted by the climate crisis. Air pollution is
11 worsened by the rising temperatures and extreme weather
12 events, and this climate instability impacts children,
13 pregnant people, the elderly, and immunocompromised
14 people. This is especially disastrous as we were in
15 the midst of a pandemic that further compromised the
16 immune systems of our citizens.

17 Carbon emissions affect all of us. Being vigilant
18 about approaching a net-zero emission is only way. We
19 need the most stringent rules possible around reducing
20 greenhouse emissions, and thank you for your time.

21 MS. THOMPSON: Thank you for your comment. The
22 next speaker will be Kristina Pistone. You may now

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

3 DR. PISTONE: Hi. My name is Kristina Pistone. I
4 am a research climate scientist, and today I'm speaking
5 in my own capacity as an individual citizen. So for
6 context, I have a Ph.D. studying climate and
7 atmospheric science, and I've been working on the
8 climate impacts of airborne particulates, which we call
9 aerosols, for about the past decade.

10 So I thank the administration for acting on clean
11 trucks, having this hearing today, and taking action on
12 greenhouse gas emissions reductions. Today I'm here to
13 advocate that the EPA create even stronger emissions
14 reductions -- emissions regulations for the heavy-duty
15 vehicles, particularly regarding the non-carbon dioxide
16 emissions. Specifically, emissions regulations should
17 be in line with or even better than the recent
18 California Air Resources Board Advanced Clean Fleets
19 Rule, which would require a hundred percent of new
20 vehicle sales to be zero emission by 2036.

21 I know we can do better than what we're proposing,
22 and we need to do better if we are going to have a

1 chance to avoid the worst effects of climate change.
2 And this was highlighted yet again in a recent report
3 from the Intergovernmental Panel on Climate Change,
4 which IPCC puts out reports periodically, and this is
5 what they've been saying for a long time. Many others
6 over the past 2 days has spoken about how reducing
7 these heavy-duty fleet emissions is an environmental
8 justice issue. This is absolutely true. Diesel
9 combustion, in addition to producing CO2, is also
10 producing NOx and particulates, which lead to poor air
11 quality, and these emissions disproportionately affect
12 the health of low-income communities of color near
13 airports and highways.

14 Aerosol pollution in air quality terms, it's
15 usually measured as PM 2.5, which is just simplifying
16 it in terms of the size of the particles, but it
17 depends on the composition as well. So this aerosol
18 pollution has significant climate effects, and diesel
19 soot, in particular, is made up of significant amounts
20 of light-absorbing aerosols, which can also cause local
21 climate warming. Study after study has shown the
22 negative health impacts of these particulates as well.

1 Reducing carbon dioxide emissions is definitely
2 very important but cannot be considered sufficient by
3 itself when it comes to equitably addressing the
4 effects of climate change. There are clear co-benefits
5 in both climate and health and air quality to pursuing
6 the strongest possible standards as quickly as
7 possible, which means switching to all new electric
8 vehicles in the next decade and cleaner diesel
9 vehicles. In the interim, California has made some
10 strides there.

11 I urge the EPA to pursue the strongest possible
12 emission standards for heavy-duty trucks, ensuring a
13 hundred percent of new heavy-duty truck sales be zero
14 emission by 2035. These standards are necessary to
15 accelerate our transition to clean energy to protect
16 the health of people in already marginalized
17 communities and to mitigate the worst-case scenarios of
18 climate change in a way which is consistent with recent
19 IPCC report findings. Thank you for your time.

20 MS. THOMPSON: Thank you for your comment. The
21 next speaker will be Denise Woods. Unfortunately, we
22 do not currently see you in the list of attendees.

1 However, if you have joined using a different name, we
2 would ask that you indicate your presence by pressing
3 the raise hand button at the bottom of your screen or
4 by dialing star-9 on your phone. And I can see a
5 raised hand, so I will go ahead and promote you. And,
6 Denise, when you are ready, you may unmute, and please
7 state your name and affiliation for the record.

8 DR. DOOLEY: Hello. My name is Anne-Marie Dooley.

9 I am a doctor and a member of Washington Physicians
10 for Social Responsibility. As I speak to you today in
11 favor of a strong EPA standard on heavy truck
12 pollution, I want to thank the EPA for acting quickly
13 on carbon pollution from lighter trucks.

14 You know, last month I spoke to hundreds of eighth
15 graders before Earth Day, and every class had kids who
16 told me how they worried about dying because of our
17 inaction on climate breakdown. And today I was going
18 to speak about some of my patients when I ask the EPA
19 for a stronger standard on heavy truck pollution, but I
20 changed my mind. I changed my mind because I visited a
21 place called Tacoma, Washington last Sunday as part of
22 a panel.

1 Most of you probably have never heard of Tacoma,
2 Washington. It's the third biggest city in Washington
3 State and home to the Puyallup Tribe. Tacoma suffered
4 massive pollution, still does, from contamination from
5 chemical plants and smelter spewing arsenic into the
6 air and soil. While we don't know the names of many
7 who suffered and died, we e know they did, community
8 members and workers. And it was the EPA working with
9 the Washington State Department of Ecology that cleaned
10 up South Tacoma and all of Tacoma, all funded by public
11 money. Yet unbelievably, more pollution is going to be
12 heaped on South Tacoma because a private company wants
13 to build a warehouse, sending huge numbers, thousands
14 of diesel trucks to South Tacoma neighborhoods who
15 already the lifespan is 6 to 8 years less than the rest
16 of the county. Now, the local Region 10 EPA, the
17 Department of Health, the state, have all asked the
18 City of Tacoma to at least do a health impact of
19 statement, but they've ignored that advice.

20 You know, there's a South Tacoma in every single
21 county in the United States where the business and
22 costs -- the health costs of doing business are just

1 externalized on to the public. To avoid future death
2 and disability, I'm urging the EPA to adopt rules that
3 ensure there's a hundred percent electrification of
4 diesel heavy trucks, and I want to thank you for your
5 work and for your lengthy listening this afternoon.
6 Thank you.

7 MS. THOMPSON: Thank you for your comment. The
8 next speaker is Denise Woods. Denise, again, if you
9 have joined, we would invite you to indicate your
10 presence by pressing the raise hand button at the
11 bottom of your screen or by dialing star-9 if you have
12 called in.

13 (No response.)

14 MS. THOMPSON: The next speaker is Julie Radwane.
15 Julie, we also do not currently see you listed among
16 the attendees. However, if you have joined, we would
17 ask that you indicate your presence by pressing the
18 raise hand button at the bottom of your screen or by
19 dialing star-9 on your phone.

20 (No response.)

21 MS. THOMPSON: The next speaker will be Will
22 Vuncannon. You may now unmute, and please state your

1 name and affiliation for the record.

2 (No response.)

3 MS. THOMPSON: Will, if you are speaking, we are
4 currently not able to hear you.

5 (No response.)

6 MS. THOMPSON: Not yet. You may want to double
7 check that the appropriate mic is selected in your
8 audio settings. If you're on your computer, there
9 should be a small arrow next to your mute button, which
10 should show you which microphone and speaker is
11 selected.

12 MR. VUNCANNON: Can you hear me now?

13 MS. THOMPSON: Yes, we can.

14 MR. VUNCANNON: Okay. Sorry about that. I'm a
15 Laudato Si' advocate for the United States Conference
16 of Catholic Bishops working on environmental justice
17 across the United States. Firstly, I want to express
18 our gratitude for the proposed new standards and the
19 work that's been done so far this year and last year by
20 this administration to advance environmental justice
21 and listen to science-based research about the
22 environment crisis that's affecting so many communities

1 across our country.

2 In the United States, trucks and buses account for
3 only 4 percent of vehicles on the road every day yet
4 are for over 25 percent of total transportation sector
5 greenhouse gas and carbon emissions, and are a major
6 contributor, therefore, to climate change in our
7 country. Because these forms of pollution place a
8 systemically-disproportionate burden on especially
9 communities of color, clean transportation, including
10 zero-emission trucks, such as those detailed in these
11 standards, aren't just a matter of caring for creation
12 for us. They're a matter of environmental justice, and
13 that's why it's so necessary that these standards are
14 supported.

15 Communities of color in the United States face an
16 undue disproportionate and often unjust burden of air
17 pollution and climate impacts that other communities,
18 especially those with privileges, do not face. Due to
19 the production and distribution of fossil fuels, such
20 as those produced by heavy trucks. Reducing these
21 emissions from the transportation sector offers an
22 opportunity to reduce the pollution and climate impacts

1 that burden so many in communities of color and other
2 marginalized communities.

3 Historically, systemic racism in the United States
4 placed large freeways through communities of color, and
5 these communities, therefore, continue to bear the
6 greatest burden from these vehicles and the pollution
7 they bring. Exhaust from heavy-duty trucks and other
8 vehicles are one of the main pollution sources in black
9 American communities to this day.

10 The EPA has an opportunity now to help address the
11 injustices of pollution and climate change by enacting
12 the strongest possible heavy-duty truck standards. The
13 standards EPA sets should achieve 100 percent zero-
14 emission truck sales by 2035, which would be at a pace
15 that would deliver the much-needed health benefits and
16 justice for communities of color across the United
17 States. Thank you.

18 MS. THOMPSON: Thank you for your comment. As a
19 reminder, if you are speaking today, you will receive a
20 notification on your screen that you are being promoted
21 to the role of panelist shortly prior to your speaking
22 time. You must accept that invitation to be able to

1 unmute when you are called to testify. This will also
2 allow you to turn on your camera, which we encourage
3 you to do. We ask that all speakers limit their
4 testimony to 3 minutes. Please speak slowly and
5 clearly so the court reporter and interpreters can
6 capture these proceedings accurately. Speakers
7 connected by telephone should unmute their phones when
8 called to testify.

9 If you are having technical difficulties, please
10 send an email to public_hearing@abtassoc.com or call
11 (919) 294-7849. If you are not registered to speak but
12 you would like to, please send an email with your name
13 and phone number to public_hearing@abtassoc.com or call
14 (919) 294-7849.

15 The next speaker will be Joe Gillis. Joe, you may
16 now unmute, and please state your name and affiliation
17 for the record.

18 MR. GILLIS: Can you hear me?

19 MS. THOMPSON: We can.

20 MR. GILLIS: I'm Joseph Gillis with Northwest
21 Navigator Luxury Coaches out of Portland, Oregon. I
22 can't -- I'm trying to get my camera on there, but I

1 don't know if that's working there. Oh, there we go.

2 I own bus and motor coach company here in
3 Portland, Oregon. We've do transportation in 11
4 Western states, and I just wanted to step in and talk
5 about motor coaches/buses, as most people call them.
6 They're the greenest mode of transportation on the
7 planet, and as we get pulled into this heavy-duty
8 vehicle category, I think we're getting kind of --
9 you're throwing out the baby with the -- with the
10 bathwater here.

11 We have the greenest means of transportation on
12 the planet. You can line up 100 Priuses, and we're
13 greener than that because of our capacities, fuel
14 mileage per gallon and everything we get. And so the
15 first thing I want to say is that we shouldn't be in
16 this conversation. Our vehicles, when we go into
17 California where there's high emissions or very bad
18 pollution there, our vehicles are taking that in,
19 cleaning it, and putting out cleaner air in many cases
20 than they -- that are took in through the air cleaners.

