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This Week in Review

(1) President Biden Commits U.S. to Steep Emissions Cuts at Earth Day Leaders Climate Summit (April 22, 2021)

- At a virtual convening of world leaders, President Joseph Biden formally pledged that the United States would cut its greenhouse gas (GHG) emissions at least in half from 2005 levels by 2030. The Earth Day Leaders Climate Summit was convened to catalyze global commitment to reducing global GHG emissions, and to demonstrate the renewed resolve of the United States to addressing the climate crisis. In addition to the emission reduction pledge the Biden Administration also said it plans to increase how much it spends internationally on climate finance to an estimated \$5.7 billion a year by 2024, compared to its 2013-2016 spending of around \$2.5 billion a year. Other countries also used the summit to announce emission reduction pledges and other steps to mitigate climate change. President Xi Jinping of China – the world's largest consumer of coal and emitter of GHGs - said his country would "strictly limit increasing coal consumption" in the next five years and phase it down in the following five years. President Xi also repeated his pledge from last year to draw down carbon emissions to net zero by 2060. Prime Minister Justin Trudeau

pledged that Canada would reduce its greenhouse gas emissions 40 percent to 45 percent from 2005 levels by 2030, increasing Canada's reduction ambitions from its previous target of a 30 percent reduction in the same time frame. Japan's Prime Minister Yoshihide Suga committed that country to reductions 46 percent below 2013 levels by 2030. Indian Prime Minister Narendra Modi reiterated India's plan to install 450 gigawatts of renewable energy capacity by 2030, but made no new commitments. Russian President Vladimir Putin made only a vague pledge to "significantly reduce the net accumulated emissions in our country by 2050." President Jair Bolsonaro of Brazil on Thursday pledged to eliminate illegal deforestation by 2030, but said that his country's emission reductions would be dependent on funding from richer nations. The European Union passed a law on April 21, 2021 that codified its commitment for a 55 percent reduction in greenhouse gas emissions by 2030, and this month the United Kingdom increased its target to 78 percent below 1990 levels by 2035, and Prime Minister Boris Johnson committed Britain to increasing its contribution to the Green Climate Fund. The summit was held virtually and included participants from industry, finance, and social leadership, with speakers as varied as Bill Gates and Pope Francis. For further information: <https://www.state.gov/leaders-summit-on-climate/day-1/>

(2) NACAA Urges EPA to Issue 2017 NATA Expeditiously (April 22, 2021) – NACAA has written to EPA requesting that the agency complete and release the 2017 National Air Toxics Assessment (NATA) as soon as possible. NACAA learned that, rather than complete and issue the 2017 NATA, EPA plans to consider ways to provide similar information to NATA in a timelier and more streamlined fashion. While NACAA agrees a more expeditious approach is necessary, it is still important for the 2017 data to be released in the meantime. NATA is the best and most complete assessment of hazardous air pollution human health risk that is available to many air quality agencies and the public. Without the 2017 NATA they have been expecting, they will be left using 2014 data, which is far too outdated. For further information: http://www.4cleanair.org/sites/default/files/Documents/NACAA_NATA_letter_04-22-21.pdf

(3) EPA Administrator Testifies Before House Appropriations Subcommittee on EPA's FY 2022 Budget Proposal (April 21, 2021) – EPA Administrator Michael Regan testified before the House Appropriations Subcommittee on Interior, Environment, and Related Agencies regarding the Administration's proposed FY 2022 budget. The full budget request has not yet been issued but, on April 9, 2021, the Administration released some overall recommendations, including a 21.3-percent increase for EPA's budget, for a total of \$11.2 billion, and an additional \$100 million in air quality grants to reduce greenhouse gas (GHG) emissions. Regan's testimony highlighted several of the Administration's priorities that will receive increased funding, including climate change and environmental justice and equity. His prepared statement and the question-and-answer period that followed raised several points with respect to climate change and air quality. He emphasized that the additional air grant funding for GHGs and resources for

