

**United States Environmental Protection Agency**

**Testimony of Will Barrett, Senior Director, Clean Air Advocacy  
American Lung Association in California**

August 25, 2021

Docket ID No. EPA-HQ-OAR-2021-0208

The U.S. Environmental Protection Agency Proposed Rule to Revise Existing National GHG Emissions Standards for Passenger Cars and Light Trucks Through Model Year 2026

My name is Will Barrett, (W I L L B A R R E T T ). I am the Senior Director of Clean Air Advocacy with the American Lung Association based in Sacramento, California.

I am pleased to be speaking to you today and to be following a long list of supporters of setting the strongest possible light duty greenhouse gas emission standards. We believe this revision is a vital response to the alarming public health risks posed by climate change in every corner of our nation, and especially in communities already most at risk due to poor air quality.

The climate crisis is on full display. Like many Americans this year, Californians have faced extreme heat warnings, air quality alerts, and red flag warnings for wildfire risk. As I speak to you today, EPA's Air Now website shows very unhealthy and even hazardous air quality impacting residents of multiple states due to Western wildfires. Lives have been lost. Homes have been lost. Entire communities have been lost.

With each extreme event, we become more acutely aware of, and concerned by, the many connections between climate change and public health.

Given the transportation sector is the leading source of greenhouse gas emissions, US EPA must act this year to adopt and finalize standards through 2026 that go beyond previous standards and deliver real-world emission reductions. This is necessary in order to reflect the urgency of our climate crisis, and to set a course for the rapid transition away from combustion technologies.

We call on US EPA to use all the tools available to respond to this crisis, and these standards represent one of the most powerful levers we have.

The American Lung Association urges US EPA to build off – and go beyond - the foundations set by the 2012 standards to - at a minimum - achieve the stringency

outlined in Alternative 2. We call on US EPA to ensure that crediting and loopholes are not allowed to reduce the emission reductions or real-world benefits of the rule.

Alternative 2 could provide the strongest foundation for more stringent rules to follow, ushering in greater reductions in harmful pollutants, yielding health and societal benefits that EPA states will “far exceed” costs, and can accelerate the pathway to zero emission technologies that is urgently needed to protect our health and our climate.

We call on US EPA to set these standards at least to the level outlined in Alternative 2 and to ensure that these stringency levels are achieved in the real world.

The US EPA should also move quickly to establish even more stringent next round standards that set the path to full electrification in the light-duty sector, as well as to being the work of standards to accelerate the growing medium- and heavy-duty zero-emission vehicle segments.

These actions support cleaner air, a healthier climate, and relief for communities most burdened by both on-road transportation sources and fossil fuel infrastructure that threatens health on a daily basis.

Thank you for your time and attention.