21 I wanted to chat about the idea of going green and
22 putting -- getting electric vehicles. That is not

1 feasible in any way, shape, or form in our -- in our
2 industry. The vehicles currently -- I bought eight new
3 vehicles last year. I have four coming this year.
4 Those vehicles cost about \$660,000 apiece. New
5 electric vehicles cost about \$1.2 million each, so
6 that's doubling the cost. They'll only go about 180
7 miles on a charge and then require a 4-hour charge to
8 do the next hundred-and-so -- or so miles.

9 Again, my diesel vehicles have 200 gallons of fuel
10 at 6 miles a gallon to about 1,200 miles per tank, and
11 I fill it up in 15 minutes and go do another 1,200
12 miles. So to do what we currently do, I would have to
13 go -- an average day of 500 miles, I would need three
14 vehicles at \$1.2 million. That's \$3.6 million to do
15 what a \$600,000 vehicle does today, and that vehicle
16 that -- those vehicles that would cost me \$3.6 million
17 would have no luggage space. So I can't -- I can't
18 bring people from here to California even if it could
19 make it on one charge because there's no space for
20 luggage because all the luggage space is taken up by
21 the batteries. You go to CNG or any of the other types
22 of fuels as well that are green, you run into the same

1 problem. You're taking up all the space for luggage
2 with these either fuels or battery packs.

3 The other problem we run into if we were to use
4 those, and even if we could schedule it to stop every
5 few hours and charge for 4 hours, is that we've got
6 areas we're in the middle of nowhere, and you know what
7 they're going to charge us with? They're going to
8 charge us with a big diesel generator. People keep
9 talking about charging stations, them being all over.
10 Go look at some of those charging stations. You got a
11 truck-sized diesel generator creating pollution to go
12 charge this electric vehicle.

13 I don't -- I don't understand. There's a lot of
14 things I think people are not seeing or hearing out
15 there, and this is a big one. We can't do our business
16 with electric vehicles that are available today, and
17 it's happening way too fast. The technology won't be
18 there. The technology wasn't there when you forced the
19 idea of diesel particulate filters, still the biggest
20 problem we have in our industry.

21 MS. THOMPSON: Thank you for your comment. You
22 have reached the 3-minute limit. We ask that you

1 complete your testimony within the next 30 seconds --

2 MR. GILLIS: Oh yeah.

3 MS. THOMPSON: -- and you can submit additional
4 testimony to our docket as shown on screen.

5 MR. GILLIS: Thank you. That's all I have.

6 MS. THOMPSON: Thank you for your comments. The
7 next speaker will be Shannon Baker-Branstetter.

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

10 MS. BAKER-BRANSTETTER: Hello, and thank you for
11 the opportunity to testify today. My name is Shannon
12 Baker-Branstetter, and I'm the senior director of
13 domestic climate policy at the Center for American
14 Progress.

15 EPA's proposed greenhouse gas standards for model
16 years 2027 through 2032 heavy-duty vehicles, are
17 vitally important for reducing harmful emissions and
18 protecting public health and, in particular, the health
19 of people who have been disproportionately harmed by
20 pollution from heavy-duty vehicles and other sources.
21 For the following reasons, we believe that the rule as
22 currently proposed is not strong enough to protect

1 public health and mitigate climate impacts. A stronger
2 rule is both feasible and affordable.

3 According to research from the ICCT, even without
4 the Inflation Reduction Act incentives, zero-emission
5 Class 4/5 and 6/7 rigid trucks, refuse trucks, and
6 transit buses are expected to achieve price parity with
7 diesel vehicles before 2030. With investments from the
8 Inflation Reduction Act, ZEVs in all classes, except
9 tractor trailers, will reach price parity with diesel
10 vehicles by 2030. In many cases, price parity is
11 anticipated at or before 2025. This is less than 2
12 years from now and at least 2 years before this rule
13 would go into effect. This rapid decrease in costs is
14 not just reflective of consumer tax credits but also
15 manufacturing tax credits that will decrease production
16 costs.

17 States have already moved forward to acknowledge
18 this reality. States representing 20 percent of the
19 nation's medium- and heavy-duty fleet have adopted
20 California's Advanced Clean Trucks Rule, which achieves
21 between 40 to 75 percent zero-emission HDV sales by
22 2035. This rule was adopted in 2020 before the passage

1 of the Inflation Reduction Act. Reflecting the
2 substantial federal investments from IRA, California
3 just last Friday adopted the Advanced Fleets Rule, one
4 which achieves 100 percent ZEV HDV sales by 2036. EPA
5 should adopt a final rule aligned with California's
6 standards, which reflects the level of emission
7 reduction now possible.

8 A stronger Phase 3 standard is necessary to
9 protect public health and is technologically and
10 economically feasible. We urge the EPA to finalize the
11 strongest standard that reflects the unprecedented
12 investments and technological advancements made over
13 the last several years, and to fulfill its mandate to
14 protect the health of the most vulnerable residents,
15 many of whom live in diesel pollution corridors. Thank
16 you again for the opportunity to testify and provide
17 input on this proposed rule.

18 MS. THOMPSON: Thank you for your comment. The
19 next speaker will be Clarence Tong. You may now
20 unmute, and please state your name and affiliation for
21 the record.

22 MR. TONG: Good afternoon. My name is Clarence

1 Tong, and I serve as the head of federal affairs and
2 policy for Arrival. Arrival is a technology company
3 revolutionizing the electric vehicle industry. Our
4 purpose-built Class 4 battery electric delivery van is
5 targeting the underserved, last-mile delivery market in
6 the United States. Arrival's North American
7 headquarters and our first micro factory is in
8 Charlotte, North Carolina.

9 Thank you for the opportunity to make brief
10 comments on the Draft Phase 3 gas emission standards
11 for heavy-duty vehicles beginning in Model Year 2027
12 through 2032. And according to the EPA, these new
13 standards would be applicable to heavy-duty vocational
14 vehicles that include delivery trucks, refuse haulers,
15 public utility trucks, transit shuttle and school
16 buses, and tractors.

17 Arrival supports the EPA's Phase 3 greenhouse gas
18 emissions rulemaking proposal and believes the final
19 rule should be based on a deeper penetration of zero-
20 emission medium- and heavy-duty vehicles than currently
21 proposed. This is considering the new federal purchase
22 incentives for zero-emission, medium- and heavy-duty

1 vehicles, as well as Advanced Clean Truck Rules being
2 implemented in a number of states. This requires sales
3 of an increasing percentage of zero-emission vehicles
4 over the next few years.

5 According to the State of North Carolina, while
6 medium- and heavy-duty gas and diesel vehicles comprise
7 only 3.2 percent of North Carolina's registered vehicle
8 fleet, they emit 26 percent of NOx emissions, 32
9 percent of particulate matter, and a significant
10 portion of other hazardous air pollutants from total
11 on-road vehicle traffic in the state. Reports have
12 documented that these types of pollution can have
13 health impacts, including worsened asthma, other
14 cardio-respiratory illnesses, especially in children
15 and older adults, heart attacks, and premature death.

16 This rulemaking proposal offers a critical
17 opportunity to, one, significantly reduce greenhouse
18 gas emissions and criteria pollutant emissions for
19 medium- and heavy-duty vehicles, and two, leverage the
20 investments from the IIJA and the clean vehicle
21 provisions of the Inflation Reduction Act. Enacting
22 this proposal will also accelerate the deployment of

1 medium- and heavy-duty zero-emission vehicles in the
2 United States and create new economic opportunities for
3 businesses like Arrival, workers in North Carolina, and
4 Beyond.

5 Thank you again for the opportunity to testify
6 today. Arrival will be pleased to continue serving as
7 a resource to EPA as it shapes this critical
8 regulation. Thank you.

9 MS. THOMPSON: Thank you for your comment. The
10 next speaker will be Camila Alvarez. Unfortunately, we
11 do not currently see you in the list of attendees.
12 However, if you have joined using a different name, we
13 ask that you indicate your presence by pressing the
14 raise hand button at the bottom of your screen or by
15 dialing star nine on your phone.

16 (No response.)

17 MS. THOMPSON: The next speaker will be Joan
18 Schiller. Unfortunately, Joan, we also do not see you
19 in the list of attendees. However, if you have joined
20 under a different name, we ask that you indicate your
21 presence by pressing the raise hand button at the
22 bottom of your screen or by dialing star-9 on your

1 phone.

2 (No response.)

3 MS. THOMPSON: The next speaker will be Beatrice
4 Zovich. You may now unmute, and please state your name
5 and affiliation for the record.

6 MS. ZOVICH: Good afternoon. Are you able to hear
7 me?

8 MS. THOMPSON: We can.

9 MS. ZOVICH: Great. Thank you so much. Hello.
10 My name is Beatrice Zovich. I am a resident of
11 Philadelphia, Pennsylvania. Today I'm representing the
12 Pennsylvania Chapter of the Sierra Club. I am an
13 environmental activist, and I love to enjoy the
14 outdoors. And I value a world in which humanity and
15 our planet can peacefully coexist, and in which
16 everyone's fundamental needs are met, and all people
17 have the freedom to grow, thrive, and reach their full
18 potential.

19 Right now I am gravely concerned about the future
20 of our planet. It is imperative that we face the
21 imminent threat posed by climate change and take steps
22 to avert the catastrophic collapse of life as we know

1 it. This includes reducing emissions, increasing
2 equity, and advancing environmental justice. I've
3 taken steps on a personal level by walking, biking, and
4 using public transportation to get around, o cutting
5 down on waste through compost and recycling, and
6 reducing my use of single-use plastic, and I would like
7 to the government to also take steps in the right
8 direction.

9 One enormous obstacle that stands in direct
10 opposition to achieving goals of protecting people in
11 the planet is the transportation sector and its use of
12 one of the dirtiest vehicles, which is big trucks. In
13 2020, the transportation sector contributed 27 percent
14 of total greenhouse gas emissions in the United States,
15 more than any other single sector. Freight truck
16 pollution harms everyone but especially those who live
17 near highways, ports, trade hubs, and other high-
18 traffic areas.

19 Pollution from trucks contributes to lethal
20 particulate and ozone pollution that threatens the
21 health of millions of Americans. Where I live in
22 Philadelphia, the communities that are typically

1 displaced by construction of highways and that often
2 bear the brunt of the environmental harms caused by
3 this infrastructure are often low-income and
4 communities of color. This has been done by design.
5 One way to clean up our highways and start to undo some
6 of the damage caused by environmental racism is through
7 stronger limits on greenhouse gas emissions from
8 trucks, taking advantage of the zero-emission and more
9 efficient trucks on the market.

10 I call in the EPA To strengthen the heavy-duty
11 trucks rule for healthier communities and protection of
12 public health and our climate through reduced
13 greenhouse gas pollution that causes dangerous and
14 costly climate change. Thank you very much for hearing
15 my comments.

16 MS. THOMPSON: Thank you for your comment. The
17 next speaker is Rick Todd. Rick, you may now unmute,
18 and please state your name and affiliation for the
19 record.