monitoring would reduce traditional air pollutants as well as address climate change. He also noted that the agency will rely more on state and local partners to help achieve environmental goals, including through the use of air quality monitoring. The Administration's full budget request is expected to be released some time in May. Regan is scheduled to testify on the budget request before the House Energy and Commerce Subcommittee on Environment and Climate Change on April 29 and the Senate Appropriations Subcommittee on Interior, Environment, and Related Agencies on May 12. For further information: <https://appropriations.house.gov/events/hearings/fiscal-year-2022-budget-request-for-the-environmental-protection-agency> and <https://www.whitehouse.gov/omb/FY-2022-Discretionary-Request/>

(4) NHTSA Proposes Rule to Withdraw Portions of “SAFE” 1 Rule that Preempt State GHG Standards and ZEV Mandates (April 22, 2021) – The National Highway Traffic Safety Administration (NHTSA) of the U.S. Department of Transportation released a pre-publication version of its proposed rule to repeal its portions of the “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program” (“SAFE” 1 Rule), adopted on September 27, 2019 (84 Fed. Reg. 51,310). This action is in response to President Biden’s January 20, 2021 Executive Order on Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis. In the “SAFE” 1 Rule – a joint rulemaking between NHTSA and EPA – NHTSA alleged that the Energy Conservation Policy Act (EPCA) preempts state and local fuel economy standards and that California’s light-duty vehicle greenhouse gas (GHG) emission standards and zero-emission vehicle (ZEV) program amount to setting fuel economy standards and are, therefore, preempted. The “SAFE” 1 Rule codified regulatory text preempting California’s GHG and ZEV standards. To withdraw these provisions, NHTSA proposes to repeal the regulatory text and appendices in 49 CFR Parts 531 and 533, which, according to NHTSA, were included by the previous administration to more specifically define the preemptive effect of 49 U.S.C. 32919 on state actions that limit or prohibit tailpipe GHG emissions or establish ZEV mandates. NHTSA also proposes to repeal and withdraw interpretive statements made by the previous administration in the “SAFE” 1 Rule, including those related to the preemption of specific state GHG standards or ZEV mandates. NHTSA writes in the proposal that it “tentatively believes that the NHTSA provisions of the SAFE I Rule exceeded the Agency’s authority, and that repealing those provisions will ensure that the public is not confused regarding the effect and rescission of the positions taken in the SAFE I Rule. In so doing, NHTSA is restoring the Agency’s previous approach to EPCA preemption, and reaffirming that the statutory text of Section 32919, rather than the Agency’s regulations, defines the preemption analysis.” In a press statement, NHTSA writes that this proposed rule “would establish a clean slate, enabling the Department to further the Administration’s important fuel economy, equity, and climate change priorities – which include reversing unnecessary and potentially unlawful efforts to prevent state action.” Once this proposal is published in the *Federal Register*, NHTSA will accept public comments for 30 days. The “SAFE” 1 Rule also includes EPA’s decision to withdraw the waivers previously issued to California under Clean Air Act Section

(CAA) 209 for the state's GHG emission standards and ZEV program, thus also preventing implementation of those standards in other states that adopted them under CAA Section 177. An EPA action to reverse that decision and restore the waivers is forthcoming. For further information:

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/cape_preemption_nprm_04222021_1.pdf and <https://www.nhtsa.gov/press-releases/nhtsa-advances-biden-harris-administrations-climate-jobs-goals>

