



Transcript of **Virtual Public Hearing Day 2**

Thursday, August 26, 2021

EPA Hearing

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UNITED STATES

ENVIRONMENTAL PROTECTION AGENCY

PUBLIC HEARING ON THE

REVISED 2023 AND LATER MODEL YEAR

LIGHT-DUTY VEHICLE GREENHOUSE GAS EMISSIONS STANDARDS

DOCKET NUMBER EPA-HQ-OAR-2021-0208

9:30 a.m.

Thursday, August 26, 2021

(Virtual Webcast)

Room 2080

101 7th Street, NW

Washington, D.C. 20407

1 On behalf of the Environmental Protection Agency:
2 ALEJANDRA NUNEZ, Deputy Assistant Administrator for
3 Mobile Sources, Office of Air and Radiation
4 MICHAEL OLECHIW, Light Duty Center Director
5 Office of Transportation and Air Quality
6 Speaker Block 1:
7 MARIE VENNER, Small Business Alliance
8 MARILYN HALL
9 JENNY CHURCHILL
10 MARTIN ALLEN
11 ANN HARVEY, Climate Health Now
12 MARGUERITE PENNOYER
13 PHYLLIS TERWILLIGER, United Methodist Women
14 CATHERINE GAROUPA WHITE
15 DEB BJORK
16 FRANK GRANDA
17 JACK HOLMGREEN, SparkeTap Water Company
18 NATALIE PIEN, Loudon Climate Project
19 CARA FLEISCHER, United Methodist Climate Justice
20 DAVE COOKE, Union of Concerned Scientists
21 DODIE HAWKINS
22 MICHEL HARTRICK, Alliance for Automotive Innovation

1 Speaker Block 1:

2 MARY ANN BAIER

3 DOUGLAS DURANTE, Clean Fuels Development Coalition

4 MARK COOPER, Consumer Federation of America

5 Speaker Block 2:

6 LUKE TONACHEL, Natural Resources Defense Council

7 KENT SMITH

8 RICHARD NEWHOUSE

9 VICTORIA GILLET

10 THOMAS HOLIDAY, @VehiclesHybrid

11 LEAH WISTE, Michigan Interfaith Power & Light

12 MARIO GRECO, The Aluminum Association's

13 Transportation Group

14 REEM RAYF, BlueGreen Alliance

15 DOUG HOLMGREN

16 ZACH PISTORA, Sierra Club

17 JACK DARIN, Sierra Club, Illinois Chapter

18 JACKIE GARCIA MANN, 350 Contra Costa

19 TRACY SABETTA, Moms Clean Air Force

20 RITA L. SMITH, United Methodist Women and Poor

21 People's Campaign

22

1 Speaker Block 2:

2 LYNN RAMBO-JONES

3 CINTHIA MOORE, Moms Clean Air Force

4 LINDA STOUT, Moms Clean Air Force

5 TRACY BABBIDGE, National Association of Clean Air

6 Agencies

7 AFTERNOON SESSION

8 Speaker Block 3:

9 BILL BRADLEE, Interfaith Power & Light

10 JOSE ACOSTA, LVEJO

11 DEBORAH BAKKER, Hyundai America Technical Center, Inc.

12 LAURIE HOLMES, Motor & Equipment Manufacturers

13 Association

14 REPRESENTATIVE PADMA KUPPA, Michigan State House

15 MELINDA FLEMING

16 JOHN LINDER, National Corn Growers Association

17 FREDERICK TRAN

18 QIUNTA WARREN, Consumer Reports

19 WILL ANDERSON, Sierra Club

20 SAM SPENCER, City of Charlotte

21 CYNTHIA WILLIAMS, Ford Motor Co

22 NICOLE MARCOT, Moms Clean Air Force

1 Speaker Block 3:

2 DARIEN DAVIS, LCV

3 STEPHEN WYMAN, Evolving Electric Motor Company

4 JANET CHAPMAN, Citizens' Climate Lobby

5 LISA TANAKA, South Coast Air Quality Management

6 District

7 ANTHONY WITT

8 TAISIA STURZA

9 Speaker Block 4:

10 Sarah Rees, South Coast Air Quality Management

11 District

12 TIMOTHY MINOTAS, Sierra Club Michigan Chapter

13 JUDI EGBERT, UUFR

14 JEFFREY GROSS, Sierra Club (Volunteer)

15 ERANDI TREVINO

16 JP THOMAS, Voice of the People

17 SUSIE ROBERTSON

18 CLAIRE RICHARDS, Alliance of Nurses for Healthy

19 Environment

20 PAUL OSBOURN, Westport WING

21 TERRY McGUIRE

22 BRIAN LAUGHLIN, ZF Group

1 Speaker Block 4:

2 NICK TROMBETTA, League of Conservation Voters

3 EMILY HOPKINS

4 VALENCIA BEDNAR

5 NATALIR VILLALPANDO PAER

6 RICHARD ECKMAN

7 Speaker Block 5:

8 ELIZABETH BRANDT, Moms Clean Air Force

9 DOROTHY BRANDT, Moms Clean Air Force

10 PETER BRANDT

11 VINH DANG, Bridge Beyond

12 COLUMBA SAINZ, Moms Clean Air Force

13 EDUARDO SAINZ, MFV

14 KELLY FLEMING, Zero Emission Transportation Association

15 ALICE HENDERSON, Environmental Defense Fund

16 MADELINE OLIVER, Better World Group

17 DR. JUSTIN MOG, Union of Concerned Scientists

18 MARC DREHSEN, Union of Concerned Scientists

19 MICHAEL PETELLE, Union of Concerned Scientists

20 ROBIN HANKIN, Union of Concerned Scientists

21 PAUL AMEN, Union of Concerned Scientists

22 PHILLIP CUNY, Retiree

1 Speaker Block 5:

2 WILLIAM DAVIES

3 SUZANNE LLEWELLYN

4 MOLLIE MICHEL, Environmental Protection Network

5 CONNIE KING

6 ROBIN GUILLOT

7 KAREN MELTON

8 EMERSON WILLIAMS

9 JAMES NOYES

10 DANA GERSTEN

11 LANGSTON VERDIN

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

2 MS. THOMPSON: Good morning and welcome to the
3 United States Environmental Protection Agency's Virtual
4 Public Hearing for the Revised 2023 and Later Model
5 Year Light-Duty Vehicle Greenhouse Gas Emissions
6 Standards.

7 My name is Kayla Thompson from Abt Associates,
8 contractor to the U.S. EPA.

9 We are now ready to begin, and I'll turn it over
10 to EPA to get us started.

11 MR. OLECHIW: Good morning. On behalf of the
12 Environmental Protection Agency and the Office of Air
13 and Radiation, I'd like to welcome you to the second
14 day of our Public Hearing on EPA's Proposed Light-Duty
15 Vehicle GHG Program and thank you again to our
16 contractor, Abt Associates, who will help with
17 administering the Virtual Public Hearing today.

18 I am Michael Olechiw, Director of EPA's Light-Duty
19 Vehicle Center in the Office of Transportation and Air
20 Quality, and I will be the presiding officer for
21 today's hearing.

22 Also with me on the panel during the course of the

1 hearing are Bill Charmley, Robin Moran, and Tad Wysor
2 from the Office of Transportation and Air Quality, and
3 Mark Kataoka and Seth Buchsbaum from EPA's Office of
4 General Counsel.

5 The purpose of this hearing is to receive oral
6 testimony from the interested parties regarding EPA's
7 Proposed Revisions to the Light-Duty Greenhouse Gas
8 Emissions Standards.

9 As you know, during his first days in office,
10 President Biden issued a series of Executive Orders
11 that set a clear direction for the EPA and this
12 Administration to protect public health, address the
13 climate crisis, and ensure environmental justice.

14 These Executive Orders gave federal agencies
15 direction to use the best science, protect the
16 environment and public health, ensure access to clean
17 air for everyone, reduce greenhouse gas emissions, and
18 bolster resilience to the impacts of climate change.

19 Executive Order 13990, issued on President Biden's
20 first day in office, directed all agencies to review
21 their regulations, orders, guidance, and policies to
22 ensure, among other goals, that we are promoting the

1 protection of public health and the environment,
2 including the goal of reducing greenhouse gas
3 emissions, and to prioritize environmental justice.

4 Under this Executive Order, EPA was asked to
5 review the April 2020 action by the previous
6 Administration to weaken the light-duty vehicle
7 greenhouse gas emissions standards that had been in
8 place since 2012.

9 EPA's carefully reviewed the record and assessed
10 more recent information and the ongoing technological
11 progress in the auto industry in both internal
12 combustion and electrified technologies.

13 After considering this robust technical record and
14 under EPA's authority under the Clean Air Act, EPA has
15 now proposed a revised set of more stringent GHG
16 standards, emissions standards that would apply to 2023
17 to 2026 Model Year light-duty vehicles.

18 These proposed standards are the subject of
19 today's hearing.

20 As we show in the rulemaking documents that are
21 now available in the Federal Register and EPA's website
22 and in the Public Docket, there is strong technical

1 evidence that the auto industry is in a position to
2 very quickly get the Clean Cars Program back on track
3 with annual GHG emissions reductions similar to those
4 that had been planned for the past decade.

5 In fact, by 2026 the proposed standards will
6 exceed the most stringent standards of the original
7 2012 program.

8 We project that the auto industry would meet this
9 technical challenge at a reasonable cost, that the
10 offsetting gasoline savings to vehicle owners would be
11 substantial, and the reductions in greenhouse gas
12 emissions would be large, and that the proposed
13 standards would achieve significant public health
14 benefits for Americans.

15 We are at the same time all increasingly aware of
16 the urgency of the climate crisis and its sobering
17 effects almost daily in the news, a reality that the
18 international climate scientists just brought into even
19 sharper focus in their major report earlier this month.

20 EPA and this Administration are very clear that
21 these proposed revised emissions standards, important
22 though they are, would not in themselves result in

1 sufficient emission reductions for the monumental task
2 at hand.

3 For that reason, the Administration has announced
4 plans to develop a broader and longer set of
5 regulations for light-duty vehicles that are planned to
6 be proposed during the next year.

7 As laid out in Executive Order 14037, issued
8 earlier this month, the Administrator of the
9 Environmental Protection Agency shall, as appropriate
10 and consistent with the applicable law, consider
11 beginning work on rulemaking under the Clean Air Act to
12 establish new multi-pollutant emissions standards,
13 including for greenhouse gas emissions for light- and
14 medium-duty vehicles, beginning with Model Year 2027
15 and extending through and including at least Model Year
16 2030.

17 As EPA embarks on this future set of longer-term
18 standards, we look forward to public engagement and
19 stakeholder input.

20 We are conducting this hearing in accordance with
21 Section 307(d) of the Clean Air Act and this hearing
22 provides the forum for interested persons to submit

1 oral presentations.

2 We have scheduled time for all of those who have
3 registered using the online registration process. We
4 will continue today until all speakers have been heard.

5 We appreciate that holding a public hearing
6 virtually is relatively new, but EPA is committed to
7 making use of evolving technologies and ensuring that
8 we hear from all who wish to provide oral testimony.

9 As a reminder, the public also has an opportunity
10 to submit written comments through September 27, 2021.

11 For the two days of this hearing, we have had
12 almost 200 people register to present testimony
13 yesterday and today.

14 This hearing is being recorded and the transcript
15 will also be available electronically on the
16 regulations.gov website EPA-HQ-OAR-2021-0208.

17 We expect to post the recording of the hearing in
18 the next few days on the website for this rule.

19 This hearing will be conducted informally and the
20 Formal Rules of Evidence do not apply. However, as
21 presiding officer, I am authorized to strike from the
22 record statements which are deemed irrelevant or

1 needlessly repetitious to enforce reasonable limits on
2 the duration of statements of any speaker.

3 Speakers will be allowed to make oral statements
4 which they may later expand in writing for the record.
5 We request that speakers state their names and any
6 affiliation prior to making their oral statements and
7 to limit their testimony to three minutes. When a
8 speaker has finished their presentation, members of
9 this panel may ask questions concerning the issues
10 raised in the testimony.

11 Our contractor, Abt Associates, will be
12 facilitating the lineup of speakers and helping to keep
13 testimony to three minutes. We recognize that this is
14 not a lot of time and appreciate everyone's cooperation
15 in allowing us to give everyone a chance to speak
16 today.

17 Please note that the EPA has distributed a list
18 and a tentative order of those registered to speak
19 today and we may make slight adjustments through the
20 hearing for accommodations.

21 We plan to take a 30-minute lunch break around 12
22 p.m. today and an afternoon break around 3 p.m.

1 Should there be members of the press with further
2 questions about today's hearing, please contact Erin
3 Birgfeld at birgfeld.erin@epa.gov.

4 With that, I will now ask Kayla to start the
5 hearing with our first set of speakers.

6 MS. THOMPSON: Thank you.

7 Before we begin, we'd like to go over some
8 logistics for today's public hearing.

9 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.

17 Speakers connected by telephone should unmute
18 their phones when called to testify.

19 If you're having technical difficulties, please
20 send an e-mail to public_hearing@abtassoc.com or call
21 919-294-7712. If you are not registered to speak but
22 you would like to, please send an e-mail to

1 public_hearing@abtassoci.com or call 919-294-7712.

2 Now we will begin our public testimony. The
3 expected speaking order is currently displayed on the
4 screen. We ask that each person limit their verbal
5 testimony to three minutes. We encourage you to
6 provide your full written testimony and any additional
7 comments of any length to Docket Number EPA-HQ-OAR-
8 2021-0208 on regulations.gov.

9 I will be introducing each speaker in turn.
10 Please speak slowly and clearly so our court reporter
11 can record these proceedings accurately.

12 Speaker Block 1

13 MS. THOMPSON: The first speaker will be Maria
14 Venner. You may now unmute and please state your name
15 and affiliation for the record.

16 MS. VENNER: Marie Venner. I'm Director of the
17 Small Business Alliance.

18 As a mom and a National Academy TRB Researcher who
19 has done close to 50 projects under these programs and
20 who still chairs TRB AHC-10, one on environmental
21 management and decarbonization, I thank you for your
22 proposal to strengthen federal greenhouse gas emissions

1 standards for passenger cars and light trucks by
2 setting stringent requirements for reductions through
3 Model Year 2026.

4 However, it is important to finalize standards for
5 Model Years 2023 to 2026 before working on pollution
6 standards for later years.

7 Also, please go with your Alternative Number 2 as
8 that would put 400,000 extra EVs on the road by 2026
9 and result in a 130 million metric tons fewer GHG
10 emissions.

11 I was concerned to see and urge you not to go with
12 your initial preferred alternative as it includes some
13 loopholes to automakers that may otherwise undermine
14 strong pollution reduction targets.

15 EPA should finalize the strongest possible option.
16 We must do better and go further. I used to supervise
17 environmental specialists at a state DOT. So I have
18 insight into what is considered in transportation and
19 regulatory decision-making and what is not.

20 Please hear me. There has been an avalanche of
21 research this past decade on the harms from vehicle
22 emissions and their connection to every physical,

1 cognitive, and emotional condition where inflammation
2 is a component because fossil fuel emissions of all
3 types cause this inflammation, cause 21 percent of
4 dementia and Alzheimer's cases and vastly increase the
5 risk of asthma and autism.

6 My kids have asthma and my son is on the spectrum.
7 Denver was the worst polluted city in the world one day
8 this summer and has had over 50 days of dangerous air
9 pollution, keeping us all indoors.

10 As a public servant and public policy researcher,
11 I was shocked at the extent of the health effects
12 evidence, deaths from cancer, organ damage, as well as
13 the most severe impacts to quality of life, learning,
14 anxiety, depression, illness, cognitive declines,
15 suicide, that I knew were not being considered in
16 decisions to fund projects.

17 I could use up my entire time just giving quotes
18 from doctors, medical researchers saying there is no
19 safe level, no safe level of these pollutants.

20 Completely aside from the severe climate risk we
21 are facing which justify getting off of fossil fuels
22 now and not registering one more fossil fuel vehicle

1 and making every sort of healthy transportation
2 alternative widely available, the health risks
3 overwhelmingly prove that this path should be taken.

4 A date should be set when no more fossil fuel
5 vehicles can be registered and used on public roads.
6 Public funds for widening should be paused this decade
7 and transportation funds should be spent on ensuring
8 that everyone has access to universal broadband and
9 transportation options, only investing in clean and
10 healthy ones, many, many lives to condone it.

11 Thank you. A recent literature review of air
12 pollution health effects research is submitted for the
13 record.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Marilyn Hall. Marilyn,
16 you may now unmute and please state your name and
17 affiliation for the record.

18 MS. HALL: Good morning. My name is Marilyn Hall,
19 and I appreciate the opportunity to speak in support of
20 the proposed rule. I'm testifying as a private
21 citizen. I am retired and I live in Maryland. I
22 learned of this hearing through Consumer Reports.

1 My testimony is motivated by the climate crisis
2 and our urgent need to dramatically reduced energy
3 emissions that contribute to global warming.

4 I support the Administration's swift action on
5 clean cars, but I urge the EPA to adopt the second
6 alternative of this rule. That alternative would
7 deliver greater savings to consumers and eliminate
8 loopholes for automakers.

9 I don't go in for flashy cars and I'm not an early
10 adopter of new technologies typically. I drove my last
11 car, a beat-up minivan, for almost 20 years before
12 thinking about a new car. As I considered a
13 replacement, I felt compelled to switch to a hybrid
14 and, if possible, an electric vehicle so that I could
15 reduce the pollution burden that my driving places on
16 the rest of the world.

17 I am fortunate that I was able to purchase a plug-
18 in hybrid car that meets my needs, is a great car that
19 I've already taken on a few road trips. I only wish
20 that the battery would carry my car farther between
21 charges so that I would not need to rely on gasoline as
22 much as I do.

1 There's a huge market for electric cars that will
2 become even larger as the technology improves. I have
3 found tremendous interest in hybrid electric cars since
4 I started driving mine. Friends have asked to check
5 out my car to see whether it would work for them.
6 Strangers approach me at charging stations with
7 questions about the technology. Some folks have
8 commented longingly that they would like to own an
9 electric vehicle but they need prices they can afford.
10 The proposed rule can help that to happen for American
11 consumers. People want electric cars.

12 We live privileged lives in this country and our
13 continued use of polluting vehicles is damaging the
14 environment, contributing to global warming and causing
15 frightening deadly weather events that have already
16 caused many deaths in this country and around the
17 world.

18 This proposed rule, especially the EPA's second
19 alternative, is an essential step towards slowing
20 climate change.

21 I urge you to move forward with the second
22 alternative as the final rule.

1 Thank you for your attention. I appreciate this
2 opportunity.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker is Jennie Churchill. Jennie, we
5 do not currently see you among the list of attendees.
6 However, if you have joined using a different name, we
7 would invite you at this time to raise your hand and if
8 you have called in, you may raise your hand by dialing
9 Star 9 on your phone.

10 (No response.)

11 MS. THOMPSON:

12 MS. THOMPSON: We will now move on to the next
13 speaker on our list.

14 The next speaker is Martin Allen. Martin, you may
15 now unmute and please state your name and affiliation
16 for the record.

17 MR. ALLEN: Good morning. Thank you for the
18 opportunity to testify this morning.

19 My name is Martin Allen. I'm a real estate
20 attorney at DiFrancesco, Bateman in New Jersey, but
21 I'll be testifying today as a private citizen.

22 I strongly support this Administration's efforts

1 to encourage production and use of clean cars and urge
2 the EPA to adopt the second alternative which would
3 deliver greater savings to consumers and eliminate
4 industry loopholes.

5 I'm going to speak to you about my personal
6 experiences as an electric vehicle owner and the issues
7 of upfront costs, range anxiety, and a need for
8 improved infrastructure.

9 Upfront costs. Yes, purchasing an EV is more
10 expensive than purchasing a petroleum-fueled car.
11 However, the cost savings for ownership of an all-wheel
12 drive SUV to an all-wheel drive EV have been
13 remarkable. I went from spending over \$200 per month
14 in gasoline alone as compared with a nominal additional
15 cost to my home electricity of maybe \$30 a month, a
16 difference in cost that more than offset my higher
17 monthly lease payments for my EV.

18 After that, I have zero maintenance charges on the
19 new car, no oil changes, no fuel changes, no filter
20 changes, no periodic scheduled maintenance costs, and
21 I'm saving more than the upfront costs on my "more
22 expensive electric vehicle."

1 Range anxiety. Did I have range anxiety? Oh,
2 yeah, I have range anxiety. Did I get over it? Yes,
3 very quickly. I live in the Watchung Hills, New
4 Jersey, and we get some inclement winter weather here.
5 So a four-wheel drive vehicle was a requirement.

6 My EV, which has dual motors, is set by me to get
7 approximately 250 miles on a complete charge, and I can
8 get over 300 miles fully charged. I charge my car
9 around once or twice a week. I installed a Level 2
10 240-volt charge in my garage in my townhome house at a
11 cost of less than \$300. I get a full charge at home in
12 around six hours, but I almost never charge from zero
13 at home.

14 Let me tell you a story how I got over range
15 anxiety. Soon after getting my electric vehicle, I
16 went on vacation and parked my car at the airport. On
17 the way to the airport, I discovered that I had less
18 than 60 miles left of estimated charge. What if the
19 estimate was wrong? What if there wasn't sufficient
20 charge to get home?

21 So when I left the airport, I put on the standard
22 regenerative braking, slowed my speed, used my brakes

1 probably a bit more frequently than I would have
2 normally, and I arrived at home with an estimated miles
3 of more than what I started with. As for quick
4 charging stations, I have used a couple and within 15
5 or 20 minutes, any short coffee break, my car has been
6 fully charged. I'm over anxiety, no more range
7 anxiety.

8 Lack of infrastructure. Do we need fast charging
9 stations for we consumers' range anxiety? Absolutely,
10 and I believe the Administration's plans will greatly
11 help.

12 Are single family homeowners at an advantage now
13 over multifamily and multistory residential dwellers?
14 Absolutely. But with increased investments in
15 infrastructure, incentives for petroleum retailers to
16 install charging stations, local land use incentives
17 and the like, infrastructure can and will be built to
18 meet the needs of consumers.

19 Improved fuel economy standards by the EPA is but
20 one way to put industry on a path to reduce greenhouse
21 gas emissions by encouraging development and sales of
22 electric vehicles.

1 EPA's strong car standards will drive down overall
2 pollution, spur technological electrification
3 innovation and drive down consumer costs.

4 The EPA should not accept a rule which with a weak
5 proposal and loopholes for the automaker industry.
6 There's no need to compromise. I therefore ask the EPA
7 to take action to set the strongest clean car standards
8 possible, reinstate the Obama/Biden federal standards,
9 and Alternative 2, and even stronger standards
10 thereafter.

11 I'm more than happy to answer questions. If not,
12 thank you very much for your time, and have a good
13 morning.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker on our list is Ann Harvey. Ann,
16 we do not currently have you listed among the list of
17 attendees. However, if you have joined using a
18 different name, we would invite you at this time to
19 raise your hand, and if you have called in, you may do
20 so by dialing Star 9 on your phone.

21 (No response.)

22 MS. THOMPSON: We will now move on to the next

1 speaker.

2 The next speaker will be Marguerite Pennoyer. You
3 may now unmute and please state your name and
4 affiliation for the record.

5 DR. PENNOYER: Good morning. My name is
6 Marguerite Pennoyer, and I'm a physician specializing
7 in allergy, asthma, and immunology.

8 I also volunteer as Board Chair of the American
9 Lung Association in Maine and Vice Chair of the
10 American Lung Association of New England and the Mid-
11 Atlantic.

12 Thank you for the opportunity to speak with you
13 today about this vital topic. My thanks also go to
14 President Biden and his Administration who know how
15 critical it is to tackle climate pollution from
16 transportation.

17 This proposal and the broader actions on clean
18 cars from the Administration are helpful, but we need
19 the most stringent possible clean car and truck
20 standards to truly make good on President Biden's
21 commitments to address climate action and environmental
22 justice.

1 The transportation sector is the largest source of
2 greenhouse gas emissions in the United States.

3 Gasoline- and diesel-powered cars, SUVs, and the
4 increasingly-powerful pickup trucks pollute the air we
5 breathe and drive climate change.

6 I'm a doctor, a parent, and a hybrid electric car
7 owner who has benefited from the increasingly wide
8 choice of options for cars meeting or exceeding EPA's
9 standards as we try to make automotive choices that
10 will protect my patients and my children's health.

11 However, I wanted to share my husband's recent
12 experience in trying to purchase a light-duty pickup
13 truck as just one example of the need for ever-stronger
14 standards.

15 He had just retired last year and was looking for
16 a small truck to tackle a number of home construction
17 projects and canoeing trips. He searched long and hard
18 to try to find an acceptable option for a light truck
19 that had zero or low greenhouse gas emissions, either
20 hybrid or all-electric. There were almost exactly zero
21 available options.

22 Pressure to innovate has been stymied for pickup

1 trucks by loopholes and lack of pressure on the
2 industry. These wildly popular and energy inefficient
3 pickup trucks now seem to be among the most common type
4 of personal vehicle seen on Maine's roads and the
5 nation's highways.

6 Truck manufacturers have been bypassing so many of
7 the air quality protections that have been engineered
8 into their smaller cars. This is but one personal
9 example among so many of why stronger standards are
10 needed to drive innovation, ingenuity, and provide many
11 more clean truck and car options that don't further
12 jeopardize our clean air.

13 Please ensure that these standards don't include
14 any shortcuts or loopholes for automakers to cut
15 corners so that we see significant and genuine
16 reductions in greenhouse gas emissions.

17 Please do not allow unnecessary give-aways or
18 complex credit scheme for automakers that look good on
19 paper but that negate real-world benefits and delay
20 progress toward newer and cleaner technologies.

21 I support all EPA efforts to reduce greenhouse gas
22 emissions for all cars, trucks, and larger vehicles

1 that will protect the health of my family and my
2 patients.

3 The EPA must set much stronger standards covering
4 cars, SUVs, and light trucks through at least 2030 to
5 drive the transition to zero emission vehicles that the
6 nation needs and that President Biden has called for in
7 his Executive Order.

8 The EPA must finalize this rule to cover the Model
9 Years 2023 through 2026 and set up more health
10 protective standards beyond that.

11 The EPA proposals are a necessary first step
12 toward addressing the previous Administration's
13 rollback of cleaner cars, but it's only a start.
14 Stronger standards are desperately needed.

15 According to the Lung Association's Road to Clean
16 Air Report, a nationwide transition to zero emission
17 vehicles, including passenger cars, buses, and heavy-
18 duty vehicles, will provide \$72 billion in health
19 benefits and a \$113 billion in climate benefits
20 annually by 2050. It would reduce dangerous air
21 pollution, especially for communities that live near
22 major roads, and in June, the Lung Association released

1 a poll showing that 70 percent of American voters are
2 in support of the Federal Government advancing policies
3 to encourage a nationwide transition to electric
4 vehicles.

5 So in conclusion, climate change is threatening
6 the health of my patients and my family. The Biden
7 Administration must use all available tools to reduce
8 carbon pollution. We must take immediate action at
9 every level to address climate change and reduce
10 greenhouse gas emissions.

11 Please finalize this proposal quickly and move
12 forward with even bolder greenhouse gas and fuel
13 efficiency standards for cars, light trucks, and SUVs
14 into the future that will speed up this truly vital
15 transition to zero emission vehicles.

16 Thank you.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Phyllis Terwilliger. You
19 may now unmute and please state your name and
20 affiliation for the record.

21 MS. TERWILLIGER: Thank you for providing an
22 opportunity to testify.

1 I am Phyllis Terwilliger, a United Methodist
2 Woman, a mother, and an elementary educator, and I
3 drive a car.

4 As adults, we breathe 16 times per minute. That's
5 48 breaths during this three-minute testimony. A child
6 breathes 25 times per minute. That's 75 breaths during
7 this three-minute testimony.

8 I recently moved from Berle, Pennsylvania, to the
9 urban area of York, Pennsylvania. On average, a car or
10 truck passes by my house every three seconds. I live
11 on a very busy road.

12 The American Lung Association states, "An
13 estimated 30 to 45 percent of the people in North
14 American cities live or work near enough to a busy road
15 to experience significantly higher levels of
16 pollution." This, of course, leads to increased rates
17 of asthma and other respiratory illnesses.

18 Low-income people and communities of color are
19 often closest to highways and bear the greatest burden
20 from vehicle pollution.

21 The EPA must, must set the strongest possible
22 federal vehicle emission standards to ensure we are

1 protecting families from pollution and reversing
2 climate change.

3 We as humans are spiritual creatures. The Hebrew
4 word for breath, Ruach, is the same word for spirit.
5 Air is the life force that brings all people into
6 existence beginning with their first breath.
7 Therefore, dirty air can compromise our spiritual
8 health.

9 Spirituality is not merely a belief and an
10 ultimate reality. It's a belief in the possibility
11 that clean air is a basic human right available for
12 all. Our communities deserve clean, breathable air.

13 A healthy spiritual life is intimately connected
14 to the EPA's reducing dangerous greenhouse gas
15 pollution by setting the boldest possible emissions
16 standards.

17 Take a deep breath. Thank you.

18 MS. THOMPSON: Thank you for your comment.

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

22 DR. BJORK: Thank you for the opportunity to

1 speak.

2 My name is Deb Bjork. I live in Fort Collins,
3 Colorado, a city which since 2008 is within the non-
4 attainment area due to surface ozone with a serious
5 rating by the EPA, but it's also rated as a best place
6 to live in the U.S. in various polls.

7 The incongruence in these two facts exemplifies
8 accelerated rate of climate change. In 50 of the last
9 57 days, I've received unhealthy air quality alerts.
10 Surface ozone forms in sunlight mixing with pollutants
11 made worse in high temperatures. The air has been
12 suffocating. The outdoor air is stifling, a heat dome
13 with oppressive temperatures and pollution.

14 I have asthma as do my children and grandchildren.
15 We are confined to our homes with air purifiers and air
16 conditioning just to be able to breathe and we're
17 fortunate to be able to do that.

18 Our air is just one of the many catastrophic
19 impacts of climate change. Our children and
20 grandchildren are inheriting a burning hot and polluted
21 world.

22 The sobering and terrifying Sixth

1 Intergovernmental Panel on Climate Change Report
2 released two weeks ago clearly describes our hellish
3 future unless we take immediate and bold action to curb
4 fossil fuel emissions.

5 We must mitigate the worst of climate change. We
6 need the EPA to enact strong standards. I have a Ph.D.
7 in clinical psychology. Research shows that the
8 effects of climate change place children at risk of
9 mental health consequences, including PTSD, depression,
10 anxiety, phobias, sleep disorders, attachment
11 disorders, and substance abuse. These in turn can lead
12 to problems with emotional regulation, cognition,
13 learning, behavior, language development, and academic
14 performance. Together, these predispose adverse mental
15 health outcomes.

16 Climate change also affects adults with mental
17 health impacts and significant stress. Two recommended
18 coping strategies that reduce psychological impacts of
19 climate change are staying informed and taking positive
20 action towards change.

21 Of note, one suggested action is to buy an energy-
22 efficient or electric car.

1 Because the transportation sector is the largest
2 source of carbon pollution in the U.S., reducing
3 vehicle pollution is essential for the fight for
4 climate change and clean air. Reducing pollution from
5 cars and light-duty trucks is crucial to improving air
6 quality.

7 Moving quickly and decisively to zero pollution
8 vehicles paves the way for people to take action.

9 Please enact the strongest federal clean car
10 standards through 2026 to meet ambitious pollution
11 reduction goals. Please eliminate loopholes for
12 automakers. Strong regulations puts them on track to
13 sell millions of vehicles and sets us on the path to a
14 hundred percent zero emissions new vehicles sales by
15 2035.

16 We have the technology. We have the science. We
17 have the large automakers posed to comply, and we have
18 the American public clamoring for change. Vehicle
19 pollution not only causes climate change but it also
20 degrades air quality and threatens our health. Strong
21 regulations can give my grandchildren and all children
22 clean air and a trajectory towards a healthier climate.

1 Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 As a reminder, if you are speaking today, you will
4 receive a notification on your screen that you are
5 being promoted to the role of panelist shortly prior to
6 your speaking time. You must accept that invitation to
7 be able to unmute when you are called to testify. This
8 will also allow you to turn on your camera which we
9 encourage you to do.

10 Speakers connected by telephone should unmute
11 their phones when called to testify.

12 If you are having technical difficulties, please
13 send an e-mail to public_hearing@abtassoc.com or call
14 919-294-7712. If you are not registered to speak but
15 you would like to, please send an e-mail with your name
16 and phone number to public_hearing@abtassoc.com or call
17 919-294-7712.

18 The next speaker on our list is Frank Granda.
19 Frank, we do not currently have you listed among the
20 list of attendees. However, if you have joined using a
21 different name, we would invite you to raise your hand
22 at this time, and if you have joined by dialing in

1 today, you may raise your hand by dialing Star 9 on
2 your phone.

3 (No response.)

4 MS. THOMPSON: We will now move on to the next
5 speaker.

6 The next speaker will be Jack Holmgreen. Jack,
7 you may now unmute and please state your name and
8 affiliation for the record.

9 MR. HOLMGREEN: Thank you for this opportunity to
10 give my testimony on this subject. I make these
11 comments as a private citizen.

