

PHILADELPHIA PUBLIC HEARING
EPA/NHTSA PROPOSAL STANDARDS FOR GREENHOUSE
GASES AND FUEL ECONOMY

JANUARY 19, 2012
PHILADELPHIA, PENNSYLVANIA

TRANSCRIPT OF THE PHILADELPHIA PUBLIC HEARING,
EPA/NHTSA PROPOSAL STANDARDS FOR GREENHOUSE GASES AND
FUEL ECONOMY HEARING, held at the Crowne Plaza
Philadelphia Downtown, 1800 Market Street, Philadelphia,
PA 19103, commencing at 10:00 a.m. on January 19, 2012,
heard before the Government Panel of EPA/NHTSA,
reported by Jennifer P. Miller, Professional Shorthand
Reporter and Notary Public for the Commonwealth
of Pennsylvania.

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EPA PANEL MEMBERS:

- Margo Oge
- Chet France
- Stephen Silverman

NHTSA PANEL MEMBERS:

- Ron Medford
- Jim Tamm
- Rebecca Yoon

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1 EPA/NHTSA PUBLIC HEARING
2 PHILADELPHIA, PENNSYLVANIA
3 THURSDAY, JANUARY 19, 2012
4 10:00 a.m. - 5:00 p.m.

5
6 P R O C E E D I N G S
7

8 MS. OGE: Good morning. I'd like to
9 welcome you to this public hearing in Philadelphia
10 today.

11 My name is Margo Oge. I'm the Director of
12 the Office of Transportation and Air Quality with
13 the Environmental Protection Agency.

14 With me is my colleague, Ron Medford, on my
15 left, from NHTSA. And Ron and I are going to be
16 the presiding officers for the hearing today.

17 I understand that we have over 250 people, 250
18 underlined people, that have signed up to testify
19 today.

20 And I want to let you know we just came back
21 from our first public hearing in Detroit. We had
22 over 90 people.

23 Today's participation is extraordinary. So we
24 want to thank the individuals, the representatives
25 from the various organizations that have taken the

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2 time to come and participate in this very important
3 process.

4 Today, we will be hearing testimony on a
5 proposal to establish greenhouse gas emissions and
6 fuel economy standards for light-duty vehicles for
7 model years 2017 through 2025.

8 The proposed standards issued last November
9 will exceed 163 grams per mile of CO2 equivalent,
10 which is equivalent to 54.5 miles per gallon if the
11 vehicles were to meet this level all by using fuel
12 economy improvements.

13 This program is projected to save about four
14 billion barrels of oil and two billion metric tons
15 of greenhouse gas emissions over the lifetime of
16 vehicles sold for the years 2017 through 2025.

17 Higher cost of new vehicle technology will add
18 on an average about \$2,000 for consumers who will
19 be buying a new vehicle in 2025. However, this
20 consumers will save an average of \$6,600 in fuel
21 savings for a net lifetime saving of 4,400.

22 And here we are assuming that the gasoline
23 prices will be approximately at the same level that
24 they are now in the 2025 time frame.

25 The proposal builds on the success of the

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first national program for model years 2012 to 2016. Those standards were finalized in April of 2010.

So continuing the national program would ensure that all manufacturers can continue building a single fleet of vehicles that would satisfy requirements of both the federal agencies and as well as the State of California programs.

President Obama announced support for continuing the national program last July, and the EPA notice of intent outlining our plans for a proposal. That's the proposal that we're receiving oral and comments today.

The State of California and 13 auto manufacturers representing over 90 percent of the year's vehicles sold provided letters of support for the program, as well as the United Auto Workers and many non-governmental organizations also supported the announcement.

The program covers a wide range of light-duty vehicles, including cars, light pickup trucks, SUVs and minivans. They have designed the proposed standards to preserve consumer choice.

That is, the proposed standards should not

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affect consumer opportunity to purchase the size of the vehicle with the performance, utility, and safety features that meet their needs.

This is because the standards are factored in such a way not to create incentives to manufacture vehicles of any particular size. For example, there's not an incentive to downsize.

Today's hearing allows interested parties to provide comments. And the proposal, as I mention earlier, this is the second public hearing. The first public hearing was last Tuesday in Detroit.

And on January 24th, we're going have a third and last hearing in San Francisco.

In addition, there is written comment period that will remain open until February 13th.

The comment period originally was scheduled to end on January 30th, and we recently extended it to provide additional time for public comments.

We also expect to take final action on this proposal in the late summer of this year.

Now, I would like to introduce my colleagues that are representing EPA with me on the Panel today.

On my right is Chet France. He's the Director

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2 of the Assessment and Standards Division. And
3 Steven Silverman on his right, he's with our
4 office of General Counsel.

5 At this time I'd like to turn it over to my
6 colleague, Ron Medford, who is going to give his
7 introductory remarks and also to introduce his
8 team.

9 Ron.

10 MR. MEDFORD: Thank you, Margo.

11 Good morning, everyone. As Margo indicated,
12 I'm Ron Medford. I'm the Deputy Administrator at
13 the National Highway Traffic Safety Administration.

14 On behalf of my agency and the Department of
15 Transportation, I'd like to thank you for taking
16 time out today of your busy schedules to
17 participate and express your views on the proposed
18 fuel economy and greenhouse gas emission
19 regulations.

20 I first would like to introduce the Panel
21 Members from NHTSA who are seated to my left.

22 First, Jim Tamm, the Chief of the Fuel Economy
23 Division. And then to his left, Rebecca Yoon,
24 Attorney Advisor in our Office of Chief Counsel.

25 Today's hearing provides an opportunity for

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2 the public to present oral comments regarding the
3 agencies' proposed 2017 and later model year
4 light-duty vehicle greenhouse gas and corporate
5 average fuel economy standards.

6 On November 16th, EPA and NHTSA issued several
7 joint agency documents related to the proposed
8 rulemaking. They included a preamble, two
9 preliminary regulatory impact analysis documents,
10 one from each agency, and a technical support
11 document.

12 These documents described the proposed
13 regulations and the supporting information and
14 analysis related to the proposal.

15 In addition, NHTSA issued a draft
16 environmental impact statement for the proposed
17 fuel economy regulations.

18 The draft EIS compares environmental impacts
19 of proposed fuel economy regulations to those of
20 the regulatory alternatives.

21 Today's hearing provides an opportunity for
22 the public to comment on both the proposed
23 regulation and also the draft EIS.

24 The written comment period for the draft EIS
25 will close on January 31st, and the written comment

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2 period for the NPRM, as Margo noted, is now
3 extended to February the 13th.

4 Today's hearing is scheduled to run until
5 about 9:30 p.m., though we will be here as long it
6 will take to have an opportunity for everyone to
7 express their views and to testify.

8 We will be using Panels to speed up the
9 process. The list of preregistered Panel Members
10 and their order is provided with the agenda at the
11 reception table.

12 We request that each person keep their
13 testimony to five minutes or less. And we will
14 have a timer. And you'll hear a little beep go off
15 at five minutes. And when that happens, please
16 conclude your remarks. If not, we will remind you.

17 If anyone here wishing to testify has not
18 already signed up, please do so at the reception
19 table. Whether or not you testify, we would like
20 everyone attending today's hearing to please sign
21 in.

22 We plan to go straight through the Panels,
23 except we may call for one or two breaks during the
24 day.

25 After today the official record of this

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2 hearing will be kept open 30 days for any
3 speaker wishing to submit rebuttals or make any
4 corrections to their remarks for the record.

5 If you'd like have a transcript of today's
6 proceedings, you should make arrangements directly
7 with the Court Reporter or the registration table
8 during one of the breaks.

9 We will also make the transcripts available on
10 our Web site and in the public docket for the
11 rulemaking.

12 This hearing will be conducted informally, and
13 formal Rules of Evidence will not apply.

14 The presiding officers, however, are authorized
15 to strike statements from the record which are
16 deemed to be irrelevant or needlessly repetitious
17 and to enforce reasonable limits on the duration of
18 the statements of any witness.

19 Before we bring up the first Panel, I want to
20 ask that each Panelist please state his or her name
21 and affiliation. And please speak slowly and
22 clearly so our Court Reporter can record these
23 proceedings.

24 If your comments are directed to NHTSA's
25 draft EIS, we request you mention that before you

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2 begin your comments.