(5) EPA OIG Reports on Concerns About Process Used for Development of “SAFE” Vehicles Rule (April 20, 2021) – The EPA Office of Inspector General (OIG) issued a report in which it finds that the April 2020 “Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021–2026 Passenger Cars and Light Trucks” (“SAFE” Vehicles Rule), a rule jointly issued by EPA and the National Highway Traffic Safety Administration (NHTSA) rolling back light-duty vehicle greenhouse gas (GHG) and fuel economy standards set in 2012, was not the product of a collaborative initiative, thus “undercutting the joint character of the rulemaking.” Among other things, OIG reports that for the “SAFE” Vehicles Rule, the technical staff and resources of EPA’s Office of Air and Radiation (OAR) were not fully utilized in the development of the vehicle (GHG) standards and that instead of using OAR modeling tools previously used to develop and assess GHG standards, NHTSA, in an unprecedented step, modified its modeling tool for Corporate Average Fuel Economy (CAFE) standards and used that to perform the analysis of the vehicle GHG emission standards. Additionally, OIG reports that NHTSA did not share information in a timely manner and EPA leadership shared rulemaking and analytical information with OAR technical staff only on a limited basis, preventing OAR technical staff from fully collaborating on development of the rule. In the conclusion of the report, OIG writes, “Then-Administrator Pruitt designated NHTSA as lead rule-writer and analyst for the final SAFE Vehicles Rule, relegating the [EPA’s] technical personnel to the role of after-the-fact reviewers more so than real-time partners in the modeling and analysis. This resulted in poor collaboration between NHTSA and the EPA, lack of adherence to the EPA’s ADP [Action Development Process], and reduced overall transparency in the approach used to promulgate the final rule because of record-keeping and docketing concerns. Documenting and consistently addressing expectations for the EPA’s role in future joint rulemakings should improve the quality of the EPA’s actions.” OIG includes in the report four recommendations, three of which pertain to the Assistant Administrator for EPA OAR and one of which pertains to the Associate Administrator for EPA’s Office of Policy and notes that EPA responded with corrective actions for three of the four recommendations. One of the three is resolved with corrective actions pending and OIG requires more specific details to resolve the other two recommendations. EPA, however, disagrees with OIG’s recommendation that in coordination with the Office of General Counsel, the Assistant Administrator for OAR should document and any written comments received from NHTSA relative to the draft final “SAFE” Vehicles Rule during interagency review from January 14, 2020 to March 30, 2020, and docket EPA’s written responses to those comments. For further information:

https://www.epa.gov/sites/production/files/2021-04/documents/epaioig_20210420-21-e-0125.pdf

(6) Governors Call on President Biden to Create Path to Zero-Emission Transportation Future (April 21, 2021)

A letter from twelve U.S. state Governors to President Biden urges him to ensure that all new vehicles sold in the U.S. be zero emission in the next 14 to 24 years and support states' investments in zero-emission vehicle (ZEV) charging and fueling infrastructure. In their letter, the group endorses the President's initiatives "to improve public health, tackle the climate crisis, and advance environmental justice" and states that "greatly reducing" pollution caused by the transportation sector is key to achieving all three of these goals. The Governors call on the President to "mov[e] quickly towards a zero-emission transportation future" to protect health across all communities and suggest that the investments proposed in Biden's American Jobs Plan "can be leveraged even further by a strong regulatory framework and will allow the market for American-made zero emissions vehicles (ZEVs) to flourish." The 12 signatories provide a brief summary of the efforts already underway in each of their respective states to accelerate the transition to zero-emission vehicles as well as collective initiatives among states across the country. Their specific requests of President Biden and his Administration include setting standards to ensure that all new passenger cars and light trucks sold in the U.S. be zero-emission by 2035; setting standards and complementary policies (e.g., purchase incentives and infrastructure investments) that establish a path toward 100-percent zero-emission sales by 2045; quickly reinstating robust, scientifically based greenhouse gas emission standards for all vehicle model years possible "to replace the unsupported standards from the previous administration"; reaffirming states' authority to adopt vehicle emission standards established by California if they so choose; providing funding for charging and fueling infrastructure and fleet turnover and support for ZEV marketing; providing underserved communities with equitable access to ZEVs and charging and fueling infrastructure; improving existing electric vehicle tax credits and extending them to medium- and heavy-duty ZEVs; incorporating into ZEV-purchase incentives strategies that focus on low-income purchasers; enacting new tax credits for the manufacture of zero-emission trucks and buses and installation of charging and fueling stations; and seeking to repeal a statutory provision in 23 USC § 111 "that appears to prohibit the installation of zero-emission recharging/refueling stations along interstate rights of way, including rest areas." Those signing the letter are Governors Gavin Newsom (D-CA), Ned Lamont (D-CT), David Ige (D-HI), Janet Mills (D-ME), Charlie Baker (R-MA), Philip D. Murphy (D-NJ), Michelle Lujan Grisham (D-NM), Andrew Cuomo (D-NY), Roy Cooper (D-NC), Kate Brown (D-OR), Dan McKee (D-RI) and Jay Inslee (D-WA). For further information:

http://www.4cleanair.org/sites/default/files/Documents/4_21_21-Multi-State-Governors-ZEV-Letter.pdf

(7) GOP Offers Infrastructure Bill Framework Proposal (April 22, 2021)

Republican members of the U.S. Senate have outlined a proposal for a \$568 billion, five-year infrastructure package concept as their basis for future

negotiations around legislation with Democrats. Sen. Shelly Moore Capito (R-WV), the Ranking Member of the U.S. Senate Committee on Environment and Public Works, announced the proposed package as a counter-offer to the Democrats' \$2 trillion infrastructure proposal (see related story in the March 27 – April 2, 2021 *Washington Update*). The proposal outlined by Republicans would spend \$299 billion on roads and bridges, \$65 billion on broadband, \$61 billion on public transit systems, \$44 billion in airports, \$35 billion on drinking water and wastewater systems, \$20 billion on rail, \$17 billion on ports and inland waterways, \$14 billion on water storage and \$13 billion on transportation and pipeline safety. For further information: <https://www.capito.senate.gov/news/videos/watch/capito-unveils-gop-infrastructure-framework> and https://www.epw.senate.gov/public/_cache/files/f/b/fb56e9d2-5c5b-45c9-8491-9b82c81a2371/8ECCF625FDADCA9F4E365C1D355D9D42.full-document-gop-infrastructure-plan-6-.pdf

(8) Interior Cancels Oil & Gas Lease Sales Through Summer 2021 (April 21, 2021) – The U.S. Department of the Interior (DOI) has cancelled oil and gas lease sales and auctions for another quarter, following a January 27, 2021 Executive Order pausing new leases and sales on federal lands pending environmental review. The action does not affect existing leases. Auctions were scheduled for DOI lands in Nevada on June 8 and in Colorado on June 27, 2021; lease sales were previously cancelled by the January 27, 2021 action for DOI-controlled areas in the Gulf of Mexico, Alaska's Arctic National Wildlife Refuge and in states including Montana, New Mexico, Wyoming and Utah. Burning of oil, gas and coal from government-owned lands and waters accounts for 24% of the nation's GHG emissions. For further information: <https://www.blm.gov/press-release/statement-second-quarter-oil-and-gas-lease-sales>

(9) Markey, Ocasio-Cortez Reintroduce Green New Deal (April 21, 2021) - Democratic U.S. lawmakers, including Rep. Alexandria Ocasio-Cortez (D-NY) and Sen. Ed Markey (D-MA), on Tuesday reintroduced their "Green New Deal" resolution, a series of principles intended to inform future legislation aimed at catalyzing a shift away from fossil fuels in the U.S. Initially introduced in 2019, the non-binding resolution has received backing from 103 House lawmakers, and its 2019 iteration was supported by a number of Democratic lawmakers in both the House of Representatives and the Senate, including now-Vice President Kamala Harris. Accompanying the reintroduced legislation are proposed authorizations for up to \$1 trillion for cities, tribes and territories to fund their own localized versions of the Green New Deal; an authorization for a "Civilian Conservation Corps", and a broad expansion of funding for energy efficient public housing over 10 years. For further information: <https://www.markey.senate.gov/news/press-releases/senator-markey-and-representative-ocasio-cortez-reintroduce-green-new-deal-resolution> and https://www.markey.senate.gov/imo/media/doc/gnd_text.pdf