12 My name is Jack Holmgreen, and I live in Kirk
13 County, Texas. I am President and Founder of
14 SparkleTap Water Company, but I did serve as chief
15 engineer on seagoing vessels for 38 years, so I'm very
16 knowledgeable about the importance of energy demand
17 management for the safety of our crew. I had to make
18 sure we had sufficient energy onboard to make it to the
19 next port.

20 I currently own and operate three vehicles with
21 internal combustion engines used in my business. My
22 personal vehicle is a 2021 Toyota Sienna Hybrid and one

1 of my company vehicles is a 2006 Toyota Sienna. So I
2 have personal knowledge about the relative difference
3 in fuel consumption of these two vehicles.

4 My '06 Sienna travels about 500 miles on 30
5 gallons of gasoline while my Hybrid Sienna will go that
6 far with 12 gallons. That comes out to about a 55
7 percent increase in efficiency. A fully electric
8 vehicle, however, such as the Tesla plug-in models,
9 while having zero gasoline emissions, is actually less
10 efficient due to the shorter range, reliance on
11 charging from the grid, which in Texas is
12 overwhelmingly powered by natural gas and some coal
13 with very little wind or solar.

14 The effect is that the plug-in vehicles are
15 actually just replacing gasoline with some other fossil
16 fuels for the most part.

17 My comment is this. The plug-in vehicle is not
18 adding efficiency unless it is coupled with a
19 requirement that it provides solar, wind, or hydrogen
20 power to charge it. With hybrid models, however, there
21 is an immediate reduction in gasoline consumption and
22 pollution with no burden on the already delicate grid

1 as witnessed here in Texas last winter.

2 Most plug-ins will charge at home in the evenings
3 when returning from work and this is at peak load
4 period. Some countries are already assessing huge
5 import duties for all-electric vehicles because it is
6 far more efficient to just burn gas in the car than it
7 is to rely on the grid which in many cases is fed
8 primarily by coal.

9 Just to be clear, I support Proposal Number 2 in
10 order to eliminate loopholes that the transportation
11 industry will most certainly take advantage of, but
12 with only the two proposals on the table, you're asking
13 us do you want me to cut off both your hands or do you
14 just want me to cut off one? Given those two choices,
15 Number 2 is far superior.

16 I'm asking you to consider a third choice. How
17 about offering us the hand, one that doesn't do more
18 harm than good?

19 Thank you for the time, and I yield.

20 MS. THOMPSON: Thank you for your comment.

21 The next speaker will be Natalie Pien. You may
22 now unmute and please state your name and affiliation

1 for the record.

2 MS. PIEN: Hello. I am Natalie Pien, current
3 President of Loudon Climate Project, an Asian American,
4 and calling in from Leesburg, Virginia.

5 Thank you for the opportunity to share my thoughts
6 as a climate activist, former environmental scientist,
7 retired public school science teacher, owner of hybrids
8 and an EV since 2010, and biological grandmother to be
9 in January 2022.

10 I'm concerned about the future for my children, my
11 grandchildren, and my over 1,000 middle school science
12 students.

13 Efforts to prepare our children to succeed in life
14 will be for naught unless we act to avoid the most dire
15 consequences of climate change. They all deserve a
16 livable planet without struggling to survive.

17 A livable planet can be achieved through net zero
18 carbon emissions by 2050. This goal requires
19 Alternative 2 for 100 percent zero emissions from
20 vehicles and power plants by 2035.

21 In addition, Biden rejoined the Paris Agreement
22 and Alternative 2 is essential to meet the commitment

1 to cut greenhouse gas emissions in half by 2030.

2 Upon the early August release of the IPCC Six
3 Assessment, the UN Secretary General announced that the
4 world is in Code Red due to human-induced climate
5 change.

6 Where I live, Northern Virginia is now an air
7 quality marginal non-attainment area due to excessive
8 ozone. Internal combustion engine vehicles, ICEs, emit
9 ozone precursors as well as other pollutants that harm
10 human health.

11 I vividly recall the time I walked my now 33-year-
12 old daughter in a stroller down a sidewalk in Leesburg.
13 I became anxious and almost distraught realizing that I
14 was exposing her to car exhaust. Zero emission
15 vehicles would eliminate this experience and restore
16 clean air and improved health to our communities,
17 especially communities of color disproportionately
18 exposed to air pollution.

19 Additionally, Alternative 2 will complement
20 President Biden's American Jobs Plan by creating
21 distributed jobs installing charging stations
22 nationwide.

1 Auto manufacturers are already phasing out ICE
2 models in favor of EVs.

3 Adopt Alternative 2 to reassure manufacturers that
4 they are not taking a risk. Take the opportunity to
5 transition our nation off fossil fuels. My husband and
6 I have already embraced it. We purchased our first
7 hybrid in 2010 and our first EV in 2019. With more
8 charging stations, the need for a hybrid and its
9 greenhouse gas emissions will be eliminated.

10 Following the footsteps of our Canadian neighbors,
11 by 2035 Canada will require 100 percent of all new
12 light-duty cars and passenger truck sales to be zero
13 emissions.

14 As an EV driver, I don't miss going to the gas
15 station to buy gas. I don't miss going to the car
16 dealer to pay for regular service and repairs.

17 A 2018 study by the University of Michigan found
18 that operating an EV is less than half the cost of
19 operating an ICE. There's so many benefits to be
20 gained.

21 In conclusion, I urge you to adopt the strongest
22 possible standard as proposed in Alternative 2. It

1 will close loopholes for automakers to avoid the
2 standards all together.

3 Further, Alternative 2 is necessary to comply with
4 Executive Order 12866 requiring agencies to choose the
5 regulatory alternative that maximizes net benefits.

6 Thank you for holding this public hearing.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Cara Fleischer. You may
9 now unmute and please state your name and affiliation
10 for the record.

11 MS. FLEISCHER: Good morning.

12 I'm Cara Fleischer from Tallahassee, Florida, and
13 the United Methodist Creation Care Leader.

14 As a climate advocate, it is an honor to speak to
15 you about the need for the strongest vehicle emission
16 rules at this pivotal moment in history.

17 Life, liberty, and the pursuit of happiness, I
18 grew up believing these are my rights as an American.
19 In one generation, this constitutional promise has been
20 stolen from me, my children, my four-year-old niece,
21 every American alive and those yet to be born, all
22 because we have failed to act boldly on the climate

1 crisis.

2 Climate air quality advocacy became my mission
3 five years ago after the Paris Agreement was signed and
4 hope poured into my heart that world leaders were
5 united to solve climate. That was a moment I felt
6 called by God and I was changed from the stay-at-home
7 mom with a communications background to a full-time
8 climate justice advocate.

9 It turned out that as a mom with an infant who
10 suffered from asthma, I already knew how cars, trucks,
11 and power plants were polluting our air and turning it
12 into smog.

13 Following the EPA Air Quality Index, yellow, red,
14 and purple smog alerts were the norm in Atlanta, and we
15 felt trapped. We picked up and moved back to my home
16 state of Florida for cleaner air that got hit with a
17 devastating hurricane shortly after showing us we
18 couldn't escape the climate crisis.

19 All of this happened when the Obama/Biden vehicle
20 emissions regulations were in effect. That is why I
21 strongly feel that we need to not only return to those
22 standards but to go further to cut vehicle emissions

1 that are making us sick, causing thousands of deaths,
2 and speeding up the climate crisis.

3 The science is clear. The solutions are
4 available, and the political will has risen to make
5 climate action the top voting issue in the 2020
6 election.

7 My advocacy led me to the UN Climate Convention
8 Top 25 in Madrid as a Christian climate observer. The
9 shame Americans endured because our government pulled
10 out of the Paris Agreement, abandoning the Paris
11 process, and leaving the world adrift without our
12 leadership was devastating.

13 President Biden returned us to the Paris Agreement
14 and when I go to COP 26 in November, I know all eyes
15 will be on him and what the United States does.

16 Will it be more photo ops and incremental action
17 or will we rise to this enormous challenge and put our
18 money where our promises are? We need bold leadership,
19 the boldest.

20 The steps President Biden's EPA takes now will
21 either mark him as a champion who literally can save
22 the world or just another politician who came up short.

1 This is the moment he has been waiting for his whole
2 life, a chance to do the ultimate good for humanity,
3 and no other decision he makes will come close.

4 History will remember if America rose to meet this
5 challenge of drastically reducing greenhouse gas
6 emissions or failed to do humanity to suffering like
7 we've never known.

8 Creating strong vehicle emissions rules is a
9 substantial step in showing the world that we are
10 serious about doing our part to solve the climate
11 crisis that our wealthy country played a large part in
12 creating. There is no time to waste. The IPCC Report
13 was as devastating as it was obvious.

14 We have already made irreversible changes to our
15 planet and the worst case scenarios are coming
16 dangerously fast, in decades, if we don't slam on the
17 brakes of vehicle greenhouse gas emissions and cut them
18 drastically.

19 We can rise above all the darkness and put the
20 planet and the future of every human being above
21 corporate pressure and profits. We must reduce
22 greenhouse gas emissions if my children and all

1 Americans are to follow their God-given right to life,
2 liberty, and the pursuit of happiness.

3 On September 1st, people of faith around the world
4 will come together for the World Day of Prayer for
5 Creation for 24 hours of constant prayer for those
6 suffering from climate catastrophes and for our leaders
7 to take bold action to solve the climate crisis leading
8 up to COP 26.

9 President Biden and all of you will be in my
10 prayers.

11 Thank you.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker will be Dave Cooke. You may now
14 unmute and please state your name and affiliation for
15 the record.

16 MR. COOKE: Thanks. I'm Dave Cooke, Senior
17 Vehicles Analyst with the Union of Concerned
18 Scientists.

19 I'll not belabor the points made by countless
20 testifiers these past couple days as to the urgent need
21 to address climate change. Unfortunately, EPA's
22 proposal does not adequately reflect that urgency.

1 It's especially apparent given the unnecessary
2 loopholes which run through the agency's proposed rule.

3 First, while the agency has significantly narrowed
4 the damage caused by its proposed extension of the EV
5 multiplier, thanks to a more stringent cap, than those
6 in the California Agreements, EPA has not adequately
7 justified the need for such an incentive, particularly
8 in light of its continued refusal to account for the
9 upstream emissions of these vehicles which already
10 significantly rewards EV deployment at the expense of
11 guaranteed emissions reductions.

12 We recommend the agency simply do away with the
13 multipliers entirely.

14 Second, the Off-Cycle Credit Program is broken, as
15 indicated by EPA's acknowledgement in the proposal that
16 manufacturers have been receiving undue credits for a
17 number of technologies. Now is the time to rein in
18 this program, not expand it.

19 We recommend that EPA finalize the more rigorous
20 definitions of the off-cycle technologies while
21 maintaining the 10 gram per mile menu cap.

22 Third, manufacturers are currently sitting on over

1 220 million mega grams of credits. Even under the
2 current rules, our modeling indicates that the industry
3 has more than enough credits to comply with the
4 agency's proposal in 2023 without any lifetime
5 extensions.

6 While the proposed extension may be more limited
7 than a similar give-away in the 2012 rules, the agency
8 didn't conduct any modeling effort to justify the need
9 for such an extension, and we recommend that the agency
10 eliminate it.

11 Fourth, the full-sized pickup advanced technology
12 credit is unwarranted for it has clearly proven any
13 concerns about electrifying this segment wrong with the
14 power boost hybrid package is already at nearly a 10
15 percent take rate without any additional credits.

16 It's hard to see what's accomplished with this,
17 apart from directly cutting into the stringency of the
18 rule with a corporate windfall.

19 Finally, all of these loopholes are made available
20 ahead of any changes in the rule. In other words, EPA
21 is proposing to weaken the standards in Model Years
22 2022 and earlier below that of the SAFE Rule.

1 If EPA does not believe it has the authority to
2 strengthen the rules for Model Years 2021 and 2022, it
3 should not undercut them either. No added flexibility
4 should go into effect for the industry until the year
5 EPA begins increasing the stringency of the rule.
6 Otherwise, it single weakens the already inadequate
7 standards on the books today.

8 EPA deserves kudos for moving quickly to right the
9 ship that the previous Administration tried to sink,
10 but it remains more than a few bucketfuls short of
11 bailing us out of the current disaster.

12 Putting in place Alternative Number 2 for Model
13 Years 2023 through 2025, increasing its stringency in
14 2026, and eliminating the remaining unnecessary
15 flexibilities would likely still fall short of the
16 emissions reductions promised nearly a decade ago, but
17 it would at least put the industry back on course with
18 the trajectory commensurate with President Biden's
19 recent Executive Order and with what the science says
20 is needed to address climate change.

21 Thank you for the opportunity to testify today.
22 We'll continue to engage with the EPA to provide

1 further data to strengthen the rule and ensure we can
2 achieve the maximum reductions possible from this
3 sector.

4 MS. THOMPSON: Thank you for your comment.

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

8 MS. HAWKINS: Good morning. I'm Dodie Hawkins,
9 here representing New Mexico Conference United
10 Methodist Women, New Mexico Interfaith Power & Light.
11 Excuse me.

12 I want to thank you for allowing so many of us to
13 share our thoughts and expertise regarding the EPA Gas
14 Emission Standards.

15 I have listened for two days to convincing
16 arguments to support the most robust and inclusive
17 standards possible if we are to avert the tipping point
18 to a climate disaster. So many people from all walks
19 of life have taken their time to testify and I thank
20 them.

21 What more can I say to convince the EPA to develop
22 the standards requested by so many esteemed speakers?

1 Anything I might say related to climate change,
2 combustion engines, electric vehicles, or the like
3 would only be redundant.

4 So I would like to focus my few minutes on
5 something else, our responsibility to be good stewards
6 of God's creation: this world. I know there are
7 people rolling their eyes and tuning me out as just
8 some batty old lady but hear me out, please.

9 We can't all be at all places at all times. So
10 responsible people are selected to be stewards or the
11 persons who manage another person's property or affairs
12 and that is what the EPA is, our steward of earth.

13 I believe the earth is speaking to us loud and
14 clear. Earthquakes, floods, droughts, fires, and many
15 other tragic consequences of our disregard for the
16 earth are becoming all too frequent. Unfortunately, we
17 have not heard the cries from the earth for far too
18 long.

19 Is it too late? I pray not. I am blessed with 15
20 grandchildren and five great-grandchildren so far.
21 Will they feel that I betrayed them by not doing enough
22 to stop the onslaught of climate change? Again, I pray

1 not. But EPA stewards, you have the opportunity to be
2 good stewards, good managers of this earth.

3 Personally, at 84, I'm running out of time and
4 energy to fight the fight but not so for you.

5 United Methodist Women has made Just Energy for
6 All a pillar of their efforts for the next four years.
7 This organization of over 800,000 women will be
8 watching the EPA to see if they are up to the task of
9 being good stewards. Let's all pray that you are.

10 Thank you.

11 MS. THOMPSON: Thank you for your comment.

12 The next speaker will be Michel Hartrick. You may
13 now unmute and please state your name and affiliation
14 for the record.

15 MR. HARTRICK: Good morning. I am Michel
16 Hartrick, representing the Alliance for Automotive
17 Innovation or AutoInnovators.

18 AutoInnovators represents automakers that produce
19 nearly 99 percent of all new light-duty vehicles sold
20 in the United States, their suppliers and technology
21 and mobility companies.

22 AutoInnovators and our member companies are

1 aligned with this Administration's goals and vision for
2 addressing climate change and fostering a strong and
3 competitive U.S. economy. We support the goals of
4 EPA's GHG Program.

5 Today, the auto industry is transforming to
6 provide cleaner, safer, and smarter automobiles. Auto
7 companies are stepping up to the challenge to greatly
8 expand electrification, setting aspirations for 40
9 percent to 50 percent of new light-duty vehicle sales
10 in 2030 and investing over \$330 billion on
11 electrification by 2025.

12 Thus, it is critical that EPA, NHTSA,
13 AutoInnovators, auto companies, and other stakeholders
14 work together to reduce greenhouse gas emissions and to
15 enable a shift to electrified and zero emission
16 vehicles, including battery electric vehicles, plug-in
17 hybrid electric vehicles, and fuel cell electric
18 vehicles, while continuing to support U.S. auto jobs.

19 There are three aspects that I want to highlight
20 today.

21 First, the long-term vision starts today. Going
22 from two percent electric vehicle sales today to 40

1 percent or more in less than nine years will be
2 challenging. Achieving this goal will require more
3 than just regulating vehicles. It requires significant
4 efforts by all stakeholders, including federal, state,
5 and local governments, utilities, refueling
6 infrastructure providers, builders, and fleet
7 operators, to name a few.

8 Ensuring EVs and their charging and refueling
9 infrastructure are affordable, equitable, and
10 convenient for customers will be crucial to growing
11 customer demand and making the EV transition.

12 This will require a comprehensive national
13 strategy which includes state, local, and federal
14 investments to put into place the necessary conditions
15 for success which are in addition to the substantial
16 investments that automakers are making towards the EV
17 transition.

18 Second, today's standards need to include actions
19 to set the stage for longer-term success. These
20 standards will require significant increase in
21 electrification.

22 Therefore, we support EPA's inclusion of

1 provisions that incentivize and encourage this,
2 including electric vehicle production multipliers and
3 the recognition that the electric vehicles have zero
4 tailpipe emissions. These tools are necessary and
5 important to a robust and well-balanced program.

6 Finally, I want to note the importance of
7 coordination and stringency alignment between EPA's
8 greenhouse gas and NHTSA's Corporate Average Fuel
9 Economy Programs.

10 Fundamental to the principles the agencies and the
11 auto industry have worked under since 2009, alignment
12 of these regulations is critical to reducing
13 unnecessary burdens.

14 We must put all resources toward achieving our
15 shared goals. This is especially important as
16 automakers' investments transition away from internal
17 combustion engines and increase in electric vehicle
18 technologies.

19 Thank you for your time. AutoInnovators
20 anticipates submitting written comments to address
21 EPA's greenhouse gas standards, NHTSA's corporate
22 average fuel economy standards, and the coordination

1 and harmonization between the two. I'm happy to take
2 any questions.

3 MS. THOMPSON: Thank you for your comment.

4 AS a reminder, if you are speaking today, you will
5 receive a notification on your screen that you are
6 being promoted to the role of panelist shortly prior to
7 your speaking time. You must accept that invitation to
8 be able to unmute when you are called to testify. This
9 will also allow you to turn on your camera which we
10 encourage you to do.

11 Speakers connected by telephone should unmute
12 their phones when called to testify.

13 If you have joined using a name other than what is
14 listed on the speaker list or have dialed in, we ask
15 that you please raise your hand when called on so we
16 can promote you to the role of panelist. If you have
17 called in, you can raise your hand by dialing Star 9.

18 If you are having technical difficulties, please
19 send an e-mail to public_hearing@abtassoc.com or call
20 919-294-7712. If you are not registered to speak but
21 you would like to, please send an e-mail with your name
22 and phone number to public_Hearing@abtassoc.com or call

1 919-294-7712.

2 The next speaker is Mary Ann Baier. Mary Ann, we
3 do not currently have your full name listed on the list
4 of attendees. We do have a Mary Ann in attendance. I
5 would ask that you raise your hand which I can see that
6 you did. So I will promote you to panelist at this
7 time.

8 When you are ready, you may unmute and please
9 state your name and affiliation for the record.

10 MS. BAIER: Hello. Can you hear me?

11 MS. THOMPSON: Yes.

12 MS. BAIER: Okay. Thank you.

13 Thank you for the opportunity to testify. My name
14 is Mary Ann Baier, and I'm here today as a retired
15 private citizen from Dearborn, Michigan. I own a Kia
16 Niro Electric Car that I supply with my solar panels.

17 I support this Administration's swift action on
18 clean cars but urge the EPA to adopt their second
19 alternative that would deliver greater savings to
20 consumers and eliminate unnecessary loopholes for
21 automakers.

22 I believe that disincentives should be applied to

1 any internal combustion engine vehicle by applying a
2 carbon tax and incentives should be given to those
3 businesses who purchase an electric vehicle by not only
4 giving a tax credit but by allowing them to take a
5 faster depreciation on the vehicle.

6 The world is in Code Red and we need Code Red
7 solutions and combustion engine production should be
8 ended as soon as possible.

9 Thank you for the opportunity to speak today.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Douglas Durante. You may
12 now unmute and please state your name and affiliation
13 for the record.

14 MR. DURANTE: Hi, good morning. I think I'm
15 unmuting. Can you hear me?

16 MS. THOMPSON: We can.

17 MR. DURANTE: And do I need to do something to see
18 me?

19 MS. THOMPSON: You are welcome to come on camera
20 by clicking the Start Video button which should be
21 located on the lower left-hand side of your screen.

22 MR. DURANTE: I'm not seeing that unfortunately.

1 Just a minute. Oh, I'm sorry, here it is. Okay. My
2 mistake. See me now?

3 MS. THOMPSON: Yes, we can see you.

4 MR. DURANTE: Okay. I'm sorry.

5 Good morning. My name is Doug Durante. I'm the
6 Executive Director of the Clean Fuels Development
7 Coalition. We're a nonprofit organization supporting
8 policies and programs to reduce the use of petroleum
9 and improve air quality.

10 We want to commend the EPA for your action on this
11 rule and recognizing how important it is.

12 But this rule makes the Administration's
13 preference clear with regard to electric vehicles.
14 Done right, EVs can play a key role in our collective
15 efforts to increase efficiencies and reduce pollution
16 without question.

17 Our issue with this rule is what it does not do,
18 which is to acknowledge that even under the most
19 optimistic scenarios EVs will not provide significant
20 benefits for many years and during that time we'll
21 continue to rely on internal combustion engines
22 operating on gasoline.

1 If the objective is to decarbonize our
2 transportation fuels, gasoline is the predominant fuel
3 in the transportation sector with approximately a 125
4 billion gallons consumed annually, it should be obvious
5 where we start. We sell 12 to 15 million new cars
6 every year that have an average road life of about 12
7 years.

8 So even if EVs chip away and capture market share,
9 gasoline will remain the primary fuel. We will drive
10 trillions of miles over the next decade alone on
11 gasoline.

12 The way we can make that gasoline more efficient
13 and less of a carbon and GHG emitter is to give
14 automakers the tools they need, the key one being a
15 higher minimum octane standard.

16 The proposal of how you could recognize octane
17 when the SAFE Rule was developed in 2020 but not now,
18 and I use the word "recognize" loosely because you
19 didn't take any action on octane but at least you
20 solicited comments on how high octane could contribute
21 to the objectives of increased efficiency and reduced
22 emissions, what the optimum levels were, what kinds of

1 benefits could be expected, what other issues would
2 arise, and, importantly, how it can be done consistent
3 with Title 2 of the Clean Air Act, which, among other
4 things, establishes controls on air toxics.

5 We feel like it's a fair question for us to ask
6 what happened. You say in the rule you've updated the
7 analysis from the 2020 final rule. We provided
8 detailed information on the octane issue then and asked
9 EPA for the opportunity to comment again so we could
10 provide even more compelling data and information. You
11 did not even ask.

12 Increasing octane allows automakers to give better
13 mileage, plain and simple. This is not a futuristic
14 vision as future cars can absolutely maximize high-
15 octane fuels. These gains can also be achieved now
16 with today's cars and this is verified by the auto
17 industry in correspondence that we've submitted to you.

18 The other half of the story is increasing octane
19 while ensuring it does not come from aromatic compounds
20 not only tackles the highest carbon component in
21 gasoline but also the most deadly and I quote from your
22 own proposed rule the statement that EPA has changed

1 its position and "it is more appropriate to place
2 greater weight on the magnitude and benefits of
3 reducing emissions and endanger public health and
4 welfare."

5 Aromatics like benzene and the family of benzene
6 products are the primary source of octane and produce
7 fine particulates which are contributing to a range of
8 negative health impacts.

9 We have an abundant supply of non-toxic, low-
10 carbon, high-octane ethanol that can meet the octane
11 demand and replace those aromatics.

12 We ask that in the final regulatory analysis for
13 this rule and in the preamble and anything else EPA
14 puts out you acknowledge the need to focus on gasoline
15 and if we supply information on octane in our comments,
16 it not be disregarded as outside the scope of this rule
17 just because it's not in it now.

18 Thank you for your consideration of these views
19 and we will be submitting more detailed comments.
20 Thank you.

21 MS. THOMPSON: Thank you for your comment.

22 The next speaker will be Mark Cooper. AS a

1 reminder, Mark, you will need to unmute your phone in
2 order to speak. When you are ready, please state your
3 name and affiliation for the record.

4 DR. COOPER: Thank you. Can you hear me?

5 MS. THOMPSON: We can.

6 DR. COOPER: Can you see me?

7 MS. THOMPSON: We will not be able to see you
8 because you have dialed in today.

9 DR. COOPER: Okay. Fair enough. I have a picture
10 on. I thought I could do it, but I'll begin.

11 I am Dr. Mark Cooper, Director of Research at the
12 Consumer Federation of America.

13 We greatly appreciate the opportunity to speak
14 today. I want to begin by applauding the agency for
15 taking the time to do it right. It was easy to say
16 that the rule adopted by the previous Administration
17 made no sense but much more challenging to reverse the
18 rule in a manner that would withstand scrutiny by the
19 courts under the Administrative Procedure Act.

20 Over the course of a decade, we have shown the
21 steady improvement in rule-writing that makes the
22 current rules and national program that was defended by

1 the TAR consistent with the underlying energy statutes
2 and the APA.

3 It was important to restore the correct logic and
4 approach of the national program. It was necessary to
5 obey the statutory timelines laid out in the Energy
6 Independence and Security Act, EISA. It was important
7 to signal that there would be a dramatic change in
8 direction but one that stayed within those constraints.

9 Now the hard work begins. The agency has
10 continued with the approach to regulation that we call
11 command but not control.

12 This approach involves six elements which we
13 identified as long-term, technology-neutral, product-
14 neutral, responsive to industry needs, responsive to
15 consumer needs, and pro-competitive.

16 The one challenge here is that the agency must
17 accelerate a transition in technology to an all-
18 electric fleet, a transformation to which many of the
19 automakers have already committed.

20 Therefore, the agency is not mandating a
21 technology, it is seeking to smooth and accelerate its
22 adoption.

1 Two key features of the transition are then
2 crucial. First, there are likely to be at least 100
3 million gasoline vehicles sold before the transition.
4 It is complete. They are likely to stay on the road
5 for a quarter of a century. Therefore, it is important
6 to make sure that they are as efficient as possible.
7 Doing so can help the transition because setting high
8 standards on the gasoline part of the fleet will speed
9 the adoption of electric vehicles and a significant
10 part of the gains in efficiency of those vehicles,
11 vehicle design, operation, may be applicable to the
12 electricity portion of the fleet.

13 Second, it is important to close the loopholes and
14 you've heard a lot about those. We're especially
15 concerned about loopholes that might allow automakers
16 to use the electrical vehicle part of the fleet to
17 relax the efficiency of the gasoline part. That would
18 be a mistake and we urge you not to allow that to
19 happen.

20 Establishing the goal of an all-electric fleet and
21 speeding the transition will require changes in
22 infrastructure beyond the setting of the efficiency

1 standards and the Administration has recognized and
2 committed to doing so in the near-term.

3 Our economic analysis shows and the agency seems
4 to agree that the total cost of driving will go down as
5 we transition to an all-electric fleet. That is, the
6 costs measured by the pocketbook spending is negative.
7 That is, we save more than we spend on the technology.

8 Public health and environmental benefits increase
9 and already positive benefit cost ratio. Given that
10 finding and the already demonstrated commitment to
11 infrastructure, we believe that this program will
12 benefit all Americans of all income levels and the
13 faster the transition takes place, the better off we
14 will all be.

15 Thank you.

16 MS. THOMPSON: Thank you for your comment.

17 Speaker Block 2

18 MS. THOMPSON: The next speaker will be Luke
19 Tonachel. You may now unmute and please state your
20 name and affiliation for the record.

21 MR. TONACHEL: Good morning, and thank you for
22 holding this hearing.

1 My name is Luke Tonachel, and I'm Director of the
2 Clean Vehicle and Fuels Group at the Natural Resources
3 Defense Council or NRDC.

4 I'm here today on behalf of NRDC's more than three
5 million members and online activists who support our
6 efforts to safeguard rights of all Americans to clean
7 air, clean water, and a healthy planet.

8 NRDC appreciates EPA's efforts to get the U.S.
9 back on the road to cutting carbon pollution from
10 light-duty vehicles. EPA's mission to protect public
11 health and welfare compelled the agency to strengthen
12 vehicle pollution standards.

13 The standards that EPA finalized in 2012 during
14 the Obama Administration were justified and provided
15 much-needed carbon reductions. Despite the dramatic
16 weakening of the standards caused by the SAFE Part 2
17 Rulemaking, EPA should be working to at least restore
18 the carbon pollution reductions expected under the 2012
19 rule for Model Years '21 through '25.

20 Therefore, NRDC urges EPA to finalize a rule
21 stronger than the proposal and at least as stringent as
22 Alternative 2. Alternative 2 would get the U.S. close

1 to recapturing the much-needed emissions reductions
2 that were expected under the original 2012 Obama
3 standards.

4 According to EPA's analysis, Alternative 2 would
5 deliver up to \$16 billion more in net benefits than the
6 proposal over the lifetime of the Model Year 2023 to
7 2026 vehicles.

8 Simply put, under Alternative 2 the U.S. would
9 achieve more emissions reductions and consumers would
10 save more money at the pump than the proposal.

11 NRDC believes that Alternative 2 should be adopted
12 without the advanced technology incentive multipliers
13 for Model Years 2022 to 2025 to further align them with
14 the 2012 rule.

15 Advanced technologies, particularly plug-in
16 electric vehicles, are already being deployed at levels
17 contemplated by the 2012 rule in 2025 without
18 multipliers.

19 To encourage the continued deployment of the
20 cleanest vehicle technologies, including
21 electrification, NRDC urges EPA to also strengthen the
22 Model Year 2026 stringency.

1 President Biden has set a goal of 50 percent EV
2 sales by 2030. A recent analysis of automotive
3 technology diffusion curves in leading European EV
4 markets indicates that meeting a 50 percent sales
5 target in 2030 would require 2026 sales to be at least
6 12 percent which is significantly above the eight
7 percent projection for the proposal.

8 Tightening the Model Year 2026 stringency by at
9 least an additional 10 grams per mile would help ensure
10 that automakers stay on track for meeting President
11 Biden's 2030 goal.

12 In conclusion, NRDC urges EPA to finalize a Model
13 Year 2023 to 2026 rule that is stronger than the
14 current proposal to maximize near-term carbon
15 reductions and set the U.S. on the best path for post-
16 2026 standards that meet the moment on climate.

17 Thank you very much for your time.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker on our list is Kent Smith. At
20 this time, we do not see him listed among the list of
21 attendees. However, if you have joined using a name
22 other than what is listed on the speaker list or have

1 dialed in, we ask that you please raise your hand at
2 this time and if you have dialed in, you can do so by
3 dialing Star 9 on your phone.

4 (No response.)

5 MS. THOMPSON: We will now move on to the next
6 speaker.

7 The next speaker will be Richard Newhouse. You
8 may now unmute and please state your name and
9 affiliation for the record.

10 MR. NEWHOUSE: Can you see me?

11 MS. THOMPSON: We can.

12 MR. NEWHOUSE: Good. That's encouraging.

13 Good morning. My name is Richard Newhouse. I'm a
14 retired civil engineer, and I live now in Austin,
15 Texas. I'm formerly from the New York City
16 Metropolitan area.

17 The reason that I got initially involved living
18 all my life in the New York City Metropolitan area was
19 the fact that the City Metropolitan area is a non-
20 attainment area and the number of alerts that I started
21 to get for air quality was beginning to concern me, and
22 I'm very concerned now about my six grandchildren and

1 the kind of conditions that we're leaving our
2 grandchildren.

3 I think that they deserve better, and I almost
4 have the feeling that the earth is trying to send us a
5 message and trying to shake us off between earthquakes,
6 drought and floods, and here in Austin, Texas, we have
7 a unique situation where we're getting dust storms from
8 the Saharan Desert, if you can believe that.

9 In any case, I want the EPA to shift to their
10 Alternative 2 which would save consumers more money,
11 close loopholes which you've heard a lot about in the
12 testimony, for automobiles that would undermine these
13 standards.

14 We must ensure that the voices in support of
15 strong vehicle emissions standards are heard,
16 especially since the industry lobbyists will use this
17 hearing as an opportunity to submit misinformation in
18 support of weaker standards.

19 Improving fuel economy is one of the ways U.S.
20 automakers can reduce greenhouse gas emissions of their
21 vehicles and nine of 10 U.S. adults agree that
22 automakers would continue to improve fuel economy for

1 all vehicles and large SUVs and pickup trucks.

2 Strong clean air standards can drive down vehicle
3 pollution, support our economy with consumer savings
4 and spur innovation in the development of new cleaner
5 car technologies and electrification of the
6 transportation sector which you've heard quite a bit
7 about.

8 The Administration has pledged that this clean air
9 announcement will put the U.S. on track to reduce
10 greenhouse gas emissions from new passenger vehicles by
11 more than 60 percent by 2030 compared to vehicles sold
12 last year.

13 The weaker proposal with additional loopholes for
14 automobiles means that proposed standards would deliver
15 only 75 percent of the savings of the original
16 Obama/Biden standards. This is an unnecessary
17 compromise, given the EPA's own analysis which
18 indicates that loopholes around EVs would deliver only
19 the stated purpose of increasing EV sales.