20 MR. TODD: Good afternoon. I'm Rick Todd. I'm a
21 44-year advocate for better government as the CEO of
22 the South Carolina Trucking Association. The trucking

1 industry really is an eclectic mix of industries, the
2 wheels of the supply chain. And I'm not a commercial
3 motor vehicle operator. I'm charged with keeping a
4 pulse on these essential and interconnected sectors as
5 we together and individually plot routes to
6 successfully serve. Without comprehensive experience
7 in our diesel world, it's understandable how one might
8 imagine a better way, but previous incremental
9 emissions improvement initiatives achieved their goals
10 and fuel savings with real-world proven technologies.

11 This proposed regulation's different. It's more
12 than just premature. It's ill-advised. This one steps
13 in and picks technology winners and losers. It's a de
14 facto adoption mandate of EV technology that's at
15 early-stage development. There remain severe
16 limitations facing batteries and even more with
17 hydrogen fuel cells. What could work the passenger
18 cars will not work for heavy-duty trucking. In setting
19 standards, EPA must account for this diversity. What
20 works for last-mile package and delivery vans will vary
21 greatly with on-highway tractor trailers, and so it
22 goes with every unique niche sector in between.

1 Basic real-world fleet factors must be accounted
2 for, like it'll take more EV CMVs to do what fewer
3 diesels can. Current parent electric truck prices are
4 3 times higher than a clean diesel, and, if mandated,
5 they will surely stubbornly remain higher, especially
6 for small businesses. True costs, ROI, for fleets,
7 including charging and owning that infrastructure, is
8 unknown. Regardless, won't we need a dependable diesel
9 fleet and all that goes with it as a backup? That
10 forces decisions and planning, like how to deploy in
11 response, how to house it, how to fuel it, how to
12 maintain it, how to pay for it all.

13 All OEMs in all sectors are studying engineering
14 and design possibilities while employing cost-effective
15 measures to date. At this initial phase, for
16 successful adoption, charging and alternative fueling
17 infrastructure must be at the center. We urge no
18 mandate but to allow this process, as it should, as a
19 partnership with free market forces. Thank you for
20 this opportunity.

21 MS. THOMPSON: Thank you for your comment. As a
22 reminder, if you are speaking today, you will receive a

1 notification on your screen that you are being promoted
2 to the role of panelist shortly prior to your speaking
3 time. You must accept that invitation to be able to
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9 capture these proceedings accurately. Speakers
10 connected by telephone should unmute their phones when
11 called to testify.

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14 (919) 294-7849. If you are not registered to speak but
15 you would like to, please send an email with your name
16 and phone number to public_hearing@abtassoc.com or call
17 (919) 294-7849.

18 The next speaker will be Patricia Power.
19 Patricia, you may now unmute, and please state your
20 name and affiliation for the record.

21 MS. POWER: Thank you. Thank you for the
22 opportunity to provide comments to EPA on your recently

1 Proposed Greenhouse Gas Phase 3 Heavy-Duty Truck
2 Proposed Rule. I am Patty Power. I'm with Bose Public
3 Affairs Group, and I am speaking today on behalf of the
4 American Concrete Pumping Association. The American
5 Concrete Pumping Association, or ACPA, represents over
6 700 member companies who employ over 15,000 workers who
7 operate 7,500 concrete pumps in every state.

8 A concrete pump is a concrete pump in place and
9 boom mounted onto a truck chassis. A concrete pump
10 places concrete effectively and efficiently within the
11 range of the boom between 65 and 200 feet. Concrete
12 pumps are used on a wide range of construction projects
13 and are valued for being able to pump very high volumes
14 quickly with minimal labor requirements. As a
15 relatively small but highly impactful construction
16 industry, the concrete pumpers have some serious
17 concerns about the implementation of this proposed
18 Phase 3 rule.

19 Concrete pumping -- pump companies purchased the
20 truck chassis from major truck manufacturers and the
21 pumps from pump manufacturers. We are subject to what
22 those markets provide. While we work closely with our

1 manufacturing partners, we do not develop new
2 technology.

3 Our major concerns are, first, we are concerned
4 about access to the technology needed by the truck
5 manufacturers to meet the standards in the time allowed
6 in the proposed rule. We understand from our truck
7 manufacturers that EV technology required to build an
8 electric concrete pump does not exist now. While they
9 are working on delivering EV technology, they do not
10 expect to complete all the work necessary to deliver
11 compliant vehicles on the schedule described in the
12 proposed rule.

13 Second, replacing the diesel engines that now
14 power concrete pumps to drive to and from job sites, as
15 well as to operate the pumps and power take-off mode,
16 or PTO, on the job sites with electric batteries will
17 add significant weight to operating concrete pumps.
18 Our operators are concerned that a heavier electric-
19 powered concrete pump will not be able to access all
20 job sites because it could exceed road and bridge
21 weight limits.

22 Third, as mobile machinery, concrete pumps travel

1 to job sites daily. Our members are concerned about
2 access to charging stations where they'll be -- where
3 they will need them and the potential delay caused by
4 the need to recharge the batteries on the road and at
5 job sites. This is a particular concern for our
6 operators that serve rural areas. The bottom line is
7 that concrete pumpers see this proposed rule as a
8 direct threat to their ability to operate their
9 businesses.

10 In closing, ACPA wants to align our position with
11 the comments provided by the ATA yesterday, and we look
12 forward to working with our industry partners and the
13 EPA to work through the challenges discussed to find a
14 workable solution. Thank you for your attention.

15 MS. THOMPSON: Thank you for your comment. The
16 next speaker will be Jerome Paulson. You may now
17 unmute, and please state your name and affiliation for
18 the record.

19 DR. PAULSON: Hello. I'm Jerome Paulson. I'm a
20 retired pediatrician testifying on my own behalf. I'm
21 an emeritus professor of pediatrics at the George
22 Washington University School of Medicine and Health

1 Sciences and emeritus professor of environmental and
2 occupational health at the George Washington University
3 Milken Institute School of Public Health. I'm asking
4 the EPA to create the strongest possible limits on
5 heavy-duty vehicle pollution. For the health of us
6 all, the EPA must adopt a standard that puts us solidly
7 on a path to ensure a hundred percent of new heavy-duty
8 truck sales are zero-emission vehicles by 2035 to
9 reduce the impacts of deadly tailpipe pollution on
10 public health and the climate.

11 As a pediatrician, I know the adverse impacts that
12 pollution from heavy-duty vehicles have on human health
13 in general and the health of children specifically.
14 Too many Americans live in communities with poor air
15 quality. This problem is worse in communities of color
16 and low-wealth communities. Exposure to air pollution,
17 specifically exposure to fine particulate matter, is
18 associated with problems with pregnancy, leading to
19 premature and pre-term births. In addition, exposure
20 to these fine particulates during pregnancy and early
21 childhood is associated with impaired cognitive
22 function in children.

1 The volatile organic compounds and oxides of
2 nitrogen in heavy-duty vehicle pollution combine in the
3 presence of sunlight to form ozone. Ozone is a
4 pulmonary irritant that can cause asthma and exacerbate
5 asthma in children who already have that disease.
6 Asthma is a leading cause of school absenteeism,
7 parent's missed days of work, and significant medical
8 expenses.

9 While the EPA finalized a diesel engine standard
10 at the end of 2020, that did not include a transition
11 to electric trucks to completely eliminate the tailpipe
12 pollution from the air that we breathe. The health of
13 Americans requires -- no, actually demands -- that the
14 country be on a path to zero-emissions transportation:
15 no smog-forming pollution, no particulate matter, and
16 zero greenhouse gases.

17 EPA's only -- own analysis of current proposed --
18 proposal directly connects pollution from the freight
19 sector to the devastating impacts in frontline
20 communities. Therefore, the people in the U.S. need a
21 rule that will eliminate combustion pollution in a
22 timely fashion. Thank you very much.

1 MS. THOMPSON: Thank you for your comment. The
2 next speaker will be Shilpa Shenvi. You may now
3 unmute, and please state your name and affiliation for
4 the record Hello.

5 MS. SHENVI: Hello. My name is Shilpa Shenvi, and
6 I'm with the Sierra Club, Maryland Chapter. I live in
7 Cockeysville, Maryland, and this rule hits home for me.

8 I do not own a car, so I often walk over a mile to get
9 my groceries. On several occasions, I have seen large
10 trucks spewing black clouds of exhaust as I'm walking
11 to or from the store. Sometimes I'm far enough ahead
12 that I can stop for a minute or so until the fumes are
13 no longer visible. Nonetheless, as I pass through that
14 area, those toxins linger in high concentrations and
15 make their way into my lungs. Other times I'm not as
16 lucky. The truck releases its foul pollutants right as
17 it passes me by, leaving me nauseous as I try to reach
18 my destination.

19 If these trucks were zero-emission vehicles, I
20 could breathe cleaner air and not feel sick as I run my
21 errands. It makes me empathize with the people who
22 live in homes facing busy roads where even more of

1 these noxious chemicals circulate through the air.
2 According to the Union of Concerned Scientists, heavy-
3 duty trucks currently make up only 10 percent of
4 vehicles on the road, yet they cause 45 percent of all
5 NOx and 57 percent of all particulate matter emissions
6 in our atmosphere. The EPA estimates that annually in
7 the U.S., these toxins can cause up to 173,067 cases of
8 respiratory symptoms, 8,820 to premature deaths, and
9 \$98 billion in public health costs to the economy.

10 These harms are not evenly distributed.
11 Communities of color breathe in 66 percent more
12 pollution from vehicles than do white communities. The
13 sooner we replace heavy-duty trucks with their --
14 diesel-powered heavy-duty trucks with their zero-
15 emission equivalents, the sooner we save people from
16 the pain and suffering due to those diesel-related
17 toxins. We don't have time to waste. Please modify
18 the heavy-duty truck rule to require 100 percent of
19 trucks and buses to be zero emission by 2035, and
20 please finalize the rule by the end of 2023. We need
21 to start protecting people, especially those who are
22 the most vulnerable, as soon as possible. Thank you

1 for your time.

2 MS. THOMPSON: Thank you for your comment. The
3 next speaker will be Lori Byron. Lori, you may now
4 unmute, and please state your name and affiliation for
5 the record.

6 DR. BYRON: Thank you. Lori Byron -- B-Y-R-O-N.
7 I'm the chair of the Montana Health Professionals for a
8 Healthy Climate and the organizer of the Academy of
9 Pediatrics National Network of Pediatric Climate
10 Advocates. I am a pediatrician, and I've spent all my
11 hours in the past decade promoting climate action from
12 healthcare providers. Thank you for this opportunity
13 to comment, and thank you for working to protect all of
14 us, but especially our frontline communities and our
15 school children, from smog and soot-forming pollutants
16 from heavy-duty vehicles, including school buses.

17 All of us as Americans should be grateful to EPA
18 for the Clean Air Act and to the American Lung
19 Association and other organizations for defending it
20 for the past 50 years, but we know we must further.

21 Even with our air cleaner now because of the Clean
22 Air Act, we still have 70,000 to 250,000 premature

1 deaths every year from air pollution. Additionally,
2 more and more research show that these deaths are the
3 tip of the iceberg as medical researchers have also
4 found that 16,000 babies are born premature because of
5 air pollution every year and also strong links to
6 unexplained infant death and stillbirth. We now have
7 meta-analyses linking air pollution to childhood
8 neurodevelopmental disorders, like autism and ADHD and
9 lowered IQ, as well as to dementia. There are
10 associations with obesity and diabetes, both of which
11 are epidemics unto themselves. No level of particulate
12 matter is safe.

