

Congress of the United States
Washington, DC 20515

July 20, 2016

The Honorable Gina McCarthy
Administrator
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, DC 20460

Dear Administrator McCarthy,

We are writing to ask that the U.S. Environmental Protection Agency move forward quickly to develop a national ultra-low nitrogen oxides (NOx) emission standard for heavy duty trucks to help our communities and regions meet federal clean air goals in a timely and cost-effective manner.

We support the goals of the petition filed by a national coalition on June 3, 2016, that urges the adoption of an ultra-low NOx standard for heavy-duty truck engines that is dramatically cleaner than the current standard. This petition was filed by the following twelve local and state environmental agencies:

- South Coast (CA) Air Quality Management District;
- Akron (OH) Regional Air Quality Management District;
- Bay Area (CA) Air Quality Management District;
- Connecticut Department of Energy and Environmental Protection;
- Delaware Department of Natural Resources and Environmental Control, Division of Air Quality;
- New Hampshire Department of Environmental Services;
- New York City Department of Environmental Protection;
- Pima County (AZ) Department of Environmental Quality;
- Puget Sound (WA) Clean Air Agency;
- Washington State Department of Ecology;
- Washoe County (NV) Health District, Air Quality Management; and
- Rhode Island (RI) Department of Environmental Management.

A range of clean technologies should be considered to achieve lower NOx emissions, taking into account the environmental impact of those technologies. Adopting a much more stringent standard will result in cleaner air for our communities and help our regions and states attain federal clean air requirements by existing deadlines.

As you are well aware, NOx is a key component in ground level ozone (smog) which has significant health impacts particularly for children and senior citizens. According to the American Lung Association's 2016 State of the Air Report, "more than half of all Americans—166 million people—live in counties where they are exposed to unhealthful levels of either ozone or particle pollution." Ozone has been linked to a number of health impacts, including increased asthma attacks, lung damage, and even premature death. NOx results from the burning of fossil fuels such as gasoline, diesel fuel, and natural gas.

Despite significant reductions in NOx emissions from most sources due to various EPA rules, NOx from heavy duty vehicles and engines will make up a growing percentage of our air quality inventory and our nonattainment problem. Tightening the current NOx standard for heavy duty vehicles will encourage the investment of hundreds of millions of dollars in the development and deployment of clean air technology in our states and across the country. It means that the emissions control industry, which employs over 65,000 people in 34 states, will work with the engine manufacturers on innovative designs to deliver reductions of NOx and other pollution at the lowest possible cost. The development of this technology in the U.S. will help our manufacturers continue to lead the world in producing the cleanest vehicles and drive other countries to adopt our standards and buy our equipment.

As such, we urge EPA to initiate rulemaking on the development of an ultra-low NOx exhaust emissions standard for on-road heavy-duty engines. Specifically we would like to request that the Agency:

- 1) Set a stringent standard so we can count on major reductions from the heavy duty sector to help our areas achieve attainment with the health-based ozone standard as quickly as possible;
- 2) Coordinate/harmonize the implementation of a new ultra-low NOx standard with the final heavy duty phase 2 standard, so engine and emissions control manufacturers will optimize those systems to achieve greater and more cost-effective reductions in pollutants than will otherwise occur; and,
- 3) Complete the rulemaking on a new national ultra-low NOx standard as soon as possible.

While we appreciate that our request is challenging given that the Administration will be changing soon, we strongly urge you to move forward with setting this standard because it is very important to the public health of the people in our communities, regions and states.

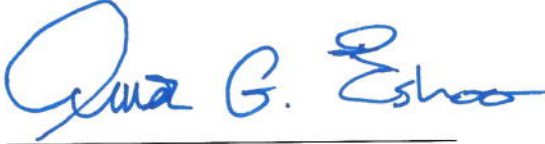
In addition, we think setting a new ultra-low NOx standard will allow us to continue depending on the strong growth in the transportation sector that has driven and will drive our economy and enhance mobility. Please let us know as soon as possible your Agency's plan for addressing this important matter.

Sincerely,


BARBARA BOXER
Senator


ALAN LOWENTHAL
Member of Congress


DIANNE FEINSTEIN
Senator


ANNA G. ESHOO
Member of Congress

July 20, 2016



CORY BOOKER

Senator



DONALD M. PAYNE JR

Member of Congress



SHELDON WHITEHOUSE

Senator



ALAN GRAYSON

Member of Congress



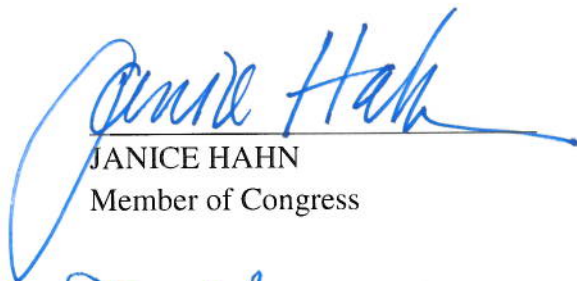
MARK POCAN

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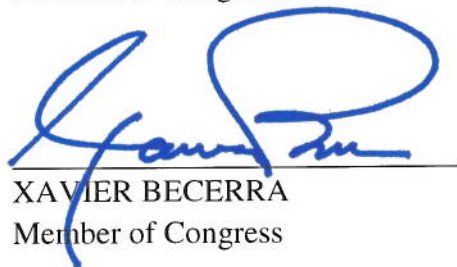
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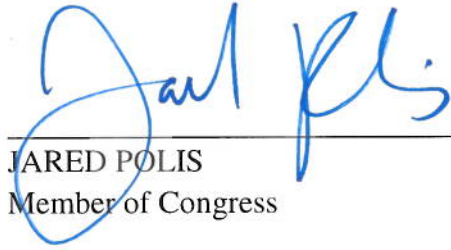


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