3 There's no need to identify your comments are
4 directed at the proposal. We will assume all
5 comments are directed to the NPRM, unless you state
6 that they're directed to the EIS.

7 When the witnesses on the Panel have finished
8 their presentations, the Government Panel will have
9 an opportunity to ask questions related to the
10 testimony.

11 Witnesses are reminded that any false
12 statements or false responses to questions may be a
13 violation of law.

14 So I think we're ready to begin and call up
15 the first Panel. We would like the first Panel to
16 come up and get started.

17 Write your names on the cards that are there.
18 This will assist the recorder in knowing who is
19 speaking and then we will begin.

20 So, Panel One, please.

21 Kathleen, as soon as you are ready, you can
22 begin. Kathleen Hennessy.

23 MS. HENNESSY: Good morning, my name is
24 Kathleen Hennessy, and I am the Vice President of
25 Government Affairs of Hyundai Motor Company.

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2 It is a pleasure to be here to provide our
3 perspective on this very important rulemaking.

4 We appreciate the significant effort on the
5 part of all of the agencies in this difficult task
6 of developing feasible and harmonized national
7 greenhouse gas and corporate average fuel economy
8 standards.

9 Before discussing the proposal, I would like
10 to take a few moments to talk about Hyundai's
11 thoughts on fueling efficiency and our efforts in
12 this area.

13 Hyundai is one of the industry's most
14 fuel-efficient auto makers. We are on track
15 this year to surplus the government's industry
16 fuel economy target of 35.5 miles per gallon
17 for the 2016 model year.

18 Currently, four Hyundai models, the Sonata
19 Hybrid, the Elantra, the Veloster and the Accent,
20 achieve EPA highway fuel economy ratings of
21 40 miles per gallon.

22 We are the only auto maker that provides
23 fleet-wide fuel economy performance in our release
24 of monthly sales figures.

25 These 40 miles per gallon models

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2 account for one-third of our U.S. sales in 2011.

3 In 2010, we publicly pledged to reach 50 plus
4 miles per gallon for our fleet by 2025.

5 In our discussions with the agencies on this
6 rulemaking, we have consistently supported the
7 standard in excess of 50 miles per gallon.

8 We continue to support the agencies in this
9 rulemaking. We believe that it's the right thing
10 to do for the environment and for the nation's
11 energy security.

12 Hyundai supports many of the flexibilities and
13 credits provided for in the proposal. We support
14 the credit and banking provisions and continued
15 application of off-cycle credits for technology
16 whose benefits cannot be accounted for on the city
17 and highway test cycles.

18 Hyundai believes that off-cycle technology is
19 an area that is ripe for innovation, and can
20 provide important gains in real world fuel economy
21 and greenhouse gas reductions.

22 Now that the agencies have quantified the
23 value of off-cycle technologies in a menu format,
24 Hyundai asks that EPA and NHTSA allow the menu
25 technologies to be used in the 2012 through 2016

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2 model years.

3 We recommend also that the agencies eliminate
4 the ten-gram cap on the menu technology.

5 EPA planned the cap because the menu
6 technology credits are based on limited data.
7 However, Hyundai agrees with the agency that the
8 credits offered are conservative and thus a cap is
9 not necessary.

10 Hyundai also appreciates that there are a
11 number of flexibilities in the proposal that
12 address OEM's different strategies for creating
13 fuel-efficient fleets.

14 For example, some OEMs are focusing resources
15 on electric vehicles, and they are receiving credit
16 multipliers for expanding that technology.

17 Others are improving the fuel efficiency of
18 cargo-carrying larger pickup trucks, and the agency
19 is providing incentives to provide that technology.

20 Some OEMs plan to focus on fuel efficiency
21 leadership with gasoline vehicles. And CARB is
22 proposing to allow OEMs to offset part of the zero
23 emission mandates for limited time by overcomplying
24 with these challenging greenhouse gas standards.

25 We appreciate the government's recognition of

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2 these varying OEM strategies by providing a variety
3 of incentives to maximize performance in each area.

4 Finally, Hyundai appreciates the substantial
5 lead time for these regulations that will provide
6 stability for long-term product planning.

7 Although we believe the proposed requirements
8 are feasible, Hyundai recognizes that it is
9 difficult to accurately predict out to the 2025
10 time frame the technologies and the cost and
11 consumer acceptance of these technologies that
12 will be necessary.

13 The mid-term review will help ensure that the
14 requirements are sound closer to the time of
15 implementation.

16 This concludes my remarks. Hyundai will be
17 submitting written comments to the docket on
18 additional aspects of the proposal.

19 Thank you for the opportunity to comment
20 today.

21 MR. MEDFORD: Thank you.

22 Robin Mann.

23 MS. MANN: Thank you for holding this
24 hearing today. I'm Robin Mann. I serve as
25 President of the Sierra Club, the nation's oldest

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2 and largest environmental organization, grass roots
3 environmental organization.

4 The board of directors of our volunteer-led
5 organization oversees all of Sierra Club's national
6 campaigns including our campaign to move the nation
7 beyond oil.

8 I speak today on behalf of the club's one
9 point four million members and supporters. And
10 I'm proud that a number of our members are here
11 today and will also testify.

12 Our executive director Michael Brune will be
13 testifying in San Francisco, and our organization
14 will submit detailed technical comments to the
15 docket.

16 We strongly support EPA and NHTSA's proposed
17 passenger vehicle efficiency and emission standards
18 for 2017 through 2025.

19 They will ensure that we build on the progress
20 the administration set in motion with the 2012 and
21 2016 standards.

22 Nearly every day bone-chilling news circulates
23 of additional evidence that we are cooking the
24 planet and climate destruction has already begun:
25 Extreme weather events occurring more frequently,

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2 drought-induced wildfires and crop failures,
3 devastating flooding of coastal communities from
4 sea level rise, destructions in critical habitat,
5 migratory patterns and food chains.

6 Some of this week's scariest news came from
7 the Arctic where sea ice is melting at
8 unexpectedly alarming rates allowing the release of
9 giant methane plumes.

10 The planet is screaming and the time has come
11 from us to stop turning a deaf ear to it.

12 The arguments in favor of the proposed new
13 standards are beyond compelling. The technology
14 exists to reach the new standards.

15 It should not be reserved for higher-end
16 consumers on the margin. It should be mainstreamed
17 so that all consumers can take advantage of the
18 fuel savings. Saving gas saves money, money
19 consumers can put to better use.

20 The economy. These new standards are a life
21 line for American car manufacturing. The economic
22 boost the new standards will provide is projected
23 at 484,000 jobs created economy-wide and 43,000 in
24 the auto industry alone.

25 National security. The U.S. presidents

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2 going back to President Nixon have recognized that
3 our oil addiction undermines our security. And
4 president after president has committed to reducing
5 our dependence on oil.

6 March 30, 2011, we welcomed President Obama's
7 commitment to cut oil imports by one-third over the
8 next decade.

9 We recognize these standards can help make
10 this president the one that keeps the promise.

11 It is estimated the standards will reduce U.S.
12 oil consumption by one point five million barrels
13 per day in 2030, the same amount we imported from
14 Saudi Arabia and Iraq combined in 2010.

15 Extreme oil. Look no further than the gulf.
16 The nation's attention may have shifted away, but
17 the Deepwater Horizon disaster continues to unfold.

18 Economic dislocation persists in the coastal
19 communities and we have not made them whole. And
20 tar balls continue to wash up on shore as a
21 reminder that the extent of the long-term eco
22 system damage is still unknown.

23 Yet the oil companies have the hubris to be
24 pressing the administration hard to open up the
25 pristine and treacherous waters of Alaska's deep

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2 sea to drilling.

3 And then there is tar sands oil, the dirtiest
4 oil on the planet, destructive enough to be seen
5 from outer space.

6 Let me take a moment here to express our
7 thanks to the president for his very significant
8 decision announced yesterday to reject the permit
9 for Keystone XL pipeline. This was the right
10 decision consistent with steering the nation
11 towards solutions that reduce our dependence on
12 oil, especially the dirtiest oil.

13 Public health. The public health benefits
14 from spewing less fossil fuel pollution into our
15 neighborhoods and shifting the fleet to the
16 cleaner, more efficient cars will be enormous.