20 EPA's own Alternative 2 in the proposed rule
21 eliminates many loopholes for automakers and includes
22 slightly stronger standards that match the Obama/Biden-

1 era standards from 2023 onwards that would deliver
2 greatest savings.

3 Setting strong federal clean air standards through
4 2026 can put us back on track to save consumers up to
5 \$80 billion in reduced gas, maintenance, and price
6 costs over the lifetime of new vehicles purchased
7 during the next five years while restoring clean air in
8 our communities.

9 I feel very strongly about Alternative 2 as I
10 think we owe it to our grandchildren to leave them a
11 better world than the one we have now.

12 So thank you for allowing me the opportunity to
13 speak, considering that I was originally going to speak
14 yesterday but I had a dental emergency. So I really do
15 appreciate your flexibility. Thank you very much.

16 MS. THOMPSON: Thank you for your comment.

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

1 encourage you to do.

2 Speakers connected by telephone should unmute
3 their phones when called to testify.

4 If you have joined using a name other than what is
5 listed on the speaker list or have dialed in, we ask
6 that you please raise your hand when called on so we
7 can promote you to the role of panelist. If you have
8 called in, you can raise your hand by dialing Star 9.

9 If you are having technical difficulties, please
10 send an e-mail to public_hearing@abtassoc.com or call
11 919-294-7712. If you are not registered to speak but
12 you would like to, please send an e-mail with your name
13 and phone number to public_hearing@abtassoc.com or call
14 919-294-7712.

15 At this time we will move to the next block of
16 speakers.

17 The first speaker on our list is Victoria Gillet.
18 Victoria, we do not currently have you listed among the
19 attendees. However, if you've joined using a different
20 name, we ask that you raise your hand at this time or
21 dial Star 9 on your phone.

22 (No response.)

1 MS. THOMPSON: We will move on to the next
2 speaker.

3 The next speaker will be Thomas Holiday. You may
4 now unmute and please state your name and affiliation
5 for the record.

6 MR. HOLIDAY: Good morning. My name is Thomas
7 Holiday, and I appreciate the EPA arranging this public
8 hearing allowing participation in the critically
9 important automotive sector for the future of American
10 mobility.

11 Am I coming through on the speaker, on the camera?

12 MS. THOMPSON: Yes.

13 MR. HOLIDAY: Okay. Great.

14 All right. Well, I support the proposed EPA
15 Greenhouse Gas Emissions Standards for Model Year 2026
16 and just to be conscious about that, that would be a
17 52-mile-per-gallon efficiency and a CO2 burn of a 171
18 grams per mile.

19 The reason I endorse that is it's already done by
20 the top three hybrids, the top three, the most
21 efficient, the most highest-achieving hybrids in
22 production, the Toyota Prius, the Honda Insight, the

1 Shindai Hyundai Ioniq, and so those three really
2 already do that.

3 All I would ask is that the automakers have a
4 significant increase in the production of hybrids. In
5 other words, the technical standards of the fleet
6 should mix their hybrids. Instead of a two percent
7 mile hybrid and a five percent strong hybrid, the
8 automakers should voluntarily raise those hybrids 10
9 percent per mile hybrids, 10 percent of the fleet for
10 strong hybrids. If they do that, they will sell them.

11 Here's how I know that. NASA science reveals that
12 for millennia the atmosphere carbon dioxide had never
13 been over 300 parts per million until 1950. Today,
14 it's over 400 ppm. Improving emissions doesn't mean
15 going backwards in efficiency or acceleration.

16 We've had in the latest 24-hour Lemans Endurance
17 Race two Toyota Hybrids beat the pants off of
18 everybody. They came in Number 1 and Number 2. There
19 were two Toyota Hybrids in that race. That was 3,500
20 miles and an average speed of a 153 miles an hour and
21 they took it and those hybrids, I'm telling you I've
22 driven one for eight years, the 53 miles to the gallon

1 is realistic.

2 So what do hybrids do? Why am I saying that?

3 Because hybrids give us independence from the
4 vulnerability in a developing grid, gives us
5 independence from natural disasters, cyber hacks,
6 disruptions due to evolving demand on the grid, and
7 they get us there right away.

8 So mixing the hybrids in at a lower percentage
9 will advance the high efficiency of every fleet. We
10 need more hybrids and one more thing. Pollution is
11 local, and it's also global. Weather is global, and
12 the global air climate is a world circulation system
13 with winds that transport water, heat, CO2, water
14 vapor, all of the greenhouse gas emissions.

15 We're like living in a circular bowl with the
16 weather systems running fairly directly west to east
17 and then occasionally get the polar weather and it
18 verticals down, but in America it's one of the cleanest
19 producers of electricity in the world.

20 However, and that's because we use more natural
21 gas here, but we still use more oil. We burn more oil
22 to make electricity. About 45 percent of our electric

1 production is done with oil, about 41 percent with gas,
2 and unfortunately still about 10 percent with coal.
3 Down the line is nuclear, wind, and hydropower way down
4 there.

5 So it's not a free ride to go straight to
6 electricity and say all of these vehicles that we
7 really have to have, we couldn't handle it. I'm not
8 sure we can handle it by 2026, but if we go to hybrids
9 first and we build up the hybrid arsenal on the roads,
10 I think that it would go a long way.

11 I just say electrifying American mobility, it
12 starts here. Let's do it right, put the immediate
13 emphasis on hybrid.

14 Thank you. God bless. Amen.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker is Leah Wiste. Leo, we do not
17 currently see you listed. However, I do see a raised
18 hand for a different name that I will promote to
19 panelist, and when you are ready, you may unmute and
20 please state your and affiliation for the record.

21 MS. WISTE: My name is Leah Wiste, and I'm the
22 Executive Director of Michigan Interfaith Power & Light

1 or Michigan IPL, as you can see on my screen, and we
2 work with over 300 member congregations throughout the
3 state and these congregations comprise thousands of
4 people of faith and conscience who are committed to
5 bold climate action and protecting our communities.

6 Thank you for allowing me to offer testimony
7 today.

8 When President Biden announced the draft tailpipe
9 emissions standards earlier this month, Michigan
10 Congressman Dan Kildee offered a strange kind of
11 praise, saying, "This is sort of a Goldie Locks goal.
12 Not too much, not too little. It's just right." But
13 it's clear that the time has passed for moderate not
14 too much, not too little policy.

15 When I first began working at Michigan IPL eight
16 years ago, we pointed to the climate impacts that were
17 happening in other parts of the world and to
18 scientists' prediction of warming temperatures and
19 increasingly erratic weather, but we no longer talk
20 about climate impacts in the future tense.

21 This summer, the climate crisis brought another
22 thousand-year flood to Detroit where I live, our second

1 since 2014. In June, an overnight rainfall of seven
2 inches, twice the amount of rain Detroit receives for
3 the whole month. It shut down I-94 for days and
4 flooded thousands of basements. \$96 million in relief
5 has been approved by FEMA as of July 15th. Beyond the
6 immediate loss in damages, those whose homes were
7 impacted are likely to experience health consequences
8 from lingering mold and sewage which are especially
9 dangerous for those already made vulnerable by asthma,
10 COVID, and other diseases.

11 Since transportation emissions are the largest
12 source in U.S. climate pollution, clean car standards
13 must be commensurate with the climate emergency we are
14 experiencing right now.

15 The current proposal falls dangerously short. The
16 proposed standards are full of loopholes and rely on
17 voluntary commitments from the automakers, the same
18 automakers who got an \$80 billion government bailout in
19 2009, agreed to stronger emissions reductions under
20 President Obama and then reneged on that commitment
21 when the political winds changed. Too much is at stake
22 for us to rely on the voluntary commitments of this

1 monster untrustworthy industry now.

2 We at Michigan Interfaith Power & Light envision a
3 world where communities thrive, have abundant health,
4 and live in right relationship with each other and the
5 earth that sustains us.

6 We're asking for a 2030 standard for cars and
7 light-duty trucks that reduces greenhouse gases to 60
8 percent below today's average and to make all new
9 trucks and buses zero emissions by 2040.

10 We're calling for all cars and light-duty trucks
11 to be zero emissions by 2035 which will require at
12 least 60 percent to be zero emissions by 2030.

13 The draft clean cars proposal can be a moral
14 opportunity. We have in front of us a chance to
15 respond to the cry of our communities and the cry of
16 the earth, an opportunity to follow the science and to
17 move rapidly to make the emissions reductions we know
18 are necessary.

19 It is possible and it can be done in a way that
20 benefits us in Michigan, our country, and the world.

21 Thank you so much.

22 MS. THOMPSON: Thank you for your comment.

1 The next speaker will be Mario Greco. You may now
2 unmute and state your name and affiliation for the
3 record.

4 MR. GRECO: Hi, good morning.

5 My name is Mario Greco, and I'm the Director of
6 Global Automotive Strategy and Marketing at Novellas.
7 Today, I'm speaking on behalf of the Aluminum
8 Association Transportation Group, a trade group
9 representing the U.S. aluminum industry.

10 I want to begin by thanking the EPA, NHTSA, and
11 the Biden Administration. We commend the effort for
12 prioritizing decarbonization in the transportation
13 sector and likewise believe more efficient mobility
14 solutions will strengthen the United States competitive
15 advantage in the global marketplace.

16 Our priorities are aligned. The aluminum
17 industry, responsible for more than 650,000 jobs and
18 over a \$174 billion in economic impact, is committed to
19 lowering emissions, improving safety, and driving
20 vehicle innovation.

21 High-strength/low-weight aluminum plays an
22 integral role in the development of environmentally-

1 sustainable vehicles. The most advanced vehicles on
2 the road today feature high-aluminum content from the
3 Tesla Model 3 to the Ford F-150.

4 Looking ahead as the industry embarks on the next
5 phase of electrification, mass reduction with aluminum
6 remains a critical component for achieving cost-
7 effective reductions with no adverse effects to safety
8 nor affordability.

9 Research confirms automotive engineers rely most
10 on aluminum to achieve aggressive emission targets.
11 This is why aluminum remains the single fastest-growing
12 automotive material today.

13 This growth derives continued investment and
14 technical innovation. Since 2013, aluminum companies
15 committed or invested more than \$3 billion in domestic
16 manufacturing and through collaboration aluminum
17 producers helping to build a circular economy.

18 My company, Novellas, worked with Ford to develop
19 the world's largest closed-loop recycling system which
20 helps recycle enough aluminum scrap to produce 37,000
21 new F-150 bodies each month.

22 In 2020, Americans bought more pickup trucks than

1 cars for the first time in history. With the help of
2 aluminum, the popular F-150 pickup improved safety,
3 performance, efficiency, and capability over its steel
4 predecessor. This year, Ford also launched the
5 aluminum-intensive electric F-150 Lightning,
6 confirming aluminum's value in helping automakers
7 produce stylish electric vehicles that don't break the
8 bank.

9 Notably, a critically-reviewed study confirms in
10 all aluminum pickup truck design offer the smallest
11 total carbon life cycle footprint when compared with
12 baseline steel truck.

13 As demand for trucks and SUVs increases, aluminum
14 adds inherent value. Automotive aluminum is just
15 getting started and we look forward to continued
16 collaboration to bring Americans safe, affordable, and
17 efficient vehicles they love to drive.

18 The aluminum industry appreciates the
19 Administration's data-driven approach to updating fuel
20 economy emission targets and we look forward to
21 submitting our detailed assessment of the proposed
22 rulemaking by close of the written comment period.

1 Thank you.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Reem Rafe. You may now
4 unmute and please state your name and affiliation for
5 the record.

6 MS. RAFF: Good morning. My name is Reem Rafe,
7 and I'm a Policy Advisor at the BlueGreen Alliance. The
8 BlueGreen Alliance unites America's largest labor
9 unions and environmental organizations to solve today's
10 climate challenges in ways that create and maintain
11 quality jobs and build a clean, thriving, and equitable
12 economy.

13 Thank you for the opportunity to testify today.

14 We know that climate change and economic injustice
15 are the most fundamental challenges we face today and
16 we know that they're inextricably intertwined. In the
17 transportation sector, which accounts for nearly 30
18 percent of U.S. greenhouse gas emissions, this
19 intersection is visible in the disproportionate impact
20 of vehicle emissions on low-income and non-white
21 communities.

22 It's visible in the disparities in access to

1 cleaner vehicles and other mobility options across
2 income levels and it's visible in the impact (audio
3 glitch) that auto manufacturing communities which have
4 seen good jobs offshored and anchor facilities
5 shuttered due to ill-conceived industrial policies that
6 gutted the middle-class.

7 That's why it's critical that we use all the tools
8 we have at our disposal to urgently reduce greenhouse
9 gas emissions through policies and investments that
10 engage and benefit all people, from the manufacturing
11 workers who build the vehicles of the future to the
12 people who drive them, from the communities where
13 they're made to the communities where they're driven.

14 Strong clean vehicle standards accompanied by
15 policies to rebuild manufacturing are critical to
16 achieving these aims.

17 Returning to a strong trajectory of vehicle
18 emissions reductions can put the U.S. back in the
19 leadership role and clean vehicle deployment and
20 manufacturing innovation.

21 Research from the BlueGreen Alliance and the
22 Natural Resources Defense Council shows that strong

1 vehicle standards represent a critical foundation of
2 domestic certainty for jobs supporting manufacturing
3 investment across the United States.

4 Over the past decade, auto parts and materials
5 manufacturing workers rose to the challenge of building
6 the technologies needed to meet the 2010 and 2012
7 vehicle standards. Those strong standards, coupled
8 with reinvestment in domestic manufacturing, helped
9 bring back good jobs after the last recession. They
10 have spurred rapid investment in assembly facilities
11 and in the supply chains building fuel economy and
12 enhancing technology.

13 The weakening of these standards under the past
14 Administration put jobs at risk and threatened the
15 health of the industry as a whole. We can't afford to
16 fall behind, particularly as our global competitors are
17 proactively moving to capture the gains from the shift
18 to EVs already underway.

19 Coupling ambitious standards with auto sector
20 investment is key to capturing opportunities for
21 workers and communities to partake in the equitable
22 transition to the next generation of clean vehicles.

1 The EPA can leverage its clean vehicle standards
2 to drive innovation and deliver fuel savings and
3 pollution reduction for all types of vehicles that meet
4 all communities' needs.

5 Vehicle standards and manufacturing investment
6 will achieve deep GHG reductions, protect and create
7 good auto manufacturing jobs for workers of all
8 backgrounds, and ensure that those workers are the
9 center of building and deploying the EV fleet of the
10 future here in the United States.

11 Thank you.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker will be Doug Holmgren. You may
14 now unmute and please state your name and affiliation
15 for the record.

16 MR. HOLMGREN: Thank you.

17 My name is Doug Holmgren, and I'm here today as a
18 private citizen.

19 I want to thank you for the opportunity to
20 testify.

21 I come today to support and indeed vigorously
22 applaud the Biden Administration's swift action on

1 clean cars. I, like many others, am speaking to urge
2 the EPA to adopt Alternative 2.

3 You've heard many people speak about how it will
4 lead to greater savings and eliminate unnecessary
5 manufacturing loopholes. Those are wonderful
6 achievements if they can come about.

7 I, of course, am thinking more about the dire
8 climate crisis we face, like many other speakers you've
9 heard today and yesterday.

10 My family and I live in Portland, Oregon. Over
11 the period of June 26, 27, and 28, 2021, Portland
12 experienced a deadly heat wave. The city experienced
13 the hottest temperatures on record. Day 1 was 108
14 degrees, Day 2 was 112 degrees, Day 3 was 116 degrees.
15 Reliable news sources indicate that over a hundred
16 persons died in Oregon because of those days' excess
17 heat.

18 These were just not a warm day in the summer. The
19 statistics show that these temperatures are way, way
20 beyond any norm. There's something going wrong in the
21 climate. Now at least 60 of those deaths in my city
22 were in Portland.

1 Over the past two summers, Oregon has experienced
2 record wildfires. As a result, our normally blue
3 summer skies are now often filled with smoke. Last
4 September 11th, 2020, Portland's air quality was ranked
5 the worst in the world because of the smoke from
6 wildfires burning on nearby Mount Hood.

7 So it shouldn't come as any surprise that
8 Portlanders view climate change not as a worrisome
9 problem to address some time down the road but as
10 something that requires our urgent attention and
11 action.

12 The world's leading scientists are sounding the
13 alarm to lower CO2 emissions, last week releasing a new
14 report of all the latest science, calling this moment
15 "Code Red for Humanity."

16 So, yes, it is imperative that we return to and
17 improve upon the Obama/Biden Administration targets for
18 vehicle greenhouse gas emissions. Tragically, we lost
19 valuable time due to the malfeasance of the Trump
20 Administration. We must get back on track.

21 The EPA is requesting comment on whether or not to
22 adopt a tighter five to 10 gram per mile greater

1 stringency for Model Year '26 CO2 gram per mile target,
2 the so-called Alternative 2. So here then is my
3 comment. Given all that is happening around the world,
4 why would we not adopt the most stringent CO2
5 requirement possible.

6 We cannot bow to the need to maximize profits in
7 manufacturing industries. We know what is required to
8 avoid more climate catastrophes. So let's just get on
9 with it. Please adopt tighter standards now.

10 I thank you for this opportunity to speak before
11 you today.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker is Zach Pistora. Zach, we do not
14 currently have you listed on the list of attendees.
15 However, if you have joined using a different name, we
16 invite you at this time to raise your hand and if you
17 dialed in, you can do so by dialing Star 9 on your
18 phone.

19 (No response.)

20 MS. THOMPSON: The next speaker on our list is
21 Jackie Garcia Mann. Jackie, we also do not see you
22 listed among the attendees. However, we would invite

1 you to also raise your hand by either dialing Star 9 on
2 your phone or pressing the Raised Hand button at the
3 bottom of your screen.

4 (No response.)

5 MS. THOMPSON: We will move on to the next
6 speaker.

7 The next speaker is Tracy Sabetta. Tracy, you may
8 now unmute and please state your name and affiliation
9 for the record.

10 MS. SABETTA: Good morning. My name is Tracy
11 Sabetta, and I'm with Moms Clean Air Force in Ohio.

12 Thank you so much for the opportunity to speak
13 with you today in support of an EPA proposal to set the
14 strongest possible federal clean car standards through
15 2026.

16 As I mentioned, my name is Tracy Sabetta. I'm a
17 mother and a member of Moms Clean Air Force from
18 Pickerington, Ohio, which is just outside of Columbus.

19 Ohio ranks fifth in the number of cars sold by
20 state and lags embarrassingly behind in public transit
21 and infrastructure and opportunities.

22 We are a proud automotive manufacturing state

1 dating back to the introduction of the Allen Model in
2 Fostoria, Ohio, in 1913. We have a rich history in
3 producing combustion engines and supporting the supply
4 chain that goes along with it.

5 My own family is proud to include two generations
6 of Ohio autoworkers. Throughout the decades, the
7 industry here has had to adapt to ever-changing
8 customer demands and advances in automotive technology
9 and design. Ohio's workforce has risen to meet those
10 demands every time and now we must rise to the occasion
11 again, putting automakers back on track to meet
12 ambitious pollution reduction goals by acting swiftly
13 to develop these standards.

14 The Biden Administration is taking a critical
15 first step to tackle climate pollution from
16 transportation.

17 According to the U.S. Energy Information
18 Administration, Ohio ranks seventh in the nation for
19 the amount of total carbon pollution. The American
20 Lung Association's 2021 State of the Air Report also
21 indicates that nearly 200,000 Ohio children are
22 currently battling asthma.

1 We see racial disparities in these asthma rates as
2 low-wealth and BIPOC communities experience
3 disproportionate harm from vehicle pollution.

4 Adopting strong clean car standards that will
5 limit pollution from dirty vehicles would subsequently
6 help advance environmental justice, addressing
7 inequitable transportation-related health impacts and
8 protecting our most vulnerable.

9 We know that pollution from the transportation
10 sector accounts for about 29 percent of the total U.S.
11 greenhouse gas emissions, making it the largest
12 contributor.

13 Between 1990 and 2019, transportation sector
14 pollution increased more in absolute terms than any
15 other sector.

16 I'm fortunate that my daughter was not born with a
17 respiratory illness but many of her friends were not
18 that lucky. Pollution increases the frequency and
19 severity of their asthma attacks and robs them of the
20 opportunity to be a kid enjoying the outdoors the way
21 most of us did as children.

22 Extreme heat here in Columbus has closed 20

1 buildings in our city school district today, slated to
2 be the first day of school for these kids.

3 To reduce these harmful pollution levels and dire
4 climate impacts and set us on the path to 100 percent
5 zero emissions new vehicles by 2035, the near-term
6 standards for climate pollution must be as strong as
7 possible.

8 Please do not accept options that allow loopholes
9 for automakers that may undermine otherwise strong
10 pollution reduction targets.

11 As you've heard, Alternative 2 would put 400,000
12 extra electric vehicles on the road by 2026 and result
13 in 130 million metric tons fewer greenhouse gas
14 emissions.

15 I urge you to adopt the strongest standards
16 possible for passenger cars and light trucks through
17 2026.

18 On behalf of the nearly 81,000 Moms Clean Air
19 Force members in Ohio, I thank you for this opportunity
20 to testify today and urge you to go that extra mile to
21 protect our children's health from transportation
22 pollution. Thanks so much.

1 MS. THOMPSON: Thank you for your comment.

2 The next speaker will be Rita Smith. Rita, you
3 may now unmute and please state your name and
4 affiliation for the record.

5 MS. SMITH: My name is Rita L. Smith. Good
6 morning.

7 I come as an African American woman, wife, mother,
8 grandmother, retired educator, member of the United
9 Methodist Women Program Advisory Group, Delta Sigma
10 Beta Sorority, Incorporated, and the Poor People's
11 Campaign.

12 I urge the EPA to set the strongest possible
13 federal clean car standards to ensure we are protecting
14 families from vehicle pollution.

15 My testimony is about my granddaughter Marnie born
16 with asthma. Clean air is a good start by allowing the
17 car industry to build more efficient cars.

18 The transportation industry pollutes the air,
19 causing my granddaughter to keep an asthma pump with
20 her and one at school. While in elementary school a
21 few years ago, she had an asthma attack and here in
22 Chicago, all Chicago public school nurses are not in

1 their schools every day. While waiting for her school
2 bus (Audio glitch.) All the transit buses, all the
3 cars that were polluting the air.

4 See, this is my reality. Polluted air caused my
5 granddaughter and other school-aged children missed
6 days at school, absent days of instruction and learning
7 (Audio glitch) as a Christian to be a good stewards.

8 When I learned the United Methodist Women were
9 making climate change a priority, I knew I had to get
10 involved. So through my learning process, (audio
11 glitch) tailpipe pollution. I knew that could not be
12 good.

13 The health of low-income families and communities
14 of color disproportionately damaged by tailpipe
15 pollution and rolling back fuel economy standards means
16 denying them the promise of cleaner air and a healthy
17 community.

18 Compared to non-Hispanic white children, Latino
19 children are twice as likely to die from asthma.
20 African American (audio glitch.)

21 MS. THOMPSON: It appears that we may have lost
22 connection.

1 MS. SMITH: Excuse me. I'll continue.

2 The change I would like to address is for the
3 automotive industry, the manufacturers of cars, trucks,
4 military vehicles, farm machinery, actually all
5 vehicles to eliminate gas emission from fossil fuel.

6 By implementing the strongest possible fuel
7 economy standards, the EPA would be following through
8 on the stated commitment to environmental justice
9 because issuing stronger clean car standards will help
10 address transportation-related impacts.

11 Why? So that those with respiratory health issues
12 like my granddaughter with asthma and those with
13 pneumonia, bronchitis, and eye irritants would be able
14 to breathe easier and eventually be less impaired.

15 With cleaner transportation vehicles, African
16 American children like my granddaughter would not miss
17 school due to respiratory problems.

18 Our air quality would be better for the world. We
19 would have healthier children and adults. Our
20 population would have lower respiratory health issues.
21 The air quality would be better for all and the
22 schoolchildren would have better school attendance.

1 I'd like to thank you for this opportunity to
2 voice my reality.

3 MR. OLECHIW: Ms. Smith, if I could ask one
4 question. Thank you so much for your testimony.

5 Will you be submitting your comments in written
6 form, also, because there was some audio in there? We
7 got the majority of your comments. We did not get all
8 of them.

9 MS. SMITH: Oh, okay. I can.

10 MR. OLECHIW: Okay.

11 MS. SMITH: I will.

12 MR. OLECHIW: That'd be perfect. Thank you so
13 much for that, and --

14 MS. SMITH: Okay. Thank you for asking.

15 MR. OLECHIW: Okay. And if you want to e-mail
16 them to us, we could also facilitate that. That's
17 possible. So thank you.

18 MS. SMITH: Okay. We'll do that. Thank you.

19 MS. THOMPSON: Thank you for your comment.

20 As a reminder, if you are speaking today, you will
21 receive a notification on your screen that you are
22 being promoted to the role of panelist shortly prior to

1 your speaking time. You must accept that invitation to
2 be able to unmute when you are called to testify. This
3 will also allow you to turn on your camera which we
4 encourage you to do.

5 Speakers connected by telephone should unmute
6 their phones when called to testify.

7 If you have joined using a name other than what is
8 listed on the speaker list or have dialed in, we ask
9 that you please raise your hand when called on so we
10 can promote you to the role of panelist. If you have
11 dialed in, you can raise your hand by dialing Star 9.

12 If you are having technical difficulties, please
13 send an e-mail to public_hearing@abtassoc.com or call
14 919-294-7712. If you are not registered to speak but
15 you would like to, please send an e-mail with your name
16 and phone number to public_hearing@abtassoc.com.

17 The next speaker will be Lynn Rambo-Jones. Please
18 unmute and state your name and affiliation for the
19 record.

20 (No response.)

21 MS. THOMPSON: To unmute you will need to click
22 the Unmute Button on the lower left-hand side of your

1 screen.

2 MS. RAMBO-JONES: You got me?

3 MS. THOMPSON: Yes.

4 MS. RAMBO-JONES: Okay. Hello. My name is Lynn
5 Rambo-Jones, and I thank you for the opportunity to
6 speak to you today. I am a retired private citizen who
7 was employed by Oklahoma's Medicaid Agency as their
8 Administrative Law Judge.

9 As part of my job, I often dealt with federal
10 regulators on policy issues. Many times I felt
11 frustrated with the length of time required to get what
12 I felt were easy advancements of fixes shepherded
13 through the process. The Feds, as we called them, had
14 their own reasons, good and bad, for what they did.

15 While many were helpful, most were not planning
16 their long-term employment as bureaucratic employees.
17 When your job is a stepping stone, you often make
18 decisions that are different from those lifers who plan
19 to stay on task for 30 years.

20 The fact that the second timeline proposed is
21 almost 30 years away frightens me. The fact that its
22 goal is a policy reduction is even worse. Leaving

1 federal service for a large industry paycheck is a
2 common practice and could change the long-range plans
3 and standards.

4 We do not have the luxury of waiting for the
5 timeline as proposed. The ocean currents are slowing
6 down. It's raining in Greenland which is melting their
7 ice along with the Antarctic iceberg cap. Drought is
8 burning up the Middle East and Africa. Starvation is a
9 rapidly growing danger, and there are whole towns in
10 America that are moving uphill to avoid flooding. This
11 list seems endless.

12 The United Nations has hit the panic button on the
13 rosy 10-year projection we have all heard about. If we
14 are aiming for improvement by 2026 or the slightly more
15 stringent 2030 goals, all new cars will either have to
16 float or be fireproof which is an issue of today's
17 electric cars.

18 These are things that keep me up at night. Those
19 of us who are paying attention are afraid. It makes no
20 sense to let automakers make aspirational promises
21 rather than tightening regulations that will have teeth
22 for the long-term.

1 In Oklahoma, the bigger the truck, the prouder you
2 are. That coupled with the continued reluctance by the
3 Biden Administration to shut down the construction of
4 polluting Tar Sands Pipeline shows at best an
5 ambivalent attitude towards promises made about our
6 green future.

7 This angers people who feel duped by broken
8 campaign promises. We must bring to bear the attention
9 that seems to have gotten really intense focus during
10 the World Wars.

11 Of course, I would advocate for the strictest
12 possible standards with rewards going to auto companies
13 that achieve results. The health benefits that would
14 be reaped would result in reduced illness and deaths.
15 It will improve some of the social injustice issues
16 that have fallen on marginalized groups in the United
17 States, but if more is not done now, America will not
18 catch up with the progress made in a number of other
19 countries, including China which is the beneficiary of
20 all that Tar Sands we are endangering our standards to
21 send to them.

22 There is not much glory in almost achieving

1 standards from the Obama Administration tenure. We
2 can't settle for half measures. These issues are all
3 important and inter-related, expensive no doubt but
4 less so than losing the West Coast, New York, and
5 Miami.

6 We are balancing on the razor's edge and I have
7 young grandchildren that I want to survive.

8 I appreciate your time and attention and the
9 opportunity to speak today.

10 MS. THOMPSON: Thank you for your comment.

11 The next speaker will be Zach Pistora. You may
12 now unmute and please state your name and affiliation
13 for the record.

14 MR. PISTORA: Good morning. Can you hear me?

15 MS. THOMPSON: We can.

16 MR. PISTORA: Zach Pistora from Lynwood, Kansas.
17 I'm the proud lobbyist for the Kansas Chapter of Sierra
18 Club.

19 As you know, the Sierra Club is one of the oldest
20 and largest grassroots environmental organizations
21 across the country and we have about 5,000 dues-paying
22 members here in Kansas and they're lobbyists for 10

1 years now.

2 It's great to be here with you all and just as a
3 point, you know, the Sierra Club dedicates itself to
4 advocating for the mission of protecting the
5 environment and do so in our personal accord and as an
6 organization, but you all as EPA officials, you know,
7 that's the day-to-day work. So from the bottom of my
8 heart, I appreciate it. It means so much to our well-
9 being and to our well-being going forward for future
10 generations.

11 So I wish I could, you know, shake everyone of
12 your hands and hear each of your personal stories
13 because each of you are making a difference by making
14 these proposed regulations today to do everything we
15 can to help increase fuel efficiency for our light-duty
16 trucks and passenger cars.

17 I think about each and every one of you and the
18 impact you personally can make but also each of you has
19 a story, life experience, and I think about if each --
20 you know, thinking about ourselves individually, if we
21 think about everyone else out there could potentially
22 be impacted by better standards for a better life, for

1 better respiratory health, to not develop any asthmatic
2 problems or harmful illness from deadly air pollutants
3 that are polluted by cars and trucks today.

4 So I just think about that and we have the power,
5 we have the opportunity, we have the moral obligation
6 to do more, then why aren't we? We can have a lot of
7 benefits and pushing for better efficiency when it
8 comes to transportation, especially as one of the
9 biggest outputs for greenhouse gas emissions that are
10 increasingly becoming dangerous, more dangerous all the
11 time.

12 I think about what's going on across the world.
13 We had our hottest month ever in July. We had one of
14 the hottest months ever just a few months ago, the
15 hottest June record for America.

16 I think about the people that are getting washed
17 away by rivers and water in Tennessee but facing
18 wildfires in the West and hurricanes and other severe
19 storms we see from flooding to drought here in Kansas.

20 So I would just say to encourage you to get the
21 strictest standards possible. There's a lot on the
22 line here, and there's a lot to be done, but there's

1 also a lot of benefit. Think about the economic
2 benefit we understand from pushing technology to do
3 more to meet our challenges of today.

4 So we'd like to get 60 percent emissions reduction
5 of vehicle sector by 2030. We'd like to see half of
6 our fleet to be electrical by 2030, but we probably
7 should push even faster than that, but certainly a
8 hundred percent electric vehicles to totally reduce
9 harmful emissions by 2035.

10 You all know better than I do as far as what
11 loopholes we probably should end and ways that we can
12 improve environmental justice for black and Indigenous
13 and people of color who are often more susceptible to
14 these respiratory illnesses and harmful effects and
15 also bear the greatest burden of vehicle pollution
16 being closer to the roads, etcetera.

17 So just on behalf of us here in Kansas, on behalf
18 of myself and the future of my generation, those after
19 us, you know, coming forward, we appreciate you taking
20 the opportunity, the time and effort to hear all these
21 people through this public comment process and do
22 everything you can to improve our vehicle emissions

1 standards.

2 Thank you.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker is Cinthia Moore. You may now
5 unmute and please state your name and affiliation for
6 the record.

7 MS. MOORE: Good morning. My name is Cinthia
8 Moore, and I am the Las Vegas Field Organizer for Moms
9 Clean Air Force and National Lead for EcoMadres.

10 Moms Clean Air Force is an organization of over
11 one and a half million moms and dads nationwide with
12 over 8,000 of those members in Nevada fighting for
13 clean air.

14 Today, I am calling in support of the EPA's
15 proposal to strengthen greenhouse gas emissions
16 standards for cars and light trucks.

17 I'm calling from Las Vegas, a place that is well
18 known all over the world for its lights and
19 entertainment. However, one thing that's not known is
20 that the American Lung Association's 2021 State of the
21 Air Report ranked Las Vegas Number 12 in the country
22 for ground ozone pollution and Clark County ranked

1 Number 17 in the country for most polluted places to
2 live.

3 Because of this, Moms Clean Air Force and Eco
4 Madres, we're very active in the Nevada Legislature
5 advocating for a bill which would close the smog check
6 loophole that our state had. This was important
7 because it was the first step in reducing smog
8 pollution from older, more polluting vehicles. We were
9 successful and on the last day of session this bill
10 passed and was signed by the Governor.