(10) Bipartisan Support for Climate Ag Bill (April 22, 2021) – Bipartisan legislation introduced in the U.S. Senate Committee on Agriculture, Nutrition, and Forestry that would incentivize farmers and others in the agriculture sector to

adopt “climate-smart” practices has received a vote out of committee. Co-sponsored by Sens. Mike Braun (R-IN), Debbie Stabenow (D-MI), Lindsey Graham (R-SC), and Sheldon Whitehouse (D-RI) S. 1251, the Growing Climate Solutions Act of 2021, calls for the U.S. Department of Agriculture (USDA) to connect landowners to certified private sector entities who can assist them in implementing the protocols and monetizing the climate value of their sustainable practices. Similar legislation was introduced during the 116th congress as H.R.7393 but was not advanced to a floor vote. For further information: <https://www.congress.gov/bill/117th-congress/senate-bill/1251> and <https://www.congress.gov/bill/116th-congress/house-bill/7393/all-info>

(11) DOJ Drops California-Quebec Emissions Trading Suit (April 21, 2021) –

The Department of Justice (DOJ) has dropped a legal challenge filed in 2019 that sought to prevent coordination between GHG emissions auction programs in California and Quebec. In a filing with the U.S. Court of Appeals for the Ninth Circuit DOJ said it was voluntarily dismissing its claims against California that coordination of its cap-and-trade program with the program run by the Canadian province was unconstitutional and required congressional approval. The U.S. District Court for the Eastern District of California rejected the previous administration’s arguments on July 17, 2020. For further information: <http://www.4cleanair.org/sites/default/files/resources/Ninth%20Circuit%20Quebec%20Drop.pdf>

(12) More States Challenge Social Cost of Carbon in Court (April 22, 2021) - A

new coalition of states has initiated a lawsuit in the U.S. Court of Appeals for the Western District of Louisiana against the Biden Administration’s proposed use of an analytical tool that would develop metrics to measure the social cost of various air pollutants, including carbon dioxide, methane, and other gases. Led by the Attorney General of Louisiana, the suit (*Louisiana et al v. Biden et al*, Case No. 2:21-cv-01074), alleges that the Interagency Working Group that crafted the underlying values for these tools did not follow proper public notice and comment procedures. Louisiana is joined by the Attorneys General of Alabama, Florida, Georgia, Kentucky, Mississippi, South Dakota, Texas, West Virginia, and Wyoming. A separate coalition of states led by Missouri filed a similar challenge in the U.S. Court of Appeals for the District of Eastern Missouri on March 8, 2021 (*Missouri et al v. Biden et al*, Case No. 4:21-cv-00287) against the President’s January 20, 2021 directing the interagency working group to develop interim values to inform federal policymaking (Please see related story in the March 6-12, 2021 edition of the *Washington Update*). For further information: <http://www.4cleanair.org/sites/default/files/resources/Louisiana%20et%20al%20Social%20Cost%20of%20Carbon%20suit.pdf>

(13) New NYC Suit Against Oil Majors in Empire State Court (April 22, 2021) -

New York City has filed suit in the Supreme Court of the State of New York in the County of New York against BP, ExxonMobil, and Royal Dutch Shell as well as the American Petroleum Institute (API), alleging deceptive trade practices. The suit argues that the defendants violated the city’s Consumer Protection law by

“systematically and intentionally deceiving New Yorkers” including “false and misleading greenwashing campaigns.” The suit is the latest in over a dozen state and local legal actions against fossil fuel companies and affiliates in state courts under nuisance, customer protection, and other state and local laws. The new lawsuit follows an April 2, 2021 decision by the 2nd U.S. Circuit Court of Appeals at New York that ruled against New York City, ending its nuisance lawsuit seeking to hold five oil companies liable for the effects of climate change. For further information: <https://www1.nyc.gov/assets/home/downloads/pdf/press-releases/2021/Earth-Day-Lawsuit.pdf>