13 I would ask that this Phase 3 notice for heavy-
14 duty vehicles be tightened up in any way possible to
15 prevent future administrations from dismantling these
16 important rules. Thank you for what you do.

17 MS. THOMPSON: Thank you for your comments. The
18 next speaker is Shelly Francis. I believe we just
19 received word that Shelly will be on shortly. They are
20 not currently listed in the -- among the attendees, so
21 we will move on to the next speaker, which is Phil
22 Streif. Phil, we will -- Phil, you may now unmute, and

1 please state your name and affiliation for the record.

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

3 MS. THOMPSON: We can.

4 MR. STREIF: Great. My name is Phil Streif. I'm
5 co-owner of Vandalia Bus Lines. We are a motor coach
6 company.

7 First and foremost, our industry fully supports
8 the reduction of emissions and greenhouse gases. In
9 fact, we have led the way in this field for years.
10 Every bus you see on the road takes a minimum of 50
11 cars off the road, so we have the lowest carbon
12 footprint out of any form of transportation. We
13 average less than .15 pounds of CO2 per passenger mile,
14 so our industry plays a huge role in keeping our
15 environment clean.

16 Our vehicles travel across the country for
17 multiple days at a time. Many times our trips will
18 exceed a thousand miles a day. So a serious concern we
19 have is the range of electric vehicles, which is
20 extremely limited compared to traditional combustion
21 engines. Currently, our bus can travel about 1,200
22 miles to 1,500 miles on a full tank of diesel. The

1 technology for EV coaches as of now has a max range of
2 a 180 miles before needing a recharge. Recharges take
3 about 4 hours. This is a significant issue for motor
4 coach companies to operate over long distances. Our
5 customers cannot afford to travel 3 hours then wait 4
6 hours to get a charge. Groups are on a time crunch and
7 expect to be at their destination in a timely manner.
8 A 2-day trip is now going to take 6 to 7 days to
9 complete. The EV buses also have zero luggage space,
10 so they have taken all the luggage capacity and
11 converted that to battery storage.

12 So those two things right there are going to make
13 bus travel undesirable for our customers. The costs
14 outweigh the benefits. Average bus price right now,
15 you're looking at \$500 to \$600,000. An EV coach is
16 roughly double that, coming in at \$1.1 million for a
17 bus. The cost has to be passed along to the consumer,
18 making our service unaffordable and, therefore,
19 undesirable, leading to consumers finding other means
20 of transportation, such as airlines which leads to a
21 big question. Do airlines have zero emissions? The
22 answer is no. In fact, research shows airliners will

1 not be able to use EV technology for long-distance
2 travel. So why are they not part of the equation
3 because it is not realistic to travel long distances in
4 an EV. That's the fact.

5 The infrastructure is also a big concern. Where
6 are we going to charge all these vehicles that are on
7 the road, especially in remote areas which we travel to
8 a lot? The demand will far exceed the supply, and what
9 is supplied is largely produced by coal power plants,
10 defeating the purpose of zero emissions. Even Elon
11 Musk has stated many times our grid does not have the
12 capacity for what is being targeted. It's just an
13 unrealistic goal.

14 So we ask you guys to work with us together to
15 come up with an alternative plan of action rather than
16 assuming EVs will be good for every application. Our
17 industry is crucial for passenger travel, and for us to
18 remain in business, we need to take a step back and
19 consider what burden will be placed on the companies
20 operating these vehicles. We will continue to put in
21 greener technologies with emission control devices in
22 our buses, which they currently have.

1 The DPF filters, the selective catalytic
2 reductions are all crucial in reducing emissions, and
3 we are not against that in any means. Please
4 reconsider the proposed changes, at minimum, for long-
5 distance travel vehicles, such as motor coach and
6 buses. We are not like school buses that can return to
7 base every night and charge. Again, we welcome an
8 opportunity and open discussion with the EPA and
9 representatives from our industry. Thanks for your
10 time today and your consideration.

11 MS. THOMPSON: Thank you for your comment. This
12 concludes our current speaker block. We will now call
13 on the names of those who were not present when
14 initially called to testify. If you have joined,
15 please indicate your presence by pressing the raise
16 hand button at the bottom of your screen, and if you
17 have called in please dial star-9 to raise your hand on
18 your phone.

19 The first speaker is Juan Lizarraga. Juan, again,
20 if you have joined, we would ask that you indicate your
21 presence by raising your hand now.

22 (No response.)

1 MS. THOMPSON: The next speaker is Denise Woods.
2 Denise, again, if you have joined, we ask that you
3 indicate your presence by either pressing the raise
4 hand button on your screen or by dialing star-9 on your
5 phone.

6 (No response.)

7 MS. THOMPSON: The next speaker will be Julie
8 Radwane. Julie, if you have joined, we ask that you
9 indicate your presence by pressing the raise hand
10 button at the bottom of your screen or by dialing star-
11 9 on your phone.

12 (No response.)

13 MS. THOMPSON: The next speaker is Camila Alvarez.
14 Camila, if you have joined, we ask that you indicate
15 your presence by raising your hand.

16 (No response.)

17 MS. THOMPSON: The next speaker is Joan Schiller.
18 Joan, if you have joined, we ask that you indicate
19 your presence by pressing the raise hand button at the
20 bottom of your screen or by dialing star-9 on your
21 phone.

22 (No response.)

1 MS. THOMPSON: The final speaker is Shelly
2 Francis. We can see that you have joined, so when you
3 are ready, please unmute and state your name and
4 affiliation for the record.

5 DR. FRANCIS: Good afternoon. Dr. Shelly Francis.
6 I am one of the co-founders and directors of
7 EVHybridNoire.

8 MS. THOMPSON: Thank you. You may begin.

9 DR. FRANCIS: Okay. Thank you very much. Sorry.
10 Hold on one moment, please.

11 (Brief pause.)

12 DR. FRANCIS: Okay. Thank you. Again, my name is
13 Dr. Shelly Francis, and I'm a co-founder and director
14 of EVHybridNoire. EVHybridNoire is the nation's
15 largest network of diverse EV drivers and enthusiasts.

16 We have over 3,500 members across the country and
17 internationally. I'm here to amplify the voices of
18 diverse EV drivers and members of communities who
19 struggle against poor air quality and its harmful
20 effects.

21 Transitioning to EVs is not a luxury. It's a
22 difference between life and death for many residents

1 across the country. The American Lung Association's
2 2023 "State of the Air" report, released last month,
3 found significant exposure to annual particulate
4 pollution, unhealthy levels of ground-level ozone air
5 pollution, and short-term spikes in particulate
6 solution across the country. In the United States
7 particularly, in people of color almost 4 times more
8 likely than white people to live in a county with three
9 failing grades for air quality.

10 In addition, under-resourced and low-income
11 communities often bear a disproportionate burden of
12 transportation emissions because many major
13 transportation facilities are located in and around
14 their neighborhoods. Communities of color and low-
15 wealth communities across the country experience
16 especially unfair burden of fuel costs and harmful air
17 pollution due to decades of systemic marginalization.

18 A 2017 study conducted by the Union of Concerned
19 Scientists found that select communities, which have
20 higher poverty rates and higher percentages of people
21 of color than states, averaging higher rates of cancer
22 and potential for respiratory illnesses that stem from

1 toxic outdoor air pollution.

2 Now, we're constantly learning more and more about
3 the positive effects of zero-emission vehicles. For
4 example, in a real-world study just published a short
5 few weeks ago, it demonstrated that for every
6 additional 20 zero-emission vehicles per 1,000 people,
7 there was a 3-percent drop in the rate of asthma-
8 related emergency room visits, and a small suggested
9 reduction in NOx levels. That means real family and
10 individuals as well as communities have already started
11 to see the lifechanging effects of breathing clean air.

12 Ensuring that the U.S. has more clean
13 transportation options for consumers ensures that both
14 individuals, businesses, and governments will have the
15 opportunity to improve their local air quality and
16 protect their health. We must give them those choices.

17 Now the status quo of the majority of the
18 transportation methods continue to make us and our
19 planetary state does not and should not remain our
20 reality.

21 So for those reasons and many more, we must
22 protect and provide an opportunity for zero-emissions

1 transportation options to flourish and begin the long
2 road of correcting historical inequities by moving
3 forward with the implementation of stricter heavy-duty
4 standards. So thank you for your time and attention
5 today.

6 MS. THOMPSON: Thank you for your comment. At
7 this time, we will begin as scheduled recess. EPA,
8 when would you like to reconvene?

9 MR. CHARMLEY: Kayla, we'd like to restart at 8:30
10 p.m., Eastern Time, so later this evening at 8:30 p.m.,
11 Eastern Time. So thank you, everyone

12 (Break.)

13 MS. THOMPSON: Hello, everyone. This is Kayla
14 Thompson from Abt Associates, EPA's contractor. It is
15 currently 8:30 p.m., Eastern Time, and we are now
16 rejoining EPA's public hearing about the Greenhouse Gas
17 Emission Standards for Heavy-Duty Vehicles Phase 3
18 Proposed Rule.

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

1 providing testimony today, please make sure that you
2 are speaking the language of the channel you are
3 listening to. For example, listening to English while
4 speaking in Spanish could prevent other participants
5 from hearing your statement in their language of
6 choice. The public hearing will be recorded by the
7 court reporter, and while the recording will not be
8 made publicly available, a transcript of the public
9 hearing will be posted to the docket several weeks
10 after the hearing.

11 Before we resume our public hearing, we would like
12 to go over some logistics. As a reminder, all
13 attendees are muted automatically. If you are speaking
14 today, you will receive a notification on your screen
15 that you are being promoted to the role of panelist
16 shortly prior to your speaking time. You must accept
17 that invitation to be able to unmute when you are
18 called to testify. This will also allow you to turn on
19 your camera, which we encourage you to do. Speakers
20 connected by telephone should unmute their phones when
21 called to testify.

22 If you are having technical difficulties, please

1 send an email to public_hearing@abtassoc.com or call
2 (919) 294-7849. If you are not registered to speak but
3 would like to, please send an email to
4 public_hearing@abtassoc.com or call (919) 294-7849.

5 We will now continue our public testimony. The
6 expected speaking order is currently displayed on
7 screen. We ask that each person limit their verbal
8 testimony to 3 minutes. We encourage you to provide
9 any portion of your prepared statement that you are
10 unable to deliver along with any additional comments to
11 Docket Number EPA-HQ-OAR-2022-0985 on [Rregulations.gov](https://www.regulations.gov).

12 I will be introducing each speaker in turn. The
13 transcript of the testimony from this public hearing
14 will be made available to the public and included in
15 the docket. Please speak slowly and clearly so our
16 court reporter and interpreters can capture these
17 proceedings accurately.

18 The first speaker will be Karin Stein. You may
19 now unmute, and please state your name and affiliation
20 for the record.

