

**Testimony of
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National Association of Clean Air Agencies
Before the
U.S. Environmental Protection Agency
on the
Notice of Proposed Rulemaking
“Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards”
Docket ID No. EPA-HQ-OAR-2019-0055
April 12, 2022
Virtual Public Hearing**

Good morning. I am Erik White, Executive Officer of the Placer County Air Pollution Control District in California. I am testifying on behalf of the National Association of Clean Air Agencies, for which I serve as Co-Chair of the Mobile Sources and Fuels Committee. NACAA is the national, nonpartisan, non-profit association of air pollution control agencies in 40 states, including 115 local air agencies, the District of Columbia and four territories. The air quality professionals in our member agencies have vast experience dedicated to advancing the equitable protection of clean air and public health in the U.S. This testimony is based upon that experience. The views expressed in this testimony do not represent the positions of every state and local air pollution control agency in the country.

NACAA is still studying all aspects of this heavy-duty truck proposal and will provide written comments by the May 13th deadline. Today, I would like to share why the outcome of this rulemaking, with respect to NO_x, is vitally important to state and local air regulators and the constituencies we serve.

More than one third of the U.S. population lives in areas of the country designated nonattainment for the health-based NAAQS for ozone and many others live in areas just on the cusp of nonattainment. Most of these areas are “NO_x-limited,” meaning they need to reduce NO_x to improve air quality.

It has been 21 years since EPA last set NO_x emission standards for heavy-duty trucks. There is a clear and profound need for more rigorous federal standards and requirements that will result in significant NO_x reductions from heavy-duty trucks nationwide and better protect health and welfare, especially in our most vulnerable communities. In the absence of far more stringent federal heavy-duty truck NO_x standards, areas struggling with ozone will find themselves unable to address emissions from one of their largest sources, likely delaying their statutory obligation to attain the NAAQS, or driving them into nonattainment.

NACAA strongly supports a stringent, technology-forcing federal rule that will reduce heavy-duty truck NO_x emissions by at least 90 percent and implement other key requirements to make sure these reductions will continue to be realized over the full useful life of vehicles, beginning not later than model year 2027. Such requirements include revamped test procedures correlated to real world operation, in-use performance requirements to ensure achievement of the emission standards across all duty cycles, longer useful life and warranty periods and enhanced enforcement.

State and local air agencies have made great strides in regulating stationary sources, but for the most part they lack the authority to regulate mobile sources. This is an authority that lies squarely within the purview of the federal government. Unfortunately, emission standards for this heavy-duty “federal source” have not kept pace with standards for other source categories, and fall woefully short of what is needed to meet clean air and public health protection goals.

As large swaths of the country slip deeper into nonattainment, or teeter on the cusp of it, many state and local air agencies are left with few, if any, avenues to achieve the emission reductions they sorely need. Areas that miss their attainment deadlines face the threat of “bump-up” to a more demanding nonattainment classification – if they are not already classified as “extreme” – and statutorily required economic sanctions. Even more perilous, their citizens, especially those who reside in disadvantaged communities, will continue to suffer the harmful adverse impacts of unhealthful air. Timing is also key: It is imperative that EPA adopt a final rule by the end of this calendar year to ensure that it will take effect in MY 2027.

In closing, EPA must take full advantage of this important opportunity to adopt a stringent, technology-forcing final rule that will achieve the full measure of potential emission reductions. The gravity of compliance with the NAAQS requires meaningful, timely federal action on heavy-duty trucks. The protection of public health and welfare, particularly in overburdened communities across the country, demands it.

Thank you.