17 And finally, climate change. These standards
18 promise a tremendous benefit in reduced greenhouse
19 gas emissions. There is so much more we need to do
20 in this country to reduce our gluttonous use of
21 energy and the associated emissions.

22 Within the transportation sector alone the
23 opportunities are immense. But the single biggest
24 step that we can take is the one the administration
25 has proposed here. Implementing these standards

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2 will keep an estimated 280 million metric tons of
3 carbon dioxide out of the air in 2025, equivalent
4 to shutting down 72 coal-fired power plants for a
5 year.

6 Let me recognize that my state of Pennsylvania
7 is one of the dozen states that adopted
8 California's leading vehicle emissions standards.

9 In joining California's program, Pennsylvania
10 demonstrated that Americans demand cleaner cars,
11 including cars that spew out less greenhouse gases.

12 We applaud California and the role it played
13 with EPA and NHTSA in proposing these new standards
14 that continue to cut greenhouse gas emissions.

15 The time is up. It is a national disgrace
16 brought to us by the oil lobby that we have
17 squandered so much time and opportunity to
18 embrace such common sense solutions as maximizing
19 fuel efficiency and cutting emissions.

20 We thank the administration for stepping up
21 and putting forward these strong new standards that
22 offer such fundamental economic, national security,
23 public health and climate stabilizing benefits.

24 We urge that these standards remain strong,
25 and urge that the agencies issue a final rule in

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2 July.

3 Thank you very much.

4 MR. MEDFORD: Thank you very much.

5 Nancy Homeister.

6 MS. HOMEISTER: Good morning. I'm Nancy
7 Homeister, Manager of Fuel Economy and Greenhouse
8 Gas Regulatory Strategy for the Environment and
9 Engineering Division of Ford Motor Company.

10 It is a pleasure to be here today to provide
11 our perspective on this very important rulemaking.

12 Just over two years ago, we were sitting in
13 the same position commenting on the first
14 nationally-harmonized greenhouse gas and fuel
15 economy regulation, and encouraging at that time
16 the continuation of harmonized requirements beyond
17 2016.

18 We applaud the combined efforts of the EPA and
19 NHTSA, as well as the California Air Resources
20 Board. This proposal provides our industry both
21 the single program moving forward, as well as the
22 regulatory framework that enables manufacturers to
23 plan and invest for the future with confidence.

24 We are committed to working with you to
25 finalize these regulations. The standards proposed

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2 are aggressive, but so are the demands from our
3 customers for greater fuel efficiency.

4 As a result, we are continually investing in
5 our product strategy to improve the fuel economy
6 and reduce the greenhouse gas emissions of our
7 fleet.

8 Starting this year, one-third of our vehicle
9 line up will offer a model that achieve at least
10 40 miles per gallon.

11 In addition to the Transit Connect Electric
12 introduced in 2010, last year we delivered our
13 first all new Ford Focus electric vehicle.

14 Later this year, we will start production on
15 our C-Max Energy Hybrid. And just last week, we
16 announced and unveiled our next generation 2013
17 Fusion Hybrid and our all new 2013 Fusion Plug-in
18 Hybrid.

19 But our commitment goes beyond our products.
20 We have also set a goal to reduce facility
21 emissions of CO2 by 30 percent by 2025 on a
22 per-vehicle basis.

23 You will continue to see us offer more
24 products with advanced innovative technologies to
25 improve the fuel efficiency of our vehicles and

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2 deliver outstanding quality and features that our
3 customers desire.

4 The key, however, is to ensure that the
5 proposed targets do not outpace consumer demand
6 or the affordability of the technologies needed
7 for compliance.

8 As a full-line manufacturer, we are challenged
9 to meet the broad range the customer wants such as
10 function, performance, comfort and convenience,
11 safety and, of course, fuel economy.

12 And all of these attributes need to come
13 together and align in the vehicles that consumers
14 can afford.

15 After all, attainment of our national goals for
16 CO2 reduction and energy security cannot be reached
17 by niche products and technologies. It does little
18 good to produce vehicles with improved fuel
19 efficiency unless those vehicles are actually
20 purchased by a wide range of American consumers.

21 Further, the technologies must be
22 self-sustaining in the marketplace and not
23 dependent upon long-term government subsidies.
24 That philosophy has been part of the Ford strategy
25 since 1903.

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2 You must also acknowledge that market success
3 is dependent upon many factors outside of our
4 control such as the price of fuel, the state of the
5 economy, or the availability of affordable
6 technologies and materials.

7 The further we look into the future the more
8 difficult it is to predict these factors with
9 accuracy.

10 The proposed rules extend through the 2025
11 model year, which is an unprecedented time frame in
12 the context of fuel economy regulations.

13 This presents a significant challenge for
14 manufacturers. While the establishment of
15 longer-term standards provides manufacturers with
16 targets for future product planning and investment,
17 the longer time frame also leads to greater risk
18 that the assumptions underlying the standards
19 do not come to fruition.

20 For example, if a lack of adequate
21 infrastructure hinders the introduction of new fuel
22 saving technology or fuel prices turn out to be
23 substantially lower than anticipated, it might be
24 necessary to change the standards in order to avoid
25 damage to American auto jobs and the U.S. economy.

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2 That is why the proposed midterm evaluation of
3 the 2022 through 2025 greenhouse standards is so
4 vital to this joint proposal.

5 As proposed, the midterm evaluation provisions
6 require EPA to make a fresh determination regarding
7 the appropriateness of the post-2021 model year
8 standards after considering a variety of factors
9 and to listening public comments.

10 This process will take place concurrently with
11 NHTSA's process for setting final standards for the
12 2022 through 2025 model years.

13 The midterm evaluation is an essential
14 checkpoint to ensure that the standards for these
15 model years are consistent with the revolving
16 market conditions.

17 The existence of a robust midterm review
18 evaluation process is critical to Ford support for
19 this rulemaking package.

20 Turning now to more specific comments of the
21 proposed rulemaking, we support the relative manner
22 in which car and truck targets have been set to
23 reflect their respective capabilities to improve
24 fuel economy.

25 This is based primarily on the agencies'

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2 updated analysis of full size trucks from the 2012
3 through 2016 rulemaking.

4 In particular, EPA acknowledged it had, quote,
5 underestimated the impact of a different pickup
6 model configurations, end quote, and in the
7 model -- in the model 2012 to 2016 rule.

8 They further acknowledge that the, quote, very
9 largest light trucks have significant load carrying
10 and towing capabilities that make it particularly
11 challenging for manufacturers to add fuel economy
12 improving technologies in a way that maintains the
13 full functionality of those capabilities, unquote.

14 We concur with the agencies' analysis and
15 conclusion. With respect to our elements of the
16 proposal, we will continue to work with the
17 agencies to develop the test procedures necessary
18 to validate off-cycle technology.

19 In order to pave the way for such
20 technologies, manufacturers must have confidence
21 that their efforts and investment will be evaluated
22 fairly and given appropriate credit.

23 We also strongly encourage that the agencies
24 to reconsider the production volume thresholds that
25 have been established in order to reflect new

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2 technology introductions in our compliance
3 strategy.

4 Setting high thresholds, which are entirely
5 dependent on consumer acceptance, may actually
6 serve a hindrance to the investment of these new
7 technologies.

8 MR. MEDFORD: Okay. I need you to wrap
9 it up.

10 MS. HOMEISTER: Once again, we appreciate
11 the opportunity to provide our testimony on this
12 important rulemaking. We are continuing to review
13 all different aspects, and look forward to working
14 in the future.

15 MR. MEDFORD: Great. Thank you.

16 Ms. Seidmen.

17 MS. SEIDMAN: Good morning. My name is
18 Nancy Seidmen, and I'm the Co-chair of the Mobile
19 Source and Fuels Committee of NACAA, the National
20 Association of Clean Air Agencies.

21 NACAA is the association of air pollution
22 control agencies in 50 states and territories and
23 over 165 metropolitan areas across the nation.

24 I am also the Deputy Assistant Commissioner
25 for Climate Strategies for the Massachusetts

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2 Department of Environment Protection.