21 MS. STEIN: Thank you. You can hear me okay

22 MS. THOMPSON: We can.

1 MS. STEIN: Okay. Great. My name is Karin Stein
2 -- K-A-R-I-N, S-T-E-I-N. I am Iowa coordinator for
3 Moms Clean Air Force, a national organization of over a
4 million-and-a-half members fighting to protect our
5 children from air pollution and climate change, and we
6 fight for environmental justice. I'm here today to ask
7 for the strongest possible greenhouse gas standards for
8 heavy-duty vehicles.

9 One of the benefits of stronger standards is that
10 they will help speed our transition to zero emissions
11 vehicles, reducing health-harming tailpipe pollution
12 from trucks. I'm South American, and I grew up on a
13 farm in Eastern Colombia. Every time we visited
14 relatives in the capital, Bogota, I felt sick to my
15 stomach and I get headaches. My mother told me later
16 that I hated walking around the city with her and
17 complained about the smell of the trucks. I was a
18 child, and the tailpipes spewed right into my face.
19 When we moved to Costa Rica and I lived in a city for
20 the first time, I got sick to my stomach every time I
21 entered San Jose during rush hour.

22 Yesterday I got stuck on an empty highway behind a

1 diesel truck in rural Iowa for about 10 minutes, unable
2 to pass it because of the curves in the road. That
3 dreaded smell and that familiar nausea and headache
4 returned almost immediately. My body has always
5 reacted to the fumes of heavy-duty vehicles.

6 As an adult, I learned that these emissions are
7 not simply unpleasant but also dangerous. I see people
8 in Iowa working in road construction, exposed day in
9 and day out to the exhaust pipes of vehicles slowly
10 moving past them in construction zones along Interstate
11 80, one of the main thoroughfares for truck and semi-
12 trailers in the United States. All I can think about
13 when I see these laborers stooped over as they work,
14 most of them people of color, often working on brutally
15 hot days with high ozone readings, is that they are
16 bent over and inhaling what comes directly out of the
17 tailpipes as I did as a child.

18 In adulthood, I also learned about the enormous
19 contribution of heavy-duty vehicles to climate change.

20 The climate crisis is playing out wherever I have
21 family around the world in Iowa and in other USA
22 locations, in Colombia, Costa Rica, Chile, Mexico,

1 Germany, Spain, and India. At times I get so
2 discouraged that I feel my childhood desperation of
3 wanting superpowers to make bad things go away. I just
4 want to stand in the middle of that interstate and stop
5 all the trucks.

6 But stopping bad things from happening doesn't
7 have to live in the realm of my childhood fantasies
8 anymore. You have the power to stop them. I urge the
9 EPA to adopt the strongest possible greenhouse gas
10 rules for heavy-duty trucks consistent with the
11 Advanced Clean Truck Rule and to implement them before
12 the end of the year. Please protect our workers and
13 those who live near heavy traffic. Please help
14 mitigate the worst of what the climate has in store for
15 our children and all who follow.

16 The United States is one of two countries that
17 stand out in the world for being the biggest greenhouse
18 gas emitters, and you, the EPA, have the power to
19 change that dubious reputation. Thank you.

20 MS. THOMPSON: Thank you for your comment. The
21 next speaker will be Shruti Bhatnager. You may now
22 unmute, and please state your name and affiliation for

1 the record.

2 MS. BHATNAGER: Shruti Bhatnager -- S-H-R-U-T-I --
3 Bhatnager -- B-H-A-T-N-A-G-E-R. I'm from the Sierra
4 Club. Hi. My name is Shruti Bhatnagar. My pronouns
5 are "she" and "her." I live in Montgomery County,
6 Maryland on the occupied land of the Piscataway Tribe.

7 I'm a volunteer leader with the Sierra Club. As a co-
8 lead for the National Federal Organizing Program,
9 member of the Conservation Policy Committee, and
10 conservation chair for the Maryland Chapter.

11 I grew up in India in the capital city of Delhi,
12 which has some of the worst air pollution in the world.

13 As a child, I remember seeing the harms caused by
14 polluted air from transportation and individual sector
15 as my mother suffered from bronchitis and asthma. It
16 caused her great discomfort and pain, affected her
17 quality of life in many ways, including her work life,
18 home life, and taking care of her family. As a modest-
19 income family, we lived through some challenging years
20 when healthcare was not always accessible and
21 affordable. As a daughter, it pained me to see her
22 suffer.

1 As a mother of two children, I'm concerned about
2 the environment. I believe that our children deserve
3 better. We owe it to them and to our future
4 generations to leave our planet in a better state, one
5 in which they can live and thrive. I live in a mixed-
6 income neighborhood a few blocks away from Maryland's
7 I-495 Highway. I'm close to a shopping mall. This
8 area attracts heavy traffic, including heavy-duty
9 vehicles. I'm concerned about the adverse impact of
10 the toxic gases from these vehicles that will cause
11 health problems for my family and my community.

12 Often, people who contribute the least are also
13 the ones most impacted. Poor communities, frontline
14 workers, and our most vulnerable population are most
15 disproportionately affected by these issues. My vision
16 is to have a world where everyone can breathe clean
17 air. All of us, no matter where we come from, what
18 color our skin is, should have clean air to breathe,
19 and this is the world that I dream of and the reason
20 why I volunteer so much of my time and I'm here with
21 all of you today.

22 Right now, we have an opportunity to get closer to

1 that vision. To protect the health of our communities
2 and reduce the greenhouse pollution causing dangerous
3 and costly climate change, the EPA must ensure each
4 heavy-duty rules are as strong as possible and reflect
5 major advancements in zero-emission technologies.
6 Climate and air pollution from freight trucks is a
7 major threat to public health. Transportation is the
8 leading contributor to greenhouse gas emissions, and in
9 2020, the transportation sector contributed 27 percent
10 of total greenhouse gas emissions in the United States,
11 more than any other single sector. Exhaust from diesel
12 trucks and buses is a leading source of harmful air
13 pollution that sends countless Maryland residents to
14 the hospital every year. Medium- and heavy-duty trucks
15 and buses contribute nearly 40 percent of NO pollution
16 and 21 percent of greenhouse gas emissions from
17 Maryland's on-road transportation sector. This rule
18 would cut pollutants, like nitrogen oxide.

19 Maryland is currently in the process of adopting a
20 zero-emission medium- and heavy-duty sales mandate and
21 would result in a higher percentage of zero-emission
22 heavy-duty trucks then is protected with EPA rule. The

1 current EPA standards fall short and are projected to
2 result in half of vocational trucks sold in the country
3 to be zero emission by 2032. There are over a hundred
4 models of zero-emission commercial vehicles and buses
5 and about half of Class 7A tractors travel less than
6 200 miles per day, which is well within the range of
7 the technology. There are also billions of dollars
8 from the IRA and IIJA for heavy-duty vehicle
9 electrification incentives.

10 Please finalize the strongest possible greenhouse
11 gas rule for heavy-duty vehicles that will put us on a
12 pathway for hundred percent of truck sales to be zero
13 emission by 2035, protect public health, and mitigate
14 the impact of climate crisis. Thank you for allowing
15 me to testify today.

16 MS. THOMPSON: Thank you for your comment. The
17 next speaker will be Melissa Miles. Melissa, we do not
18 currently see you in the list of attendees. However,
19 if you have joined under a different name, we ask that
20 you indicate your presence by pressing the raise hand
21 button at the bottom of your screen or by dialing star-
22 9 on your phone if you've called in.

1 (No response.)

2 MS. THOMPSON: The next speaker is Jennifer
3 Hadayia. Unfortunately, Jennifer, we also do not see
4 you in the list of attendees. However if you have
5 joined very different name, we ask that you indicate
6 your presence by pressing the raise hand button, the
7 bottom of the screen or by dialing star-9 on your
8 phone.

9 (No response.)

10 MS. THOMPSON: The next speaker is Mary Arnold.
11 Mary, you may now unmute, and please state your name
12 and affiliation for the record.

13 MS. ARNOLD: Mary Arnold, co-founder and board
14 member of Civics United for Railroad Environmental
15 Solutions, a nonprofit based in Queens, New York, that
16 has been working since 2009 to eliminate pollution from
17 legacy fleet locomotives.

18 When we started working to re-power legacy
19 locomotives in the railyard at the end of my block, my
20 grandson, Cassius, was a year old, and I was 61. Eight
21 years after Tier 4 became the law of the land, he's 15,
22 I'm 75, the Legacy locomotives are still operating, and

1 the American Lung Association just gave the area an F
2 for ozone. It's been six years since CARB petitioned
3 EPA for Tier 5 standards. If approved by EPA,
4 California's new regulation order will take full effect
5 between 2035 and 2047 when Cassius will be 27 or 39,
6 and I'll be pushing up daisies. Cassius is a resident
7 in New York City, so what CARB is doing won't even help
8 him if New York State fails to act.

9 I hope we can all agree that progress on
10 eliminating needless, deadly railyard pollution
11 nationwide is happening too slowly. I echo the
12 testimony of UE Local 1177. They spoke movingly
13 yesterday about how technology exists, but railroads
14 won't pay for new locomotive engines unless they are
15 made to do it. They said EPA must set stricter
16 standards to eliminate railyard pollution that is
17 hurting workers and communities. However, EPA's
18 momentous proposed regulations don't do this.

19 I echo the testimony of the Moving Forward
20 Network, that it is within the scope of U.S. EPA's
21 responsibility and powers to eliminate this pollution
22 and help EJ communities. Moving Forward Network wrote

1 to Administrator Regan in November 2022 about "the
2 immediate need for EPA to adopt a Tier 5 zero-emission
3 standard to set much more stringent standards for
4 remanufactured locomotives and engines, and to require
5 the retirement of heavily-polluting locomotives and
6 engines. The need for EPA to take these actions to
7 eliminate railyard pollution in environmental justice
8 communities has not subsided and, if anything, has
9 increased." The proposed regulations are unresponsive
10 to this and let CARB carry the water for locomotive
11 emissions in a way that's unthinkable in 2023 for auto
12 and truck emissions. Thank you for your hard work and
13 the progress you are making, but families and workers
14 by railyards are being sickened by locomotive
15 pollution.

16 In conclusion, we need the President and the EPA
17 administrator to step up with an emboldened vision that
18 embraces the reality of today's railyard emissions and
19 demands expeditious action to cleanse these non-
20 attainment areas of environmental air pollutants. We
21 ask EPA to do this through new regulations that mandate
22 a transition to ZEVs that meet Moving Forward Network's

1 requests and also allows 23 years of use of proven Tier
2 4 and cleaner locomotive technology, while new motive
3 power technologies develop, as CARB is doing. Thank
4 you so much. God bless you.

5 MS. THOMPSON: Thank you for your comment. The
6 next speaker will be Danielle Berkowitz-Sklar. You may
7 now unmute, and please state your name and affiliation
8 for the record.

9 MS. BERKOWITZ-SKLAR: Hi. I'm Danielle Berkowitz-
10 Sklar, and I'm the national events coordinator for Moms
11 Clean Air Force. I'm grateful for the opportunity to
12 testify in front of the EPA today in support of
13 finalizing the strongest possible standards for
14 greenhouse gas emissions for heavy-duty trucks,
15 consistent with the Advanced Clean Trucks Rule this
16 year. This is an important step towards protecting the
17 health of children and vulnerable communities from air
18 pollution and climate change.