11 While this was a major victory in our state and a
12 step in the right direction in improving our air
13 quality, there's still a lot of work that needs to be
14 done and there's only so much that can be done at the
15 state level.

16 Cleaning up vehicle pollution is one of the most
17 important things we can do to fight climate change.
18 Improving our air quality is important for vulnerable
19 groups, like older Nevadans, and for children whose lungs
20 are still developing, and for Latino families who are
21 more likely to be exposed to air pollution.

22 Latino children are 60 percent more at risk of

1 having asthma attacks exacerbated by air pollution and
2 40 percent more likely to die from an asthma attack.

3 Efforts to improve our air quality are
4 particularly important to me as the mother of a four-
5 year-old who has breathing problems and the parents of
6 over 40,000 children who have asthma in Clark County.

7 President Biden has promised to address climate
8 change and fight for environmental justice. By acting
9 swiftly on clean cars, the Administration has taken an
10 important first step in tackling climate pollution for
11 our transportation.

12 The EPA must set the strongest possible federal
13 clean car standards through 2026, avoiding loopholes
14 and putting automakers on track to meet ambitious
15 pollution reduction goals.

16 This proposal is a step in the right direction to
17 address the climate emergency. Improving our air
18 quality is an environmental justice issue. Everyone
19 has a right to breathe clean air.

20 Thank you for your time.

21 MS. THOMPSON: Thank you for your comment.

22 The next speaker will be Linda Stout. Linda, you

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

3 As a reminder, you will need to unmute on your
4 phone in order for us to hear you.

5 MS. STOUT: Thank you for this opportunity to
6 testify.

7 My name is Linda Stout, and I am a member of Moms
8 Clean Air Force. I also live in Las Vegas, Nevada.

9 Nevada is a scenic and beautiful state. Las Vegas
10 is among the driest and dustiest cities in the nation.
11 Automobile pollution exacerbates the breathing problems
12 associated with our sprawling desert community.

13 In 2020, the American Lung Association stamped us
14 with an F for our failing air quality. This is why I
15 support our Administration's proposal to allow states
16 to adopt strong clean car standards.

17 Over 26 million people in the United States,
18 including my daughter, suffer from asthma. In Las
19 Vegas, casino employees breathe smoky indoor air and
20 polluted outdoor air. Winter temperature inversions
21 trap toxic pollution from cars, buses, and trucks,
22 especially in our densely-populated areas. As summer

1 temperatures soar, wildfire smoke mixes with the car
2 pollution to create toxic smog. Indoors, natural gas
3 appliances release yet more toxins, further limiting
4 access to healthy air.

5 Las Vegas, a desert suburbia and car-centric city,
6 is a result of 40 years of unmitigated growth. New
7 home and road construction creates extensive dust
8 pollution and puts more cars on the road.

9 Additional cars means more days with unhealthy air
10 quality and more hazardous greenhouse gases and
11 increased health problems.

12 IN the neighborhood where I raise my kids, I watch
13 new homes, businesses and public spaces expand further
14 and further into the desert. Schools, parks,
15 libraries, and shopping centers are only a 15-to-30-
16 minute walk. An express bus route takes us to the
17 airport, the Strip, or the University of Nevada, Las
18 Vegas. It's walkable for me and I enjoy walking.

19 Yet while we traverse to school, played at parks,
20 and waited at bus stops, we also breathed in the
21 pollution that ultimately contributes to our
22 respiratory problems.

1 My son, an avid mountain biker, rides his bike to
2 work almost every day.

3 Here's my dream. I imagine a day when the air we
4 breathe from our city walks and rides is as fresh as
5 the air in our nearby mountains. Infrastructure for
6 cleaner options is available right now. That's why I
7 wholeheartedly support the proposal allowing states to
8 establish clean car standards that protect our
9 children's health and their future.

10 Thank you for allowing me to share my story.

11 MS. THOMPSON: Thank you for your comment.

12 The next speaker will be Tracy Babbige. You may
13 now unmute and please state your name and affiliation
14 for the record.

15 MS. BABBIGE: Thank you.

16 Good morning. I'm Tracy Babbige, the Air Bureau
17 Chief with the Connecticut Department of Environmental
18 Protection.

19 I am testifying today on behalf of the National
20 Association of Clean Air Agencies for which I serve as
21 Co-Chair of the Mobile Sources and Fuels Committee.
22 NACAA is the national nonpartisan, nonprofit

1 association of air pollution control agencies in 41
2 states, including a 115 local air agencies, the
3 District of Columbia, and four territories.

4 The air quality professionals in our member
5 agencies have vast experience dedicated to advancing
6 the equitable protection of clean air and public health
7 in the U.S. This testimony is based upon that
8 experience.

9 NACAA welcomes EPA's proposal to revise emission
10 standards for Model Year 2023 through 2026 light-duty
11 vehicles and commends the agency for placing a top
12 priority on seeking to rectify the 2020 rollback under
13 the so-called SAFE 2 Rule of the 2012 National Clean
14 Car Standards.

15 As NACAA noted in its January 2021 Transition
16 Paper to the Biden Administration, increasingly
17 stringent standards to reduce emissions from passenger
18 cars and light trucks are urgently needed. Such
19 components are critical components to an overall
20 strategy to further reduce greenhouse gas and criteria
21 pollutant emissions for passenger cars and light
22 trucks, a significant contributor to climate change as

1 well as many non-attainment areas in the U.S.

2 The proposal's benefits will provide progress in
3 the mission of our member agencies of attaining or
4 maintaining health-based national ambient air quality
5 standards and of addressing air quality impacts in
6 disproportionately-impacted communities.

7 These standards would also contribute to domestic
8 job growth, economic development, and fuel security.

9 As we have also noted, EPA should work to
10 ultimately return to a national program, one that
11 maintains the authority preserved to California and
12 other states under the Clean Air Act of vehicle
13 emissions standards that is informed by science, is
14 protective of the climate, is developed in close
15 collaboration with California and other state and local
16 air agencies, protects and preserves states' rights,
17 and delivers emission reductions essential for
18 achieving and/or maintaining environmental and public
19 health goals.

20 NACAA is carefully reviewing the details of this
21 proposal and looks forward to working with EPA and
22 other stakeholders to ensure a timely final rule with

1 appropriately robust standards that will lay a firm
2 foundation for a subsequent federal rulemaking with
3 progressively stringent standards and increased levels
4 of zero emission vehicle deployment.

5 We appreciate the opportunity to participate today
6 and we will provide more detailed written comments by
7 the close of the comment period. Thank you.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Bill Bradlee. You may
10 now unmute and please state your name and affiliation
11 for the record.

12 MR. BRADLEE: Hi. My name is Bill Bradlee, and
13 I'm the National Organizing Director for Interfaith
14 Power & Light.

15 Can I go ahead and begin?

16 MS. THOMPSON: Yes.

17 MR. BRADLEE: Okay. Thank you.

18 Interfaith Power & Light's mission is to inspire
19 and mobilize people of faith and conscience to take
20 bold and just action on climate change. We recognize
21 that people of all faiths and spiritual traditions
22 share a common bond, to care for their neighbor and the

1 planet that we all share.

2 So I'm here today to speak on behalf of my
3 organization as well as our state affiliates and more
4 than 6.5 million people of faith who are part of our
5 national network.

6 Here's what we have to say. We'd like to ask you
7 to go further than the current draft rule and revise
8 the standards beyond levels set during the Obama/Biden
9 Administration while not allowing credits and loopholes
10 to undermine the new rule.

11 We ask that you put our country on track to reach
12 a hundred percent electric cars and light trucks no
13 later than 2035.

14 My understanding is that this requires at least 12
15 percent to be electric by 2026 and 60 percent to be
16 electric by 2030, and the current draft rule does not
17 meet this need.

18 In fact, UCS modeling indicates the current EPA
19 draft rule would provide about 30 percent fewer
20 emissions reductions over the lifetime of the vehicles
21 than would have been achieved under the Obama/Biden
22 2012 plan.

1 The benefits of a stronger version of the clean
2 cars rule would far exceed the costs. We'd see these
3 increased benefits through financial savings from
4 improved public health and reduced health care
5 spending, fuel savings, and reduced impacts from
6 climate change.

7 A stronger rule is not only the right thing to do,
8 it's the financially smart thing to do, and it is clear
9 that creative and thoughtful policy is required to move
10 the industry quickly. We can see this from other
11 countries.

12 China's largest maker of lithium ion cells can
13 recycle the equivalent of what would be used in more
14 than 200,000 cars and the company is able to recover
15 most of the lithium, cobalt, and nickel.

16 Where does the U.S. stand in this regard? It's no
17 accident that China, they have financial and regulatory
18 incentives for battery companies that source recycled
19 materials rather than mining new metals.

20 In another example of how policy can drive
21 innovation and change, Norway has significant taxes on
22 fossil fuel vehicles that represent their true cost to

1 the environment and public health. In 2020, all-
2 electric cars hit a record 54 percent market share of
3 Norway's total new car sales.

4 So I'll close with a last sentence of a recent
5 letter signed by nearly 1,600 clergy and faith leaders
6 who said about this revised rulemaking. "We urge you
7 to consider this moral opportunity to enact bold new
8 standards that truly envision the best for our
9 communities, our nation, and our world."

10 So again I urge the EPA to take on this moral
11 opportunity, I think you've heard that term a few times
12 today, and help our country lead on climate solutions
13 by enacting the strongest standards to reduce vehicle
14 pollutions.

15 Thanks for the opportunity to speak with you
16 today.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker on our list is Jose Acosta. We
19 do not currently have you listed among the list of
20 attendees. However, if you have joined using a
21 different name, we invite you to raise your hand at
22 this time and if you have dialed in, you can raise your

1 hand by dialing Star 9 on your phone.

2 (No response.)

3 MS. THOMPSON: Okay. We will now move on to the
4 next speaker.

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

8 MS. BAKKER: Good morning. I'm Deb Bakker. I'm
9 the Director of Regulatory Affairs for Hyundai America
10 Technical Center, and I appreciate the opportunity to
11 speak today.

12 Hyundai supports the Administration's goal of
13 achieving 40 to 50 percent zero emission vehicle sales
14 by 2030. Meeting this electrification goal and the
15 foundation being laid by the GHG reductions proposed in
16 the EPA NPRM will be very challenging and will require
17 a host of complementary measures to make it a reality.

18 Ensuring consumer demand, create resiliency,
19 widespread infrastructure availability, green
20 electricity and hydrogen are just a few examples of
21 necessary complementary actions. These measures will
22 only be realized with coordination between federal

1 agencies, automakers, and other stakeholders.

2 Hyundai's recent announcement supporting the path
3 to an electrified future include 12 Hyundai and Genesis
4 electrified and eco-focused models in the U.S. by 2022,
5 including hybrid, plug-in hybrid, battery electric and
6 fuel cell, with a total of nine SUVs and three sedans.

7 Hyundai has also announced a \$7.4 billion
8 investment in the U.S. by 2025 and part of that
9 investment includes new U.S. production of battery
10 electric vehicles.

11 A key technology for Hyundai is hydrogen fuel cell
12 vehicles which we began developing in the early '90s.
13 In 2018, Hyundai announced its long-term roadmap called
14 Fuel Cell Vision 2030 which reaffirms our commitment to
15 accelerate the development of a hydrogen society. This
16 technology is and will be used in light- and heavy-duty
17 applications, urban air mobility, marine, and other
18 applications. Hydrogen vehicles are a practical, no-
19 compromise, zero emissions solution.

20 As stated in the NPRM, planned future
21 electrification are challenging and will require a
22 dramatic transformation. We recommend metric-based

1 checkpoints that ensure that all required components
2 for success, such as consumer acceptance,
3 infrastructure, battery supply, grid resiliency, and
4 more, are in place as the aggressive electrification
5 path moves forward.

6 Continuing review is required and appropriate to
7 ensure complementary actions are well balanced.

8 Checkpoints provide an opportunity to address any
9 issues before they have negative impacts on the
10 program.

11 We'll provide an outline in our written comments
12 with a potential method to impartially assess whether
13 the required support is aligned with the
14 electrification trajectory.

15 Finally, we appreciate EPA's statement that it
16 remains committed to ensuring that GHG emissions
17 standards for light-duty vehicles are coordinated with
18 fuel economy standards. Regulatory efficiencies are
19 important.

20 We will also provide comments regarding
21 harmonization and other areas in our written comments.

22 Thank you for your time today.

1 MS. THOMPSON: Thank you for your comment.

2 The next speaker will be Laurie Holmes. You may
3 now unmute and please state your name and affiliation
4 for the record.

5 MS. HOLMES: I'm Laurie Holmes, representing Motor
6 and Equipment Manufacturers Association, MEMA.

7 MEMA represents motor vehicle suppliers, the
8 nation's largest sector of manufacturing jobs in the
9 country, directly employing more than 907,000 workers
10 in all 50 states.

11 Suppliers are responsible for providing 77 percent
12 of the value of a new vehicle. Suppliers are committed
13 to providing innovative, affordable, and accessible
14 technologies needed to meet the Administration's goal
15 of an economy-wide net zero emissions by 2050.

16 Motor vehicle suppliers have taken a leadership
17 position and the substantial associated risk in
18 investing significant resources in developing multiple
19 emissions, reducing technology solutions, including
20 electrified power trains, to assist vehicle
21 manufacturers.

22 Consequently, MEMA supports vehicle greenhouse gas

1 standards that are stringent but realistic and provide
2 needed regulatory certainty and stability for the
3 industry.

4 MEMA supports the EPA's approach of performance-
5 based standards that allow a broad spectrum of advanced
6 propulsion technologies. The Framework encourages a
7 wide range of electrification technologies while also
8 requiring further technology advances and innovation to
9 the internal combustion engine technologies.

10 MEMA supports expanding the Off-Cycle Technology
11 Credit Program and increasing the credit cap. This
12 program expansion will encourage innovative
13 technologies that allow a broader range of technology
14 options.

15 Looking beyond 2026, MEMA stands ready to work
16 with EPA to establish a holistic framework for long-
17 term greenhouse gas standards that are ambitious but
18 pragmatic.

19 MEMA will continue to support a transition to
20 cleaner transportation. MEMA is committed to a shift
21 towards significantly higher levels of electrification
22 while continuing to leverage American innovation to

1 drive us toward a broad spectrum of advanced
2 technologies that can all play a part in meeting the
3 nation's goals.

4 MEMA urges policymakers at all levels to ensure
5 there is an overall comprehensive plan to prepare the
6 industry and the U.S. for this advanced transportation
7 future.

8 The strategic plan should include both supply and
9 demand side policies, including investments in EV and
10 fuel cell infrastructure.

11 Suppliers strongly support investments in further
12 developing our skilled workforce, including training to
13 up=skill workers as these development needs are
14 evolving with the transition to vehicle
15 electrification.

16 Again, vehicle suppliers take a leadership
17 position and significant risk in planning these
18 advanced technologies years in advance of deployment.
19 Cohesive complementary policies are essential to
20 support vehicle suppliers and advance the industry's
21 innovation and the nation's greenhouse gas goals.

22 Thank you for consideration of these comments and

1 we plan to submit further comments in September.

2 MS. THOMPSON: Thank you for your comment.

3 As a reminder, if you are speaking today, you will
4 receive a notification on your screen that you are
5 being promoted to the role of panelist shortly prior to
6 your speaking time. You must accept that invitation to
7 be able to unmute when you are called to testify. This
8 will also allow you to turn on your camera which we
9 encourage you to do.

10 Speakers connected by telephone should unmute
11 their phones when called to testify.

12 If you have joined using a name other than what is
13 listed on the speaker list or have dialed in, we ask
14 that you please raise your hand when called on so we
15 can promote you to the role of panelist. If you have
16 called in, you can raise your hand by dialing Star 9.

17 If you are having technical difficulties, please
18 send an e-mail to public_hearing@abtassoc.com or call
19 919-294-7712. If you are not registered to speak but
20 you would like to, please send an e-mail with your name
21 and phone number to public_hearing@abtassoc.com or call
22 919-294-7712.

1 The next speaker will be Representative Padma
2 Kuppa. We do not currently have you listed among the
3 list of attendees. However, if you have joined using a
4 different name, we invite you to raise your hand or
5 dial Star 9 on your phone if you have called in.

6 (No response.)

7 MS. THOMPSON: The next speaker on our list is
8 Melinda Fleming. Similarly, we do not have you listed
9 among the list of attendees. However, we also invite
10 you to raise your hand at this time.

11 (No response.)

12 MS. THOMPSON: We will move on to the next
13 speaker.

14 The next speaker will be John Linder. John, you
15 may now unmute and please state your name and
16 affiliation for the record.

17 MR. LINDER: Good morning. My name is John
18 Linder, President of the National Corn Growers
19 Association, and a farmer from Edison, Ohio.

20 As sustainable producers of the primary feedstock
21 for ethanol, corn farmers are a part of the solution to
22 cut emissions.

1 EPA's proposed vehicle greenhouse gas emissions
2 standards for 2023 -- sorry -- through 2026 is an
3 ambitious increase. We agree time is of the essence to
4 meet the Administration's goals for cutting U.S.
5 greenhouse gas emissions by half by 2030.

6 The good news is corn farmers offer is that we
7 don't have to wait for reduced emissions. Thanks to
8 today's ethanol, we can use fuel available right now to
9 make a difference.

10 Using higher volumes of ethanol is an immediate
11 way to lower emissions and more low-carbon fuels we
12 need to decarbonize the transportation on a timely and
13 affordable basis.

14 Ethanol now reduces emissions by about half
15 compared to gasoline due to in large part a sustainable
16 production of corn.

17 With our commitments to continued improvements
18 farmers are ready to ensure ethanol reaches net zero
19 emissions. That's why we encourage EPA to focus more
20 on outcomes and open pathways for all fuels and
21 technologies. Allowing all solutions ensures we can
22 take advantage of not only the low-carbon benefits of

1 higher ethanol blends but also the consumer cost
2 savings cuts toxic emissions and greater fuel
3 efficiency that come with more renewable.

4 Higher ethanol blends with advanced engines
5 optimize higher octane would provide a much-needed
6 pathway for automakers to meet stricter standards on
7 both GHG emissions and fuel economy.

8 Low-carbon/high-octane fuels would also support
9 any longer-term rulemaking to address vehicle criteria
10 pollutant and air toxic emissions.

11 In addition, alternative fuels, such as flex fuel
12 vehicles, will deserve a second look as a zero emission
13 vehicle and could be incentivized to vehicles with
14 standard oils.

15 That's why NCGA joined other stakeholders in
16 asking EPA for an opportunity to comment on the role of
17 low-carbon/high-octane fuels and other pathways to
18 advance climate, air quality, and environmental justice
19 goals for these and future standards.

20 EPA missed an opportunity in this proposal to
21 broaden the solutions and address transportation
22 emissions. We will provide more detailed written

1 comments, but we also urge EPA to use rulemaking for
2 2027 and beyond to eliminate barriers to higher ethanol
3 blends and consider fuel standards that will open the
4 door to achieve more emission reductions from
5 renewable, sustainable, and affordable ethanol.

6 Thank you.

7 MS. THOMPSON: Thank you for your comment.

8 We want to ensure that we have not missed any
9 speakers who may have joined and so I will make one
10 last call for Representative Padma Kuppa and Melinda
11 Fleming. If you have joined, we invite you at this
12 time to raise your hand and if you have called in, you
13 can do so by dialing Star 9 on your phone.

14 (No response.)

15 MS. THOMPSON: Okay. We are now at the end of our
16 morning session.

17 EPA, are you ready to recess until after the
18 scheduled lunch break?

19 MR. OLECHIW: Yes. Thank you, Kayla.

20 So I'd like to take this opportunity before we
21 break to thank all the speakers from this morning. The
22 EPA very much appreciates you taking the time to

1 deliver your verbal comments.

2 So we will break for a little bit over one half
3 hour, reconvening at half past the hour, which on the
4 East Coast would be 12:30.

5 So with that, I will break the meeting and we will
6 resume again at 12:30.

7 Thank you so much.

8 (Whereupon, the meeting was recessed for lunch, to
9 resume at 12:30 p.m.)

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1 AFTERNOON SESSION

2 MS. THOMPSON: Good afternoon and welcome back to
3 the United States Environmental Protection Agency's
4 Public Hearing for the Revised 2023 and Later Model
5 Year Light-Duty Vehicle Greenhouse Gas Emissions
6 Standards.

7 My name is Kayla Thompson from Abt Associates,
8 contractor for the U.S. EPA.

9 We are now ready to continue the Virtual Public
10 Hearing.

11 I'll turn it over to EPA to get us started.

12 MR. OLECHIW: Thank you, Kayla.

13 I'd like to take this opportunity to once again
14 thank everyone that testified this morning. We very
15 much appreciate you taking the time to deliver your
16 oral comments.

17 Just a reminder that the purpose of this hearing
18 is to receive oral testimony from interested parties
19 regarding EPA's Proposed Revisions to the Light-Duty
20 Greenhouse Gas Emissions Standards and with that, we
21 look forward to hearing this afternoon's speakers.

22 Thank you.

1 MS. THOMPSON: Thank you.

2 Before we resume the hearing, we'd like to go over
3 some logistics.

4 As a reminder, all attendees are muted
5 automatically.

6 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 you
12 to do.

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14 their phones when called to testify.

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16 listed on the speaker list or have dialed in, we ask
17 that you please raise your hand when called on so we
18 can promote you to the role of panelist. If you have
19 called in, you can raise your hand by dialing Star 9.

20 If you are having technical difficulties, please
21 send an e-mail to public_hearing@abtassoc.com or call
22 919-294-7712. If you are not registered to speak but

1 you would like to, please send an e-mail with your name
2 and phone number to public_hearing@abtassoc.com or call
3 919-294-7712.

4 Now we will continue our public testimony. The
5 expected speaking order is currently displayed on the
6 screen. We ask that each person limit their verbal
7 testimony to three minutes. We encourage you to
8 provide your full written testimony and any additional
9 comments of any length to Docket Number EPA-HQ-OAR-
10 2021-0208 on [regulations.gov](https://www.regulations.gov).

11 I will be introducing each speaker in turn.
12 Please speak slowly and clearly so our court reporter
13 can record these proceedings accurately.

14 Speaker Block 3

15 MS. THOMPSON: The first speaker will be
16 Representative Padma Kuppa. Please state your name and
17 affiliation for the record.

18 MS. KUPPA: Thank you so much for having me today.

19 As you said, I am Padma Kuppa. I'm here today as
20 a private citizen.

21 As a former automotive professional and a
22 mechanical engineer, I'm honored to be the state

1 representative for Michigan's 41st State House
2 District. I represent the Cities of Troy and Clawson
3 in the Metro Detroit Area, and I'm glad to be here to
4 testify.

5 Thank you for the opportunity to voice my support
6 for setting our clean car standards back on track.

7 Many of my constituents are engineers in the automotive
8 industry and I know that they take their jobs seriously
9 and enjoy the cars we make here, whether it's at the
10 Woodward Dream Cruise or the Detroit Traffic Jam.

11 I came to Michigan over two decades ago for the
12 cars and stayed for the lakes and am very grateful to
13 live in the state that is home to the world's largest
14 freshwater ecosystem.

15 I feel the responsibility of it, too. As a
16 parent, I've always been conscious of the need to
17 protect our planet for the future generations and a
18 critical component of this is reducing vehicle
19 emissions and having stringent clean air standards.

20 As a former FCA employee, about 10 years ago I was
21 able to bring home my first electric car, a Fiat 500,
22 the color of orange soda, but only for the weekends. I

1 brought it to our Product Engineering Department
2 picnics so that all my colleagues could also test it
3 out and I really appreciate what had gone into creating
4 that vehicle and so did all of them, and we knew the
5 impact EVs would have in reducing emissions.

6 Many of my former colleagues are immigrants like
7 me with technical expertise and knowledge from
8 countries around the world that we honed in graduate
9 schools and in American universities and in our careers
10 here in Michigan.

11 We bring to our jobs a belief in science that
12 empowers us to improve vehicle emissions. We have a
13 work ethic that drives us also empowers innovation and
14 support for clean car standards so that our automotive
15 industry can deliver real-world emissions reductions
16 and set standards for others to follow around the
17 world.

18 Engineers in Michigan work with colleagues around
19 the world. We understand the impact of our work on the
20 planet and all the people who live on it.

21 Here in Michigan, we've invested in innovation
22 throughout the automotive industry and work hard to

1 ensure that the U.S. remains an auto industry leader.
2 These standards have already gone through a rigorous
3 technical review process which found that auto
4 manufacturers have the technology to meet the
5 standards.

6 I urge you to keep these standards as originally
7 designed to ensure the greatest reductions in fossil
8 fuel use and global warming emissions.

9 Thank you for the opportunity to testify today
10 alongside a stream of environmental and public health
11 associates.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker will be Frederick Tran.
14 Frederick, we do not currently have you listed among
15 the list of attendees. However, if you have joined
16 using a different name, we would invite you to raise
17 your hand at this time.

18 (No response.)

19 MS. THOMPSON: Okay. We will move on to the next
20 speaker.

21 The next speaker will be Qionta Warren. You may
22 now unmute and please state your name and affiliation

1 for the record.

2 DR. WARREN: Thank you for this opportunity to
3 speak.

4 My name is Dr. Qiunta Warren, and I am the
5 Associate Director of Sustainability Policy at Consumer
6 Reports.

7 Our analysis shows that the proposed clean cars
8 ruling is a good start to putting us back on track to
9 50 percent electric vehicles by 2030.

10 However, the EPA's preferred alternative recovers
11 only 75 percent of the lost benefits from the
12 Obama/Biden Administration's standards.

13 Consumer Reports survey results show that
14 consumers want more access to clean cars and we need
15 regulations at least as strong as the Obama/Biden
16 Administration's standards to deliver them.

17 Recent reporting has also shown that the White
18 House and other Administration officials told EPA that
19 its industry-backed plan for tightening auto emissions
20 limits was too lax, but the agency still released this
21 proposal with provisions that lessen its bite.

22 The Biden Administration has committed to slashing

1 greenhouse gas emissions by 50 percent by 2030, making
2 a 60 percent reduction in greenhouse gas emissions from
3 new passenger vehicle sales by 2030 absolutely
4 necessary.

5 This reduction would not only benefit the
6 environment, it would also save consumers approximately
7 \$1.6 trillion through 2050.

8 In order to strengthen the proposed ruling, the
9 EPA can shift to Alternative 2 which is a stronger 2026
10 standard and close the loopholes that have been
11 afforded to the automakers. These loopholes include EV
12 multipliers and increased off-cycle credits.

13 It's also worth noting that automakers agreed to
14 meet stronger standards almost a decade ago. If they
15 were able to meet more stringent standards then, they
16 should be able to do so today and in the future.

17 As a person of color, I am extremely concerned
18 about the impacts of climate change on communities of
19 people who look like me. Data shows that low-wealth
20 communities and communities of black, Indigenous,
21 persons of color experience disproportionate harm from
22 climate change.

1 The Biden Administration has previously stated its
2 commitment to environmental justice and it can
3 demonstrate this by addressing transportation-related
4 discriminatory impacts.

5 There is inherent inequity in the car marketplace
6 as Consumer Reports research has found that new car
7 buyers are predominantly whiter and older and they
8 determine what vehicles end up on the used car market.

9 Expanding consumers choices of clean vehicles will
10 also benefit those that cannot afford to enter the new
11 car market.

12 I'd like to close by thanking the Biden
13 Administration again for this proposal and urging the
14 EPA to close the loopholes and ensure that no
15 communities are left behind.

16 I'll remind you again that a 2030 target of 60
17 percent reduction in greenhouse gas emissions would
18 also save consumers \$1.6 trillion by 2050.

19 Thank you for your time.

20 MS. THOMPSON: Thank you for your comment.

21 The next speaker will be Sam Spencer. You may now
22 unmute and please state your name and affiliation for

1 the record.

2 MR. SPENCER: Thank you very much.

3 My name is Sam Spencer. I most recently served as
4 the Chair of the Charlotte-Mecklenburg Planning
5 Commission in Charlotte, North Carolina, but today I'm
6 speaking as a private citizen.

7 In Charlotte and our entire Metropolitan Region,
8 we've experienced tremendous growth during my lifetime
9 and for the past six years, on our Planning Commission
10 I've had the opportunity to see that growth not only
11 from a qualitative perspective but from a quantitative
12 standpoint.

13 So here's the story that data tells. According to
14 Charlotte DOT data, Charlotte's growth is generating
15 over 25 million new car trips every year and that's
16 only from rezoning, not by buy-right development.

17 Conservatively, that's tens of millions of
18 kilograms of new carbon dioxide emissions in the
19 Charlotte region every year. It's a major equity issue
20 for Charlotte.

21 Low-income, black, and immigrant communities
22 experience disproportionate harm from dirty vehicle

1 pollution leading to increased rates of asthma and
2 other respiratory illnesses.

3 It's one of the main reasons I'm testifying today
4 because it is so important to our growing city for the
5 EPA to implement the strongest possible vehicle
6 pollution standards.

7 Issuing stronger clean car standards will not only
8 address these transportation-related impacts but also
9 help the EPA follow through on its commitment to
10 environmental justice.

11 Like many growing Sunbelt cities, Charlotte is a
12 sprawling metropolis. It's one of the reasons we
13 recently wrote a new comprehensive plan to pave the way
14 for denser, more environmentally-friendly development.
15 We took inspiration from Seattle's Commute Trip
16 Reduction Program, Chicago's 2020 ETOC Plan, and
17 Charlotte's own Strategic Energy Action Plan.

18 Our 2040 Plan commits to transit-oriented
19 development, safe and equitable mobility, protecting
20 our tree canopy, and making our buildings and vehicle
21 fleets carbon-neutral, and, importantly, reducing per-
22 capita carbon emissions in the city.

1 The Number 1 source of carbon emissions in
2 Charlotte is vehicle trucks. We can't make significant
3 progress on emissions reductions without a strong
4 federal rule and, unfortunately, the EPA's proposed
5 rule doesn't go far enough.

6 It is far too weak to achieve the climate progress
7 we need and contains loopholes that would allow auto
8 manufacturers to continue to double down on gas-
9 guzzling vehicles.

10 The proposal would also result in much less
11 pollution reduction than the auto industry already
12 agreed to in 2012, nearly a decade ago.

13 So for sprawling southern cities, like mine, that
14 have to work with state legislatures that ignore
15 climate science, it just isn't good enough. The EPA
16 should finalize the strongest possible clean car
17 standards to protect our communities from vehicle
18 pollution, save drivers and sprawling cities like mine
19 from spending more money at the pump and fight climate
20 change.

21 You have a prime opportunity to strengthen these
22 standards and protect our climate, public health, and

1 the economy by ensuring clean car standards are as
2 strong as possible and for my city, my family, and our
3 neighborhoods, I sincerely hope you take it.

4 Thank you very much.

5 MS. THOMPSON: Thank you for your comment.

6 The next speaker will be Cinthia Williams. You
7 may now unmute and please state your name and
8 affiliation for the record.

9 MS. WILLIAMS: Good afternoon. I'm Cinthia
10 Williams. I'm the Global Director, Sustainability,
11 Amalgation, and Compliance for Ford Motor Company.

12 I spent nearly 30 years working on emissions and
13 sustainability. Combating climate change is a human
14 rights issue and a strategic priority for our company
15 and that's why we are proud to be the only full line
16 American automaker committed to reducing greenhouse gas
17 emissions in line with the Paris Agreement and standing
18 with California for stronger greenhouse gas emissions
19 standards.

20 We applaud the Biden Administration's goal of
21 reaching an electric vehicle future and leadership on
22 reducing emissions and investing in critical

1 electrification infrastructure.

2 We believe that making great vehicles for our
3 customers, protecting the environment, and maintaining
4 a strong business depend on each other.

5 For us, that's why we're electrifying our most
6 iconic nameplates. That includes the most popular
7 vehicle in America, the F-150, the electric Mustang
8 Mach-E, and the popular Transit Van used by businesses
9 across the country.

10 We're investing more than \$30 billion by 2025 in
11 electrification. We're committed to leading the
12 electrification revolution and creating American jobs.

13 Turning now to the proposed rulemaking, Ford
14 supports the proposals that encourage production of
15 zero emission vehicles and we support the manner in
16 which the EPA has proposed the greenhouse gas emissions
17 standards.

18 Because forward-looking manufacturers like Ford
19 are making improvements that provide real environmental
20 benefits, the proposal recognizes a range of compliance
21 mechanisms, like reducing greenhouse gas emissions,
22 improving air conditioning to minimize refrigerant

1 leakage, and advanced technologies, like electric
2 vehicles.

3 We appreciate both EPA and NHTSA to harmonize a
4 greenhouse gas and fuel economy standards and we know
5 that you will consider the time that it takes to design
6 and develop the advanced technologies needed to address
7 the urgent climate crisis.

8 Taken together, the broad elements of the proposal
9 are stronger than the SAFE Program and puts us back on
10 track to combat climate change and meet President
11 Biden's ambitious vehicle electrification goals.

12 Finally, to achieve a zero emissions future, we
13 need collaboration among government, industry, and
14 stakeholders. To meet this moment, all of us will need
15 to hold conversations like this one to set and achieve
16 ambitious goals.

17 At Ford, we are doing our part developing high-
18 quality and zero emission vehicles, combining that with
19 our legendary ability to build them at scale. We
20 expect to be well positioned to have fully electric
21 vehicles account for 40 to 50 percent of our sales by
22 2030.