3 On behalf of NACAA, thank you for this
4 opportunity to testify on EPA and NHTSA's joint
5 proposal.

6 NACAA is very pleased to support this
7 proposal. We note that there is a broad group of
8 stakeholders that supports EPA and NHTSA's actions
9 to continue and build upon the national programs
10 adopted in 2010 to reduce greenhouse gas emissions
11 from and improve the fuel economy of model year
12 2011 through 2016 light-duty vehicles.

13 In 2007, 31 percent of all U.S. greenhouse gas
14 emissions were emitted by mobile sources, which
15 since 1990 have been the fastest growing source of
16 greenhouse gas emissions.

17 Light-duty vehicles are responsible for almost
18 60 percent of all mobile source greenhouse gas
19 emissions.

20 Carbon dioxide emissions in 2007 represented
21 approximately 94 percent of all light-duty
22 greenhouse gas emissions.

23 The estimated benefits of this proposal
24 include a reduction in oil consumption of four
25 billion barrels, a reduction in greenhouse gas

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2 emissions of two billion million metric tons, fuel
3 savings on the order of \$347 to \$444 billion and
4 a monetized net benefit to society in the range
5 of \$311 to \$421 billion.

6 The co-pollutant benefits to be derived from
7 program are also very important and include reduced
8 fine particulate and nitrogen oxide emissions due
9 to reduced gasoline distribution emissions
10 associated with tanker trucks; mitigation of some
11 of the disproportionate adverse health impacts on
12 environmental justice communities affected by
13 emissions from high traffic and located near
14 gasoline refining and distribution facilities;
15 reduced adverse health impacts near roadways due to
16 cleaner vehicles; reduced risks of adverse --
17 reduced risk of accidental spills of crude oil due
18 to a proportional reduction in oil imports via
19 marine tankers; buffering against gasoline price
20 volatility for consumers and a hedge against rising
21 fuel prices due to the increased use of domestic
22 and alternative fuel sources; economic growth and
23 the creation of high-quality jobs across the
24 country due to the need for innovative automotive
25 technologies upon which the standards rely; and

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2 reduced hydrocarbon emissions due to lower fuel at
3 retail distribution outlets.

4 NACAA would like to offer some additional
5 comments on three key areas in the proposal, and my
6 submitted testimony provides additional details and
7 issues.

8 First, we understand that EPA and NHTSA are
9 proposing that passenger cars have an average rate
10 of improvement of five percent for model years 2017
11 through 2025.

12 However, light-duty trucks will start with an
13 average rate of improvement of three point five
14 percent for model years 2017 through 2021, which
15 increases to five percent for model years '22
16 through '25.

17 These proposed rates of improvement are
18 envisioned to result in average carbon dioxide
19 emission rates of 163 grams per mile with an
20 average fleet performance of 54.5 miles per gallon
21 if every manufacturer incorporates enhanced engine
22 technologies.

23 In addition, the proposal provides a
24 conditional approval of the NHTSA standards for
25 model year 2022 through 2025.

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2 NACAA supports EPA and NHTSA's goals of
3 fleet-wide performance that will result in 54.5
4 miles per gallon.

5 We are concerned however that the approach
6 taken in the proposal may undermine achievement of
7 this goal.

8 In fact, in a recently published study
9 researchers at the University of Michigan consider
10 whether allowing a more lenient three point five
11 percent rate of improvement requirement for larger
12 vehicles creates an incentive for the manufacturer
13 of larger vehicles to be extent that it could lower
14 overall fleet performance standard by as much as
15 four miles per gallon, thus undermining the 54.5
16 mile per gallon goal.

17 Accordingly, we urge EPA and NHTSA to ensure
18 that the full measure of reductions envisioned by
19 the agencies is achieved.

20 In addition, we request that EPA and NHTSA
21 respond to the issues raised in the University of
22 Michigan study.

23 Further, once this program is in place, it is
24 critical that EPA and NHTSA closely track progress
25 in meeting the standards.

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2 In addition, the midterm evaluation to be
3 conducted in '21 to '22 time frame should evaluate
4 the use of credits by auto manufacturers and the
5 impact of credit use on average fleet performance.

6 In particular, EPA and NHTSA should evaluate
7 whether credit use is allowing the production of a
8 greater number of vehicles that do not meet the
9 five percent rate of improvement.

10 Second, EPA projects the cost of new
11 technology will add on average about \$2,000 to the
12 price of a vehicle.

13 We recognize the consumers will recoup this
14 cost. However, if vehicles equipped with the
15 technologies needed to meet model years 2025
16 emissions are introduced earlier, then the
17 projected additional cost should be lower than
18 \$2000.

19 In addition, earlier introduction of cleaner
20 vehicles will provide added assurance that the
21 projected fuel performance is achieved by 2025.

22 Measures that could lead to greater
23 penetration to vehicles earlier in the programs
24 could bring down vehicle cost.

25 I'll skip my third point since I heard the

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2 buzzer.

3 MR. MEDFORD: Thank you.

4 MS. SEIDMAN: But it deals with the zero
5 gram per mile credit for the advanced vehicles.

6 And go to finally, NACAA urges that EPA and
7 NHTSA ensure that this final rule is promulgated by
8 July 2012 as planned, and encourages EPA upon
9 promulgation of this rule to begin assessing the
10 efficacy of another phase of standards to apply to
11 post 2025 model year vehicles.

12 Again, we are pleased to express our support
13 for this proposal and appreciate the opportunity to
14 testify.

15 Thank you.

16 MR. MEDFORD: Thank you.

17 Mr. Sears.

18 MR. ZARWIN: My name is Norman Zarwin,
19 and I am Chairman of a company called U-Go
20 Stations, Inc.

21 We have a different twist than the prior
22 speakers. And what we're doing is we are building
23 and installing electric vehicle charging stations,
24 utilizing among other things solar panels, which
25 frankly lessens tremendously the obvious gasoline

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2 and oil introduction into our society.

3 We started this business about a year and a
4 half ago with Mickey McLaughlin and David Stones,
5 who are both here today.

6 We perceive that this is part of what I call
7 the alternate energy revolution.

8 Mickey and David were just in Detroit and saw
9 the new vehicles that are being proposed to be
10 built now and in the future.

11 And if you would see them, you would recognize
12 that electric vehicles are clearly on the way here
13 in a dramatic way.

14 We predict, and the president in his State of
15 the Union predicted, by 2015 there would be at
16 least a hundred -- at least a million electric
17 vehicles on the highway.

18 Electric vehicles include cars, trucks, buses.
19 And some of you may have seen some of the -- for
20 example, UPS trucks these days that already have on
21 their side advertising hybrid electric.

22 So electric is the future. As I said, I call
23 it the alternate energy revolution.

24 Why? What does it mean to the average person
25 who will drive an electric car?

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2 Well, the cost to drive an electric car is
3 about two cents a mile. Contrast it to about 16 to
4 18 cents a mile to drive a gasoline driven car.
5 Why? Because there's no gasoline, no belts, no
6 spark plugs, no oil changes.

7 It's a really remarkable change in how people
8 will think in the future. And that's why, again, I
9 call it the alternate energy revolution.

10 The public will obviously save a considerable
11 amount of money. Right now there's about a \$7500
12 tax credit for purchasers of electric vehicles.

13 So we see this as a wave of the future. The
14 cost is particularly important.

15 Now, with regard to emissions, if you think at
16 the present time there are about 240 million
17 vehicles on the highway in the United States all of
18 which spew carbon dioxide and other gases from
19 tailpipe emissions.

20 Well, with electric vehicles there's exactly
21 zero. So electric vehicles will have a major,
22 major impact on the environment, a tremendous
23 benefit.

24 And we know now that government is supporting
25 what we're trying to accomplish through grants and

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2 other opportunities, including as I indicated the
3 tax credit.

4 Also, it has obviously a tremendous political
5 benefit to the West, particularly because if we
6 lessen importing oil from friends -- people who are
7 not friends of the West -- and we know who they
8 are -- it will have a major impact politically and
9 throughout the world. So we understand this as an
10 important future.

11 We've already installed electric vehicles
12 charging stations in Philadelphia; Avalon, New
13 Jersey; Vermont; Ohio; Michigan and elsewhere.

14 Presently, there are only about 3,000 electric
15 vehicle charging stations in the United States.

16 Our research predicts by 2015 there will be
17 540,000 charging stations installed in the United
18 States. So that evidence is what we perceive is
19 the future.