19 As a Miami-born person who was raised in Costa
20 Rica, and having spent more recent years with my family
21 in California, I've witnessed the multi-faceted impact
22 of climate change from various geographical and social

1 perspectives. The compounding effects of climate
2 change have exacerbated existing vulnerabilities and
3 inequalities, further highlighting the urgent need for
4 action.

5 In California, wildfires have become more frequent
6 and severe in recent years, largely due to climate
7 change, which has caused hotter and drier conditions.
8 Fires are also extending past the traditional fire
9 season and lasting throughout the year, destroying
10 homes, farmland, forests, wildlife, and causing
11 significant air pollution which poses health risks to
12 residents.

13 A few years ago, my family temporarily evacuated
14 our Northern California home due to wildfires just a
15 few miles away, which also caused short- and long-term
16 health concerns, particularly for my asthmatic brother.

17 The situation was frightening for parents trying to
18 keep their children safe. However, many families and
19 communities lacked the ability and resources to leave
20 their homes, even temporarily, when threatened by
21 climate-related disasters.

22 As we know, these events have disproportionate

1 impacts on communities of colors and on those living
2 and working on the front lines. When it comes to
3 wildfires, Latinos face a higher risk than the general
4 population due to being twice as likely to live in
5 threatened areas. Additionally, Latinos are
6 overrepresented in the outdoor workforce, facing a
7 difficult choice between continuing to work through
8 unsafe conditions to sustain their livelihoods and
9 families or protecting themselves. The risk is
10 significant as outdoor workers are 35 times more likely
11 to die from heat exposure, which can be intensified by
12 climate change than the general population.

13 In the U.S., the transportation sector accounts
14 for 27 percent of our total greenhouse gas emissions,
15 and heavy-duty vehicles are the second largest
16 contributor to these emissions. Not only will this
17 rule directly limit GHG emissions to fight climate
18 change and its devastating health impacts, but it will
19 result in a more rapid transition to zero-emission
20 vehicles which will reduce tailpipe pollution, which is
21 also harmful to our health. The decision on truck
22 pollution now will have a positive impact for decades

1 to come.

2 I appreciate the opportunity to speak today and
3 voice my support for implementing stringent greenhouse
4 gas regulations for heavy-duty vehicles that align with
5 the Advanced Clean Trucks Rule to safeguard the health
6 of families worldwide. We are depending on the -- on
7 the EPA to protect present and future generations by
8 finalizing this rule with the urgency the moment
9 demands. Thank you.

10 MS. THOMPSON: Thank you for your comment. The
11 next speaker will be Mona Safarty. Unfortunately, we
12 do not currently see you in the list of attendees.
13 However, if you have joined under a different name, we
14 ask that you indicate your presence by pressing the
15 raise hand button at the bottom of your screen or by
16 dialing star-9 on your phone.

17 (Brief pause.)

18 MS. THOMPSON: Great. I can see that you have
19 raised your hand, so I'll promote you to panelist now.

20 (Brief pause.)

21 MS. THOMPSON: Mona, when you are ready, you may
22 unmute, and please state your name and affiliation for

1 the record.

2 DR. SAFARTY: Okay. Thank you. Thank you for
3 this opportunity to testify. My name is Mona Safarty.

4 I'm a family physician also trained in public health.

5 I'm here representing the George Mason University
6 Center for Climate Change Communication, a university-
7 based research to practice organization whose mission
8 is to help society make informed decisions that will
9 stabilize the earth's life-sustaining climate and
10 prevent further harm from climate change.

11 For the last decade, I've worked full time on the
12 health impacts of climate change, which are real and
13 growing. I've learned that we must to -- we must
14 prevent these impacts, and if we do, we will lead
15 healthier lives. The regulation in question today will
16 address climate change and improve air quality for many
17 people who are currently burdened by unhealthy air. We
18 support EPA's proposal to set greenhouse gas standards
19 for heavy-duty vehicles as part of Phase 3.

20 I had a memorable personal experience a few years
21 back when I was an associate professor at the Thomas
22 Jefferson University Medical School in Philadelphia. I

1 had striking symptoms of eye irritation every time I
2 did administrative work at a particular office across
3 campus. This didn't occur at other locations on the
4 campus. One day I looked at the ceiling vent above
5 that desk and realized that there was a good deal of
6 black soot all around it. I searched out one of the
7 buildings groundskeepers and learned that the intake
8 duct that connected to that spot came directly from the
9 loading dock where a delivery trucks idled while making
10 deliveries. Long story short, I was being exposed to
11 diesel exhaust particulates.

12 At Jefferson's Medical School, my colleagues found
13 that a project called Allies Against Asthma. There
14 were many communities around Philadelphia where asthma
15 rates in children were 20 percent more -- 20 percent or
16 more, and that's twice the national average. This was
17 especially prominent in the communities surrounding the
18 Port of Philadelphia where diesel predominated and made
19 deliveries. My colleagues worked with school nurses
20 and the parents of the children to optimize treatment
21 and try to prevent emergency room visits, but the
22 underlying problem was the environmental pollutants

1 from heavy-duty vehicles.

2 Despite making up less than 10 percent of all
3 vehicles on the road, these vehicles produce most of
4 the harmful on-road emissions. The impact on lung
5 disease and heart disease that comes from these
6 vehicles is very real. Before I founded the Medical
7 Society Consortium on Climate and Health, which I did 6
8 years ago with my colleagues at George Mason
9 University, we surveyed physicians about their
10 experience with climate impacts. And these surveys
11 revealed that they were seeing these impacts in their
12 own patients, and most prominent amongst what they
13 reported were the effects of air pollution made worse
14 by the rising heat of climate change. I've hundreds of
15 brief case studies from those physicians about the
16 people affected by lung symptoms that were caused by
17 pollution.

18 There are 47 medical societies in the consortium
19 and 60 affiliated public health groups. They are all
20 in agreement about the pressing priority of addressing
21 climate change. A critical step for doing that is to
22 thoroughly address vehicle pollution. This regulation

1 will help to do that. Health professionals across the
2 board are now aligned about the urgent need to address
3 climate change. Over 188 health professional schools
4 and organizations of nursing, medicine, and public
5 health signed the Call to Action on Climate Health and
6 Equity, a policy agenda published online in 2019, which
7 calls for reducing vehicle emissions as part of a 10-
8 point plan.

9 I urge EPA to waste no time in finalizing this
10 rulemaking as quickly as possible, no later than the
11 end of 2023. We cannot miss out on this opportunity to
12 protect health, particularly for the most vulnerable
13 populations. Thank you.

14 MS. THOMPSON: Thank you for your comment. As a
15 reminder, if you are speaking today, you will receive a
16 notification on your screen that you are being promoted
17 to the role of panelist shortly prior to your speaking
18 time. You must accept that invitation to be able to
19 unmute when you are called to testify. This will also
20 allow you to turn on your camera, which we encourage
21 you to do. We ask that all speakers limit their
22 testimony to 3 minutes. Please speak slowly and

1 clearly so the court reporter and interpreters can
2 capture these proceedings accurately. Speakers
3 connected by telephone should unmute their phones when
4 called to testify.

5 If you are having technical difficulties, please
6 send an email to public_hearing@abtassoc.com or call
7 (919) 294-7849. If you are not registered to speak but
8 you would like to, please send an email with your name
9 and phone number to public_hearing@abtassoc.com or call
10 (919) 294-7849.

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

14 MS. CHACLAS: Hello. My name is Emily Chaclas,
15 and I'm a conservation organizer with the Sierra Club
16 Illinois Chapter. I'm here today to fight for a world
17 with clean air for my loved ones. My younger brother
18 developed asthma at a very early age. He and my mom
19 both used inhalers, and I saw how hard it was for them
20 to breathe on unhealthy air days growing up. And as
21 someone who also knows what it is to fight for air due
22 to anaphylaxis caused by food allergies, I know how

1 terrifying it is to struggle to breathe.

2 I believe that everyone has the right to breathe
3 clean air, and it is our responsibility to actualize
4 that for all communities, starting with those most
5 impacted, which are most often low-income communities
6 and communities of color. In order to protect the
7 health of our communities and to reduce the greenhouse
8 gas pollution that is causing dangerous and costly
9 climate change, the EPA must ensure the heavy-duty
10 vehicle rules are as strong as possible and reflect
11 major advancements in zero-emission technologies.

12 The more time that passes without cleaning up our
13 transportation sector, the more vulnerable people are
14 being unjustly forced to pay the price for breathing
15 dirty air. We must work harder to clean up our act.
16 More work needs to be done to ensure that the strongest
17 possible heavy-duty truck pollution standards are
18 finalized by the EPA.

19 We look forward to meaningful public comment
20 period where environmental justice communities, tribes,
21 advocacy organizations, businesses, industry, and state
22 and local governments can weigh in and make their

1 voices heard. Thank you for your time.

2 MS. THOMPSON: Thank you for your comment. The
3 next speaker will be Sherry Hime. You may now unmute,
4 and please state your name and affiliation for the
5 record.

6 (No response.)

7 MS. THOMPSON: Sherry?

8 MS. HIME: Hello? Did I get called? Sorry.

9 MS. THOMPSON: Yes. Yes.

10 MS. HIME: Okay. Thank you. Sherry Hime.
11 Midwest Bus and Motor Coach Association, representing
12 commercial passenger motor carriers, is a member-based
13 nonprofit organization whose members range from a
14 single motor coach to over 100 motor coaches in the
15 states of Illinois, Indiana, Iowa, Kansas, Michigan,
16 Missouri, North Dakota, and Ohio. The member
17 organizations utilize over 1,200 motor coaches and
18 school buses. MBMCA members provide transportation for
19 more than 1 million passenger trips annually. Our
20 members represent the nation's vast majority of small
21 motor vehicle operators with an average of 30 motor
22 coaches or less.

1 MBMCA members join the EPA in reducing pollution
2 and providing cleaner air by being the current cleanest
3 diesel-powered CMVs on the roads today. In addition to
4 taking about 50 cars off the road for each motor coach
5 utilized, the industry has embraced clean air by
6 retrofitting equipment with diesel particulate filters
7 that have reduced diesel emissions of particulate
8 matter by up to 90 percent. The retrofitted vehicles
9 emit cleaner air than they take in.

10 One of the concerns our industry has with this
11 proposal is the infrastructure required to support
12 widespread adoption of electric vehicles. The U.S. is
13 not anywhere near what it would need to have to supply
14 the demand for charging if EV motor coaches are
15 mandated. Electric companies are struggling to obtain
16 transformers to build up demand for additional EV
17 vehicles that are being added today. The strain
18 includes not only charging stations but also the
19 electric grid needed to support the increased demand.
20 Without adequate infrastructure in place, mandating
21 electric vehicles could create more problems.

22 Not only is the infrastructure of concern. The

1 Limited abilities of the electric commercial passenger
2 vehicle restrains operations from transporting
3 passengers as it does today and has since the early
4 20th century. On average, trips will exceed 1,000
5 miles a day. One tank of fuel in a motor coach can
6 travel 1,200 miles and take about 2 days. The EV motor
7 coach has a travel distance of 180 miles, takes 4 hours
8 to charge. That 2-day trip has now turned into a 6- to
9 7-day trip. The long-distance field trips that school
10 groups enjoy, my kids enjoyed, and group tours would
11 cease to exist. No one has an extra 8 to 10 days built
12 in for that travel time, and passengers will seek other
13 less safe modes of transportation. And even if travel
14 time was not a factor, the cost for additional hotel
15 nights, meals, wages, it just makes that EV motor coach
16 method unaffordable.