1 We appreciate the opportunity to testify here
2 today. At Ford, we intend to continue building our
3 legacy of sustainability and to help build a better
4 world where every person is free to move and pursue
5 their dreams.

6 Thank you and I will take any questions.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Nicole Marcot. You may
9 now unmute and please state your name and affiliation
10 for the record.

11 MS. MARCOT: Hi. I'm Nicole Marcot. I'm a
12 volunteer with Moms Clean Air Force. Thanks for the
13 opportunity to testify.

14 I live in Detroit, Michigan, and I'm the mother of
15 three young children as well as an educator in a
16 predominantly low-income section of the city.

17 I'm deeply concerned about the effects air
18 pollution and climate change have on the health of my
19 community and on our children's future. So I support
20 this Administration's proposal to strengthen greenhouse
21 gas emissions standards for cars and light trucks.

22 My community in Detroit is a low-wealth community

1 near a major highway system and my parents, who live in
2 the same neighborhood as us, suffer from asthma as do
3 many other people in my neighborhood. As many as 15
4 percent of adults and 11 percent of children in Detroit
5 suffer from asthma.

6 As an educator, I've frequently witnessed children
7 missing school because of asthma. In addition to
8 asthma, heart disease is also a major health concern.
9 In the past year and a half, three of my neighbors have
10 passed away from health issues related to heart
11 disease.

12 According to Yale University, vehicles are the
13 leading cause of air pollution and this pollution
14 causes a variety of health issues in humans, including
15 asthma and heart disease.

16 Residents of my community are predominantly people
17 of color and studies have shown that low-wealth and
18 black and Indigenous, people of color communities
19 experience disproportionate harm from dirty vehicle
20 pollution, leading to racial disparities in rates of
21 asthma and heart disease.

22 Aside from the direct impacts of air pollution,

1 here in Detroit we've been hit with drastically
2 increasing amounts of extreme weather. Just last week
3 we were without electricity for six days due to a storm
4 that swept through Southeast Michigan and left close to
5 a million customers without power. Please note that
6 once again it is low-income communities that suffer the
7 most from extreme weather. Wealthy communities and the
8 suburbs had their electricity restored much sooner than
9 we did.

10 This extreme weather is a direct result of climate
11 change and will only grow worse if immediate and strong
12 action is not taken.

13 The future of my three young daughters is at stake
14 along with the lives of children across Detroit,
15 Michigan, the United States, and the world.

16 Given that the transportation sector is the
17 largest source of carbon pollution in the U.S.,
18 cleaning up vehicle pollution is one of the most
19 important things we can do to fight climate change.

20 I'm urging EPA to set the strongest possible
21 federal clean car standards through 2026, avoiding
22 loopholes and putting automakers on track to meet

1 ambitious pollution reduction goals.

2 Thanks for your time.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Darien Davis. You may
5 now unmute and please state your name and affiliation
6 for the record.

7 MS. DAVIS: Hello and thank you for giving me the
8 opportunity to testify on the SAFE 2 Rule today.

9 My name is Darien Davis, and I'm a Government
10 Affairs Advocate for Climate and Clean Energy at the
11 League of Conservation Voters or LCV.

12 I'm here today on behalf of LCV's more than two
13 million members and a network of 30 state partner
14 organizations across the country.

15 I appreciate the Biden Administration's swift
16 action on clean car standards. It is clear that
17 undoing the harmful rollbacks of the previous
18 Administration has been a top priority since Day 1.

19 Now that the proposed rule is out, I urge the EPA
20 to create the strongest possible limits on vehicle
21 pollution. The EPA should seek to finalize Alternative
22 2, the strongest standards the EPA analyzed on the

1 proposal.

2 In order to tackle the climate crisis at the speed
3 and scale that science demands, we need standards that
4 will reduce 60 percent of carbon emissions from new
5 cars by 2030.

6 On the heels of a clarion IPCC report, it is clear
7 that climate change is directly contributing to more
8 severe and frequent wildfires, hurricanes, and flooding
9 around the world. The most recent report is especially
10 salient because it shows specific regional climate
11 impacts.

12 Here in California where I'm currently visiting
13 with my family, wildfires have been raging at an
14 unprecedented rate. These wildfires both threaten the
15 safety of families like mine while also contributing to
16 hazardous air quality.

17 In recent years, there have been days when the
18 smog from fires was so thick my parents would have to
19 leave work early and stay indoors to safeguard their
20 home.

21 There is, however, a practical way to begin
22 tackling climate change: focusing on clean

1 transportation. Since the transportation sector is the
2 largest source of emissions, bold car standards to help
3 accelerate the transition from cars with internal
4 combustion engines to pollution-free vehicles.

5 Now the EPA has the opportunity to both reinstate
6 and strengthen clean car standards. In addition to
7 fighting climate change, robust regulations would
8 protect communities from vehicle pollution and save
9 drivers money at the pump.

10 This is especially critical because black and
11 brown communities and low-wealth communities experience
12 disproportionate harm from dirty vehicle pollution.
13 This environmental injustice leads to increased rates
14 of asthma and other respiratory illnesses.

15 Once again, I urge this Administration to set the
16 strongest standards possible because they are practical
17 and meet the moment that we're in. The EPA should
18 finalize standards at least as strong as Alternative 2
19 presented in the proposed rule. These standards can
20 put us on the path to upholding our NBC of 50 to 52
21 percent net economy-wide greenhouse gas emission
22 reductions below 2005 levels in 2030.

1 Ultimately, these standards set for 2026 can lay
2 the groundwork for eliminating pollution from new
3 vehicles by 2035. It is clear that we have no time to
4 waste.

5 Thank you for the opportunity to testify today.

6 MS. THOMPSON: Thank you for your comment.

7 The next speaker will be Steven Wyman. Steven, we
8 do not currently have you listed among the attendees.
9 However, if you have joined using a different name, we
10 would ask that you raise your hand at this time.

11 (No response.)

12 MS. THOMPSON: We will move on to the next
13 speaker.

14 The next speaker will be Lisa Tanaka. You may now
15 unmute and please state your name and affiliation for
16 the record.

17 MS. TANAKA: Good afternoon. I am Lisa Tanaka.
18 I'm Assistant Deputy Executive Officer for Legislative
19 and Public Affairs at South Coast Air Quality
20 Management District. We are the local agency
21 responsible for air quality in the Greater Los Angeles
22 Area.

1 Thank you for the opportunity to testify on the
2 proposed rule.

3 The 17 million residents in our jurisdiction
4 breathe some of the worst air in the U.S. Mobile
5 source emissions contribute to over 80 percent of the
6 smog-forming air pollution in our region.

7 While heavy-duty trucks and other freight vehicles
8 are responsible for the bulk of these emissions,
9 emissions from light-duty vehicles are also
10 significant, and as EPA notes, light-duty vehicles
11 contribute substantially to greenhouse gas emissions.

12 We applaud EPA's proposal to put the Clean Cars
13 Program back on track and reverse the 2020 standards
14 promulgated under the previous Administration. The
15 2020 standards created unnecessary delay in reducing
16 emissions from the light-duty sector.

17 We urge EPA to move forward quickly to revise
18 these standards so that much-needed emissions
19 reductions can be realized as soon as possible.

20 We believe that the standards EPA promulgated in
21 2012 were sound and well-supported, a conclusion EPA
22 confirmed in the 2016 mid-term evaluation.

1 What was valid and feasible in 2012 is even more
2 achievable almost 10 years later after automotive
3 technologies have continued to advance and the public's
4 interest and appetite for zero emission vehicles has
5 increased.

6 To that end, EPA should finalize revised standards
7 that capture as much of the benefit of the 2012
8 standards as possible. We therefore urge EPA to
9 finalize Alternative 2 of the proposed revision.

10 We further recommend that EPA finalize the Model
11 Year 2026 standards that is 10 grams per mile more
12 stringent than the current Alternative 2 target. This
13 combination would achieve emissions reductions that
14 more closely approximate that which would have been
15 achieved by the 2012 standards.

16 Our agency is also fully supportive of policies to
17 covert the transportation sector to zero emissions,
18 including light-duty vehicles. We recommend that EPA
19 reinstate multipliers for zero emission vehicles in the
20 final standard and set the cumulative credit cap at a
21 level that ensures continued penetration of ZEVs in the
22 light-duty fleet.

1 Additionally, South Coast AQMD supports EPA's
2 recognition in the proposed rule that a longer-term
3 rulemaking could also address criteria pollutant and
4 air toxic emissions in the new light-duty vehicle
5 fleet.

6 It goes on to state that a future longer-term
7 rulemaking will take critical steps to continue the
8 trajectory of transportation emissions reductions
9 needed to protect public health and welfare, especially
10 important in our South Coast Air Basin where we are an
11 extreme non-attainment for ozone and PM 2.5.

12 South Coast AQMD strongly urges EPA not to delay
13 on a criteria pollutant and air toxic submission to
14 rulemaking for light-duty vehicles. Addressing air
15 pollutants and air toxic emissions should be considered
16 as soon as possible to reduce the impacts on public
17 health and assist with attainment of the Clean Air Act
18 standards.

19 In summary, we look forward to a final standard in
20 the near future that achieves the benefits that would
21 have been realized through the implementation of the
22 2012 standard and sends a strong signal for vehicle

1 electrification.

2 Thank you for this opportunity to testify and
3 we'll also be submitting more detailed written remarks.

4 MS. THOMPSON: Thank you for your comment.

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

8 MR. WITT: Yes. My name is Anthony Witt, and
9 while I'm testifying as a private citizen, I am a
10 retired city planner with expertise in environmental
11 planning, documentation, and regulations.

12 I fully support the strengthening of the clean
13 cars standards with the adoption of the EPA's second
14 alternative.

15 The second alternative would deliver greater
16 savings to consumers, an average of \$2,100 per vehicle,
17 and eliminate auto manufacturer loopholes.

18 I have two sons and I'm extremely worried about
19 the environment, public health, and the economy that
20 we're leaving to future generations. Impacts of
21 climate change are already here.

22 My seven-year-old hybrid vehicle gets 40 miles to

1 the gallon. The relatively high fuel economy of my
2 hybrid saves money at the gas pump and I know that I'm
3 doing a small part to limit use of non-renewable
4 resources and reduce carbon emissions.

5 Auto manufacturers will not produce vehicles with
6 drastically higher fuel efficiency unless they're
7 required to do so. We need to set high standards and
8 eliminate loopholes that would prevent us from
9 achieving these goals.

10 The Administration's "voluntary targets" and the
11 U.S. automakers "shared aspirations" are not
12 sufficient. To achieve the goal of reducing greenhouse
13 gas emissions from new faster vehicles sales by more
14 than 60 percent, we need to set the strongest possible
15 standards for 2026.

16 I urge the Administration to set the strongest
17 standards possible because they're necessary and they
18 work.

19 I urge you to reinstate the federal standards with
20 your Alternative 2 and set even stronger ones through
21 2030.

22 I ask you to ensure that there are no loopholes

1 for automakers to get around these standards.

2 Thank you for the opportunity to testify.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Taisia Turza. You may
5 now unmute and please state your name and affiliation
6 for the record.

7 MS. TURZA: Hi. Thanks for letting me speak. Can
8 you hear me okay?

9 MS. THOMPSON: We can.

10 MS. TURZA: Okay. Thanks.

11 My name is Taisia Turza, and I'm representing
12 myself, a steward of the earth, a Texas resident, a
13 former emergency medical technician, and a current
14 health care IT professional, passionate about
15 addressing social determinants of health.

16 Thanks for giving me the opportunity to comment
17 today.

18 I'm here because I'm deeply concerned about
19 emissions from all vehicle classes, namely, large
20 vehicle classes, like trucks, SUVs, and ambulance vans.

21 I grew up in Austin, Texas, and went to university
22 in Houston, Texas, where I witnesses for myself the

1 impacts of air pollution in cities like Houston,
2 Galveston, Texas City, and all the neighboring towns.

3 Asthma and cancer rates in these areas due to
4 environmental pollutants, like GHG emissions, are
5 astronomical. Almost everyone knows somebody who has
6 had asthma or cancer or has it now.

7 In my experience working as an EMT in the Houston
8 region, we would serve lower-income communities that
9 overwhelmingly suffered from chronic conditions that
10 are exacerbated by environmental factors like poor air
11 quality due to the vehicle emissions.

12 Transportation is the largest source of carbon
13 emissions in the U.S. and it's critical that we both
14 make our gasoline-powered cars and trucks more
15 efficient and that shift rapidly to electric vehicles.

16 If the vehicles themselves had stricter emissions
17 standards and thus lower emissions, then the health
18 impacts on the community would be much lower, as well.

19 By implementing the strongest possible fuel
20 economy standards, the EPA would also be following
21 through on its stated commitment to environmental
22 justice because issuing stronger clean car standards

1 will help address key transportation-related impacts,
2 like social determinants of health, which impact low-
3 wealth and black, Indigenous, people of color
4 communities that experience disproportionate harm from
5 dirty vehicle pollution, leading to increased rates of
6 asthma and other respiratory illnesses and cancer.

7 That EPA must act to make clean car standards as
8 strong and far-reaching as possible. It would be a win
9 for the American people and all those looking to spur
10 job creation, economic growth, family cost savings, and
11 public health protection at the time when we need it
12 most.

13 I urge the EPA Administration to be leaders in
14 achieving a zero emissions future with strategic and
15 aggressive goals to help mitigate the impact of air
16 pollution on our health and therefore our livelihoods
17 and our future.

18 Thank you for your time.

19 MS. THOMPSON: Thank you for your comment.

20 As a reminder, if you are speaking today, you will
21 receive a notification on your screen that you are
22 being promoted to the role of panelist shortly prior to

1 your speaking time. You must accept that invitation to
2 be able to unmute when you are called to testify. This
3 will also allow you to turn on your camera which we
4 encourage you to do.

5 Speakers connected by telephone should unmute
6 their phones when called to testify.

7 If you have joined using a name other than what is
8 listed on the speaker list or have dialed in, we ask
9 that you please raise your hand when called on so we
10 can promote you to the role of panelist. If you have
11 called in, you can raise your hand by dialing Star 9.

12 If you are having technical difficulties, please
13 send an e-mail to public_hearing@abtassoc.com or call
14 919-294-7712. If you are not registered to speak but
15 you would like to, please send an e-mail to
16 public_hearing@abtassoc.com or call 919-294-7712.

17 Speaker Block 4

18 MS. THOMPSON: The next speaker will be Timothy
19 Minotas. You may now unmute and please state your name
20 and affiliation for the record.

21 MR. MINOTAS: Thank you.

22 My name is Tim Minotas. I am the Legislative and

1 Political Coordinator for the Sierra Club Michigan
2 Chapter, also here as a private citizen.

3 Thank you to the EPA and the members of this panel
4 for giving me the opportunity to testify on such an
5 important topic.

6 I'm here today because, unfortunately, the EPA's
7 proposed rule does not go far enough. It is far too
8 weak to achieve the climate progress we need. It
9 contains loopholes that allow auto manufacturers to
10 continue to double down on gas-powered vehicles and it
11 does not position us to be the leaders moving into the
12 future.

13 Right now in Michigan, nearly half of our
14 population, more than 4.7 million people, live in non-
15 attainment areas. Fossil fuel-powered vehicles emit
16 many criteria pollutants that directly impact human
17 health, affecting some communities more than others.

18 We know low-income and BIPOC communities face the
19 worst air quality as a result of inequitable
20 transportation systems.

21 Implementing the strongest possible fuel economy
22 standards will not only show the EPA's commitment to

1 environmental justice but will also help address the
2 negative air-related health impacts to these
3 communities.

4 Also, Michigan is the birthplace of the automotive
5 industry. No other state currently produces more cars
6 and trucks than we do and while other countries are
7 moving forward with cleaner vehicles, our country has
8 remained idled.

9 In order for Michigan and the United States to
10 remain competitive and the leader, we must be bold with
11 our action on clean car standards. Otherwise, we will
12 lose out on these 21st Century jobs. Enacting bold
13 standards will save consumers money, spur economic
14 growth, innovation, and job creation in the development
15 and manufacturing of new clean car technologies and
16 electrified vehicles.

17 With the IPCC Report and climate diseases we are
18 seeing and experiencing here today, both across the
19 United States and here in Michigan, we know that
20 climate change is here.

21 Right now the transportation sector is the largest
22 emitter of greenhouse gases in the United States. We

1 cannot combat climate change without reducing and
2 eliminating tailpipe emissions. If the United States
3 is going to keep to its word to act aggressively on
4 climate, then we must rise to the moment that we are in
5 right now and enact the boldest and strongest possible
6 clean car standards.

7 Once again, I thank you for the opportunity to
8 speak today and I urge the EPA to make clean car
9 standards as strong and as far-reaching as possible.

10 It would be a win for our climate, for jobs, the
11 economy, and families all across the country at a time
12 when we need it most.

13 Thank you.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker is Judi Egbert. You may now
16 unmute and please state your name and affiliation for
17 the record.

18 MS. EGBERT: Thank you for the opportunity to
19 testify.

20 My name is Judi Egbert, Clayton, North Carolina.
21 I'm an active participant with the Unitarian
22 Universalist Fellowship of Raleigh and a member of its

1 Environmental Justice Ministry.

2 I support and appreciate President Biden's steps
3 toward renewing sensible standards for vehicle fuel
4 efficiency but am concerned that automakers will do as
5 they have repeatedly done before, that is, seek ways in
6 which they conduct and avoid improving fuel efficiency.

7 Hence, I ask that the EPA choose Alternative
8 Number 2 which will more effectively and rapidly close
9 loopholes sought oftentimes by automakers and
10 Alternative 2 will enable significant savings for
11 consumers, perhaps as much as \$2,100 average per
12 vehicle.

13 Although I'm retired, I drive nearly 300 miles
14 each week to actively serve my community, planting,
15 maintaining, and harvesting in organic gardens, helping
16 build affordable housing, delivering meals to homebound
17 elderly, closing the hunger gap in food deserts,
18 promoting voter engagement, providing encouragement and
19 support in a faith community, and demonstrating to our
20 leaders how they can promote well-being to our
21 constituents.

22 To perform these vital engagements on a somewhat

1 limited fixed income, I need and do use a fuel
2 efficient vehicle, which is a hybrid Prius. I find
3 this vehicle, which gets about 45 to 50 miles per
4 gallon, can adequately and comfortably help me
5 contribute to a thriving community.

6 As an active citizen, I need a healthy
7 environment, one in which not only my car is fuel
8 efficient and low on emissions but also an environment
9 in which that is a standard. Hence, my expectation
10 that the EPA will apply Alternative Number 2 for a more
11 effective, sensible, and healthy standard and vehicles
12 that are marketed in the U.S.

13 By having stronger standards, we not only save at
14 the gas pump but we save by having better air, land,
15 and water quality and healthier citizens. 90 percent
16 of American consumers favor more efficient and safer
17 vehicle standards that reduce greenhouse gas emissions
18 and promote healthier communities.

19 We don't need additional decades of research and
20 development. We have the ability and technology to
21 implement better standards now and Alternative Number 2
22 will enable that.

1 My thanks to the panelists who are taking the time
2 to listen and attend to our concerns. Thank you.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Jeffrey Gross. You may
5 now unmute and state your name and affiliation for the
6 record.

7 MR. GROSS: Hello. My name is Jeffrey Gross. I'm
8 a resident of Connecticut and a member of Sierra Club.

9 I grew up in the Northwest corner of Ohio in the
10 economic shadow of the giant automakers where one uncle
11 worked at GM Research and to the west was South Bend,
12 Indiana, where the storied Studebaker company was
13 struggling through its final years but still supplying
14 cars to my family's Renault dealership.

15 With that background, it took me a long time to
16 realize that our automobile culture was not in fact the
17 benevolent driver of the world economy and that its
18 paradigms were not the basis of the best of all
19 possible worlds.

20 My thinking was influenced over time by the
21 epochal policy shifts that grew in reaction to
22 awareness of a massive externality caused by

1 automobiles.

2 The first shift was, of course, regulation of
3 automobile emissions in response to horrific air
4 quality problems. The second was the perceived threat
5 of peak oil which also introduced the economic
6 disincentive of higher fuel prices, and the third was
7 recognition that carbon from generations of oil
8 exploitation was causing disruption in the climate's
9 equilibrium.

10 Now we all know these separate crises represent
11 essentially the same underlying problem, the systemic
12 overuse of our natural resources, and it is significant
13 that in each case our collective response was targeted
14 regulation but also reliance on market forces.

15 It is our misfortune, however, that these
16 responses were not enough and here we are today at an
17 EPA hearing all of us breathing air with more than 400
18 parts per million of carbon dioxide, but this EPA
19 decision needs to be part of this historical
20 opportunity to bend the trajectory of dozens of
21 manufacturers and hundreds of millions of consumers to
22 a noble and necessary objective of net zero

1 transportation.

2 So I implore the EPA to have the vision to require
3 the maximum efficiency for the United States public,
4 which is to say, Alternative 2. The automobile
5 industry is supremely adept technically and oriented to
6 markets where similar higher requirements apply. I'm
7 confident they can adapt.

8 So I don't know which technology will win out in
9 the end, but let the EPA set high goals without
10 loopholes and let the manufacturers and consumers
11 optimize the solutions.

12 I'm hopeful that a fleet composed of even
13 currently shipping technologies evolving naturally
14 under market pressure to mostly electric will achieve
15 the numbers proposed and so set the stage for a net
16 zero future.

17 Thank you for the opportunity to speak.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker is Erandi Trevino. We do not
20 currently have you listed among the attendees.

21 However, if you have joined using a different name, we
22 invite you to raise your hand at this time and if you

1 have called in, you may raise your hand by dialing Star
2 9.

3 (No response.)

4 MS. THOMPSON: Similarly, we do not have the next
5 two speakers listed in the attendee list, JP Thomas and
6 Susie Robertson. However, if you have joined using a
7 different name, we would invite you to raise your hand
8 at this time.

9 JP, I can see that you've raised your hand. So I
10 will promote you to panelist.

11 MR. THOMAS: Hello. Can you hear me?

12 MS. THOMPSON: We can.

13 ME. THOMAS: great. Good morning and thank you
14 for the opportunity to speak today.

15 My name is JP Thomas, and I'm the Director of
16 External Relations for Voice of the People, an
17 organization that seeks to reanchor our democracy and
18 its founding principles by giving We the People a
19 greater role in government.

20 Today, I am going to present data from surveys
21 conducted by our partner, the Program for Public
22 Consultation at the University of Maryland School of

1 Public Policy, as well as from other respected polling
2 organizations, on the public's view of air pollution
3 and fuel efficiency standards.

4 The Program for Public Consultation conducts
5 surveys of the American public on federal policy
6 proposals. Their surveys differ from standard polls in
7 that they provide respondents with a briefing on the
8 topic, details of the proposals, and arguments for and
9 against each proposal. This content is reviewed by
10 advocates and proponents to ensure it is accurate and
11 balanced.

12 They use national probability-based samples
13 provided by Neilson Scarborough with at least 2,400
14 registered American voters with a margin of error of
15 two percent.

16 Overall, PPC finds that a large majority support
17 the government taking action to reduce air pollution.
18 In a September 2020 survey, 78 percent of voters
19 assigned a very or somewhat high priority to the
20 government working to reduce air pollution that causes
21 negative health effects. This included 54 percent of
22 Republicans, eight in 10 Independents, and 98 percent

1 of Democrats.

2 A survey in 2016 on the clean power plans proposal
3 to require all cars and trucks by 2025 to emit half the
4 carbon dioxide of the 2010 model elicited support from
5 73 percent of voters, including 86 percent of
6 Democrats, 71 percent of Independents, and 57 percent
7 of Republicans.

8 They were informed that this proposal would
9 increase the cost of the vehicle but save consumers
10 more on gas in the long run.

11 Similarly, increasing fuel efficiency standards
12 for heavy-duty trucks, vans, tractors, and similar
13 vehicles was supported by 71 percent of American
14 voters, including 84 percent of Democrats, 68 percent
15 of Independents, and 56 percent of Republicans, though
16 they were told the proposal would increase the cost of
17 the vehicle, again while saving money on gas in the
18 long run.

19 Both of these increases were supported also by
20 bipartisan majorities of voters in Texas, despite its
21 dependence on the oil industry.

22 After the Trump Administration replacement of the

1 clean power plan with the Affordable Clean Energy
2 Rules, which froze the fuel efficiency standards, a
3 survey by Yale University and George Mason University
4 asked respondents whether they would support the
5 government setting stronger fuel efficiency standards
6 for cars, trucks, and SUVs.

7 A large majority of 78 percent of voters were in
8 support, including 91 percent of Democrats, 76 percent
9 of Independents, and 62 percent of Republicans.

10 In conclusion, increasing fuel efficiency
11 standards as a way to reduce air pollution is
12 consistently supported by a large majority of the
13 public, including majorities of Republicans, even after
14 being informed that it would raise the cost of
15 vehicles.

16 At Voice of the People we do not take a position
17 on policy issues but believe that democracy is
18 important for government agencies to consult citizens
19 on key policy issues that the government faces.

20 We encourage you to take the views of all of the
21 public into account when deciding whether to change
22 federal fuel efficiency standards.

1 Thank you for the time today.

2 MS. THOMPSON: Thank you for your comment.

3 Although we did not see a raised hand earlier, I
4 wanted to give Susie Robertson another opportunity to
5 raise their hand if they have arrived and are under a
6 different name.

7 (No response.)

8 MS. THOMPSON: Okay. The next speaker on our list
9 is Paul Osbourn. Paul, you may now unmute and please
10 state your name and affiliation for the record.

11 MR. OSBOURN: My name is Paul Osbourn. I am
12 coming as a National Salesperson, not representing my
13 company but someone that has spent 20 years in
14 commercial fleets and the last 10 selling alternative
15 fuel vehicles.

16 While I believe the EPA plan has a noble intent, I
17 am concerned about the economic impact and it
18 potentially having a counterproductive result.

19 We have seen trucks go from 2012 selling around
20 \$25,000 to today at over \$45,000 and this current plan
21 looks to drive things well north of 50. With the
22 addition of precious metals that will have to go into

1 the catalyst calibration time, we expect that.

2 We're already seeing fleets in dealers around the
3 country placing record orders for Model Year '22. Some
4 manufacturers have already shut off the order window as
5 early as November, which normally would have stayed
6 open well into March or April of next year.

7 The reason they're doing it is to avoid what they
8 believe to be higher prices of the Model '23 and newer
9 vehicles.

10 This also has a significant impact to the used
11 truck market. The people that fix your roof and paint
12 your house and deliver your Amazon packages and trim
13 your trees, these folks typically drive used vehicles
14 and those folks are also seeing particularly with the
15 chip shortage incredible rises in prices. What they
16 typically end up doing is extending the life of their
17 vehicle. They will often just buy a new engine or
18 rebuild the transmission and we get stuck with the same
19 emissions that we had that we're trying to replace.

20 I believe the flaw in the plan does not have a
21 pragmatic path to cleaner emissions, and I believe that
22 if the EPA wants this to success they must partner with

1 Congress to offer greater tax incentives to buy these
2 newer vehicles. In particular, those tax incentives
3 must include all cleaner fuels, including renewable
4 natural gas, renewable propane, as well as the hybrids
5 and the EVs that are out there.

6 The new plan looks way too favorable towards one
7 technology that is not going to address all the needs
8 of all the fleets and that is my concern.

9 I thank you for your time and thank you for the
10 opportunity to testify.

11 MS. THOMPSON: Thank you for your comment.

12 The next speaker will be Ian Tafoya. You may now
13 unmute and please state your name and affiliation for
14 the record.

15 As a reminder, you will need to accept the
16 invitation to become a panelist.

17 MR. TAFOYA: Hello. Can you hear me?

18 MS. THOMPSON: We can.

19 MR. TAFOYA: Hello. My name is Ian Thomas Tafoya,
20 and I am calling from Denver, Colorado. I am the State
21 Director for GreenLatinos for Colorado, a national
22 environmental justice and conservation movement,

1 bringing frontline activists to the front of the line
2 to fight for our environmental liberation.

3 I am from a frontline community impacted by
4 highway pollution. I'm from a community that sued over
5 Title 6 for an expansion in my community, a Clean Air
6 Act lawsuit and NEPA, ultimately settling with the
7 government, and now PM 2.5 modeling is being questioned
8 in a whistleblower case of our entire Air Modeling
9 Division from the State of Colorado.

10 I'm from a community with bad water, one of the
11 most polluted zipcodes in America, and the home of the
12 industrial sector of my city in a lot of ways, and I am
13 here today to ask you to go as strong as you possibly
14 can, and I want to agree that I can hear what the
15 person who testified before me said.

16 We need downpayment since even beyond tax
17 incentives for us to truly make this change.

18 I've been involved in transportation
19 electrification planning processes here at my Public
20 Utilities Commission and through our conversations with
21 business owners and people that is what they want.

22 But this is really about people. We can talk

1 about numbers all day, but saving people money, yes,
2 also important, that's a co-benefit, but reducing the
3 amount of pollution into our community, reducing the
4 long-term impacts of carbon dioxide into our community,
5 and other VOCs is going to help, and what we've seen is
6 a direct connection between small particulate matter
7 and COVID deaths.

8 We've seen our communities drastically transformed
9 and asthma rates continue to climb. I'm here to ask
10 you to do the right thing.

11 The Environmental Protection Agency is about
12 protecting people, not businesses. We can't worry
13 about people saying the entire system is going to
14 collapse because we do the right thing which is improve
15 the air.

16 Thank you very much.

17 MS. THOMPSON: Thank you for your comment.

18 At this time, we will move on to the next speaker
19 block. All right.

20 The next speaker listed is Terry McGuire. Terry,
21 we do not currently see you among the list of
22 attendees. However, if you have joined under a

1 different name, we invite you to raise your hand at
2 this time, and if you have joined using your phone, we
3 would ask that you dial Star 9.

4 (No response.)

5 MS. THOMPSON: Similarly, the next few speakers
6 are not appearing on my list of attendees. I'm going
7 to call their names and if you are here but are listed
8 under a different name, we would ask that you raise
9 your hand at this time. These names are Brian
10 Laughlin, Nick Trombetta, Emily Hopkins, and Valencia
11 Bednar.

12 (No response.)

13 MS. THOMPSON: I do not currently see any hands
14 raised. So we will move on to the next speaker in the
15 list.

16 The next speaker is Natalia Villalpando Paer. You
17 may now unmute and please state your name and
18 affiliation for the record.

19 As a reminder, you will need to accept the
20 invitation to be promoted to panelist in order for us
21 to hear you.

22 (No response.)

1 MS. THOMPSON: Natalia, I'm going to send one more
2 invitation to be promoted to panelist. You may have
3 the ability at this time to hit the unmute button. We
4 wouldn't be able to see your camera but you can also
5 try that at this time.

6 (No response.)

7 MS. THOMPSON: Okay. I will provide a couple of
8 reminders.

9 So as a quick reminder, if you are speaking today,
10 you will receive a notification on your screen that you
11 are being promoted to the role of panelist shortly
12 prior to your speaking time. You must accept that
13 invitation to be able to unmute when you are called to
14 testify. This will also allow you to turn on your
15 camera which we encourage you to do.

16 Speakers connected by telephone should unmute
17 their phones when called to testify.

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19 send an e-mail to public_hearing@abtassoc.com or call
20 919-294-7712. If you are not registered to speak but
21 you would like to, please send an e-mail with your name
22 and phone number to public_hearing@abtassoc.com or call

1 919-294-7712.

2 If you are not registered to speak but would like
3 to, please send an e-mail with your name and phone
4 number to public_hearing@abtassoci.com or call 919-294-
5 7712.

6 Finally, if you have joined using a name other
7 than one that's listed on the speaker list or have
8 dialed in, we ask that you please raise your hand when
9 called on so we can promote you to the role of
10 panelist.

11 If you have called in, you can raise your hand by
12 dialing Star 9.

13 Okay. Let me see a raised hand for a speaker from
14 Block 8. Erandi Trevino. Erandi, you should be
15 receiving an invitation to be promoted to panelist.
16 When you are ready, you may unmute and please state
17 your name and affiliation for the record.

18 MS. TREVINO: Hi, good afternoon. My name's
19 Erandi Trevino. I am the Texas State Organizer for
20 Moms Clean Air Force.

21 Thank you for listening to us today.

22 Our membership is close to 67,000 here in the

1 state of Texas and our priority is, you know, fighting
2 for clean air for all, especially our children, and
3 regardless of racial background, financial background,
4 and because in places like Houston, we already have so
5 much exposure to toxins in the air from refineries,
6 from the ship channel, and our city is growing every
7 single day, that means more cars because the only way
8 to get around in this city is by driving. There is no
9 effective public mode of transportation. There are
10 buses but in reality they take so long for people to
11 get around, you have to be able to have your own car.

12 As the previous speakers have noted, there is a
13 big leap financial struggle that communities face in
14 buying an electric vehicle. So that the only way that
15 we can reach a point where electric vehicles are such a
16 big part of our transportation system is if the people
17 get help in order to make that initial payment.

18 The other thing that I wanted to say is that one
19 of the reasons why this is so important is because
20 again it's one easy solution that we have the
21 technology for. It's already out there. It's
22 something. It's sort of just low-hanging fruit at this

1 point because carbon emissions from vehicles, we accept
2 such a large portion of our air pollution, it's one of
3 the most important things that we can tackle at the
4 present moment.

