

As Prepared for Delivery  
Comments of Diana Van Vleet  
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On  
The U.S. Environmental Protection Agency Federal Implementation Plan Addressing Regional  
Ozone Transport for the 2015 Ozone National Ambient Air Quality Standard  
Docket ID No. EPA-HQ- OAR-2021-0668

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Good morning, I'm Diana Van Vleet, National Director of Outreach and Engagement for the American Lung Association's Healthy Air Campaign. Today I'm speaking in strong support of EPA granting California these cleaner truck waivers without delay so states can implement these critical public health policies. Thank you so much for holding this public hearing, and allowing us the opportunity to share our feedback on this very important matter.

You have heard and will hear from many of my Lung Association colleagues today – they will share more information about the specific health impacts of air pollution from trucks, the disproportionate burden of transportation pollution on communities of color and low-income communities, the local health benefits of transitioning to zero-emission transportation, the health impacts we see on the ground in communities across the country, the history of California's waivers under the Clean Air Act, and more. I will specifically talk about why this issue is personal to me.

My husband and I live in Washington, DC, and we plan on having children in the near future. We live near a major street in DC where many trucks pass by throughout the day – spewing lots of dark and pungent exhaust into the air. There are some days, especially in the winter, when a truck passes by and you can see the exhaust coming out of your mouth when you exhale.

Transportation pollution is the dominant source of both climate pollution and smog-forming oxides of nitrogen. The trucking sector is a major source of regional air pollution that threatens health, despite trucks making up a small percentage of the on-road vehicle population. Burning gasoline and diesel fuel also contributes particulate matter and volatile organic compounds. Breathing air pollution is harmful for everyone, but pregnant people face even greater risk. Exposure to air pollution during pregnancy is strongly associated with premature birth, low birth weight and stillbirth.

As someone who has experienced pregnancy loss, I am terrified of anything that could harm another pregnancy. I avoid heavily trafficked streets as much as I can, but living in a city, that isn't always possible. And I know that there are many more communities in this country where residents face even worse pollution from trucks. For many – myself included – simply relocating out of a city to an area with less pollution is not feasible. Especially for those living below the

federal poverty level, relocation could mean cutting off access to job opportunities, family or childcare.

But it doesn't have to be this way. In DC, we are eager to see the adoption and implementation of cleaner trucking rules to ensure our citizens enjoy the benefits of cleaner engines and zero-emission technologies. The Lung Association estimates that DC could experience \$1.7 billion in health benefits through the shift to zero-emission technologies. Furthermore, the Lung Association estimates that Virginia – where I am from and my family still lives – could experience \$29.7 billion in health benefits through this shift. The Lung Association is committed to pushing DC and Virginia to act on these rules so that all of their residents breathe healthier air.

I urge EPA to grant the cleaner trucks waivers without delay to ensure the air quality, public health and environmental justice benefits of these rules follow.