20 So less cost for the consumer, tax credit,
21 less carbon dioxide emissions, political benefit.

22 And one other aspect of electric vehicles, the
23 engines are in the back, what we perceive to be the
24 trunk areas, rather than in the front.

25 So the heavy duty driving will be towards the

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2 rear rather than the front, which will lesson road
3 damage. So that's another side aspect of what this
4 involves.

5 So I think that all of us should begin to
6 think about this change. It's coming. We'll see
7 in the East, particularly the United states, we're
8 far behind the West Coast and far behind several
9 other countries in the world that are dramatically
10 involved in installing and building and utilizing
11 electric vehicles.

12 So U-Go Stations, Inc. is a major player in
13 the installation of the EV charging stations.
14 And we think some of you in this room may be
15 looking into this kind of opportunity in the
16 future, and we hope to be there for you.

17 Thank you.

18 MR. MEDFORD: Thank you.

19 Mr. Thoresen.

20 MR. THORESEN: Good morning. My name is
21 Jim Thoresen, and I am with the Truman National
22 Security Project.

23 The Truman National Security Project is a
24 national security leadership institute based in
25 Washington, DC that recruits, trains and positions

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2 progressives across America to lead on national
3 security.

4 Operation Free is a campaign of Truman
5 National Security. And that is a nationwide
6 coalition of veterans that recognize climate change
7 and oil dependence pose serious threats to the
8 United States national security.

9 We believe it is our duty to protect America
10 by advocating for clean domestic energy production.

11 Operation Free advocates for policies at all
12 level of government that include reducing America's
13 oil independence, slow climate change, and make us
14 more competitive in clean energy.

15 As a veteran of the United States Army
16 Security Agency, I joined Operation Free to work
17 with our other veterans and national security
18 organizations to ensure that we have an energy
19 future that keeps our nation secure, independent
20 and boosts our national economy.

21 At the present time, we spend one billion
22 dollars per day on imported oil, which threatens
23 our national security.

24 The Department of Defense and our military
25 forces have established ambitious goals to reduce

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2 the dependency on oil.

3 The Army presently has over 4,000 electric
4 vehicles. The Air Force will have 50 percent of
5 its aviation fuels from biofuels by 2016. The Navy
6 aims to reduce its petroleum usage by 50 percent in
7 its commercial fleet by 2015, and the Marines a
8 30-percent energy reduction by 2015 as well.

9 The 54.5 mile per gallon standard for cars and
10 light trucks by 2025 is an important step to start
11 to further reduce our national thirst for imported
12 oil.

13 Do we want to keep one billion dollars a day
14 here on our soil and in our national economy, or do
15 we want to continue to send this money to others
16 who may not have America's national interest at
17 heart?

18 Each and every day we are sending a billion
19 dollars overseas for oil when this money could be
20 staying here in support of our economy.

21 A billion dollars a day, please think about
22 that.

23 The 54.5 mile per gallon standard not only
24 improves our economic security and our national
25 security, but makes America competitive with

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2 foreign automobile manufacturers, who are currently
3 operating its standards higher than our own.

4 The reduction of energy with the improvement
5 in fuel standards along with other alternative fuel
6 developments is a direction that we can no longer
7 afford to ignore. It is a matter of national
8 security and in the interest of every American.

9 Thank you.

10 MR. MEDFORD: Thank you.

11 Mr. Zarwin. Excuse me. I think
12 Representative Vitali.

13 MR. VITALI: Thank you very much. Thank
14 you for holding these hearings, NHTSA and EPA.

15 And thank Sierra Club for facilitating my
16 appearance here. I'm lucky enough to have Robin
17 Mann as a constituent of mine.

18 I have been in the state house for -- this is
19 my 20th year. And I've served on the House
20 Environmental Committee for that same length of
21 time, and have worked on state environmental laws
22 and regulations.

23 This is my first time before the EPA or
24 hearings, so you'll excuse me for my inexperience.
25 But I thought it was important that I physically be

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2 here to underscore the importance of the issue.

3 My constituents, they can't agree on anything,
4 and this in particular. But they trust my
5 judgment, and my judgment is that it's vital that
6 we enact these CAFE and greenhouse standards.

7 And the reasons have largely been stated:
8 Climate change, national security and saving
9 consumers money.

10 Climate change, in my view and in view of many
11 others, the most important environmental problem
12 this planet faces.

13 And it's my understanding in reading materials
14 that the cars and light trucks that are the subject
15 of these standards complete about four percent of
16 the entire world's greenhouse gas emissions. So
17 that's really significant.

18 From a political perspective, it's clear that
19 the U.S. Congress is not going to do the right
20 thing as far as greenhouse gas and climate change
21 goes. They're not going to pass cap and trade,
22 they're not going to pass a carbon tax.

23 But the Obama administration can do this.
24 This is one thing we can do to address climate
25 change and therefore it's vital that we do it.

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2 On the issue of national security, you know,
3 it's ironic because I actually had some materials
4 to quote Operation Free because we worked together
5 at a state level on these issues.

6 And you make very good points about how we're
7 entangling ourselves with hostile regimes and we're
8 indirectly funding those regimes by the purchase of
9 oil. You make great points on that.

10 I'm a fan of Andrew Baker, who is a military,
11 West Point grad, and I think a BU professor. And
12 he talks about since the end of the Cold War, we
13 have repositioned our military assets in the world
14 to protect large supplies of gas and oil.

15 So our whole military budget seems to be
16 driven by -- by this problem, which is one more
17 reason to enact these standards to reduce that sort
18 of entanglement.

19 A friend of mine, DEP Former Secretary John
20 Hanger, talked recently in a blog about how even
21 though the military entanglement issue is
22 important, if the price of a barrel of gas goes
23 about \$125 for an extended period of time, it can
24 have a devastating effect on our economy. Again,
25 one reason to control the demand -- demand side of

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2 things.

3 And the -- finally, the consumer protection
4 perspective materials I read indicate that over the
5 life of this program, a consumer who purchases a
6 car when the cost of the vehicle increases or
7 netted out is going to save around \$3,500.

8 So all very good reasons to support this. We
9 have to support our present politics being what
10 they are. We don't want anyone to blink on this.
11 We want to make sure Congress doesn't do anything
12 crazy and try to block something like this
13 legislatively.

14 So I'm here to support it, to do any little
15 thing I can to make sure it moves forward
16 unimpeded.

17 Thank you.

18 MR. MEDFORD: Thank you.

19 Any of my colleagues have questions for the
20 Panelists?

21 MS. OGE: I have a clarification
22 question for Nancy.

23 Nancy, good morning. Your second
24 recommendation I believe you said the standards --
25 am I reading it right -- are introduced earlier so

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2 the cost can come down.

3 Can you elaborate a little bit what you mean
4 by that statement.

5 MS. HOMEISTER: What we're hopeful about
6 is that if new technologies come into vehicles are
7 incorporated into vehicle design and production
8 earlier, that then it will be shown that the cost
9 of having those technologies in vehicles lessens
10 the idea that, you know, you down the cost of -- as
11 you move into production, you move down the cost in
12 terms of implementing the technologies and the cost
13 drops for production.

14 MS. OGE: Thank you.

15 Now we're going to call the second Panel. And
16 I know there have been some changes, so you know
17 who you are.

18 Good morning. We'll start with Dr. Tsou.

19 MR. TSOU: Good morning. Thank you very
20 much. My name is Dr. Walter Tsou. I'm President
21 of Philadelphia Physicians for Social
22 Responsibility. I've also served as health
23 commissioner for the City of Philadelphia and past
24 president of the American Public Health
25 Association.

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2 I know that our nation has set achievable
3 goals which encourages movement away from our
4 dependence on fossil fuel.

5 The proposed clean car regulations would be a
6 game changer and perhaps the most important
7 environmental step we can take for the future
8 beginning in 2017.

9 In our city, which prides itself on urban
10 sustainability, and as an owner of a Toyota Prius,
11 we cannot, nor should we get rid of cars, but we
12 can assist that they get better mileage.

13 For example, the Toyota Prius Plug-in Hybrid
14 will be coming to 15 states, including New Jersey,
15 this March, two months from now. And it's
16 estimated to get an eye popping 87 miles per
17 gallon.