5 So, please, I urge you to be as effective and as
6 aggressive in terms of funding for making it so that
7 people are even able to make that purchase because the
8 way that it is right now, people are struggling even to
9 buy cars at the lower end. They're becoming more
10 expensive every day.

11 I'm sure you have heard about the chip shortage
12 that has caused vehicle shortages all over the country.
13 So vehicles are already becoming more and more
14 expensive and electric vehicles are even more expensive
15 than that.

16 So in order for it to be a reality for people who
17 are not earning any additional money now that prices
18 are going up, it would be really great to see a program
19 that makes this a possibility for the communities that
20 are impacted the most, the ones that are already at the
21 fenceline with these refineries and these other sources
22 of carbon emissions.

1 Thank you for your time.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker on our list is Richard Eckman.

4 Richard, we do not currently see you listed among the
5 list of attendees. However, if you have joined using a
6 different name, we would invite you to raise your hand
7 at this time.

8 (No response.)

9 MS. THOMPSON: All right.

10 Speaker Block 5

11 MS. THOMPSON: We will move on to the next
12 speaker.

13 The next speaker will be Elizabeth Brandt.

14 Elizabeth, you may now unmute and please state your
15 name and affiliation for the record.

16 MS. BRANDT: Hello. My name is Elizabeth Brandt.
17 I'm with Moms Clean Air Force. I'm Valencia and
18 Natalia's mom, and I'm a Field and Special Projects
19 Manager for Moms Clean Air Force.

20 When my kids and I talk about air pollution, they
21 identify vehicles as the biggest culprit. They are
22 right.

1 Pollution from the transportation sector is the
2 nation's leading source of climate warming carbon
3 pollution. Tackling pollution from cars and trucks is
4 one of the most important ways we can fight climate
5 change.

6 Please finalize the strongest possible national
7 greenhouse gas emission standards for passenger cars
8 and light trucks through Model Year 2026.

9 According to the recently-released IPCC Report,
10 climate change is accelerating. This historically hot
11 summer could be one of the coolest in the next decades.

12 As a parent, that's heartbreaking. On a recent
13 trip to my hometown in Washington State, I couldn't
14 help but notice all the ways the climate has changed
15 the landscape in the last decade. The Glaciers on Mt.
16 Rainier have visibly diminished. Even from a hundred
17 miles away, the change is starkly apparent. The heat
18 wave shattered all temperature records at home. Farm
19 workers who endure hazardous emissions to harvest
20 valuable fruit crops, pick cherries with hot lamps at 1
21 in the morning to salvage the July cherry harvest.

22 Low water levels and overly warm streams decimate

1 salmon runs which is bad news for anyone that likes
2 fish, whether you're an Orca whale or a restaurant
3 patron.

4 Last August and September, the Pacific Northwest
5 was covered by an impenetrable lid of wildfire smoke.
6 I spent days looking for a way to help my sister Clare
7 who has asthma get to a place with clean outdoor air or
8 at least indoor air conditioning.

9 The air quality map for Washington State was
10 unrelentingly purple and red indicating extremely
11 unhealthy levels of air pollution. The closest place
12 with good air quality was in Wyoming. That's nearly a
13 thousand miles from Seattle.

14 The only feasible solution for Clare was staying
15 in her home, taping shut the edges of her doors and
16 windows, and eating only cold food as cooking can
17 worsen indoor air quality in these conditions.

18 It's hot in her apartment and she had no way to
19 cool her home without letting in the filthy air. This
20 is moving towards a new normal but it's not normal.
21 It's unacceptable for disproportionately=impacted
22 communities, for farm workers, for fishermen, and for

1 our kids who should be able to play outside without
2 having smoke sting their eyes.

3 In order to prevent our worse case climate
4 scenario, we must take strong action now to reduce
5 pollution from cars. Climate change is disrupting our
6 livse. So we need to disrupt our approach to reducing
7 climate pollution. Bold action is needed.

8 The EPA must set the strongest possible federal
9 clean car standards through 2026, avoiding loopholes
10 and putting automakers on track to meet ambitious
11 pollution reduction goals.

12 This proposal is a step toward a safer climate for
13 all of us. The EPA must set more ambitious clean car
14 standards for Model Year 2027 and beyond.

15 America's children are counting on us to solve the
16 climate crisis.

17 Thank you for the opportunity to testify.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker will be Melinda Fleming. You may
20 now unmute and state your name and affiliation for the
21 record.

22 MS. FLEMING: Hello. My name is Melinda Fleming,

1 and I am an ordinary citizen speaking for myself, and I
2 thank you for this opportunity to speak.

3 I am a mother and a homemaker who likes to read
4 and go for long walks and I fully support everything
5 the previous speaker has just said.

6 However, I also know that I am not speaking for
7 myself when I say that I am terrified. I'm terrified
8 for my child, my family, my fellow citizens, and for
9 our beautiful home planet earth.

10 I also know I'm not speaking only for myself when
11 I say that a lot of the science and statistics that are
12 being used to sound the alarm is mostly beyond me.
13 Yet, I believe these brave scientists because I and
14 many like me and like the previous speaker are right
15 now experiencing what they are talking about.

16 It is crystal clear that absolutely no one will
17 escape the consequences of a warming and polluted
18 atmosphere, not even people with spaceships.

19 However, I am extra terrified when I hear highly
20 experienced and qualified experts in science, policy,
21 and community activism talk about loopholes.

22 I'm terrified when I hear that even the strongest

1 formal measures, like Alternative 2, are not really
2 good enough. The reason this terrifies me the most is
3 simple. Even if you build a bridge almost all the way,
4 you might as well not have bothered because it simply
5 won't do the job it was intended to do.

6 We need to stop the atmosphere from heating up
7 further. The EPA's rule for clean vehicle standards
8 need to go all the way for us to cross the chasm of
9 global warming.

10 Our margin for error has become so slim that we
11 cannot afford half measures of any kind. This is why I
12 urge the EPA to propose and implement the strongest
13 rules possible to create the cleanest vehicles
14 possible.

15 We have an extremely narrow window of opportunity
16 left to us, to all of us. Let's not waste it.

17 Thank you.

18 MS. THOMPSON: Thank you for your comment.

19 I would like to circle back to an earlier speaker,
20 Natalia Villalpando Paer. We invite you to unmute at
21 this time and please state your name and affiliation
22 for the record.

1 MS. VILLAPANDO: Thank you very much.

2 My name is Natalia Villalpando. I'm a volunteer
3 of Moms Clean Air Force.

4 Thank you for the opportunity to testify.

5 I live in Washington, D.C. since January 2020.

6 I'm a mother of a wonderful 15-month-old boy and have
7 worked in public policy for the past nine years.

8 I believe that the best way to create a safer and
9 more inclusive world for ourselves and our children is
10 through standards that allow us to live in the world as
11 we imagine it, in a community as we envision it.

12 Regulations should promote how we want to live and
13 what allows us to live better. Clean air standards
14 must ensure we live in the best and healthiest way
15 possible.

16 That is why I support this Administration's
17 proposal to strengthen federal clean greenhouse gas
18 emissions standards for passenger cars and light trucks
19 for Model Years 2023 and 2026.

20 My family and I are lucky to live near Rock Creek
21 Park, a 1,754-acre city park here in Washington, D.C.,
22 and we try to go out every day for a walk every day

1 with our son. However, last year, this summer, the
2 temperature has been so high that we have been forced
3 to stay in for many days when the temperature rises.
4 The average high in July was 92.

5 If this trend continues when my son turns seven he
6 probably that he will need to be stuck at home for 20
7 days or more because of high temperatures is very high.

8 This is just one personal and surely a very
9 privileged example of the danger of pollution and
10 climate change. People living in more vulnerable
11 communities face greater risks.

12 The EPA has a responsibility to make sure we all
13 live in healthy communities. The EPA must set the
14 strongest possible federal clean car standards through
15 2026, avoiding loopholes and putting automakers on
16 track to meet ambitious pollution reduction goals.

17 Making sure regulations for our cars are the best
18 for all of us is recognized and manufacturers have a
19 responsibility for the effects of the engines they
20 produce and the air we all breathe.

21 Ultimately, if we don't protect the air we
22 breathe, how can we be truthful about protecting any

1 other thing? Present parents may agree with me when we
2 first hear our babies take their first breath and cry
3 with all their voices. It's magic.

4 It is time to think of a future when children will
5 give that first breath into worst quality air because
6 we were not bold enough. We need to recognize that not
7 moving forward to fight climate change is already
8 creating inequalities, health problems, and a strain on
9 the health system for all of us.

10 We need to do everything we can to ensure our
11 children can continue to play outside all summer and we
12 cannot address the climate crisis without moving
13 decisively to zero pollution vehicles. That is why I
14 urge the EPA to set the strongest possible pollution
15 standards for cars.

16 Thank you for your time.

17 MR. OLECHIW: Thank you for your son's comments,
18 also. We're going to record those as being in strong
19 support of our proposal. I think that's what we all
20 heard at the EPA. Thank you.

21 MS. THOMPSON: Thank you for your comment.

22 The next speakers on our list that I unfortunately

1 am not seeing on the attendee list are Dorothy Brandt
2 and Peter Brandt. If either of you are here but are
3 maybe listed under a different name, we would invite
4 you to raise your hand at this time and we will promote
5 you to panelist, and I can see that -- it looks like
6 Dorothy Brandt has raised their hand. So I will
7 promote you now and when you are ready, you may unmute
8 and state your name and affiliation for the record.

9 MS. BRANDT: Hi. I'm Dorothy Brandt.

10 Thank you so much for listening to my testimony
11 today.

12 I'm a retired Catholic School Principal and a
13 Volunteer with Moms Clean Air Force. I live in
14 Washington, D.C.

15 I call on the EPA to strengthen clean car
16 standards. One of my daughters has asthma and I insist
17 that our government protect her and the health of all
18 Americans. No one should struggle to breathe due to
19 preventable car pollution.

20 My whole life experiences have shown me the need
21 for environmental regulation to protect our health. I
22 grew up in Los Angeles and lived with the worse air

1 quality. As a small child, we lived in East L.A. in
2 Compton in the polluted corner of the city. My nose
3 ran constantly as a reaction to the smog in our
4 neighborhood.

5 A survey of L.A. residents in 1956 found that half
6 of county residents wanted to leave L.A. because of
7 smog and people overwhelmingly felt that the smog was
8 bad for their health.

9 In the mid '50s my family moved further out to a
10 beach area where we could all breathe a little better.
11 As a small kid, we had no car but were able to travel
12 across L.A. on the Red Line, an early rail transit
13 system. Even with fewer cars in L.A., we still had
14 terrible smog from industries and trucks.

15 As a college student in the 1960s, I had to drive
16 into downtown L.A. to use the Municipal Library. Smog
17 was so thick that it made driving unsafe. At this
18 point L.A. and the State of California were making
19 efforts to curb smog pollution but it was not enough to
20 protect our health.

21 As a teacher in the late 1960s I had students
22 whose families had to relocate to the ocean area to

1 help their child breathe. I began to have more
2 asthmatic students to watch out for in the classroom.

3 In 1969, my husband and I moved to Seattle,
4 Washington, where for the first time in my life at age
5 24 I could breathe easily.

6 I tell you my story so you'll understand the
7 personal experiences of people living with poor quality
8 air. Do not forget this past. We all know pollution
9 from cars causes breathing problems. California's air
10 is so much better today than it was in the past because
11 the government recognized the auto emissions problem
12 and worked to improve clean air.

13 California is still leading the way to limit
14 dangerous auto emissions. Federal leadership is
15 needed. Please help us by minimizing dangerous
16 greenhouse gas emissions for passenger cars and light
17 trucks for the Model Years 2023 through 2026.

18 This is a necessary short-term first step in
19 addressing climate pollution from the transportation
20 sector. If we do, our future could be much brighter
21 with cleaner air to breathe and to my knowledge smog
22 pollution is getting worse in America.

1 This is because of climate change and auto
2 emissions. We are already experiencing rising
3 temperatures and more intense heat waves because of
4 climate change. High heat creates the perfect
5 conditions for ozone to form.

6 As climate change continues to erode the progress
7 we've made on cleaning up air pollution, we need strong
8 standards to follow the science and protect our health.

9 Please hear my urgent plea to create the strongest
10 possible federal clean air standards to protect us as
11 Americans who are hit hard by climate change and
12 breathing polluted air.

13 As a mom, grandmother, teacher, and principal, I
14 highly recommend that the EPA work to strengthen these
15 standards to ensure that our most precious national
16 treasure, our children, are given the best air we can
17 give them. This is our responsibility. Our country's
18 future depends on it and as a Roman Catholic my sense
19 of morality dictates it. I urge the EPA leadership to
20 fight to protect life and health for each American
21 child.

22 Thank you so much for listening to my testimony

1 today. It means a great deal to me.

2 MS. THOMPSON: Thank you for your comment.

3 The next speaker will be Valencia Bednar. You may
4 now unmute and please state your name and affiliation
5 for the record.

6 MS. BEDNAR: Hi. My name is Valenzia Bednar, and
7 I am eight years old. I'm from Seattle, Washington. I
8 moved across the United States to Maryland.

9 I am wanting today to have a healthy climate and
10 not have pollution from cars. I am worried about
11 skiing because I really like to ski. Because we have a
12 lot of climate change, I may never be able to ski.

13 Also, climate change is a problem with Maryland in
14 the summer. It can be really hot. We can't play as
15 well when it's too hot. We have really strong rain
16 storms and climate change makes rain storms worse. It
17 rained hard seven days in a row recently. When it
18 rains like that, the pool closes and we can't play
19 outside.

20 We live close to busy roads and car pollution
21 isn't good for us. We are trying to do our part. We
22 want to ride our bikes but cars make it harder. Cars

1 create a lot of pollution and are a big part of the
2 climate change problem.

3 We need EPA to help cars pollute less. I need
4 cars to become cheaper so my family can get one.
5 Please tell President Biden hi for me.

6 Thank you.

7 MS. THOMPSON: Thank you for your comment.

8 The next speaker will be Peter Brandt. Peter, you
9 may now unmute and please state your name and
10 affiliation for the record.

11 MR. BRANDT: Hi there. My name is Peter Brandt.

12 Thanks for the opportunity to speak today. I'm a
13 Volunteer with Moms Clean Air Force. I am from Tacoma,
14 Washington, currently a bit of a COVID nomad living in
15 British Columbia, Canada.

16 I'm a lawyer. I've taught law school classes on
17 animal law and I've written on the history of animal
18 law and environmental law in the United States, and
19 there are a lot of reasons I support EPA's proposal
20 here. I'll try not to duplicate what other people have
21 said, but obviously I have to start with the fires.

22 I grew up here in the Northwest. I've seen dozens

1 of summers in the Northwest and I've seen them get
2 hotter. I've had to get used to seeing people walk the
3 streets of Portland Seattle in gas mask-like filters
4 because of wildfires.

5 As of earlier this week in British Columbia, there
6 are 246 active wildfires and 23 of these are wildfires
7 of note and this is an improvement over the last week.

8 So obviously global warming doesn't care about
9 national borders. I think we're all aware that the
10 same fires that are burning up here and destroying our
11 quality have also been devastating Washington, Oregon,
12 and, you know, destroying forests, destroying critical
13 habitat for endangered species, and for all wildlife,
14 and making life miserable for people.

15 So as a lawyer and a teacher, I've studied how
16 powerful industries tend to react whenever enhanced
17 public health and safety regulations are proposed.
18 There's a lot to learn from that history.

19 The main lesson I take away from it is no matter
20 what the new protection might be, the sky is always
21 falling according to the regulated industry.

22 Many of the protective laws we take for granted

1 now were foretold by the meat industry as the death
2 knell for their entire enterprise.

3 The first U.S. animal welfare law had to do with
4 animals on trains and it just required after a little
5 over 24 hours you have to let those animals out so they
6 can drink and rest and have some food. This is the
7 late 19th Century/early 20th Century.

8 What did the railroad barons say? This was going
9 to crush them. They just could not survive this. I
10 think we are all pretty aware no one had more power and
11 resources in that time frame than the railroads.

12 What happened? They complied and the sky didn't
13 fall and the law was motivated to protect animals but
14 Congress made clear it understood the threat to human
15 health, like it is dangerous to eat the meat of an
16 animal that's extremely sick from transport.

17 The Humane Methods of Slaughter Act, the law that
18 says you can't kill a cow by hitting it in the head
19 with a sledgehammer. In 1950s, when the law was first
20 enacted, it only applied to sales to the U.S.
21 Government.

22 What did the industry say? Sky was falling. Even

1 the Secretary of USDA told Congress not to enact it.

2 Obviously the sky didn't fall. Things got better.

3 Things got safer.

4 So it's just easy for trade groups to paint every
5 new incremental protection as the death knell for their
6 industry but it's almost universally overblown. I grew
7 up with no airbags in cars. It was only required in
8 the late 1990s and that was after decades of auto
9 industry opposition and delay and that's fine. There
10 are people that get paid a lot of money in Washington,
11 D.C., to delay any new regulation.

12 But it's up to regulators to be very skeptical
13 when an industry is doing the Chicken Little routine
14 about common sense protections for public health and
15 safety and like the 28-hour law that protected farm
16 animals in transportation, there are side benefits, and
17 I think EPA recognizes this itself.

18 It's going to save American drivers between 120 to
19 250 billion in fuel costs to go through with the
20 proposed enhanced emissions standards for passenger
21 cars and light trucks.

22 So I'm very heartened that the agency is

1 considering this and I would urge you to not water
2 things down in response to industry opposition.

3 Thanks very much.

4 MS. THOMPSON: Thank you for your comment.

5 As a reminder, if you are speaking today, you will
6 receive a notification on your screen that you are
7 being promoted to the role of panelist shortly prior to
8 your speaking time. You must accept that invitation to
9 be able to unmute when you are called to testify. This
10 will also allow you to turn on your camera which we
11 encourage you to do.

12 Speakers connected by telephone should unmute
13 their phones when called to testify.

14 If you have joined using a name other than what is
15 listed on the speaker list or have dialed in, we ask
16 that you please raise your hand when called on so we
17 can promote you to the role of panelist. If you have
18 dialed in, you can raise your hand by dialing Star 9.

19 If you are having technical difficulties, please
20 send an e-mail to public_hearing@abtassoc.com or call
21 919-294-7712. If you are not registered to speak but
22 you would like to, please send an e-mail with your name

1 and phone number to public_hearing@abtassoc.con or call
2 919-294-7712.

3 The next speaker will be Nick Trombetta. As a
4 reminder, you will need to accept the invitation to
5 become a panelist and when you are ready you may unmute
6 and state your name and affiliation for the record.

7 MR. TRUMBETTA: Hello. Can you hear me?

8 MS. THOMPSON: We can.

9 MR. TROMBETTA: Hello. I am Nick Trombetta with
10 the League of Conservation Voters.

11 I just wanted to thank you for having me speak and
12 I'll get going.

13 So as I said before, I'm a Field Organizer. I
14 wanted to voice my support for reinstating and
15 strengthening the clean car standards that were rolled
16 back by the Trump Administration.

17 President Biden has taken a strong stance on
18 climate with promises of 100 percent carbon-free
19 electricity industry by 2035, a major promise.

20 In light of the recent report from IPCC, it is
21 clear more than ever that climate change poses a
22 significant threat to human existence on earth and must

1 be addressed in the strongest way possible.

2 This means that the EPA must take a strong stance
3 on climate change, and clean cars standards is a great
4 way to start. This will send a message to the rest of
5 the world that America is ready to be a climate leader.

6 Furthermore, clean cars standards are a win for
7 everyone, consumers, car manufacturers, and the
8 environment. It will allow customers to more easily
9 afford fuel efficient vehicles which are frequently
10 more expensive than gas-guzzling alternatives.

11 This will also spur greater innovation and guide
12 car manufacturers in the correct direction, making it
13 most profitable to invest in electric and hybrid
14 vehicles instead of archaic cars and SUVs with poor gas
15 mileage.

16 Essentially, we will be saving the car
17 manufacturers from themselves and promoting their best
18 interests down the line.

19 Cleaner car standards are a true win for all
20 parties. It will be a positive for long-term profits
21 of car manufacturers, a strong step towards addressing
22 climate change, importantly protect vulnerable

1 communities. This will be important in terms of
2 environmental justice of low-income and minority
3 communities who suffer the most from excess air
4 pollution who are generally positioned closest to
5 highways leading to increased rates of asthma and
6 respiratory disease.

7 This is an important issue in North Carolina,
8 particularly where I live in Chapel Hill. The
9 University of North Carolina where I went to school
10 operates a coal-powered plant right by Northside, a
11 predominantly African American community.

12 The other day, an activist was telling me about a
13 factory that operated near the HBCU she went to for
14 college and how the foul smell reached her every time
15 the wind blew in her direction.

16 Environmental racism is persistent in North
17 Carolina and clean cars standards can at the very least
18 serve as a step towards righting these historic wrongs.

19 In conclusion, strengthening clean car standards
20 are a win for all parties involved, not just the
21 environment and not just for consumers. It's clearly
22 in the best long-term interests of car manufacturers,

1 the planet, and vulnerable communities. It is past
2 time that the United States takes a strong stance on
3 climate change.

4 We must take the recent IPCC Report seriously and
5 enact the strongest possible regulation on car
6 emissions.

7 Thank you very much for your time.

8 MS. THOMPSON: Thank you for your comment.

9 The next speaker will be Vinh Dang. You may now
10 unmute and please state your name and affiliation for
11 the record.

12 MR. DANG: Hi. I'd like to thank the EPA and all
13 hear for the opportunity to testify.

14 I want to thank the speakers before me as well as
15 the organizers for their amazing work to protect our
16 planet.

17 My name is Vinh Dang, and I'm here as a private
18 citizen who serves on the Board of Directors of Bridge
19 Beyond, a 501(c)(3) nonprofit organization that is
20 dedicated to bridging resources to and supporting those
21 experiencing homelessness.

22 On a daily basis, we support homeless people and

1 meet with them to learn about their struggles and how
2 we can support them with our resources. The stories
3 that I've heard from those experiencing homelessness
4 are shocking which is why I'm here today to reshare
5 their stories since they cannot be here to do so.

6 Homeless individuals are on the front lines of
7 ongoing climate crisis and are repeatedly exposed to
8 toxic air pollution. The homeless community members
9 that we work with in Philadelphia have been diagnosed
10 with pollution-induced asthma from panhandling along
11 busy roads and intersections where toxic pollution is
12 spewing into their communities.

13 While they panhandle for hours outside, they're
14 slowly being killed from the vehicle pollutants from
15 vehicles owned by the very individuals they're trying
16 to earn a dollar or two from to feed themselves.

17 Temperatures in Pennsylvania have increased 1.8
18 degrees Fahrenheit in the last century and it's
19 projected to warm another 5.9 degrees by mid-century.
20 This rise in temperature and the growing persistence of
21 heat waves have also threatened the lives of our
22 homeless individuals in Philadelphia.

1 The homeless individuals that I've met with and
2 supported on the ground have mentioned how they're
3 suffering not just from pollution-induced respiratory
4 diseases but how rising temperatures have caused them
5 heat exhaustion, heat strokes, and immense fatigue to
6 the point of delirium.

7 We need to take strong action to help everyone in
8 this country, including the homeless, and I urge this
9 Administration and the EPA to set the strongest
10 standards possible, one that is stronger than the
11 original Obama clean car standards.

12 On behalf of Bridge Beyond, I thank you for the
13 opportunity to testify.

14 MS. THOMPSON: Thank you for your comment.

15 The next speaker will be Terry McQuire. As a
16 reminder, you will need to accept the invitation to
17 become a panelist for us to be able to hear you today.
18 When you are ready, please unmute and state your name
19 and affiliation for the record.

20 MR. McQUIRE: Hello. My name is Terry McQuire. I
21 work for Earth Justice as a Clean Air Advocate, but I'm
22 speaking today in my personal capacity as a resident of

1 Old Southwest, a neighborhood in Roanoke, Virginia.

2 Old Southwest, like many neighborhoods in Roanoke
3 and other cities and communities across the country, is
4 directly adjacent to a major roadway, in our case
5 Interstate 581 which overlaps with Route 220. This
6 highway has been marked as a future corridor for
7 Interstate 73, a planned highway that would run through
8 Virginia, North Carolina, and West Virginia, and a
9 project that myself and many other neighbors are
10 vehemently opposed to.

11 My neighbors and I are opposed to construction of
12 Interstate 73 for the same reason that I urge you to
13 move as quickly as possible to finalize the strongest
14 possible cleaner car standards.

15 Our communities can't take any more air pollution
16 and we need EPA to act. Cleaner car standards that
17 move us closer to zero emissions vehicles will have the
18 added benefit of reducing other dangerous air
19 pollutants.

20 My house is less than two blocks from Interstate
21 581. Studies make very clear that communities near
22 major roadways are exposed to higher levels of

1 dangerous air pollution. We know that this is true in
2 my house because every six months or so we have to wash
3 the front of the house off that's not covered by the
4 porch roof. A layer of black soot builds up on the
5 exterior of our home wherever the rain cannot reach it
6 to be washed away.

7 In more moderate months when we leave our windows
8 open to get fresh air and avoid having to run the air
9 conditioning, a layer of soot also develops on the
10 window sills. So I know that we're breathing that in.

11 As a clean air advocate, I know how dangerous soot
12 pollution is, especially for sensitive populations,
13 like children and seniors. Directly across the street
14 from my house is a small park, Argonne Circle, where
15 groups of children play whenever the weather permits.

16 I think about the pollution they are breathing and
17 wonder if this will result in avoidable sickness or
18 health harms.

19 Also across from the park is a senior
20 rehabilitation and hospice center. I also think about
21 those elderly residents and I wonder if our proximity
22 to Interstate 581 shortens what little time they may

1 have left with their loved ones.

2 I appreciate the work that you're doing and I'm
3 here today in my personal capacity as a resident of
4 this highway-adjacent neighborhood to ask that EPA as
5 quickly as possible move forward with cleaner car
6 standards that bring us closer to zero emission
7 vehicles that have zero greenhouse gas emissions as
8 well as other dangerous air pollutants that we know
9 harm our communities.

10 Thank you.

11 MS. THOMPSON: Thank you for your comment.

12 The next speaker will be Columba Sainz. You may
13 now unmute and please state your name and affiliation
14 for the record.

15 MS. SAINZ: Hi, hello. My name is Columba Sainz.
16 I'm the State Organizer with Moms Clean Air Force.

17 Can you hear me?

18 MS. THOMPSON: We can.

19 MS. SAINZ: Here in Arizona, we have more than
20 90,000 members who are speaking up for our right to
21 have clean air and a healthy climate. We are educating
22 ourselves about how air quality impacts our health of

1 our families and we are fighting pollution and air
2 quality together.

3 I'm here because after moving to a highly-polluted
4 area, my daughter starting wheezing at night after
5 moving to a house where we hoped to put down roots and
6 stay in a new home in South Phoenix.

7 My daughter never presented with respiratory
8 problems until we moved to this neighborhood. When we
9 took her to the doctor, the pediatrician prescribed her
10 asthma medicine and an inhaler and I couldn't stop to
11 ask why. Two months spent in the park obviously made
12 an impact on my daughter's little lungs just for
13 spending just a couple hours at the park and I come
14 from a very athletic family.

15 I grew up with the mentality that exercising was
16 good for our body and our mind, especially when you
17 have the opportunity to do it outdoors and connect with
18 nature, and that is what I wanted for my family.

19 And this is why I support this Administration's
20 proposal. It is a step in the right direction to
21 address the climate emergency. Pollution from cars not
22 only causes climate change, it harms my family's health

1 and my community's. It threatens our health without
2 mentioning families with no insurance, undocumented
3 immigrants with no health access, low-wealth, and BIPOC
4 communities experience disproportionate harm from dirty
5 vehicle pollution, living through racial disparities in
6 rates of asthma and other respiratory illnesses.

7 President Biden has promised to address climate
8 change and fight for environmental justice and EPA
9 should finalize the strongest possible option and put
10 America's families and health first.

11 Thank you very much for the opportunity to speak.

12 MS. THOMPSON: Thank you for your comment.

13 The next speaker is Eduardo Sainz. We do not
14 currently have you listed among the list of attendees.
15 However, if you have joined using a different name, we
16 would ask that you raise your hand at this time. If
17 you called in, you can raise your hand by dialing Star
18 9 on your phone.

19 (No response.)

20 MS. THOMPSON: Okay. We will move to the next
21 speaker. The next speaker will be Alice Henderson.
22 Alice, you may unmute and please state your name and

1 affiliation for the record.

2 MS. HENDERSON: Hi. My name is Alice Henderson.

3 I'm speaking for the Environmental Defense Fund.

4 Thank you for the opportunity to testify today.

5 EDF supports EPA's proposal to strengthen the
6 clean car standards that were weakened by the previous
7 Administration.

8 I'd like to focus my comments today on the urgency
9 in finalizing this rulemaking and in swiftly setting
10 standards beyond Model Year 2026 that will enable us to
11 achieve our longer-term climate goals and eliminate the
12 harmful air pollution from vehicles that
13 disproportionately impacts low-income communities and
14 communities of color.

15 We encourage EPA to finalize this rule promptly to
16 ensure that these more protective standards will apply
17 to Model Year 2023 vehicles, securing vital near-term
18 emissions reductions. EPA has reasonably determined
19 that these Model Year 2023 reductions are feasible.

20 In this month's proposal, EPA has indicated that a
21 future longer-term program for Model Year 2027 and
22 later will build upon these near-term standards and EPA

1 has recognized that the shift to zero emission
2 technologies that we're already seeing today presents
3 an opportunity for dramatic reductions both in
4 greenhouse and criteria pollutant emissions over the
5 longer-term.

6 EDF shares this vision and we urge EPA to adopt
7 protective multi-pollutant emission standards to seize
8 this moment and put the country back on track to reach
9 50 percent sales of new zero-emitting passenger cars
10 and light trucks by 2030 consistent with President
11 Biden's Executive Order earlier this month and to put
12 the country firmly on the path to eliminating tailpipe
13 pollution from new passenger vehicles by 2035.

14 Standards at this level are consistent with major
15 automaker commitments to a zero emission future and to
16 the over \$100 billion that companies like Ford, GM, and
17 Stanlitis are investing to make that future a reality.

18 We need American leadership of the scope and
19 ambition that will ensure our domestic auto industry
20 and American autoworkers can be at the forefront of the
21 transition to zero-emitting vehicles and won't be left
22 behind.

1 Standards that eliminate tailpipe pollution from
2 new passenger cars and trucks by 2035 could reduce more
3 than 11 billion tons of climate pollution by 2050,
4 prevent nearly 100,000 premature deaths, and save
5 consumers over \$5,000 over the life of a vehicle, all
6 while growing domestic well-paying jobs.

7 The powerful personal stories that stakeholders
8 have shared over the last two days have really thrown
9 into stark relief the climate and public health stakes.
10 We urge EPA to act swiftly in the race to prevent the
11 worst times of climate change and to bring some relief
12 to the frontline communities overburdened by vehicle
13 pollution.

14 Thank you.

15 MS. THOMPSON: Thank you for your comment.

16 The next speaker is Madeline Oliver. Madeline, we
17 do not currently have you listed in the attendee list.
18 However, if you have joined using a different name, we
19 would ask that you raise your hand at this time.

20 (No response.)

21 MS. THOMPSON: The next speaker is Justin Mog. We
22 do not have you listed among the list of attendees at

1 this time. However, if you have joined using a
2 different name, we would encourage you to raise your
3 hand at this time.

4 (No response.)

5 MS. THOMPSON: Okay. We will move on to the next
6 speaker.

7 The next speaker will be Marc Drehsen. Marc, you
8 should have the ability to unmute on your hone and when
9 you are ready, please state your name and affiliation
10 for the record.

11 (No response.)

12 MS. THOMPSON: As a reminder, you will need to
13 unmute on your phone in order for us to hear you.

14 (No response.)

15 MS. THOMPSON: It seems that there may be some
16 technical difficulties. I would encourage you to reach
17 out to public_hearing@abtassoc.com or call 919-294-
18 7712.

19 We will move on to the next speaker. However, I
20 will circle back to see if we can get you unmuted so
21 you can give your testimony.

22 The next speaker will be Michael Petelle.

1 Michael, when you are ready, you are welcome to unmute
2 and please state your name and affiliation for the
3 record.

4 MR. PETELLE: I am Michael Petelle, a retired
5 teacher from Marietta, Georgia, and Member of the Union
6 of Concerned Scientists.

7 Thank you for giving us the opportunity to speak.

8 I live in a state that has not chosen to enact
9 tougher standards than the federal standards and is
10 unlikely to do so in the near future. Therefore, it is
11 important to me that the federal standards are as
12 stringent as possible.

13 I'm glad to see that you have chosen to undo the
14 Trump Administration's rollback of the clean car
15 standards for vehicles made from 2021 to 2026.

16 However, given the scale of the climate crisis,
17 the new standards should be much stronger. They should
18 be at least as strong as the standards that were
19 finalized under President Obama.

20 Unfortunately, the proposed standards are full of
21 loopholes that will allow automakers to not make the
22 most efficient cars they can and will also slow the

1 transition to electric vehicles.

2 I strongly urge you to adopt the most stringent
3 alternative put forward in the rule and reduce the
4 flexibilities that are given to the automakers to
5 ensure that they make and market more electric vehicles
6 and gasoline-powered vehicles that are much more
7 efficient.

