

As Prepared for Delivery
Comments of Liz Scott
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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

June 29, 2022

Good morning. My name is Liz Scott and I'm the National Director of Advocacy for the American Lung Association's Healthy Air Campaign. I strongly support the US Environmental Protection Agency granting California's cleaner truck waivers without delay.

Transportation pollution is a leading cause of both air and climate pollution and the trucks are the most visibly obvious offenders. Even though there are more light-duty vehicles on the road, the heavy-duty vehicles are the ones that you can clearly see spewing harmful pollution into the air and make up a majority of regional pollution. Allowing California to adopt stronger standards will lead to extensive health benefits not just in a state that has some of the unhealthiest levels of air pollution, but also across the country as California sets an example of what could be achieved.

I recently moved from the District of Columbia out to Bethesda, Maryland. Even though our neighborhood in DC was much quieter and with less traffic than some of the livelier parts of the city, I was so excited to move away from being right next to multiple bus stops and on a road that saw large delivery trucks roll through on a daily basis. We did get a reprieve in some ways. Instead of walking out our front door and seeing the plumes of diesel smoke from buses I see greenery and nature.

But the damage of transportation pollution is still ever present. Our apartment complex backs up against I-270 and while I can't see it, I know that the air I'm breathing is not clean. In the American Lung Association's *State of the Air 2022* report, Montgomery County just barely got a passing grade for ozone pollution and the broader metro area ranked 63 out of 221 metropolitan areas for daily particle pollution. I'm also from Maryland originally and have family living in Harford County, Maryland. I always viewed the town where I grew up to be much less urban than DC or even where I am now, but Harford County – which is at the pinpoint downwind from the DC metro area – received an F grade for ozone pollution.

The state of Maryland would benefit greatly from having the ability to adopt California's strong truck standards. According to the *Zeroing in on Healthy Air* report from the American Lung Association, a full transition to zero-emission transportation and electricity – including medium and heavy-duty vehicles would create \$27.8 billion in health benefits, avoid 2,540 deaths, prevent 63,600 asthma attacks and avoid 315,000 missed workdays just in Maryland alone. Nationally the country could see of \$1.2 trillion in public health benefits by 2050. The report also looked at the 500 U.S. counties with the highest percent populations of people of color would experience 40% of the total health benefits despite making up only 16% of the total counties assessed.

If more states – including Maryland – adopted these stronger standards we would not only see health benefits we would also be making progress towards reducing contributions to climate change. We are in the thick of allergy season here in Maryland. As a perpetual allergy sufferer, seeing that climate change is making allergy seasons longer and more severe is not welcome news. Additionally, Maryland is an absolutely beautiful state and my favorite parts of it are down on the shore. My family practically lived there in the summer while growing up. A couple of times over the past few years, Maryland has experienced some extreme flooding which puts some of my favorite places that hold so many happy memories at risk.

Transitioning to zero-emission transportation is one of the most important steps we can take to improve local air quality and to address climate change. The California rules and the Advanced Clean Truck standards together will save thousands of lives and generate billions in public health benefits, particularly for communities that have often been left behind in the fight for clean air. I join my colleagues and others in calling on EPA to grant these waivers immediately so that California and other states can move forward with these strong public health rules.

Thank you.