18 The proposed regulations for 2017 to 2025
19 would dramatically increase our development and
20 acceptance of plug-in hybrid cars, electric and
21 fuel cell vehicles as the vehicles of the future.

22 In turn, we could have cleaner car emissions
23 with less smog-producing components like ozone and
24 particulate matter, which incidentally has been a
25 goal that Philadelphia has failed to achieve year

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2 after year.

3 New car standards could change this. It would
4 change how we think of parking garages and parking
5 lots as more than asphalt lots into future charging
6 stations maybe with the U-Go program that we heard.

7 And it would change our priorities from oil to
8 renewable sources which can feed the electric grid
9 such as wind, geothermal and ocean.

10 Homeowners could create their own electricity
11 with solar panels and theoretically charge their
12 plug-in hybrid for the price of sunshine.

13 Finally, the mad rush to do unconventional gas
14 drilling, Arctic exploration, deep sea drilling,
15 other environmentally risky techniques would not be
16 as needed, nor would we be so dependent to engage
17 in wars over oil.

18 The oil and gas industry have held a
19 stranglehold on our country because we have become,
20 in the words of Former President Bush, addicted to
21 oil.

22 It's time to break the habit, get clean, and
23 turn our life around. We need to do this for the
24 sake of our country and our children's future.

25 Thank you.

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2 MS. OGE: Thank you.

3 Jody Holton, good morning.

4 MS. HOLTON: Good morning. My name is
5 Jody Holton. I'm glad that Penn Environment
6 contacted me to provide more of a resident and
7 professional perspective on this new standards.

8 As a resident and parent living in a
9 nonattainment area with two small children, I find
10 myself in doctor's offices wondering if this visit
11 will be the one that my child is diagnosed with
12 asthma. It's not an unreasonable concern.

13 And I'm worried also about our economy being
14 so closely tied to the price of gas and our
15 national security being tied to it as well.

16 On a professional level, I've spent a good
17 portion of my career as a community planning
18 consultant working for smart group communities that
19 encourage people to live in revitalized communities
20 in our urban core, as well as in new small group
21 communities around the region where people have the
22 ability and choice to walk, bike or take public
23 transit to work, to school, and to run errands.

24 But this is not enough to reduce our
25 dependence on oil. And it's unfair in some ways to

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2 have -- to encourage people to live in
3 nonattainment areas where we cannot depend on the
4 quality of our air to sustain us.

5 I pay taxes so that the government can afford
6 to think strategically about our future and protect
7 our public health.

8 We have the ability to change and provide
9 opportunity for more jobs. I understand that these
10 standards could create up to 500,000 jobs for the
11 country.

12 Those are my comments. Thank you.

13 MS. OGE: Thank you, Ms. Holton.

14 Mr. Gary Oshnock, good morning.

15 MR. OSHNOCK: Good morning. I am Gary
16 Oshnock, Chrysler Group LLC's Regulatory Affairs
17 Program Manager.

18 I appreciate the opportunity to comment here
19 today on EPA and NHTSA's proposed national
20 greenhouse gas and fuel economy rules.

21 Chrysler recognizes the benefits for the
22 country of continuing the national program to
23 address fuel economy and greenhouse gas. EPA and
24 NHTSA began this program in 2009 with standards for
25 model years 2012 through 2016. And now the

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2 agencies are continuing it for model years 2017
3 through 2025.

4 The challenge of meeting the proposed
5 standards must not be underestimated.

6 We believe it is important to observe that
7 reaching the projected overall average of 163 grams
8 per mile carbon dioxide in model year 2025 will
9 have to be achieved within 13 years or roughly two
10 product cycles.

11 We at Chrysler appreciate the opportunity to
12 offer brief comments concerning the proposed national
13 greenhouse gas and fuel economy program. Chrysler
14 supports the goals of the program.

15 Sergio Marchionne, our CEO, is also the CEO of
16 Fiat S.p.A., which is the industry's fuel economy
17 leader in Europe. He understands and endorses
18 these commitments, and is determined to pursue the
19 product actions necessary for Chrysler to meet
20 these 2017 model year plus standards.

21 Chrysler and Fiat have already begun
22 transforming fleet fuel efficiency improvements on
23 our flagship Chrysler 300 Sedan, which achieves a
24 best in class 31 miles per gallon with its new
25 eight-speed transmission, and our recently revealed

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2 Dodge Dart with its one point four-liter multi-air
3 engine and six-speed, dual dry-clutch transmission.

4 Chrysler is also working on tomorrow's
5 advanced technology vehicles with the planned
6 launch of our Fiat 500 electric vehicle, and our
7 collaborative efforts with the Department of Energy
8 to develop plug-in hybrids electric technology for
9 our minivan and Ram 1500 Pickup.

10 Chrysler strongly supports a single harmonized
11 national greenhouse gas and fuel economy
12 performance standard that allows manufacturers to
13 offer vehicles that customers want to buy at prices
14 they can afford.

15 The availability of supporting cost effective
16 technologies, along with the aforementioned
17 customer considerations, will provide the proper
18 measure of performance for this proposed program.

19 Chrysler will support the final rules if they
20 reflect a commitment and foundational principles of
21 the framework agreement.

22 The foundational principles are, one, strong
23 performance requirements; two, a midterm review
24 that reflects customer acceptance; and three, the
25 broad use of incentives to encourage technology

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2 innovations and early integration into production
3 vehicles.

4 We believe the midterm review is critical in
5 determining whether the customers are buying and
6 willing to continue to buy the technology packages
7 needed to comply with the standards year over year.

8 Efforts to search for parameters that measure
9 potential customer acceptance must not lose sight of
10 the most important question: Are they buying the
11 product?

12 Measuring whether customers will buy what we
13 offer next year is also already a challenge.
14 Speculating as far as 13 years in the future holds
15 significant uncertainty and risk.

16 A midterm assessment of the underlying
17 rulemaking assumptions provides a credible and
18 equitable mechanism to adjust standards for future
19 customer and technology uncertainties, and is the
20 primary reason Chrysler supports this program.

21 I would like to also offer comments on other
22 provisions of the proposed rule.

23 First, Chrysler agrees with setting the truck
24 performance premise based on the underlying
25 physics of these types of vehicles.

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2 We believe the proposed 2017 to 2025 model
3 year standards support this premise, and address the
4 deficiencies in the '12 to '16 model year rule,
5 which overlook these factors.

6 The truck standards for 2012 through '16 model
7 year were not supported by fundamental science.
8 Accommodating that science will seem to be
9 restricted by statutory direction to not backslide
10 on standards from previous years.

11 The 2017 to 2025 model year truck standards
12 are challenging while respecting the utility of
13 these vehicles and their importance to the nation's
14 economy.

15 Secondly, Chrysler supports the additional
16 detail proposed for capturing off-cycle fuel
17 economy and greenhouse gas improvements.

18 The agencies build on this '12 to '16 model
19 year regulation that recognizes improvements in
20 fuel economy and greenhouse gases that are not
21 captured in laboratory tests, but do have real world
22 reductions.

23 And finally, there are references to minimum
24 penetration levels in various aspects of the
25 proposed rule. These thresholds are unnecessary

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2 and serve as potential disincentives to invest in
3 new technologies.

4 We propose that all actions be recognized as
5 they historically have been, on a per-vehicle-so-
6 equipped basis. This is an equitable approach
7 where every vehicle built with the required
8 technology of our customers is acknowledged.

9 If a minimum penetration rate is required, the
10 manufacturer will be discouraged from pursuing
11 innovative technologies with uncertain acceptance
12 and possibly no credit or pay backs.

13 In conclusion, I reiterate Chrysler's support
14 for a single harmonized national standard for fuel
15 economy and greenhouse gas emissions.

16 We look forward to continuing to work with the
17 agencies throughout the rulemaking process and
18 after the final rule is published later this year.

19 Thank you for your attention.

20 MS. OGE: Thank you.

21 Mr. Kevin Riley, good morning.

22 MR. RILEY: Yes, good morning. How are
23 you?

24 I am Kevin Riley, the owner and president of
25 Alexandria Hyundai in Alexandria, Virginia.

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2 And I will do my best to keep my comments
3 within the five-minute time frame. As a father of
4 four, I'm used to speaking quickly.