17 Other concerns include the safety of the lithium
18 ion batteries used to power EV vehicles. They can
19 cause fires that cannot be contained easily. If a
20 crash were to unfortunately happen, they're prone to
21 exploding, creating a hazardous environment for
22 passengers. The cost of the vehicles are double what

1 they are now and will have to be passed on to
2 consumers, possibly forcing some companies out of
3 business. The cost to charge exceeds the cost of fuel,
4 yet another burden that may close doors.

5 As mentioned earlier, the motor coach industry is
6 committed to a cleaner environment and has been
7 updating equipment to provide cleaner burning vehicles.

8 We would appreciate sensible sustainable changes to
9 consider. Thank you.

10 MS. THOMPSON: Thank you for your comments. The
11 next speaker will be Jen Cantley. You may now unmute,
12 and please state your name and affiliation for the
13 record.

14 MS. CANTLEY: Can you hear me?

15 MS. THOMPSON: We can.

16 MS. CANTLEY: Okay. Hello. My name is Jennifer
17 Cantley, and I am a proud member of Moms Clean Air
18 Force. Five years ago I opened the Nevada chapter of
19 this organization, and today I am testifying in support
20 of the proposed standards and calling on the EPA to
21 finalize strong greenhouse gas standards for trucks
22 this year.

1 As a born and raised Nevadan living on Washoe
2 tribal territory, I understand firsthand the effects of
3 air pollution and climate pollution on our health.
4 Nevada is no stranger to extreme heat, and with climate
5 change worsening each year, I worry about the future of
6 our state. In fact, the state's average temperature
7 has increased by 2 degrees Fahrenheit in this last
8 century, and the rising temperatures are only making
9 wildfires more frequent and severe, so much that my
10 family has had to evacuate from our home last year and
11 the year before.

12 As a mother of three boys with asthma and a mother
13 with COPD after COVID, I have personally witnessed the
14 devastating effects of air pollution on our health. It
15 is my belief that stronger greenhouse gas standards for
16 trucks are crucial in protecting the health of our
17 children and our communities because this will
18 accelerate our transition to zero-emission vehicles
19 that don't spew toxic tailpipe pollution in the air.

20 I am also worried about the impact of climate
21 change and air pollution on the future of our children,
22 and I know that we need to take action now to protect

1 them and our communities. It is crucial that we take
2 action right now to protect the health of our children
3 and our communities.

4 Transportation is the largest source of greenhouse
5 gas emissions in the United States, and within the
6 transportation sector, heavy-duty vehicles contribute
7 25 percent of all greenhouse gas emissions. These
8 emissions are driving climate change, and climate
9 change worsens air quality in numbers of ways, which is
10 contributing to respiratory illnesses like asthma and
11 the COPD I live with every day.

12 That's why I'm calling for stronger greenhouse gas
13 standards for heavy-duty trucks. By reducing
14 greenhouse gas emissions from the transportation
15 sector, we can help stabilize the climate and protect
16 the health of our families. Strong clean trucks
17 standards will also reduce the pollution that
18 contributes to poor air quality by speeding our
19 transportation to zero-emission vehicles and to ensure
20 safe and healthy future for our children.

21 In conclusion, I urge the EPA to finalize strong
22 clean truck standards this year consistent with the

1 Advanced Clean Truck Rules. The benefits of these
2 standards are clear. They hey will address climate
3 change, protect the health of our families, and reduce
4 pollution. We cannot wait any longer to take action
5 and protect our communities and our planet. Thank you
6 for your attention to this critical issue.

7 MS. THOMPSON: Thank you for your comment. The
8 next speaker is Laura Magsis. You may now unmute, and
9 please state your name and affiliation for the record.

10 (No response.)

11 MS. THOMPSON: Laura, if you are speaking, you are
12 still on mute.

13 MS. MAGSIS: Can you hear me?

14 MS. THOMPSON: Yes, we can.

15 MS. MAGSIS: My name is Laura Magsis. I live in
16 Concord, New Hampshire, and I have been a volunteer
17 with the Sierra Club since the late 1980s. I very much
18 value diversity of people, animals, and plants, but we
19 need a healthy climate powered by sustainable energy if
20 we are to maintain the diversity that still remains
21 with us.

22 I envision solar panels on the rooftops of most of

1 our houses and windmills, on ridge tops. I am
2 delighted with the passage of the IRA with its large
3 incentives for switching from fossil fuels to renewable
4 energy. I myself managed to buy a plug-in hybrid a few
5 years ago and to weatherize my house with similar but
6 smaller incentives. It was a pleasure to reduce my
7 carbon footprint. I have made other attempts to do so,
8 but I realize that individuals, even a great number of
9 them, cannot solve this problem on our own. We need
10 government action, and so far the government action has
11 been insufficient to avoid or forestall the worst
12 effects of the climate disasters that we see, and that
13 could become much worse if we don't further reduce our
14 climate pollution.

15 A few years ago, a storm with strong winds hit
16 Concord, and there is a city forest just behind my
17 small backyard. When I awakened the morning after the
18 storm, I saw that a large pine tree had fallen into my
19 backyard just barely missing my back porch. Now when
20 there are predictions of wind, I begin to worry, and
21 when the moaning of the wind starts, I feel the
22 increase in my pulse and my heart rate. I imagine an

1 oak or a large maple on my roof and wonder would I be
2 worried -- would I be injured.

3 I am not alone in having worries about what
4 climate change will do next week or next year. In
5 fact, many people suffer much more serious worries.
6 They're losing livelihoods due to drought. They're
7 losing houses due to flood or fire. Their health is
8 damaged. And I know that heavy-duty trucks are a large
9 part of the pollution produced by the transportation
10 sector, which in itself is 27 percent of what our
11 nation contributes to the atmosphere.

12 So I strongly implore the EPA to strengthen the
13 heavy-duty truck rules to make them as stringent as
14 possible. Thank you.

15 MS. THOMPSON: Thank you for your comment. The
16 next speaker will be Joseph Jaska. You may now unmute,
17 please state your name and affiliation for the record.

18 MR. JASKA: My name is Joe Jaska, and I represent
19 DB Schenker, Inc. today, and I appreciate the
20 opportunity to testify here today. At Schenker, we are
21 the U.S. entity and part of DB Schenker Global Freight
22 Forwarder and Logistics Company. In the U.S., we offer

1 air/ocean contract logistics and land products to our
2 customers. I lead the land product, which is the
3 trucking operation.

4 We operate approximately 2,000 power units. Our
5 main lines of business or irregular route full
6 truckload, dedicated trucking, and third-party
7 logistics. We currently operate a small fleet of five
8 battery electric vehicle trucks in the U.S. Our
9 trucking operations are based in Van Buren, Arkansas
10 and Dallas, Texas, and we operate in the lower 48.

11 Our industry and Schenker have worked with the EPA
12 and other stakeholders during the drafting of the
13 Federal Phase 1 and 2 greenhouse gas emission
14 regulations to achieve substantial emissions
15 improvements, regulations that we support due to its
16 availability to achieve real-world fuel savings with
17 proven technology. The EPA's currently proposed
18 greenhouse gas Phase 3 regulation is not that.

19 It picks winners and losers for emissions
20 technology and sets a de facto mandate on the adoption
21 of electrical vehicle technology that is in its early
22 stage of development in the trucking industry.

1 Currently, there's very limited quantities for battery
2 electric trucks on the road today, and hydrogen fuel-
3 cell trucks are even a smaller number. As you look to
4 mandate technology for our industry, you must consider
5 the various unique application of commercial vehicles
6 and specific use cases for electrification. What works
7 for the passenger car industry will not work for heavy-
8 duty trucking industry. What works for the last mile
9 package and delivery vans will vary greatly with on-
10 highway tractor trailers. Your rule must account for
11 this diversity as you set standards and impact the
12 reliability, the cost parity, and performance of our
13 fleet.

14 The industry continues to study other technology
15 options that can reduce greenhouse gas emissions, like
16 biofuels, renewable diesel, and hydrogen combustion.
17 All these technologies could potentially deliver cost-
18 effective emissions and reduction. Our company, both
19 globally and in the U.S., has a strong commitment to
20 sustainability and the reduction of our carbon
21 footprint. We also understand that in this trucking
22 industry, the technology is in its infancy.

1 Our company has added to Class 8 units to our
2 fleet this year. What we've experienced is that
3 there's a very limited use for this vehicle. It is
4 limited to a very short haul, less than 250 miles per
5 day, and it must return back to our facility for
6 recharging. The price of these units are 3 times the
7 cost of a regular diesel truck, and, quite frankly, the
8 revenue generated and limited utilization of these
9 trucks are not economically profitable at this point.

10 I've visited OEMs in both the U.S. and Europe to
11 discuss with their engineers the progress and
12 development of a more practical truck for a broader
13 use. They admit that today's technology is in its
14 infancy, and the change in progress is so rapid,
15 current technology may be obsolete in 5 years. This
16 has a tremendous impact on practical application with
17 the investments needed to comply with broad, sweeping
18 regulations.

19 As you begin your work with the new greenhouse gas
20 standards, charging and alternative fueling
21 infrastructure must be at the center of a successful
22 adoption. Long lead times and a significant investment

1 are barriers that currently exist that have been
2 unaddressed for commercial trucks. We encourage you to
3 account for what stage this technology is given your
4 aggressive market penetration assumptions, guarantee a
5 robust infrastructure charging for alternative fueling
6 system is built out to support deployment of zero-
7 emission trucks, and ensure cost parity with clean
8 diesel technology is maintained. Thank you.

9 MS. THOMPSON: Thank you for your comment. As a
10 reminder, if you are speaking today, you will receive a
11 notification on your screen that you're being promoted
12 to the role of panelist shortly prior to your speaking
13 time. You must accept that invitation to be able to
14 unmute when you are called to testify. This will also
15 allow you to turn on your camera, which we encourage
16 you to do. We ask that all speakers limit their
17 testimony to 3 minutes. Please speak slowly and
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20 connected by telephone should unmute their phones when
21 called to testify.

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1 send an email to public_hearing@abtassoc.com or call
2 (919) 294-7849. If you are not registered to speak but
3 you would like to, please send an email with your name
4 and phone number to public_hearing@abtassoc.com or call
5 (919) 294-7849.

6 The next speaker will be Gloria Chavez.

7 Unfortunately, we do not currently see you in the list
8 of attendees. However, if you have joined under a
9 different name -- and it looks like you've already
10 raised your hand, so I will go ahead and promote you
11 now.

12 (Brief pause.)

13 MS. THOMPSON: And, Gloria, when you are ready,
14 you may unmute, and please state your name and
15 affiliation for the record.

16 MS. CHAVEZ: [Speaking foreign language.]

17 MS. THOMPSON: We can hear you.

18 MS. THOMPSON: Okay. Muchas gracias. [Speaking
19 foreign language.]

20 (Simultaneous Spanish language comments and
21 Spanish-language interpretation.)

