United States House of Representatives
Select Committee on the Climate Crisis

Hearing on July 16, 2019
"Solving the Climate Crisis: Cleaning Up Heavy Duty Vehicles, Protecting Communities"

Questions for the Record

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The Honorable Kathy Castor

1. Deploying zero-emission heavy-duty vehicles will require capital investment. These costs are easy to identify, while the costs of the status quo are less well-understood. How would you describe the costs of the status quo in terms of the public health impacts of pollution from legacy vehicles and the impacts of climate change to frontline communities?

Although the economic impacts associated with heavy duty freight transportation on public health is less available at the National level, the State of California has conducted several studies on this very topic. I draw from California's studies as examples of the cost of the status quo in terms of the public health impacts of pollution from legacy heavy-duty freight vehicles and the impacts to public health and climate change to frontline communities.

In 2005 California Air Resources Board (CARB) estimated that freight transportation is responsible for 360,000 missed workdays and 1,100,000 missed days of school with 2,830 hospital admissions and 2,400 premature deaths. Between 2005-2020 it is estimated that heavy-duty freight transportation cost California residents $200 billion in health costs.

The freight system relies predominately on diesel-powered equipment, which produces diesel exhaust made up of toxins and climate pollutants. Diesel exhaust creates CO_2, a major greenhouse gas. Freight transport worldwide contributes approximately 3 billion tons of CO_2. Black carbon is also a result of diesel exhaust. Black carbon is a fine particulate matter and short-lived climate pollutant that has very high global warming potential - some estimate over 600 times higher than CO_2. The freight transportation sector accounts for roughly 9% of US greenhouse gas emissions and in the next couple of decades, it is expected that ocean going vessels alone will account for about 17% of all man-made carbon dioxide emissions worldwide.

The people hit first and worst from the climate crisis and freight transport are the over 13 million people that live near major marine ports, rail yards, and freight facilities. These communities are disproportionately low-income communities of color and have increased health risks from

climate change impacts and the toxic diesel pollution that is concentrated at high levels around freight hubs. The sources of this diesel pollution are heavy-duty trucks, trains, ships, and cargo handling equipment. Diesel exhaust is estimated to contain over 450 chemicals; many are known toxins linked to early death, respiratory problems, heart attacks, and reduced birth weight and premature birth. Children have higher rates of exposure to air pollution and are at higher risk of health impacts.

Affected by freight transportation, African Americans are a high-risk population that is 3 times their proportion of the U.S. population and Latinos made up two times their proportion. All this to say, freight transport poses a huge climate crisis for the planet and for the local environmental justice communities that have been dealing with the impacts of the air pollution that is causing the climate crisis.

2. We understand that the Moving Forward Network has dozens of members around the country. Could you please highlight some of their priorities for cleaning up goods movement?

The Moving Forward Network (MFN) is a national coalition of over 50 member organizations including community-based environmental justice organizations, national environmental organizations, and academic institutions, in over 20 major U.S. cities, representing over 2 million members, committed to reducing the public health harms created by our country's freight transportation system. Importantly, MFN members include individuals who work and live in freight-impacted communities.

The MFN priorities are as follows:

- Protect the Clean Air Act and the National Environmental Policy Act throughout all legislative actions. Congress must oppose all provisions to any Infrastructure Bill or Surface Transportation Reauthorization Bill that would endanger public health by weakening the Clean Air Act and/or the National Environmental Policy Act.

- Congress must develop and adopt policy principles for climate legislation that advance climate justice, environmental justice, communities' self-determination and local solutions. Frontline communities have the real expertise and true solutions that will solve the climate crisis. Therefore, the process for developing any solution or strategy is paramount.

- Congress must provide EPA with the tools and resources needed to meet its mission and play a role in solving the climate crisis. Congress must appropriate a substantial increase of funds to the EPA, both DERA and the Environmental Justice grants program. The Environmental Justice Grants programs support communities working on solutions to environmental and public health issues. The Diesel Emissions Reduction Act (DERA) authorizes grants to eligible entities for projects that reduce emissions from existing diesel engines. EPA must develop a more targeted strategy for awarding these funds. Funds for demonstration projects should **target zero-emission technologies**.

- Congress should hold EPA accountable to meeting its mission and legal requirements under the Clean Air Act. EPA must adopt regulations to reduce and eliminate emissions from the freight sector. EPA must identify reducing freight-related air pollution as a top priority for the Agency. Tackling such pollution will further the Agency's air quality, climate and environmental justice goals. EPA must adopt new national standards for freight-related sources and provide more guidance to states with freight-related activities in areas that violate national air quality standards and/or produce localized health risks with the goal of deploying **zero-emission technologies**.

3. California's Gross State Product is more than $3 trillion. If it were a sovereign nation, it would have the 5th largest economy in the world. For those that suggest that decarbonization requires sacrificing economic growth, how would you respond?

In response to suggestions that decarbonization of the freight sector requires sacrificing economic growth, I only respond with the mayor of Los Angeles' quote related to the joint ports of LA and Long Beach, the country's largest port complex; "The Ports of Los Angeles and Long Beach are driving forces of our region's economy — they should also be models for how we move toward a more sustainable future by balancing growth and environmental stewardship," said Los Angeles Mayor Eric Garcetti. "The draft Clean Air Action Plan is an important step in our work to reduce air pollution in our communities, and take action on climate change." "We have already proven that it's possible to increase jobs and trade with cleaner air and healthier communities and I want to thank all of our partners who helped make this possible." The Mayor of Los Angeles is referring to jobs, trade and growth as economic growth and prosperity. To answer the question, the nations largest complex is decarbonizing by way of the "Clean Air Action Plan" without sacrificing economic growth.

The Honorable Garret Graves

1. In your testimony you talk about the Clean Air Act and holding EPA accountable to meets its legal obligations under the Clean Air Act. Do you agree that the federal government should hold those with compliance obligations under the Clean Air Act accountable as well? Should there be severe penalties for states that has areas habitually out of compliance?

   As of today, there are more than 30 counties in California that are out of compliance with not just one, but MULTIPLE federal air quality standards in the Clean Air Act. Reducing criteria pollutants (National Ambient Air Quality Standards) would almost certainly translate into greenhouse gas reductions as a co-benefit. Do any of you know what the reduction in greenhouse gas emissions would be if all of California simply complied with the Clean Air Act? Do you know how many fewer California deaths there would be if California were in full compliance?

The Clean Air Act is a United States federal law that should be upheld by the federal government in the same regard as any other federal law that is intended to protect the public's health and safety. Under the Clean Air Act the EPA is charged with compliance and enforcement of the law. As part of my testimony, I recommended to the committee that Congress do everything in your power to hold EPA accountable to this charge—requiring, to the full extent of its authority, that EPA take action to address pollution. Also, Congress should hold regular hearings on the progress of EPA in meeting its legal requirements under the Clean Air Act, which includes requiring states to comply with federal air quality standards.

I agree that reducing criteria pollutants and meeting the National Ambient Air Quality Standards would translate into greenhouse gas reductions as a co-benefit. The fact that 30 counties in California are out of compliance with multiple federal air quality standards means significant greenhouse gas emissions and associated negative health impacts such as premature deaths, and demonstrates the need to hold EPA accountable to meeting its mission and legal requirements under the Clean Air Act. Specifically, EPA should be adopting mobile source and other regulations that reduce and eliminate criteria and climate pollutants. In addition EPA should grant California the ability to adopt standards beyond EPA's, not limit California's ability to adopt standards that would allow them to meet the National Ambient Air Quality Standards. In other words, EPA should require California to achieve compliance with air quality standards, not hinder the State.

References Page

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