5 But do I appreciate the opportunity to comment
6 on the proposed greenhouse gas and fuel economy
7 regulations for model years 2017 through 2025.

8 Along with my Hyundai colleague, I appreciate
9 the effort on the part of all agencies in
10 developing feasible and harmonized national
11 greenhouse gas and CAFE standards.

12 Given my ten years owning and running
13 Alexandria Hyundai, I hope to bring a bit of retail
14 perspective as it pertains to this discussion.

15 That is what our customers are telling us
16 regarding fuel efficiency and what their actions
17 show by virtue of their purchase behavior.

18 By way of background, I opened Alexandria
19 Hyundai in 2001. Since that time, we have grown to
20 be one of the top 35 sales volume Hyundai dealers
21 in the nation. As such, we are fortunate to have a
22 large data pool of feedback from which to draw.

23 Prior to opening the dealership, I worked as a
24 management consultant and attorney. I'm a graduate
25 of Georgetown University, the University of

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2 Virginia School of Law, and Duke University's Fuqua
3 School of Business.

4 I was appointed to the Virginia Motor Vehicle
5 Dealer Board in 2005 by then-Governor Warner. And
6 I currently serve as the Vice Chairman of the
7 Washington, DC Auto Show where we regularly
8 showcase new innovations in safety and
9 sustainability.

10 However, today I'll be speaking solely in my
11 capacity as owner and president of Alexandria
12 Hyundai.

13 The Washington metropolitan market in which my
14 dealership operates services a very highly educated
15 work force. Our customer thoroughly researches our
16 vehicle choices before arriving at our dealership.

17 Safety, reliability, styling and fuel economy
18 are all key considerations for our customers when
19 selecting a vehicle brand or model.

20 As for our Hyundai customers, they clearly
21 value fuel economy, Hyundai's position is one of
22 the industry's most fuel-efficient auto makers
23 resonates well with perspective customers.

24 And they often know prior to arriving at the
25 dealership that Hyundai's fleet includes four

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2 models that achieve EPA highway fuel economy
3 ratings of 40 MPG.

4 These four models: The Elantra, the Veloster,
5 the Sonata Hybrid and the Accent represent 45
6 percent of our dealership's total new Hyundai sales
7 in 2011.

8 When you add the Sonata, our popular selling
9 mid size sedan that achieves EPA highway fuel
10 economy rating of 35 MPG, these fuel-efficient
11 models represent 71 percent of our total new
12 Hyundai sales in 2011.

13 I believe our customers will continue to value
14 and place great emphasis on fuel economy. And that
15 is one of the reasons I generally support the
16 proposed standards.

17 I have seen firsthand how customers are open
18 to new platforms and technologies when selecting a
19 new vehicle.

20 For example, in its 2011 Hyundai year in
21 introducing the flagship Sonata model announced it
22 would eliminate the option of the less
23 fuel-efficient six-cylinder engine consumers had
24 grown to look for in previous Sonata models.

25 Consumers took to this change in stride,

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2 especially given the technological advances in the
3 four-cylinder engine that boosted fuel economy and
4 horsepower at the same time, and provided Hyundai
5 Motor America with its highest Sonata sales volume
6 in its history, over 225,000 units sold.

7 The 54.5 MPG target for 2025 represents a
8 significant advance from where we are as an
9 industry today.

10 Achieving the 54.5 MPG target will most
11 certainly require a great deal of automotive
12 ingenuity and substantial investment on the part of
13 all key stakeholders.

14 However, I am certain consumers will continue
15 to demand improvements in fuel economy and purchase
16 vehicles from manufacturer vehicle offerings
17 achieving that target.

18 As a contingency, if consumers in fact reject
19 these vehicle offerings, it is my understanding the
20 midterm review provides an opportunity to reset the
21 goals if the needed technology cannot be provided
22 at a reasonable price.

23 The agencies have acknowledged the
24 technologies needed to meet regulations will
25 increase the cost of vehicles. Thus for all

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stakeholders involved, including consumers, auto dealers and manufacturers, we must have a clear understanding of how much vehicle costs will increase, and whether consumers will perceive sufficient value in those increases to pay for them.

Demands for such technological advances is not a new aspect; it is a balance, the achievement of which will require a collective effort.

As a Hyundai dealer, I witness this balance firsthand with the introduction of our all new 2011 Elantra model.

Due to the significant technological advances incorporated in the new vehicle, including substantially increased fuel economy, the transaction price of the new Elantra was significantly higher than its predecessor.

Consumers weighed the increase in price against the backdrop of the technological enhancements of the new vehicle, including improved fuel economy, and then in the end responded positively.

Elantra sales for 2011 set an all time record, and the Elantra was just named 2012 North American

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2 car of the year.

3 I state this example to underscore that while
4 we must remain sensitive to cost increases,
5 consumers will see value in and pay for
6 advancements in technologies that improve their
7 lives and the lives of those around them.

8 Additionally, I know Hyundai is working hard
9 to provide low cost fuel-efficient vehicles, and
10 have no doubt Hyundai will continue to seek the
11 most efficient ways to improve fuel economy.

12 Hyundai will invest over \$12 billion this year
13 alone in research and development activities.

14 Hyundai has its own steel plant, and has
15 developed high-strength, low-alloy steel to
16 decrease the weight of vehicles without
17 compromising safety.

18 Hyundai also has high aspirations for fuel
19 cell vehicles, which over time offer promising
20 pathways to energy independence and environmental
21 sustainability.

22 In the end, I see the proposed regulations as
23 an impetus to all auto makers to provide
24 increasingly fuel-efficient transportation to
25 consumers for the next decade and beyond.

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2 The regulations will afford retailers like
3 Alexandria Hyundai the opportunity to sell vehicles
4 with significant advancements and fuel efficiency,
5 and in doing so satisfy the needs of its customers.

6 Thank you for the opportunity to comment
7 today.

8 MS. OGE: Thank you.

9 Mr. Justin Johnson, good morning.

10 MR. JOHNSON: Good morning. My name is
11 Justin Johnson. I'm the Deputy Commissioner of the
12 Vermont Department of Environmental Conservation.
13 And I'm here today speaking on behalf of the
14 Northeast States for Coordinated Air Use
15 Management.

16 NESCAUM is an association of the air pollution
17 control agencies in Connecticut, Maine,
18 Massachusetts, New Hampshire, New Jersey, New York,
19 Rhode Island and Vermont.

20 The proposed rule is a positive step that
21 builds on the progress made under the current CAFE
22 rules, and will achieve important economic and
23 environmental benefits.

24 These proposed new standards will
25 significantly reduce fuel consumption and

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2 greenhouse gas emissions and expand the use of
3 alternative fuels.

4 Consumers will benefit from decreased
5 vulnerability to fuel price volatility, and from
6 the long-term fuel cost savings it will more than
7 offset the initial added vehicle costs necessary to
8 meet the standards.

9 In November 2010, NESCAUM submitted comments
10 to the previous notice of upcoming joint rulemaking
11 encouraging EPA to consider incorporating a
12 requirement for six-percent annual rate of
13 improvement in greenhouse gas emissions and fuel
14 consumption.

15 The proposed rule before us today incorporates
16 carbon dioxide emissions reduction at average
17 annual rates in model years 2017 through 2021 of
18 five percent for passenger cars and three point
19 five percent for light trucks.

20 For model years '22 through 2025 the rate is
21 set at five percent for all light-duty vehicles.

22 NESCAUM states continue to affirm our previous
23 position that a six-percent rate is technically
24 feasible and economically practical and encourage
25 EPA to strongly consider incorporating this more

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2 stringent rate of improvement into the rule.

3 As part of the basis for the proposed rates
4 of improvement, EPA projects that battery electric
5 vehicles and plug-in hybrid electric vehicles will
6 account for as little as one percent of sales in
7 2021 and three percent of sales in 2025.

8 Yet nearly every major auto manufacturer will
9 have EVs and PHEVs in production within the three
10 years -- within three years.

11 EPA and the Department of Transportation
12 previously estimated that a fleet-wide six-percent
13 annual rate of improvement could be achieved with
14 as little as four percent combined sale share of
15 EVs and PHEVs in 2025, provided that sales of
16 conventional hybrids continue to increase.