22 MS. CHAVEZ (via Interpreter): -- environment

1 experiences that we are going through in Nevada.

2 MS. THOMPSON: If the interpreter could -- if the
3 interpreter could please switch to the English channel
4 during this testimony, it would be appreciated.

5 MS. CHAVEZ (via Interpreter): May I continue?

6 MS. THOMPSON: Yes. Apologies.

7 MS. CHAVEZ (via Interpreter): Can I continue?

8 MS. THOMPSON: Yes, you may continue.

9 MS. CHAVEZ (via Interpreter): Okay.

10 Unfortunately, during the last report of 2023,
11 according to the national, we obtained an F on air
12 conditions in Las Vegas, Nevada. In addition, it is a
13 number 12 throughout the nation as a city of highest
14 pollution. According to all this, I ask myself what
15 type of are we going to leave our future generations.
16 I ask myself if my daughter will have the fundamental
17 right to breathe clean air.

18 As we all know, environmental pollution caused
19 from heavy-duty vehicles is a great threat to the
20 community. We ask President Biden and his
21 administration to recognize the urgent need to reduce
22 these dangerous pollutants. To this, we need for EPA

1 to work quickly and finalize this standard for heavy-
2 duty vehicles in order to mitigate the transition by
3 end of the year. We have to do stricter standards for
4 diesel vehicles in general, and so that diesel trucks
5 can be cleaner as they are produced as they transition
6 to be -- to EVL vehicles.

7 So we urge this Agency to do this job from EPA,
8 reduce the lethal pollution from (inaudible) at a 90
9 percent by 2027, and to be in a clean path for our
10 buses and trucks, a hundred percent electric without
11 emissions. And that these standards with the
12 destinations to greenhouse gas will be thinking of the
13 benefits that this will bring to the communities as
14 well as Latino communities and families of mine.

15 Thank you for listening to me, and thank you for
16 giving me this opportunity to represent the
17 organization that I belong to. Thank you very much.

18 MS. THOMPSON: Thank you for your comment. The
19 next speaker will be Gloria Chavez. Gloria, You may
20 now unmute, and please state your name and affiliation
21 for the record. And if the interpreter could please
22 switch back to the Spanish channel, it would be

1 appreciated. Thank you.

2 (No response.)

3 MS. THOMPSON: It seems that Gloria may have
4 disconnected from the meeting, so we will move on to
5 the next speaker. The next speaker will be Ernest
6 Rogers. Ernest, you may now unmute, and please state
7 your name and affiliation for the record.

8 MR. ROGERS: Ernest Rogers from Creed Engines in
9 Sandy, Utah. Well, I appreciate very much you
10 gentlemen and ladies putting in all this extra time for
11 me, and I intend to make it worth your time. If I need
12 to be reached, I can be reached at or
13 Ernie.Roger@creedengines.com.

14 There are more than 10 reasons why electric trucks
15 are not a good idea. I will give you just two. One,
16 electricity is not a fuel. It merely moves power from
17 the point of generation to where it is used. To
18 evaluate the emissions of an electric truck, you must
19 look at the emissions at the generator, which is
20 usually at the end of the grid. Number two, batteries
21 are a poor source of energy for a truck. To produce
22 the same power and range as two 50-gallon tanks of

1 diesel fuel, you would need 23,000 pounds of lithium
2 batteries. A recent test of a GM Silverado EV pickup
3 pulling a 7,000-pound trailer had to stop to recharge
4 after less than 100 miles.

5 Electricity is not the only answer to have clean
6 trucks or machines. Liquid renewable fuels will do a
7 better job with almost no change in infrastructure or
8 methods of operation. The Bing AI Program and I teamed
9 up this morning to calculate carbon intensity for an EV
10 truck compared to a truck with an engine running on e-
11 methanol. Here are the results. An EV truck has a
12 carbon intensity of 250 grams of CO2 per kilogram --
13 per kilometer. A truck fueled by e-methanol has a
14 carbon intensity of 1.2 grams of CO2 per kilometer.
15 This is 200 times better than EV truck.

16 If you folks want to ask me questions sometime
17 later, I'm open to that. Thank you.

18 MS. THOMPSON: Thank you for your comment. The
19 next speaker will be Richard Ziegler. Richard, you may
20 now unmute, and please state your name and affiliation
21 for the record.

22 MR. SIGLER: Hello. Good evening. My name is

1 Richard Sigler, and I'm speaking as a private
2 individual. I live in East Phoenix, and I'm a member
3 of the Arizona Climate Action Coalition, a group of
4 Arizonans who are committed to doing something about
5 the climate crisis that we are all facing today.

6 At the end of the year 2016, I watched on TV a
7 documentary about the climate crisis that was put out
8 by the National Geographic Society called, "Before the
9 Flood." I had believed in the problem that climate
10 change was facing this for decades, but that was when I
11 decided I was going to do something about it. I bought
12 the DVD about the climate crisis that National
13 Geographic had put out and began showing it to people
14 that I knew

15 I also began learning about the problem and its
16 solutions, the most important solution being to stop
17 putting carbon dioxide and other greenhouse gases into
18 the atmosphere. This is and always has been the first
19 thing we need to do, and for us as Americans, that
20 translates into reducing the emissions from the
21 transportation sector. This is why I hope that the EPA
22 will set the strictest possible standards that are

1 possible on truck pollution. The vehicles covered by
2 this rule will be on the road for decades to come, so
3 we must address the urgency of the moment and act
4 without delay.

5 I just want to say also that the technology is
6 there. It's always in its infancy. It's been in its
7 infancy for the last 10 years, the last 20 years. It's
8 now not in its infancy anymore. The technology is
9 there. We just have to adopt -- adapt it -- adopt it
10 and move forward on this. Thank you, and thank you for
11 giving this time to testify.

12 MS. THOMPSON: Thank you for your comment. The
13 next speaker is Kathryn Margo Doran. Katherine, you
14 may now unmute, and please state your name and
15 affiliation for the record.

16 (No response.)

17 MS. THOMPSON: Kathryn, I can see that you've
18 raised your hand. I'm going to send a notification to
19 see -- oh, it looks like you can unmute.

20 MS. DORAN: Got it. I'm sorry about that. Hello.
21 I'm Kathryn Dorn, "she"/"her" pronouns, and I am also
22 actually a private or individual speaking to you from

1 the Phoenix Metro Area. I appreciate that the EPA is
2 improving the tailpipe admission standards for heavy-
3 duty vehicles. Please, however, increase the strength
4 of your standards that you're proposing beyond either
5 of the alternatives to guarantee that all electric --
6 sorry -- that all heavy-duty trucks sold by 2035 will
7 have to be electric.

8 To reply somewhat to an earlier speaker's
9 phrasing, yes, that would be picking winners and
10 losers. It would be effectively declaring that the
11 tens of thousands of Americans who die prematurely
12 every year due to air pollution would finally -- would
13 finally no longer be the losers because they would no
14 longer be dying prematurely. That is absolutely worth
15 saying to the automaker industry you people are good at
16 your jobs. You are good at innovation. You are
17 already developing good electric trucks, for instance,
18 pickup trucks that people want to buy, that people are
19 buying, that once we have better charging
20 infrastructure, will absolutely be a reasonable way to
21 get around and to haul heavy amounts of material
22 around.

1 And, therefore, I believe that automakers can,
2 when they want to, when they have sufficient regulatory
3 incentive, can and will produce as many electric
4 vehicles, heavy-duty trucks included, as they are
5 required to do so. So please push them to do that.

6 Speaking specifically as a Phoenix Metro Area
7 resident, I looked at last year's data as -- sorry --
8 presented by the University of Arizona taken from the
9 EPA's own Air Quality Index. Only 20 percent of the
10 days last year in Phoenix had a good air quality
11 rating. According to Arizona's Department of
12 Environmental Quality, so far in the 122 days -- first
13 days of this year, Phoenix had only, I believe, 82
14 days, if I'm remembering that correctly, of relatively
15 good air quality, and the remaining 40 days were either
16 moderate or exceeded some thresholds of acceptable
17 amounts of air pollution. Those were probably the days
18 that both of my parents were sounding like they were
19 coughing their lungs out through the entire morning and
20 evening. And we're lucky that we don't live within a
21 mile of any of the eight freeways.

22 Please strengthen these standards, save people's

1 lives, and push our automakers to do better, like I
2 know they can. Thank you.

3 MS. THOMPSON: Thank you for your comment. The
4 next speaker will be Jason Dragseth. Jason, you may
5 unmute, and please state your name and affiliation for
6 the record.

7 MR. DRAGSETH: Hello. My name is Jason Dragseth.
8 I'm with the Sierra Club in New York, and I am calling
9 upon EPA to adopt the strongest possible standards to
10 reduce greenhouse gas emissions from heavy-duty
11 vehicles.

12 Living in New York City, Manhattan, there are
13 heavy-duty trucks everywhere here. They are on the
14 streets every day doing, you know, all manner of things
15 -- deliveries, garbage pickup, etcetera. The emissions
16 from these vehicles is enormous and is a threat to the
17 my health and my 17-year-old daughter's health. So I
18 encourage you to adopt the strongest possible standards
19 to help protect my community and future generations.
20 Thank you.

21 MS. THOMPSON: Thank you for your comment. The
22 next speaker will be Natalia Ekberg. Unfortunately, we

1 do not currently see you in the list of attendees.
2 However, if you have joined, we ask that you indicate
3 your presence by pressing the raise hand button at the
4 bottom of your screen, or if you've dialed in press
5 star-9 on your phone.

6 (No response.)

7 MS. THOMPSON: This concludes our current speaker
8 block. We will now call on the names of those who were
9 not present when initially called to testify. If you
10 have joined, please indicate your presence by pressing
11 the raise hand button at the bottom of your screen. If
12 you've called in, please dial star-9 to raise your
13 hand.

14 The first speaker is Melissa Miles. Again,
15 Melissa, if you have joined, please indicate your
16 presence by raising your hand.

17 (No response.)

18 MS. THOMPSON: The next speaker is Jennifer
19 Hadayia. Jennifer, again, if you have joined, we ask
20 that you indicate your presence by pressing the raise
21 hand button or by dialing star-9 on your phone.

22 (No response.)

1 MS. THOMPSON: The final speaker from this block
2 is Natalia Ekberg. Again, Natalia, if you have joined,
3 we ask that you indicate your presence by pressing the
4 raise hand button or by dialing star-9 on your phone.

5 (No response.)

6 MS. THOMPSON: We do not currently see any hands
7 raised in the list of attendees. Therefore, we are now
8 at the end of our evening session. EPA, are you ready
9 to adjourn this session of the virtual hearing?

10 MR. CHARMLEY: Yes, Kayla. So this concludes our
11 public hearing for the Phase 3 proposal. There is no
12 Day 3 hearing, so today is the conclusion, so thank you
13 everyone who still stayed with us, and thanks for all
14 my colleagues, the Agency, and our colleagues at Abt
15 for helping us with today's hearing. So today's
16 hearing is adjourned.

17 (Whereupon, at 9:35 p.m., the meeting was
18 adjourned.)

19

20

21

22

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