(14) EPA Awards \$10.5 Million in DERA Rebates to Replace School Buses (April 20, 2021) – EPA awarded \$10.5 million in rebates under the Diesel Emissions Reduction Act (DERA) to fund the replacement of 473 diesel school buses in 137 school bus fleets in 40 states. The 2020 DERA program under which these rebates are awarded is the first to offer additional funds for alternative-fuel and electric bus replacements. When announcing the awards, EPA Administrator Michael S. Regan said, “Through the Diesel Emissions Reduction Act, EPA is equipping local school districts with clean-running buses, helping them along the route to healthier kids and communities.” For further information: <https://www.epa.gov/newsreleases/epa-awards-105-million-clean-473-school-buses-40-states> and <https://www.epa.gov/dera/awarded-dera-rebates>

(15) EPA Extends Application Deadline for EJ Funding Opportunities, Expects Additional Grants to Be Made Available (April 19, 2021) – EPA is extending until June 1 the deadline for applying for two environmental justice (EJ)-related funding opportunities: the EJ Small Grants Program and the EJ Collaborative Problem-Solving Cooperative Agreement Program. State and local air agencies are eligible to receive funding under both programs. When EPA first announced the availability of these grants in March, it anticipated being able to award total funding of up to \$6 million for both programs combined. Through the American Rescue Plan (ARP), EPA now anticipates being able to make available additional funds of up to \$10.5 million (\$4.5 million more for EJ Small Grants and \$6 million more for the EJ Collaborative Problem-Solving Cooperative Agreement Program). Approximately 100 EJ Small Grants and 46 EJ Collaborative Problem-Solving cooperative agreements will now be awarded nationwide. Small grants will be for up to \$75,000 each for one-year projects, and cooperative agreements will be for up to \$200,000 each for two-year projects. Founded in 1994, the EJ Small Grants program is designed to help communities understand exposure to multiple environmental harms and risks. The EJ Collaborative Problem-Solving Cooperative Agreement Program provides funding for projects that address local environmental and/or public health issues in communities; applicants must use EPA’s Environmental Justice Collaborative Problem-Solving Model as part of the projects. For both programs, the additional ARP money will fund grants that address health outcome disparities from pollution and the COVID-19 pandemic and that identify and address disproportionate environmental or public health harms and risks in minority or low-income communities, focused on clean air and/or safe drinking water. EPA will hold a webinar for potential applicants via

Zoom on Monday, April 26 to discuss these grants and the additional funding expected to be made available via ARP. For further information (including webinar information): <https://www.epa.gov/environmentaljustice/environmental-justice-small-grants-program> and [https://www.epa.gov/environmental-justice-collaborative-problem-solving-cooperative-agreement-0](https://www.epa.gov/environmental-justice/environmental-justice-collaborative-problem-solving-cooperative-agreement-0)

(16) Report Provides Update on EV Market Status (April 20, 2021) – A report commissioned by the Environmental Defense Fund and prepared by M.J. Bradley & Associates provides a fourth update to a May 2019 report summarizing the status and projected growth of the U.S. electric vehicle (EV) industry over the next five to 10 years. In *Electric Vehicle Market Status – Update: Manufacturer Commitments to Future Electric Mobility in the U.S. and Worldwide*, the authors address topics such as drivers of EV growth in the U.S. and globally; automaker investments in EV development and charging infrastructure; new EV models; projected EV sales; projected battery cost and advances; the estimated date of EV “price parity” with vehicles powered by internal combustion engines; and the impacts of the COVID-19 pandemic on EV sales. Among the findings reported in this update are that from 2019 to 2020, while car sales declined overall, EV sales in many parts of the world increased. In the U.S., EV sales increased by 4 percent as overall cars sales dropped by 15 percent, while in Europe, EV sales increased by 135 percent as overall cars sales decreased by 25 percent. Globally, EV sales rose by 46 percent. For further information: https://www.mjbradley.com/sites/default/files/EDF_EV_Market_Report_April_2021_Update.pdf