8 I have been driving efficient hybrids for 20 years
9 now and I know firsthand that the auto industry can
10 make clean, efficient cars. They have had many years
11 of experience to make them even better.

12 I bought a new 2001 Prius and owned it until 2016
13 when I gave it to a niece, replacing it with a Chevy
14 Volt. My wife bought a new Prius in 2005. All three
15 cars have been very efficient, clean, quiet, reliable,
16 and amazingly peppy.

17 Unfortunately, because my wife owns and trailers
18 horses, we also own a pickup truck that gets horrible
19 gas mileage and is loud and smelly. So while
20 automakers can make clean efficient vehicles, they
21 often do not do so.

22 The automakers need the incentives to continue

1 making and improving upon hybrids, plug-in hybrids, and
2 all-electric vehicles. They need to be steered in the
3 direction of replacing their highly-inefficient
4 vehicles with cleaner, more efficient vehicles.

5 Strong emissions standards provide an incentive
6 for them to do a better job.

7 Finally, note that these meetings are being held
8 virtually because we are in the midst of a pandemic.
9 One thing we have learned is that air pollution is
10 known to exacerbate the effects of COVID. Clearly now
11 is the time to make our air quality better through
12 stronger emissions standards for vehicles.

13 Please choose to enact the most stringent
14 standards possible.

15 Thank you.

16 MS. THOMPSON: Thank you for your comment.

17 The next speaker will be Robin Hankins. You may
18 now unmute and please state your name and affiliation
19 for the record.

20 MS. HANKINS: Hello. Thank you.

21 My name is Robin Hankins. I'm an engineering
22 geologist and a member of the Union of Concerned

1 Scientists and I'm currently employed by the California
2 State Water Resources Control Board, but I'm here today
3 as a private citizen expressing my personal concerns.

4 Let me start by saying that I'm very, very
5 heartened to see that this Administration is
6 considering to revise the previous rollback of the
7 vehicle standards for cars and light trucks made in
8 2023 onward. Given the alarming scale of the climate
9 crisis, the previous standards just aren't enough.

10 We're currently experiencing a record number of
11 climate-induced natural disasters across the U.S.
12 Wildfires, hurricanes, flooding, drought, snowstorms in
13 many places that had never experienced them before.

14 The costs of such disasters are astronomical. To
15 paraphrase a recent report by NOAA, during the first
16 half of 2021 alone, there have been eight separate
17 billion dollar climate disaster events across the U.S.
18 Last year, there were 22. If we do nothing about this
19 crisis now, it will only get worse.

20 Greenhouse gas emissions standards are directly
21 tied to the severity of the climate crisis. Lowering
22 our emissions is vital to getting climate change under

1 control and preventing these disasters. Therefore,
2 these standards should be at least as stringent as
3 those that were finalized under the Obama-era
4 Administration, if not more.

5 Unfortunately, as my colleague pointed out, the
6 current proposal seems to be full of loopholes that
7 will allow automakers to avoid making more efficient
8 cars and slow the critical transition to electric
9 vehicles.

10 We don't have time for a slow comfortable
11 transition from gas to electric. The Intergovernmental
12 Panel on Climate Change Report shows that without
13 extreme cuts to global emissions, the earth could warm
14 by as much as four degrees Celsius within the next two
15 decades. This is happening now.

16 Within my short lifetime, I have personally
17 witnessed the increase in temperature, increase in
18 unpredictability and severity of weather, the
19 destruction of farmland due to drought, and more.

20 I am here today because if nothing drastic is done
21 to halt climate change and done quickly, I'm afraid
22 that I will never be able to buy a home that is safe

1 from fire or flooding. I could lose access to clean
2 drinking water, that I won't have food security, that
3 damaged infrastructure could strand me without
4 electricity for weeks or months.

5 I could lose everything. So many people have
6 already lost everything. The climate crisis is not a
7 problem for the future. It is a problem now and we
8 must take action now to stop it before its effects are
9 irreversible. We simply do not have the luxury of
10 time.

11 So I strongly, strongly urge you to adopt the more
12 stringent alternative put forward in the revised rule,
13 implement the full 10 percent stringency or greater on
14 emissions, and reduce the flexibilities given to
15 automakers to ensure that they produce and market the
16 most efficient gasoline-powered vehicles possible or
17 switch to electric entirely. My future, our future is
18 at stake here.

19 Thank you for giving me the chance to testify
20 today.

21 MS. THOMPSON: Thank you for your comment.

22 The next speaker is Paul Ames. Paul, we do not

1 currently see you listed among the attendees. However,
2 if you have joined using a different name, we would ask
3 that you raise your hand at this time and if you have
4 called in, you may raise your hand by dialing Star 9 on
5 your phone.

6 (No response.)

7 MS. THOMPSON: Okay. We will move on to the next
8 speaker.

9 The next speaker is Stephanie Beitzel Snow. You
10 may now unmute and please state your name and
11 affiliation for the record.

12 MS. SNOW: Hello. Can everyone hear me?

13 MS. THOMPSON: Yes.

14 MS. SNOW: Good afternoon. My name is Stephanie
15 Beitzel Snow from the Wiscauke Settlement in Central
16 Iowa.

17 I'm of mixed tribal heritage. I'm an (Indian
18 tribe). I'm an enrolled member of the Hotu Nation.
19 I'm a cultural consultant active in food sovereignty.
20 I'm a school educator, a trained anthropologist, a
21 poet, a musician, and, most importantly, I'm a mother
22 of two teen-aged children.

1 I'm here to speak as a business woman and also as
2 a member of Eco Madres. Eco Madres is a program of
3 Moms Clean Air Force focused specifically on how Latino
4 and Native communities are affected by air pollution
5 and climate change because our communities tend to face
6 more environmental justice challenges than the average
7 person in the United States.

8 About a year ago -- excuse me. I thought they
9 were going to do some maintenance today.

10 So about a year ago, my tribe's natural landscape
11 was devastated by the Dureches storm that occurred
12 nationwide. It flattened our ancestral cornfields and
13 we had to rush to carry out an emergency harvest of
14 what we could.

15 We are a contemporary community, but our
16 Indigenous traditions are of fundamental importance to
17 us for many reasons. Having our ancestral corn
18 flattened and losing so many trees to an uncommonly
19 strong storm was really traumatic.

20 The climate crisis has brought the need for
21 Indigenous resilience into sharp focus. Without
22 immediate action to address the root causes of climate

1 change, carbon pollution from burning fossil fuels, our
2 communities are facing increasingly frequent and severe
3 weather events causing the kind of destruction, death,
4 and damage that swept across our lands last year.

5 My memories of childhood include seeing my great
6 grandmother bent over in one of her three large garden
7 plots coaxing vegetables and our precious corn with
8 care from this land that is Iowa.

9 Years ago, she would dig her lotus root in lakes
10 and ponds for food and she used as medicine. She
11 gathered foods and medicines to feed and cure her
12 family and community. She passed these ways on to me
13 and I in turn have raised my children in the same way.

14 Climate change has been making it more and more
15 difficult to find the plants we need for our way of
16 life. Transportation sector is the largest source of
17 carbon pollution in the United States and cleaning up
18 vehicle pollution is one of the most important things
19 that we can do to fight climate change.

20 Thank you for the chance to testify before this
21 panel on the Revised 2023 Later Model Year Light-Duty
22 Vehicle Greenhouse Gas Emissions Standards and I plead

1 with you to finalize the strongest possible national
2 vehicle greenhouse gas emission standards for passenger
3 cars and light trucks.

4 Thank you very much.

5 MS. THOMPSON: Thank you for your testimony.

6 The next speaker will be Marc Drehsen. Marc, you
7 should be able to unmute on your phone at this time.

8 MR. DREHSEN: Hello.

9 MS. THOMPSON: Hi.

10 MR. DREHSEN: Hi. This is Marc Drehsen. Can you
11 hear me?

12 MS. THOMPSON: We can hear you and you are welcome
13 to begin your comment at any time.

14 MR. DREHSEN: Thank you.

15 I'm speaking as a member of the Union of Concerned
16 Scientists.

17 Gas mileage of new vehicles hasn't really improved
18 in at least 25 years. For example, my new Honda CRV
19 gets virtually the same mileage as my 1995 Subaru
20 Legacy did when it was new. The problem is vehicles
21 keep getting bigger, especially pickup trucks, and
22 they're getting heavier with all the safety equipment

1 and electronics. In fact, you can't even find a small
2 pickup truck these days.

3 We really need to limit the weight on vehicles if
4 we're going to make a difference.

5 EPA must set the strongest possible federal clean
6 air standards to ensure we are protecting families from
7 vehicle pollution, we're saving drivers' money at the
8 pump, and we're fighting climate change.

9 This means restoring standards to at least the
10 level set during the Obama/Biden Administration and
11 ideally even stronger than the Obama-era standards.
12 I don't see any reason why we can't do this.

13 Thank you very much.

14 MS. THOMPSON: Thank you for your comment.

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

22 Speakers connected by telephone should unmute

1 their phones when called to testify.

2 If you have joined using a name other than what is
3 listed on the speaker list or have dialed in, we ask
4 that you please raise your hand when called on so we
5 can promote you to the role of panelist. If you have
6 dialed in, you can raise your hand by dialing Star 9.

7 If you are having technical difficulties, please
8 send an e-mail to public_hearing@abtassoc.com or call
9 919-294-7712. If you are not registered to speak but
10 you would like to, please send an e-mail with your name
11 and phone number to public_hearing@abtassoc.com or call
12 919-294-7712.

13 At this time, we will be moving on to speakers
14 from the next block who are currently available.

15 Speaker Block 5

16 MS. THOMPSON: The first speaker will be Philip
17 Cuny. Philip, I will be promoting you to panelist now
18 and when you are ready, you may unmute and please state
19 your name and affiliation for the record.

20 MR. CUNY: Hello. Can you hear me?

21 MS. THOMPSON: We can hear you.

22 MR. CUNY: Okay. Can you see me?

1 MS. THOMPSON: We cannot see you yet. You will
2 need to hit the Start Video button on the lower left-
3 hand side of your screen to turn on video.

4 MR. CUNY: Okay. Okay. Can you see me now?

5 MS. THOMPSON: We can.

6 MR. CUNY: Okay. I'm sorry.

7 Good afternoon. My name is Philip Cuny. I live
8 in Dallas, Texas. I'm retired and I am speaking as a
9 private citizen.

10 Recently, the United Nations Climate Report was
11 released and our future does not look good. I'm not so
12 worried about my own future but I have children and
13 grandchildren and I'm scared to death for them.

14 The main take-away from the Climate Report is that
15 governments all over the world need to act now. the
16 problem with this is that there are a lot of things
17 that we cannot do now. We can't stop China from
18 building coal-fired power plants. We haven't perfected
19 a way to manufacture concrete and steel without
20 producing CO2, as well, and this accounts for over
21 eight percent of the CO2 currently produced worldwide,
22 and with the passage of the infrastructure bill, we're

1 going to be making a whole lot more steel and concrete.

2 We don't have electric 18-wheelers. We don't have
3 electric tractors for farming and God only knows how
4 we're going to reform the livestock industry.

5 One thing we can do right now, though, is raise
6 these mileage standards and emission standards for cars
7 and light trucks. This is probably not going to be
8 very popular in Texas where it seems everybody drives a
9 truck, but it is the right thing to do.

10 For years, SUVs have been allowed to dodge the
11 mileage standards because they are classified as light
12 trucks which is really ridiculous. They are designed to
13 carry passengers. They really are passenger vehicles
14 and now many trucks have four doors and they are used
15 more as passenger vehicles than trucks.

16 If we're not going to redesignate these vehicles
17 as passenger vehicles, we need to at least raise the
18 standards.

19 I'm not going to try to list all the benefits of
20 raising the standards. You've heard plenty about that.
21 It affects our public health and national parks,
22 etcetera, etcetera.

1 What I want to impress upon you is that we need to
2 act now. I read yesterday that the scientists believe
3 that the Atlantic current is on the verge of collapse.
4 This will have catastrophic effects on the climate of
5 England and Europe, not to mention our own fishing
6 industry.

7 It's beginning to rain on the Greenland ice
8 sheets. This is something that was once impossible.
9 We must act now.

10 Once again, raising mileage standards and cleaning
11 up vehicle emissions is one of the few things that we
12 can do now. I urge you to raise these standards as
13 high as feasibly possible to make our transportation
14 system the most efficient in the world. Let's lead by
15 example. We need to do this for our children and our
16 grandchildren.

17 Thank you.

18 MS. THOMPSON: Thank you for your comment.

19 The next speaker will be from an earlier block.

20 Jackie Garcia Mann. Jackie, you will need to accept
21 the invitation to be promoted to panelist in order for
22 us to hear you today. You should at this time have the

1 ability to unmute or it looks like you're rejoining us
2 a panelist. Fantastic.

3 When you are ready, feel free to unmute and please
4 state your name and affiliation for the record.

5 MS. GARCIA: Hi. This is Jackie Garcia. Can you
6 hear me?

7 MS. THOMPSON: We can.

8 MS. GARCIA: Yeah. Hi. I am calling on behalf of
9 350 Bay Area, and like everyone else who has spoken
10 with such great eloquence about what must be done in
11 the climate crisis, I want to say that, you know,
12 there's nothing else I can personally do in my life to
13 cut out carbon. I'm doing everything I can with
14 electric cars and solar panels and induction stoves,
15 but the people at the EPA making these decisions, they
16 have that power, and I urge you to be a climate super-
17 hero.

18 You are representing people who are so afraid for
19 their future and their children's future and all the
20 displacement and harm that will be done to humanity and
21 to the ecosystems and the crisis in biodiversity.

22 So please show your bravery. We need things even

1 stricter than these proposed regulations. We need to
2 move fast and people are ready to cooperate. People
3 are ready to help. Don't listen to the industry
4 people. You know, these are corporations who will
5 never change and corporations have no conscience. They
6 are just in it for the profit. So please step up and
7 be a climate super-hero.

8 I want to say that personally my mother is a
9 Holocaust survivor. She came here after the War when
10 she was 11. Her little sister starved to death in a
11 displaced person's camp in Siberia. My mother would
12 not have survived if people didn't take action and join
13 the War.

14 So I'm asking you today to join the war and to
15 look out for future generations.

16 Thank you very much.

17 MS. THOMPSON: Thank you for your comment.

18 The next speaker will be Karen Melton. As a
19 reminder, you will need to accept the invitation to
20 become a panelist in order for us to hear you today.
21 Karen, I just gave you the ability to unmute. If you
22 would like to make your testimony, just a note that you

1 will not be able to be on camera.

2 When you are ready, feel free to unmute and state
3 your name and affiliation for the record.

4 MR. WILLIAMS: Thank you.

5 I am Emerson Williams. I'm testifying before you
6 today on behalf of my son, his future children, and for
7 nature herself.

8 I'm a father, former Marine, environmental policy
9 entrepreneur, and ally and proud member of the LGBTQ+
10 community. I acknowledge the lands I occupy belong to
11 the sovereign nations of Sioux, Ute, Cheyenne, and
12 Arapahoe Indigenous People.

13 First, I appreciate EPA's diligence in trying to
14 get us back on track with these standards. However,
15 the plain truth is this. The proposed rule before us
16 today is not only not new, it is wholly inadequate.

17 This refreshed rule originates from Executive
18 Order 14037 which states in part America must lead the
19 world on clean and efficient cars and trucks by setting
20 a goal that 50 percent of all new passenger cars and
21 light trucks sold in 2030 be zero emission vehicles.

22 This proposed rule, even if the second alternative

1 were implemented, falls terribly short of this order.
2 In fact, with the second alternative implemented, the
3 allowed combined cars and trucks grams CO2 per mile by
4 2026 is 161. This means we are yet again passing the
5 buck to the next EPA, next Administration, etcetera,
6 and it is a huge burden to pass on.

7 To reach the goals expressed in the Executive
8 Order, this future they will need to implement
9 standards to remove 161 grams CO2 per mile in only four
10 years, nearly triple the reductions in this proposal.

11 Further, these standards are still decades behind
12 the rest of the developed world. In 2009, the EU
13 implemented standards to reduce their emissions to 153
14 grams CO2 per mile by 2020. They have since updated
15 these goals and far surpassed our efforts.

16 China likewise enacted the Euro 4 standards in
17 2010 which includes very strict standards for CO2 as
18 well as other pollutants. Both regions also have
19 strict enforcement mechanisms which this proposed rule
20 is decidedly lacking.

21 I understand my statement today may come across as
22 accusatory and unsympathetic to the work done to bring

1 us here. I assure you that is not my intent. Rather,
2 I am very upset by the extraordinary lack of leadership
3 and urgency I continue to see around environmental
4 issues.

5 We simply do not have the luxury of slowly ramping
6 up standards or relying on the supposed promises of the
7 capitalist market that caused this impending global
8 disaster.

9 In conclusion, I recommend EPA go back and write a
10 new rule, a rule that sets zero emissions standards to
11 be met no later than 2030, a rule with strong
12 enforcement mechanisms.

13 While you consider this, please do not consider
14 political feasibility or if it's too hard. Rather,
15 consider how hard you want future generations to
16 struggle for a breath of clean air, a drink of clean
17 water and clean soil to grow food.

18 We are able to choose now how the future will
19 judge us. Please, choose carefully.

20 Thank you.

21 MS. THOMPSON: Thank you for your comment.

22 The next speaker will be Karen Melton. Karen, if

1 you are able, I invite you to join as a panelist.
2 Otherwise, you should be able to unmute and whenever
3 you are ready, you may unmute and please state your
4 name and affiliation for the record.

5 MS. MELTON: Thank you for the opportunity to
6 testify.

7 My name is Karen Melton, and I am here today as a
8 private citizen who cares about leaving a viable
9 climate and clean air for future generations.

10 I do appreciate that this Administration is acting
11 to re-implement clean car standards but ask the EPA to
12 create the strongest possible limits on vehicle
13 pollution. These limits had already gone through the
14 technical review process. They will ensure the
15 greatest reductions in oil use and global warming
16 emissions.

17 And to those manufacturers who turned their backs
18 on efficiency commitments that were made in exchange
19 for having their industry bailed out by taxpayers, I
20 will not forget who you are and I will certainly never
21 buy one of your vehicles.

22 Here in Philadelphia, we have air quality that is

1 graded F by the American Lung Association and is the
2 worst in our many environmental justice neighborhoods.
3 Those neighborhoods have double the national rate of
4 childhood asthma and the highest rates of trips to the
5 emergency room by children having acute asthma attacks.

6 With transportation as the largest source of
7 carbon emissions in the U.S., it's critical that we
8 both make our gasoline-powered trucks and cars more
9 efficient and that we shift rapidly to electric
10 vehicles if we are to achieve a hundred percent zero
11 emission vehicle sales by 2035 and net zero greenhouse
12 gas emissions economy by 2050.

13 The impacts of climate change we see all around
14 the world today should tell you that we are way past
15 the point where we can be creating loopholes and credit
16 schemes to benefit automakers who are looking for ways
17 to stall on efficiency improvements.

18 Alternative Number 2 is the better proposal in
19 this regard.

20 Once again, I urge this Administration to set the
21 strongest standards to make cars and light-duty trucks
22 more efficient by going back to at least the Obama

1 standards.

2 Thank you.

3 MS. THOMPSON: Thank you for your comment.

4 The next speaker will be Mary Mathews. You may
5 now unmute and please state your name and affiliation
6 for the record.

7 MS. MATHEWS: Good afternoon. I am Mary Mathews,
8 speaking on behalf of the League of Women Voters of
9 Lake County, Illinois.

10 I'm addressing the Proposed Revised 2023 and Later
11 Model Year Light-Duty Vehicle Greenhouse Gas Emissions
12 Standards.

13 The stated purpose is to make the greenhouse gas
14 emission standards more stringent, thereby
15 significantly reducing emissions.

16 The proposed rule also will provide incentives for
17 manufacturing more hybrid and electric vehicles. These
18 changes should result in substantial public health
19 benefits.

20 The League of Women Voters supports the maximum
21 protection of public health and the environment. To
22 that end, the League has supported federal air

1 pollution controls for fuels and vehicles since 1971.

2 We called for full implementation of the Clean Air
3 Act of 1970 and for strengthening amendments. The
4 League consistently has opposed extensions of deadlines
5 for meeting ambient air quality standards and auto
6 emission standards.

7 The League believes greenhouse gas emissions cause
8 not only air pollution but also contribute to the
9 climate crisis. Climate change is a serious threat as
10 proven in the Intergovernmental Panel on Climate Change
11 Report.

12 The League of Women Voters realizes that pollution
13 control is not enough. Pollution prevention is
14 required. Accordingly, the League has called for
15 legislation to cut greenhouse gases, increase energy
16 efficiency, and shift to renewable energy.

17 The League opposed efforts by the Trump
18 Administration to roll back the clean car standards and
19 to withdraw from the 2015 Paris Climate Agreement.

20 As transportation is the largest source of carbon
21 emissions, restricting the emission of heat-trapping
22 gases will help mitigate climate change and combat

1 deadly air pollution.

2 Air pollution caused by emissions has been proven
3 to increase the risk of heart disease, lung cancer, and
4 asthma. The requirement for transition to zero
5 emission cars within a short time frame will greatly
6 improve public health.

7 So far this summer, Lake County has suffered nine
8 orange unhealthy for sensitive groups air quality days
9 due to ozone. The asthma rate in Waukegan, the largest
10 city in Lake County, is much higher than average.

11 Waukegan is an environmental justice community which
12 experiences disproportionate harm from climate change.

13 The previous Administration's rollback of clean
14 car rules curtailed progress in improving air quality
15 and moderating climate change. To make up for lost
16 time for Waukegan and for all of our communities, the
17 League of Women Voters of Lake County calls for
18 standards that are at a minimum as strong as those
19 finalized in 2012 and without any loopholes and give-
20 aways to automakers. Stricter fuel efficiency
21 standards coupled with greenhouse gas reductions
22 standards, and enforceable requirements are needed.

1 Reducing carbon pollution and fighting climate
2 change must be a top priority for the EPA. The League
3 of Women Voters of Lake County requests the clean car
4 standards be the strongest possible and effective as
5 soon as possible to protect public health and combat
6 the climate crisis.

7 Let's move to zero emissions before it is too
8 late.

9 Thank you for your time.

10 MS. THOMPSON: Thank you for your comment.

11 At this time, we will begin a brief recess. EPA,
12 when would you like to reconvene?

13 MR. OLECHIW: Thank you, Kayla.

14 So it is now a little past a quarter to the top of
15 the hour. I would like to recess until 15 minutes
16 after the hour, so about a half hour break. So on the
17 East Coast that is a break until 3:15 p.m., and we will
18 reconvene then for the remainder of the testifiers.

19 So I want to take this opportunity to thank
20 everyone that spoke this afternoon. We very much
21 appreciate your comments, and we look forward to
22 hearing from the final batch of testifiers. So the

1 break will commence now until 3:15.

2 Thank you so much.

3 (Recess.)

4 MS. MROZ: All right. It looks like everybody's
5 back. So, Kayla, you can go ahead and proceed.

6 MS. THOMPSON: Thank you. This is Kayla Thompson
7 from Abt Associates, EPA's contractor. It is currently
8 3:15 p.m. Eastern Time, and we are now rejoining EPA's
9 public hearing, Revised 2023 and Later Model Year
10 Light-Duty Vehicle Greenhouse Gas Emissions Standards
11 Proposal.

12 As a reminder, if you are speaking today, you will
13 receive a notification on your screen that you are
14 promoted to the role of panelist shortly prior to your
15 speaking time. You must accept that invitation to be
16 able to unmute when you are called to testify. This
17 will also allow you to turn on your camera, which we
18 encourage you to do. Speakers connected by telephone
19 should unmute their phones when called to testify.

20 If you have joined using a name other than what is
21 listed on the speaker list or have dialed in, we ask
22 that you please raise your hand when called on so we

1 can promote you to the role of panelist. If you have
2 called in, you can raise your hand by dialing Star 9.
3 If you are having any technical difficulties, please
4 send an email to public_hearing@abtassoc.com or call
5 919-294-7712. If you are not registered to speak but
6 you would like to, please send an email to
7 public_hearing@abtassoc.com, or call 919-294-7712.

8 The expected speaking order is displayed on the
9 screen. I will be introducing each speaker in turn.
10 The next speaker will be William Davies. EPA, are you
11 ready to proceed?

12 MR. OLECHIW: Thank you, Kayla. Yes, we are ready
13 to proceed. And while this is the -- intended to be
14 the sort of last block of speakers, we encourage anyone
15 that would still like to speak to please use the
16 information shown on this slide to contact Abt and sign
17 up. And, of course, we will stay here for as long as
18 people are willing to testify. And so, with that, we
19 should proceed. Thank you so much.

20 MS. THOMPSON: Thank you. It appears that William
21 is not yet listed as an attendee on our attendee list.

22 However, William, if you have joined using a different

1 name today, we ask at this time that you raise your
2 right hand, and that if you have dialed in, you can do
3 so by dialing Star 9 on your phone.

4 (No response.)

5 MS. THOMPSON: We'll go ahead and move on to the
6 next speaker. The next speaker on our list is Suzanne
7 Llewellyn. Similarly, we do not have you listed as an
8 attendee. However, we invite you to raise your hand at
9 this time if you are listed under a different name.

10 (No response.)

11 MS. THOMPSON: Moving a little further down the
12 list, there are a couple of other speakers who are
13 listed to speak but are not currently listed as
14 attendees. They are Connie King and Robin "Gil-oh" or
15 "Gill-oh." If you are here but you're listed under a
16 different name, we invite you to raise your hand at
17 this time. As a reminder, if you've dialed in, you can
18 do so by dialing Star 9 on your phone.

19 (No response.)

20 MS. THOMPSON: Okay. The next speaker on our list
21 is James Noyes. You may now unmute, and please state
22 your name and affiliation for the record.

1 MR. NOYES: Hi. This is James Noyes. I typically
2 go by the name Graham Noyes, and I represent Pearson
3 Fuels and also am the executive director of the Low
4 Carbon Fuels Coalition. And the comment that I'd like
5 to provide here, Pearson's been very active throughout
6 the process, the various iterations of the rule here in
7 commenting, and is the largest E85 supplier in
8 California. And I want to just provide the input to
9 the agency that there are tremendous opportunities with
10 flex fuel vehicles, with high-blend ethanol E85, with
11 mid-level ethanol blends, and with other biofuels to
12 provide greenhouse gas reductions that aren't currently
13 integrated into the greenhouse gas proposed rule and
14 are, frankly, carbon reductions left on the table.

15 Within California, we've seen over 75 million
16 metric tons of greenhouse gas reduction from the use of
17 various low-carbon fuels and electricity over the last
18 10 years of the Low-Carbon Fuel Standard Program, and
19 85 percent of those reductions have been bio-based
20 fuels, so we would very much encourage the agency to
21 consider the value of these fuels. They can be
22 utilized in existing internal combustion engines.

1 There's obviously a very strong drive to move toward
2 electrification, but as everyone is aware, there are
3 very significant technology and cost barriers there,
4 and there's also the very long life of internal
5 combustion engines that are on the road.

6 We've seen in California very aggressive programs
7 to electrify the state that are having effect, but,
8 frankly, they're having effect slowly with still the
9 large dominance of the internal combustion engine.
10 And, therefore, we think California provides an
11 indication that the agency should take very seriously
12 of how important decarbonizing the internal combustion
13 side of the picture is, and also realizing that, to the
14 extent that there's not the encouragement of flex-fuel
15 vehicles, or mid-level ethanol blends, or other
16 biofuels and technologies, then the default is to
17 fossil fuel with the increased criteria pollutant
18 emissions and the increased greenhouse gases from those
19 fuels. Thank you for the time to participate in this
20 proceeding.

21 MS. THOMPSON: Thank you for your comment. The
22 next speaker is Diana Gersten. Diana, we do not

1 currently see you listed among the attendees. However,
2 if you have joined using a different name, we ask that
3 you raise your hand at this time. And as a reminder,
4 you can raise your hand if you have dialed in by
5 dialing Star 9 on your phone.

6 (No response.)

7 MS. THOMPSON: We will move on to the next
8 speaker. The next speaker is Langston Verdin. You may
9 now unmute, and please state your name and affiliation
10 for the record.

11 MR. VERDIN: Hello, everyone. My name is Langston
12 Verdin, and even though it says I'm representing
13 Children's Health Alliance of Wisconsin where I work,
14 I'm actually here as a private citizen today and as a
15 member of the Wisconsin Asthma Coalition. I live in
16 Milwaukee, Wisconsin as well.

17 First off, I'd like to thank you all for this
18 opportunity to speak with you today about this
19 important topic. I'd also like to thank President
20 Biden and his Administration for acknowledging the
21 importance of tackling climate change and pollution
22 from transportation. In Wisconsin, over half a million

1 children and adults have asthma. It's the most common
2 chronic condition among children and the leading cause
3 of school absenteeism. In fact, each year, 1 in 2 kids
4 with asthma will miss at least one day of school
5 because of their asthma, and 1 in 4 adults will miss at
6 least one day at work. Worst yet, the Wisconsin
7 Department of Health Services finds that one person
8 dies every day because of their asthma. Because of
9 this, over the last two years, I've worked on a project
10 called Project Breathe SMAART, or Safely Monitoring Air
11 Around Town. This project started because when I was
12 analyzing asthma data from the Department of Health
13 Services, I found that asthma-related health care
14 utilization wasn't equally distributed across
15 Milwaukee. Instead, it's heavily concentrated among
16 high-traffic corridors in the city's black and Latinx
17 communities.

18 The transportation sector is the largest source of
19 greenhouse gas emissions in the state -- in the United
20 States. Gasoline and diesel-powered cars, SUV, and
21 pickup trucks pollute the air we breathe and drive
22 climate change. This proposal and the broader action

1 on clean cars from the Administration are a meaningful
2 step in the right direction, but we need the strongest
3 possible clean car standards to truly make good on
4 President Biden's commitments to address climate action
5 and environmental justice. As a parent of a 12-year-
6 old with asthma, I urge the EPA and the Administration
7 to finalize this proposal quickly and move forward with
8 bold greenhouse gas and fuel efficiency standards for
9 cars, light trucks, and SUVs that accelerate the
10 critical transition to zero emission vehicles.

11 Thank you all for your time and allowing me to
12 share with you today.

13 MS. THOMPSON: Thank you for your comment. The
14 next speaker is Victoria Gillet. We do not currently
15 have you listed among the list of attendees. However,
16 if you have joined under a different name, we invite
17 you to raise your hand at this time. And then as a
18 reminder, you can raise your hand if you have dialed in
19 by dialing Star 9 on your phone.

20 (No response.)

21 MS. THOMPSON: Okay. We will move on to our next
22 speaker. The next speaker is Claire Richards. Claire,

1 when you are ready, please unmute and state your name
2 and affiliation for the record.

3 MS. RICHARDS: Thank you for the invitation to
4 speak today on the EPA ruling on light-duty vehicle
5 emissions. My name is Claire Richards, and I'm a
6 nursing professor and member of the Alliance of Nurses
7 for Healthy Environments. Part of my work focuses on
8 how we respond to emerging public health crises, such
9 as the power outages that occur during extreme heat and
10 wildfire smoke events, all of which are on the rise due
11 to the climate crisis. I'm here to urge you to set the
12 strictest possible clean car standards.

13 As others have noted, the IPCC report states
14 clearly that we have already baked in enough carbon
15 emissions to warm our planet one-and-a-half degrees
16 Celsius. These emissions are permanent, irreversible,
17 and dangerous, and additional greenhouse gas emissions
18 will only worsen the situation. My family and I have
19 all been personally impacted by climate change. My
20 sister-in-law's community of Mexico Beach, Florida was
21 leveled by the rapidly-intensifying Hurricane Michael
22 in 2018. The pile of broken homes turned into a

1 massive landfill. This summer, my husband, son, and I
2 escaped the extreme heat and wildfire smoke of Eastern
3 Washington to sleep on a relative's floor on Whidbey
4 Island for clean air, only to face the painful reality
5 of dead shellfish littering the beach. Hundreds of
6 people and billions of sea creatures died in the heat
7 dome, and the production from a number of crops were
8 cut by half. Thousands of homes are now destroyed by
9 wildfires alone nearly every year. This impacts our
10 economy, our housing stock, and our physical and our
11 mental health. I'm very alarmed about whether our
12 five-year-old son will be able to thrive when he's my
13 age. This depends on the decisions that we make now.

14 Exposure to wildfire smoke has significant health
15 impacts on lungs, hearts, and brains, especially for
16 pregnant women, infants and children, and those with
17 chronic illnesses. Extreme heat not only makes
18 wildfires more likely. It also amplifies the effect of
19 air pollution on human health. Given structural
20 inequity and the history of redlining in the United
21 States, this disproportionately affects low-income
22 communities and black, indigenous, and people of color.

1 This means that to achieve the environmental justice
2 agenda of the Biden Administration, a rapid transition
3 to clean transportation is necessary.

4 We need to slow the progression of climate change
5 without delay within our infrastructure and systems.
6 This means that the EPA must finalize an ambitious rule
7 this year in 2021 without any loopholes. It is
8 critical that we have a long-term plan. The EPA must
9 also set stronger standards through at least 2030 to
10 drive the transition to zero emission vehicles the
11 Nation needs and that President Biden has called for in
12 his executive order. We must cut emissions as quickly
13 as possible from gasoline cars and increase the
14 adoption of electric vehicles so that we can get to a
15 100-percent electric new car market by 2035. Thank
16 you.