(17) ALA Issues State of the Air 2021 (April 21, 2021) – The American Lung Association (ALA) issued *State of the Air [SOTA] 2021*, the 22nd release of the group’s annual “report card” on national air quality. To compile SOTA 2021, ALA reviewed air pollution monitoring data for ozone and two types of particulate matter (PM) – the 24-hour and annual PM NAAQS – collected by local, state, tribal and federal governments in 2017, 2018 and 2019 and assigned grades based on an area’s monitored air quality, not the efforts of the state or local regulators. According to ALA, during the years for which data was reviewed, “more than 4 in 10 people (135 million) in the U.S. live[d] with polluted air.” ALA further reports that “people of color were 61% more likely to live in a county with unhealthy air than white people, and three times more likely to live in a county that failed all three air quality grades.” The group also states in its report that “climate change continues to make air pollution worse, with many western communities again experiencing record-breaking spikes in particle pollution due to smoke from wildfires. Changing climate patterns fuel wildfires, and also drive warmer temperatures that lead to more ground-level ozone pollution.” Based on ALA’s grading, the group reports in SOTA 2021 that for the period covered, 54.4 million people lived with “dangerous spikes” in short-term PM, over 20.9 million lived in counties with “unhealthy levels” of annual PM and over 123.2 million live in a county “earning a failing grade” for ozone. For further information: <https://www.lung.org/getmedia/17c6cb6c-8a38-42a7-a3b0-6744011da370/sota->

[2021.pdf](#), <https://www.lung.org/research/sota> and <https://www.lung.org/media/press-releases/sota-2021>

The Week Ahead

- [Politico Discussion with U.S. Secretary of Energy Jennifer Granholm on Embracing Renewable Energy, Electric Vehicles and New Wind and Solar Technologies As Part of the President's Call for An Energy Transition](#) – April 26, 2021
- [EPA Webinar on American Rescue Plan Funding for Additional FY2021 EJ Small Grants and EJ Collaborative Problem-Solving Cooperative Agreement Program](#) – April 26, 2021
- [The Atlantic Council Webinar on "Airbus: Hydrogen-Powered, Zero Emission Aircraft – From Concept to Market"](#) – April 27, 2021
- [Rice University's Baker Institute for Public Policy Webinar on Carbon Neutral Oil in Energy Transitions](#) – April 27, 2021
- [Senate Committee on Commerce, Science, and Transportation Subcommittee on Surface Transportation, Maritime, Freight, and Ports Hearing on Driving Innovation: The Future of Automotive Mobility, Safety, and Technology](#) – April 27, 2021
- [Senate Committee on Energy and Natural Resources Hearing on The Department of Interior's Onshore Oil and Gas Leasing Program](#) – April 27, 2021
- [Senate Environment and Public Works Clean Air and Nuclear Safety Subcommittee Hearing on S. 283 \(117\), the "National Climate Bank Act"](#) – April 27, 2021
- [Senate Finance Committee Hearing on "Climate Challenges: The Tax Code's Role in Creating American Jobs, Achieving Energy Independence, and Providing Consumers with Affordable, Clean Energy"](#) – April 27, 2021
- [Senate Environment and Public Works Committee Hearing on the Fiscal Year 2022 Proposed Budget for the U.S. Environmental Protection Agency](#) – April 28, 2021
- [White House Environmental Justice Advisory Council \(WHEJAC\) Meeting](#) – April 28, 2021
- [House Energy and Commerce Subcommittee on Environment and Climate Change Hearing on the Environmental Protection Agency's FY 2022 Budget](#) – April 29, 2021

Arlington, VA 22209
(571) 970-6678
4cleanair@4cleanair.org