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

21 MR. DARIN: Thank you. My name Jack Darin. I'm
22 the director of the Sierra Club Illinois chapter, and

1 I'm representing over 120,000 of our members and
2 supporters here in Illinois. And I want to thank you
3 for the opportunity today to testify and for holding
4 this hearing.

5 So, vehicle emissions are the major air quality
6 challenge in Illinois when it comes to both the global
7 existential threat of climate change and also the local
8 urgent public health threat of certain smog pollution
9 on days like we're experiencing this week. Just
10 yesterday, according to EPA's Air Now website, the Air
11 Quality Index for Chicago and its west and north
12 suburbs, so most of our region, exceeded 150 in the
13 unhealthy category. And just briefly, here's what EPA
14 advised us to do yesterday based on that level of
15 pollution. It said that "Sensitive groups should avoid
16 prolonged or heavy outdoor exertion and schedule
17 outdoor activities in the morning when ozone is lower.
18 Consider moving activities indoors." This, of course,
19 is during a pandemic. "People with asthma, keep quick
20 relief medicine handy, and everyone else, reduce
21 prolonged or heavy outdoor exertion. Take more breaks
22 or do less intense activities. Schedule outdoor

1 activities in the morning when ozone is lower."

2 Now, of course, those sensitive groups are more
3 likely to be people of color and other environmental
4 justice communities that have already been
5 disproportionately impacted by this pandemic and by
6 pollution generally. And the largest source of the
7 pollution causing this public health threat is
8 transportation. Emissions from electric vehicles, such
9 as PM 2.5, are a major public health hazard, and Asian-
10 American, black, and Latino residents of Illinois are
11 exposed to higher-than-average levels of particulate
12 matter from cars, trucks, and buses. Chicago and the
13 rest of Cook County has the state's highest PM 2.5
14 pollution exposure, again, due in large part to the
15 transportation sources.

16 The transportation sector is also the largest
17 source of Illinois' climate-disrupting emissions after
18 we've made some reductions in our electric sector, and
19 so the main source within transportation is coming from
20 the passenger vehicles we're talking about today. And
21 Illinois has definitely experienced climate change.
22 Our precipitation has increased substantially. We have

1 more torrential downpours and devastating floods,
2 including in our Illinois and Mississippi Rivers. Our
3 average daily temperatures have risen one to two
4 degrees Fahrenheit in most areas of the state, making
5 our summers hotter, and our winters warmer, and our
6 droughts longer and more severe. Our Lake Michigan
7 shoreline of late is crumbling under record lake levels
8 and extreme weather, and agriculture is very important
9 in Illinois. We're the sixth largest agricultural
10 state in the country, and our ability to feed
11 ourselves, and the rest of the country, and indeed the
12 world, will be diminished if the climate crisis is not
13 mitigated.

14 Now, as a state, Illinois is beginning to move
15 boldly to address these threats, but we need to be
16 building on a baseline of the strongest possible
17 national vehicle standards for emissions. Here in
18 Illinois, the Sierra Club is part of the Illinois Clean
19 Jobs Coalition, which has put forth a plan to get one
20 million electric vehicles on the road here by 2030,
21 while prioritizing equity and attainability for all.
22 And this goal has recently been championed by our

1 governor, J.B. Pritzker, who is making state
2 investments in electric vehicles infrastructure and in
3 fleets and seeing the real potential for our state as a
4 center for EV manufacturing. So, we are moving ahead
5 here, but we'll make the most progress if we're doing
6 so on top of the strongest possible national emission
7 standards.

8 The original clean car standards passed in 2012
9 under President Obama were an effective tool to reduce
10 emissions from vehicles, and in 2020, our state
11 defended public health and the environment by suing the
12 previous Administration for its reversal of those
13 standards. And today we're at a point where we have
14 the opportunity to set the record straight on where our
15 priorities lie on key issues like climate change and
16 public health. We can either go back and set a rule
17 that is weaker than the one we originally had under the
18 Obama Administration, or we can recognize that the
19 impacts of climate change have gotten worse and that we
20 must set the boldest standards possible that exceed
21 even the one finalized in 2012. Not doing that and
22 setting a bold standard means that Illinois will

1 continue to face intensifying climate disasters and not
2 doing everything we can to protect the most vulnerable.

3 It's clear that not only do we need to clamp down
4 on vehicle pollution, but we need to create policies
5 that reflect the gravity of our climate crisis and
6 center environmental justice. And that's why I'm here
7 today to urge EPA to set the strongest rule possible
8 that will get us on track to 100 percent EV sales by
9 2035. To do so would offer hope for a healthier future
10 to those who are worried about breathing the air that
11 we have today, and not doing so would mean that we'll
12 face the catastrophic consequences of climate change
13 that the recent IPCC report laid out as a code red for
14 humanity. So, I hope we can heed that call for change
15 and adopt the strongest possible standards. Thanks for
16 listening today.

17 MS. THOMPSON: Thank you for your comment. The
18 next speaker is Frank Granda. We do not currently see
19 you listed among the list of attendees. However, if
20 you have joined under a different name, we would invite
21 you to -- we would invite you raise your hand at this
22 time. And if you have called in, you can do so by

1 dialing Star 9 on your phone.

2 (No response.)

3 MS. THOMPSON: Okay. We will move on to the next
4 speaker. The next speaker on our list is Kelly
5 Fleming. Kelly, you may now unmute, and please state
6 your name and affiliation for the record.

7 MS. FLEMING: Thank you. My name is Kelly
8 Fleming. I'm the policy director for the Zero Emission
9 Transportation Association. Thank you for providing
10 the opportunity to speak today on behalf of the Zero
11 Mission Transportation Association, or ZETA. We are an
12 industry-backed coalition advocating for 100 percent
13 electric vehicle sales by 2030. Our member companies
14 are on the cutting edge of innovation in the EV space,
15 from two-wheeled vehicles to medium and heavy-duty
16 trucks, and we represent a majority of the market for
17 electric light-duty vehicles.

18 ZETA thanks the Administration for prioritizing
19 the reduction of emissions from transportation through
20 the proposed standards, and we look forward to working
21 with you to ensure a zero-emission transportation
22 future with the United States being dominant in the

1 auto industry once again. We recognize that without
2 electrification of the transportation sector, there is
3 no way the United States will meet its climate targets.

4 To that end, a proposal that will achieve just over
5 eight percent EV deployment in Model Year 2026 misses
6 the mark.

7 While the proposed stringency of Alternative 2
8 standards may be a step in the right direction, ZETA
9 recommends that the agency implement a rule that is
10 much more stringent than any of the proposals analyzed.

11 ZETA members, including Rivian, Tesla, and Lucid,
12 among others, have created over 250,000 American jobs
13 and are scheduled to produce and accelerate the
14 delivery of a variety of electric vehicles during the
15 implementation of the new rule. Some of these
16 automakers and models are debuting in the next two
17 years, so the EPA's 2017 baseline using the impact
18 analysis of the proposed standards neither accounts for
19 these new entrants nor the large deployment of EVs
20 post-2017, like the Tesla Model 3. Because of this,
21 electric vehicles and trucks will make up a larger
22 portion of the new vehicle market in 2023 to 2026 than

1 projected.

2 With this in mind, ZETA discourages the inclusion
3 of potential loopholes to meet the proposed standards
4 through overly generous crediting, particularly for
5 technologies that are no longer contributing to the
6 reduction in emissions from the transportation sector.
7 Analysis shows that these extensions could result in an
8 additional 130 million metric tons of greenhouse gas
9 emissions compared to Alternative 2. Rather than
10 artificially expanding the lifetime of older
11 technologies, the standard should be pushing the entire
12 auto industry towards electrification. Extending the
13 lifetime of credits, including multipliers that double
14 the credits earned for every EV sold, weakens the
15 standards and indirectly incentivizes traditional
16 automakers to continue manufacturing their least
17 efficient vehicles, especially as EVs reach price
18 parity.

19 Extension of credits like those for the hybrid
20 trucks are outdated. While it made sense to provide
21 these incentives when electric drivetrains were still
22 being innovated, we currently have fully-electric

1 pickup trucks slated to be on the road by 2023,
2 including from Rivian, Tesla, and Ford. The same is
3 true for advanced clean vehicle technologies included
4 for off-cycle credits. ZETA fully supports ambitious
5 standards to cut greenhouse gas emissions and expanding
6 the stringency of Alternative 2 with the elimination of
7 extended credits.

8 ZETA's members are already demonstrating that EV
9 innovation and job creation go hand in hand. We urge
10 the Biden Administration to accelerate this transition
11 and expedite the economic and environmental benefits of
12 light-duty vehicle electrification. Thank you for the
13 opportunity to testify.

14 MS. THOMPSON: Thank you for your comment. Our
15 next speaker will be Dana Gersten. If you have called
16 in, we ask that you raise your hand by dialing Star 9
17 on your phone, and we will unmute you. I can see that
18 you've raised your hand. You should now have the
19 ability to unmute, and then when you are ready, you may
20 state your name and affiliation for the record.

21 DR. GERSTEN: Hi. Can you hear me?

22 MS. THOMPSON: We can.

1 DR. GERSTEN: Okay. Hi. My name is Dr. Dana
2 Gersten, and I am testifying today as a private
3 citizen. I work as a family medicine doctor at a
4 primary care clinic for the uninsured, underinsured,
5 and working poor in Berkeley, California, and also at a
6 community safety net hospital. I take care of newborns
7 to the very elderly, and I see our poor air quality
8 affecting so many. I'm here to urge the EPA to adopt
9 the strongest possible clean air standards because my
10 patients simply can't keep breathing dirty air and live
11 healthy lives.

12 I see the effects of climate change on my patients
13 almost daily as it directly causes some health
14 emergencies and makes others worse. Many of my
15 patients have lung conditions, like asthma or COPD, as
16 well as heart conditions. We live in a large city with
17 truck and air pollution. This year, like last year,
18 large wildfires make air quality even worse, sending
19 many to the hospital. They breathe unrelenting smoke
20 this time of year, and the poor air quality exacerbates
21 their health condition, sending many to the hospital
22 for intensive care.

1 I think because so many of my patients are living
2 on the edge of making it and not making it, these
3 health exacerbations can send them over the edge into
4 poverty. For example, when I was doing training in
5 Oregon, I had a patient who was a farm worker who
6 worked with the grape harvest. Wildfires destroyed the
7 harvest, and he was not able to make any money. His
8 electricity bill went unpaid, and his electricity was
9 turned off. He couldn't keep his insulin cold, and
10 then he went into a dangerous hyperglycemia. He became
11 acutely ill, and when he returned back, he was unable
12 to work. So, I think the cycle of poverty and ill
13 health just keeps on going, affecting people who take
14 care of my patients and also the people they take care
15 of, like their spouses and their children.

16 Our health care system can't afford to keep
17 covering the costs of weak auto pollution standards.
18 Especially with COVID, our hospital is near capacity,
19 and there simply isn't room to treat all of the
20 incoming patients with respiratory issues. Many of the
21 people most at risk for lung conditions are already the
22 most vulnerable: the working poor and people of color.

1 The failure to have the strongest possible clean air
2 standards entrench the cycle of poverty that is
3 profound and increasingly difficult to escape. What's
4 more, the ever-increasing amount of climate disasters
5 we face in California takes a serious toll on mental
6 health. Depression and suicide rates are quite high
7 already, and when you pile wildfire smoke and COVID
8 that keep people indoors, the effects can be
9 heartbreaking, especially on children and teens.

10 The EPA needs to adopt its alternative standard
11 and enact the strongest possible rule that has
12 aggressive targets, no loopholes, and which puts us on
13 the path to zero emission future. I'm doing this on
14 behalf of my patients who simply can't afford to wait
15 any more. Thank you so very much.

16 MS. THOMPSON: Thank you for your comment. At
17 this time, we have no one else scheduled to speak. If
18 there is anyone who did not register to speak but would
19 like to, please send an email with your name and phone
20 number to public_hearing@abtassoc.com or call 919-294-
21 7712. I would also like to provide an opportunity for
22 anyone who was scheduled to speak but may have joined a

1 little bit late to raise their hand, and we can promote
2 you to panelist to give your testimony. I can see that
3 Stephen Wyman has his hand raised, so, Stephen, I will
4 be promoting you to panelist, and you'll need to accept
5 that invitation in order to speak. When you are ready,
6 you may state your name and affiliation for the record.

7 MR. WYMAN: My name is Stephen Wyman. I am the
8 founder and CEO of Evolving Electric Company, and I
9 would like to suggest the EPA regulations must push
10 existing technologies to the fore, highlighting
11 reducing greenhouse gas emissions, reducing
12 methodologies that have existed for decades that are
13 somewhere between scarce and unknown in vehicles
14 available today.

15 First, full-series hybrid electric vehicles, like
16 Nissan's Note ePOWER, or General Dynamics Land Systems
17 RST-V, also known as Shadow. This technology can scale
18 from the smallest to the largest vehicles in use today.

19 Second, the skateboard undercarriage that allows
20 larger battery capacity unobtrusively. This technology
21 is applied to the new Ford F-150 Lightning as well as
22 being planned for use in a variety of battery electric

1 vehicle platforms. The skateboard could also be used
2 in buses, truck, trailers, train cars, and recreational
3 vehicles. Third, regenerative braking could be applied
4 to all axels, and the appropriate motor generator could
5 also help heavy vehicles climb hills, move train cars
6 around the railyard and tractor trailers around
7 shipping and receiving docks. Fourth, use of solar
8 panels could be especially useful for train cars,
9 tractor trailers, buses, and RVs.

10 It is clear that without specific, defined, and
11 regulated direction from the EPA, vehicle manufacturers
12 are more inclined to respond to pressure from powerful
13 voices and industries that want to maximize profit
14 margins from oil and gas products for as long as it is
15 possible, consequences be damned. The EPA must
16 delineate a specific direction or significant progress
17 in reducing greenhouse gas emissions from vehicles may
18 not soon be forthcoming. I implore the EPA to create a
19 rigorous regulatory regiment devoid of loopholes to
20 expedite greenhouse -- reduce greenhouse gas emissions
21 from vehicles. Thanks for the opportunity to present
22 my perspective.

1 MS. THOMPSON: Thank you for your comment. I
2 would like to again invite anyone who has registered to
3 speak, but perhaps we had missed, to raise their hand,
4 and we can promote you to panelist so you can provide
5 your comments. Apologies. There's a storm outside.

6 (No response.)

7 MS. THOMPSON: Okay. Another reminder. We at
8 this time do not have anyone else scheduled to speak.
9 However, if there is anyone who did not register to
10 speak but would like to, please send an email with your
11 name and phone number to public_hearing@abtassoc.com or
12 call 919-294-7712. We will now pause to see if anyone
13 else would like to make a statement.

14 (Pause.)

15 MR. OLECHIW: So, Kayla, it seems like we have a
16 short break in the number of speakers that we have
17 right now. I wonder if we should just take a 10-minute
18 pause and come back at the top of the hour at 4 p.m.
19 and see if there's anyone else that would be interested
20 in speaking. It looks like David -- I'm sorry -- Frank
21 has made the appropriate adjustment. So, we'll take
22 about a 10-minute pause here, and we'll come back at 4

1 p.m. to the call. I think about a 10-minute pause here
2 and we'll come back at 4 p.m. and see if there's any
3 other -- if there any other testifiers. If people are
4 coming off of meetings or finishing up work or
5 something like that, maybe this will give them an
6 opportunity to join the hearing one more time, so we'll
7 take a 10-minute pause. Thank you.

8 (Break.)

9 MS. THOMPSON: Hello, everyone. This is Kayla
10 Thompson from Abt Associates, EPA's contractor. It is
11 currently 4 p.m. Eastern Time. We are now rejoining
12 EPA's public hearing about their Revised 2023 and Later
13 Model Year Light-Duty Vehicle Greenhouse Gas Emissions
14 Standards Proposal.

15 At this time, we would like to invite anyone who
16 would like to speak to raise their hand, and we can
17 promote you to panelist. I can see that, Victoria, you
18 have raised your hand. I will promote you to panelist
19 now. When you are ready, please feel free to unmute,
20 and state your name and affiliation for the record.

21 DR. GILLET: Hi. My name is Victoria Gillet.
22 I'll start by thanking the EPA for holding a hearing on

1 such an important topic. I don't have any official
2 affiliation. I'm a physician, and I'm strongly in
3 favor of the new proposed light-duty vehicle greenhouse
4 gas emission standards. I'm a primary care physician
5 starting a new practice in the City of Milwaukee in
6 Wisconsin, and I got into medicine to help people who
7 are suffering. I'm here today because there's only so
8 much that I can do to prevent that suffering from
9 within my exam room. I'm here today to advocate for
10 changes that decide whether my patients keep breathing
11 dirty air or if they can breathe easy and be healthy.

12 I completed my training in the City of Madison in
13 Wisconsin, and the effects of clean air are very stark
14 there. There are sections of the city that are green
15 and lush, and then there are parts of the city that are
16 close to overpasses and bus lots with idling large
17 vehicles, and during the pandemic, I saw the difference
18 is between these two locations. I had patients start
19 to come in as vehicles got back on the road with asthma
20 exacerbations. Those patients who are coming in more
21 frequently for those exacerbations were those who lived
22 in those areas next to the vehicles, and it probably

1 comes as no surprise that those patients were also more
2 likely to be people of color and low-income. We know
3 that these people are more likely to be located in
4 areas and cities where they're exposed to more air
5 pollution. We also know that they are more likely to
6 suffer the negative consequences of rising greenhouse
7 gas emissions as well as that particle pollution that
8 decreases their health outcomes and will be more
9 susceptible to increasing heat and other negative
10 consequences.

11 Particle pollution, we know that there's no
12 specific safe amount, right? Even a small amount of
13 exposure to air pollution can cause health consequences
14 across the life spectrum, from preterm birth to
15 dementia and everything in between. And particularly,
16 it's been shown to decrease COVID outcomes, in
17 particular, for people who become infected. They're
18 more likely to have severe outcomes and even death.
19 So, it's important to me that my patients have access
20 to clean air regardless of where they live, even if
21 they happen to be near locations where there are larger
22 vehicles going by.

1 Thankfully, you know, I know that these are
2 harmful, but we also know the paths to the solution:
3 electrify everything as quickly as possible,
4 particularly transportation infrastructure, and make
5 the electricity that we need for those electrified
6 systems with local green energy. That transition will
7 save 2,000 or more lives per year just in my home State
8 of Wisconsin, and the benefit will disproportionately
9 be good for those who have had really negative health
10 outcomes in the past.

11 So, if we -- strong solution protections for
12 vehicles, like the one that's being proposed by the EPA
13 right now, is a really important tool to facilitate
14 this transition. Therefore, I strongly support
15 strengthening the U.S. light-duty vehicle greenhouse
16 gas emission standards because this change will make my
17 patients and our country happier and healthier. That's
18 what I have.

19 MS. THOMPSON: Thank you for your comment. If
20 there is anyone who did not register to speak but would
21 like to, we would encourage you to raise your hand at
22 this time. I can see a couple of hands raised, and so

1 the first will be William Davies. I'm promoting you to
2 panelist now. When you are ready, you may unmute, and
3 please state your name and affiliation for the record.

4 MR. DAVIES: Good afternoon. Can you hear me?

5 MS. THOMPSON: We can.

6 MR. DAVIES: Fantastic. Thank you so much for
7 your time. My name is William Davies. I am a resident
8 of Kansas City, Missouri. I am employed with the
9 Sierra Club, Missouri Chapter, but I'm here speaking on
10 my own behalf as a concerned Missourian and Kansas
11 Citian. Thank you so much for taking the time to host
12 this public meeting.

13 And I'm here to speak as a husband, future father,
14 and resident in support of this important update on
15 vehicle emission standards and greenhouse gas emissions
16 as it will be vital to continuing to ensure that the
17 U.S. remains competitive in moving forward into a clean
18 energy future. And more importantly, I'm protecting
19 the health and well-being of all Americans, like my
20 friends and neighbors here in Kansas City.

21 I will try to be brief. I will not repeat some of
22 the great testimony that you all have heard as to why

1 this -- the science behind this important standard and
2 why it will benefit public health and the environment.

3 I'll speak as a resident of a city that is trying to
4 do all it can to center equity and the well-being of
5 its residents in taking climate action, particularly in
6 the realm of building codes and building performance
7 standards and improving transportation both for transit
8 and public transportation purposes, as well as city
9 fleet vehicles, for doing the necessary work that needs
10 to be done.

11 Improving standards like this and setting at a
12 national standard, a national benchmark for improving
13 emission standards for vehicles to help cities, like
14 Kansas City, and states and the private sector that are
15 looking to improve their vehicle performance because by
16 -- in order -- by working to meet standards set by the
17 Federal Government and by our leaders at the EPA, and
18 the Administration, and in Congress, it helps to --
19 helps these entities at the state level or at the local
20 level set targets to meet these ambitious goals, and
21 thereby improving efficiency, improving the business
22 models, and improving their technology so that they are

1 meeting standards that protect the health and well-
2 being of residents, and just to continue to advance
3 technology to make it better for the planet and better
4 for the environment. And this also helps create
5 important funding mechanisms to support continued
6 growth and expansion of better vehicle technology at
7 the city and the state level.

8 So that is all to say that by setting this --
9 these ambitious targets and setting the standard for
10 the nation to follow, the EPA, by moving this rule
11 forward, will help cities and states continue to
12 advance and improving our vehicle technology, and
13 protecting the health of all Americans, and continue to
14 make sure that our industry is competitive, creating
15 jobs in that new clean energy future. So, thank you so
16 much again for taking the time to host this public
17 meeting and for allowing me to speak, and to reiterate
18 my support for advancing this updated standard. Thank
19 you so much for your time.

20 MS. THOMPSON: Thank you for your comment. The
21 next speaker will be Heather Price. When you are
22 ready, please unmute and state your name and

1 affiliation for the record.

2 DR. PRICE: Yes, hi. My name is Heather Price,
3 and my affiliation, I am a person in Washington State.

4 I'm also a climate scientist and atmospheric chemist,
5 and so I want to speak a little bit about my personal
6 experience with climate change and with the clean fuel
7 standards.

8 I'm going to turn on my video.

9 So, I've had experience with owning a car that's
10 run on biodiesel, on biofuels, and I'm an atmospheric
11 chemist, so I've been working on global chemical
12 transport models and doing measurements. And over the
13 20 years that I've been an atmospheric chemist and a
14 climate scientist, my views have changed a lot. I used
15 to think that hydrogen was going to be one of the main
16 solutions, even gray and blue hydrogen, which I
17 encourage you to look up if you don't understand what
18 those are. The only solution if we're going to use
19 hydrogen is if it is green hydrogen coming from clean
20 electricity. In terms of biofuels, I used to run my
21 car on biodiesel, and through the work that I've been
22 doing over the past 20 years, I've come to realize that

1 biofuels are also a delay tactic. They are not a
2 solution, that they produce the same air quality issues
3 and air pollution, particularly NOx pollution, and, in
4 some cases, more pollution.

5 So, in terms of health and air quality,
6 electrifying our vehicle fleet is really the only
7 solution that we have. And as we clean up our
8 electrical grid, then everything, right, this really
9 does get at the root of the climate crisis and how
10 we're going to address it. It means electrifying
11 everything using zero carbon sources of electricity,
12 such as wind and solar. It means electrifying our
13 vehicle fleet and coming up with ways of recycling the
14 batteries because, yes, there are issues with batteries
15 and with the pollution there. But one of the issues
16 also with batteries, people talk about, oh, recycling.

17 Well, the elements that are in those batteries are
18 there. They're transitioned, but --

19 Oh sorry. I'm sorry. I got disconnected for a
20 second there.

21 So, the elements within those batteries are always
22 there. They're transitioning between redox states, but

1 they're not going into the atmosphere the way that,
2 say, when you burn toxic fossil fuels and those go into
3 the atmosphere either as methane or as carbon dioxide,
4 depending on fuel source.

5 The other thing I want to mention quickly is RNG,
6 which is called renewable natural gas, is also not a
7 viable solution either in our pipelines or people's
8 homes. This is a little bit different than the clean
9 fuel standards for autos, but I think it's an important
10 piece of the puzzle because a lot of companies are
11 trying to say that RNG belongs in vehicles, too, and
12 natural gas is not clean. It is a climate wrecking
13 ball as it leaks. The latest IPCC report shows that
14 it's 84 times more potent than carbon dioxide, and when
15 that leaks over time, it turns into carbon dioxide
16 which persists for centuries, acidifying our oceans,
17 continuing to heat our planet. So, we really need true
18 solutions. We really need a strong -- you know, when
19 you're moving forward with these fuel standards, go as
20 far as you can because we don't have much time. Make
21 them really strong because we really need to get to
22 zero, and that means electrify, electrify, electrify.

1 And then also a little bit about my own personal
2 experience with climate. I live in Seattle, and we are
3 feeling the climate crisis firsthand. I have children
4 in my home with asthma who cannot go outside when it's
5 smoky. I have students who are homeless, who are stuck
6 outside in the smoke, and it is climate exacerbated. I
7 grew up here in Washington. I did -- I never saw smoke
8 in the Seattle area. Yes, on the east side it's -- you
9 know, forest fires over there are natural, but talking
10 with the mayor of Twisp, I was in a talk with her at
11 the Pacific Science Center. And she talked about how
12 it used to be about two or three weeks of wildfires,
13 and now she keeps fire equipment in her car because
14 she's seeing more than a month of fire season in her
15 community. So, we are really being impacted by climate
16 change today, and we don't have any time left to wait.

17 So please, please, please, make the strongest
18 standards that you can. Thank you so much.

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

1 DR. SINGH: Hello. Good afternoon. This is
2 afternoon in New Jersey. My name is Varsha Singh,
3 V-A-R-S-H-A, last name, S-I-N-G-H. I'm affiliated with
4 this group, Nurses for Climate Change. I signed up to
5 be champion because I'm really passionate about doing
6 something as an individual for the climate, make it
7 better for future generation. That's all -- is my
8 goal, so I really am appreciative of this opportunity
9 to express my views about what's happening around us.
10 Thank you for this opportunity to speak with all of you
11 today because this is a critical topic.

12 I'd also like to thank President Biden and his
13 Administration for acknowledging the importance of
14 tackling climate pollution from transportation. This
15 proposal and the broader actions on clean cars from the
16 Administration are a meaningful step in the right
17 direction, but we really need the strongest possible
18 clean air standards to truly make good on President
19 Biden's commitment to address climate action and
20 environmental justice.

21 I really want to talk about clean our climate
22 personally. I do -- I migrated from India in 1988, and

1 I did experience in my country what I would call
2 pollution where you have to wear a scarf around your
3 face when you are driving. So, emissions from vehicle,
4 this is something that is controllable, and that's why
5 I feel really passionate about the whole issue, and I
6 appreciate the time that I have here today to express
7 my views in front of this group. So, I -- I'm just
8 asking that what we can do as community leaders or as
9 an agency who is in charge of setting the standard so
10 that the vehicles which are driving on the roads are
11 not adding to the carbon print that is already so
12 strong that we are experiencing the impact.

13 In past 20 years that I have been in this country,
14 I love being in cleaner environment. I love the way I
15 feel about the greenery around me, and slowly I started
16 noticing how we have more rains, more floods. The heat
17 is -- hotter days are increasing every year and slowly.

18 And not only just me, but my son who is really a
19 strong advocate for making things possible to help
20 everyone, actively participating individual
21 contributing to improve the climate for future. So,
22 what I'm saying here in this public hearing is that we

1 need stronger standards. There is a need for stronger
2 standards.

3 EPA's proposal is a necessary step towards
4 addressing the previous Administration's rollback of
5 cleaner car standards, but it's not only a start. You
6 must finalize this rule by this year, 2021, because we
7 really do not have time because the covered model year
8 is 2023 to 2026, and set up more health protection
9 standards beyond that. Please ensure that the
10 standards result in the real-world reductions in
11 greenhouse gas emissions, and please don't include any
12 shortcuts for auto makers to cut corners. We know that
13 car is necessary for every one of us, and we all are
14 going to use cars, but what we require is an eco-
15 friendly car.

16 So, as an individual, as a responsible individual
17 of this society and someone who really cares about the
18 future generation, as a nurse practitioner, we in this
19 country together want to see all citizens and residents
20 breathing a good quality of air and enjoying the
21 quality of life that everyone deserves. As a
22 healthcare provider, this has been my message to all my

1 patients to everything. Prevention is better than
2 cure, and this case it applies to our standards, EPA
3 standards, as well. We can prevent so much disaster in
4 the future if we can just make the right standards.
5 Thank you so much for listening to me.

6 MS. THOMPSON: Thank you for your comment. At
7 this time, we have no one else scheduled to speak
8 during the current time slot. However, if there's
9 anyone who did not register to speak but would like to,
10 we would invite you to raise your hand at this time.
11 And if you have called in, you may raise your hand by
12 dialing Star 9 on your phone. Additionally, if you
13 were registered to speak but not have -- but have not
14 yet provided your testimony, we also invite you to
15 raise your hand at this time, and we will promote you
16 to panelist.

17 (No response.)

18 MS. THOMPSON: Another brief reminder that if
19 you're having any technical difficulties, please send
20 an email to public_hearing@abtassoc.com or call 919-
21 294-7712. We will be putting up a list of remaining
22 registered speakers on the screen now. We invite,

1 again, anyone who registered to speak but has not yet
2 provided their testimony to use their hand at this
3 time, and we will promote you to panelist.

4 (No response.)

5 MR. OLECHIW: Just a short announcement. EPA
6 recognizes that there are some registered speakers that
7 have not yet had the opportunity to speak, and so, of
8 course, we'd very much like to hear from them if
9 they're available. And, of course, there may be some
10 late participants that identify themselves as speakers.

11 So, our intention is to stay to keep the hearing live
12 until 4:45 or until registers -- all registered
13 speakers that would like to speak have had the
14 opportunity to do so, whichever comes first. So, we'll
15 be standing by until at least 4:45. Thank you.

16 (No response.)

17 MS. THOMPSON: As a reminder, the remaining
18 registered speakers are now listed on the screen. We
19 invite anyone who is registered to speak but has not
20 yet provided their testimony to raise their hand at
21 this time. Additionally, if there is anyone who did
22 not register to speak but would like to, we encourage

1 you also to raise your hand. And if you are having any
2 technical difficulties, please send an email to
3 public_hearing@abtassoc.com or call 919-294-7712.

4 (No response.)

5 MS. THOMPSON: I do not see any raised hands at
6 this time, but as Mike mentioned, we will be here until
7 4:45 or until all registered speakers have had a chance
8 to speak.

9 (No response.)

10 MS. THOMPSON: Hello, everyone. As a reminder,
11 the remaining registered speakers are now listed on the
12 screen. We invite anyone who is registered to speak
13 but has not yet provided their comment to raise their
14 hand at this time. Additionally, if there is anyone
15 who did not register to speak but would like to, we
16 encourage you to raise your hand, and we can promote
17 you to panelist to provide your comment. We will now
18 pause to see if anyone else would like to testify.

19 (No response.)

20 MS. THOMPSON: Hello, everyone. As a reminder,
21 the remaining registered speakers are now listed on the
22 screen. We invite anyone who is registered to speak

1 but has not yet provided their testimony to raise their
2 hand at this time. Additionally, if there's anyone who
3 did not register to speak but would like to, we
4 encourage you to raise your hand, and we will promote
5 you to provide testimony.

6 (No response.)

7 MS. THOMPSON: I do not currently see any new
8 raised hands, and so we will take another pause to see
9 if anyone else would like to testify.

10 (No response.)

11 MS. THOMPSON: Hello, everyone. As a reminder,
12 the remaining registered speakers are now listed on the
13 screen. We invite anyone who is registered to speak
14 but has not yet provided their testimony to raise their
15 hand at this time. Additionally, if there's anyone who
16 did not register to speak but would like to, we also
17 encourage that you raise your hand, and we can promote
18 you to panelist so you can provide your testimony.

19 (No response.)

20 MS. THOMPSON: I do not see any new raised hands
21 at this time, so we will take another brief pause to
22 see if anyone else would like to testify.

1 (No response.)

2 MR. OLECHIW: So, it is now 4:45, and I would like
3 to take one more effort to see if there's anyone that
4 would still like to speak by raising their hand.

5 (No response.)

6 MR. OLECHIW: Okay. It seems that we have covered
7 everyone. So, some closing remarks here. First of
8 all, I want to express, on behalf of our office and our
9 senior EPA leadership, our gratitude for the effort of
10 so many to participate in this hearing. I also want to
11 acknowledge my colleagues for serving on this panel and
12 Abt Associates for their effective and professional
13 moderation of this hearing. Again, please remember
14 that we will be accepting written comments through
15 Monday, September 27th.

16 With that, I conclude this public hearing. Have a
17 good evening, everyone, and thank you again.

18 (Whereupon, at 4:46 p.m., the public hearing was
19 adjourned.)

20

21

22

Reporters Certificate

I, Christine Allen have taken these proceedings and thereafter reduced it to this typewritten transcript under my supervision; that said transcript is a true record of the testimony; that I am neither counsel for, related to, nor employed by any of the parties to the proceeding; and further, that I am not a relative or an employee of any attorney or counsel employed by the parties thereto, or financially or otherwise interested in the outcome of the proceeding, or any action involved therewith.

Witness my signature and seal:

A handwritten signature in cursive script, appearing to read "Christine Allen", is written over a horizontal line.

Christine Allen

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