17 Four counts of significant reductions in the
18 weight and cost of electric vehicle technologies
19 further support our conclusion that the most
20 increase in sales of these advanced technology
21 vehicles require to achieve a fleet-wide
22 six-percent annual rate of improvement is viable.

23 The NESCAUM states support inclusion of
24 flexibility mechanisms in the proposed rule
25 providing manufacturers with pathways to compliance

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2 and a range of technologies efficient to meet the
3 goal of the program.

4 Allowing credit transfers between a
5 manufacturer's passenger car and light truck fleet
6 will facilitate compliance without reducing the
7 greenhouse gas benefits of the program, as do
8 provisions that carry forward and carry back
9 generated credits.

10 In addition, the inclusion of credits for
11 air-conditioning system improvements provide an
12 opportunity for the program to address emissions of
13 a class of high global warming potential
14 refrigerants, the hydrofluorocarbons.

15 The NESCAUM states support EPA's proposed zero
16 gram per mile incentive for EVs and PHEVs as a
17 reasonable accommodation recognizing the initial
18 barriers to adoption of these technologies.

19 While our states recognize that the zero
20 emission factor for electricity used to power these
21 advanced vehicles does not make it -- take into
22 account the actual upstream emissions from electric
23 generation.

24 The application of the zero factor for model
25 years 2017 through 2021 will provide auto

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2 manufacturers with a greater incentive for more
3 rapid deployment of these technologies allowing for
4 greater environmental benefits in the long run.

5 While for this time frame we support the
6 concept to forego accounting for net upstream
7 electric power generation emissions, we in turn
8 support in principle EPA's proposal for sales cap
9 above which upstream emissions are included in
10 model years 2022 through 2025.

11 We urge EPA to continue to evaluate the
12 greenhouse gas effects of these provisions, and
13 take the necessary steps to ensure preservation of
14 the overall goals of the program.

15 The NESCAUM states support EPA's proposal to
16 calculate fuel economy for dedicated alternative
17 fuel vehicles using only 15 percent of actual
18 energy consumed as this provides a strong incentive
19 for increased deployment of compressed natural gas
20 and fuel cell vehicles.

21 In the initial years of the standards, these
22 vehicles will account for a very small fraction of
23 overall sales and therefore own a small percentage
24 of overall greenhouse gas emissions from the
25 light-duty vehicle fleet.

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2 Continued monitoring of the effects of this
3 approach will ensure that the bulk of the emissions
4 reductions are preserved. Therefore, we support
5 EPA's proposal for midterm review to evaluate the
6 potential revisions to the program including
7 greenhouse gas impacts to the proposed treatment of
8 electricity and alternative fuel energy.

9 In summary, the joint EPA/NHTSA effort to
10 address greenhouse gas emissions and fuel
11 consumption through this rulemaking is a positive
12 step that builds on the progress of the current
13 CAFE rules.

14 NESCAUM states encourage EPA to consider the
15 six-percent annual rate of improvement, and will
16 provide more written comments, more specific
17 written comments, before the close of the comment
18 period.

19 Thanks for the opportunity to testify.

20 MS. OGE: Thank you.

21 Now we are calling Representative Tony Payton.
22 Good morning.

23 MR. PAYTON: Good morning. Thank you for
24 the opportunity to testify in support of increasing
25 the CAFE standards and providing a more

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2 sustainable, eco-friendly and rewarding car fleet
3 in this country.

4 This call to action directly addresses the
5 growing burden of gas prices on families and
6 individuals whether they travel for work, school,
7 or leisure.

8 The average gas price in Pennsylvania is
9 \$3.46, not far from the national average of \$3.37.

10 By the year 2030, the proposed standards would
11 save American consumers nearly \$45 billion annually
12 at the gas pump.

13 Even after accounting for the cost of new
14 technology, that comes out to an annual savings of
15 about \$330 per family.

16 Beyond the financial impact, implementing
17 higher standards would cut annual global warming
18 pollution by roughly 280 million metric tons of
19 reduced oil consumption by nearly 23 billion
20 gallons by 2030.

21 While some opponents may argue that the cost of
22 meeting these standards are too great, however when
23 compared to the tangible and achievable results,
24 the environmental benefits far outweigh the cost.

25 As we move forward as a society, we must take

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2 meaningful steps to ensure that we live -- that
3 where we live is clean and sustainable, the single
4 biggest step this country has ever taken to tackle
5 global warming and get off oil all while saving
6 Americans money at the gas pump.

7 And I would say that as an asthma sufferer and
8 in a district where we have many folks who suffer
9 disproportionately from asthma, you know, I for one
10 enjoy clean air.

11 And that we have the technology to get there.
12 And if we look at it over the long view, consumers
13 will save. And this also presents the biggest
14 opportunity in sourcing in this country. So in
15 short, we can, we should push forward with this.

16 Thank you.

17 MS. OGE: Thank you. Mr. Tom Baloga,
18 good morning.

19 MR. BALOGA: Good morning. My name is
20 Tom Baloga. I'm the Vice President of Engineering
21 for BMW North America.

22 Last July the head of BMW South Carolina
23 plant, Josef Kerscher, stood with President Obama
24 and auto industry executives in Washington, DC in
25 support of aggressive new fuel economy and

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2 greenhouse gas reduction standards for America.

3 One week ago Josef Kerscher stood with South
4 Carolina Governor Haley to help announce a new
5 \$900 million investment in America from BMW adding
6 700 jobs at our plant.

7 BMW is committed to continuously improving
8 efficiency, maximizing driving excitement, and
9 adding excellent paying jobs here in America.

10 On behalf of the BMW Group, I'm pleased to
11 have an opportunity today to again support EPA and
12 the NHTSA on this rulemaking proposal.

13 Having recognized the need to address climate
14 change early on, the BMW Group is currently the
15 auto industry's seven-time world leader for
16 sustainability as determined by the Dow Jones
17 sustainability index.

18 In the year 2000 BMW management conceived and
19 launched an efficient dynamics program to reduce
20 CO2 emissions and improve fuel economy while at the
21 same time preserving the ultimate driving machine
22 performance our vehicle owners have come to expect.

23 To date we've invested more than one and a
24 half billion dollars into efficient dynamics in
25 order to apply this program across all model lines.

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2 Our philosophy is to apply efficiency
3 improvements to every product we build as quickly
4 as possible.

5 We commend both the EPA and the NHTSA for the
6 efforts to continue to refine the program that was
7 previously established for model years 2012 to
8 2016.

9 And that program permits auto makers to build
10 a single light-duty national fleet supplying the
11 requirements of each agency program as well as
12 those of the State of California.

13 A single national program is critical for us
14 so we can plan, design and build the most efficient
15 vehicles for all of America.

16 Achievable greenhouse gas emission reductions
17 and commensurate fuel economy increases depends on
18 both designing more fuel-efficient vehicles and
19 increasing market demand for such vehicles. We can
20 build the vehicles, but consumers must buy them.

21 A comprehensive emission reduction policy
22 needs to consider all aspects, most importantly
23 consumer demand.

24 Therefore, the midterm review is a very
25 important pillar in the proposed rule in order to

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2 monitor the development of external factors, which
3 are not under any manufacturer's direct control.

4 I can't emphasize this enough. A midterm
5 review is critical for reassessment of what
6 technology can deliver and what consumers are
7 willing to buy.

8 We accept our responsibility for vehicle
9 efficiency, but we have no control over carbon
10 content of electricity generation and cannot be
11 held responsible for energy mix decisions made
12 decades ago.

13 We auto makers can influence tailpipe
14 emissions, but we cannot influence power plant
15 emissions.

16 In conclusion, the BMW Group is committed to
17 working constructively with EPA and NHTSA to
18 continue a single national program for model years
19 2017 to 2025.

20 We'll submit written comments elaborating on
21 these and other issues in more detail before the
22 close of the comment.

23 We very much appreciate the efforts of the
24 State of California to ensure the continuation of a
25 single national program going forward.

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2 Thank you very much.

3 MS. OGE: Thank you.

4 Mr. Kevin Stewart, good morning.

5 MR. STEWART: Good morning. I thank the
6 Hearing Panel for your work here today.

7 I am Kevin Stewart, and I serve as Director of
8 Environmental Health for the American Lung
9 Association of the Mid-Atlantic.

10 I am representing not only the three million
11 people in our four-state service area who suffer
12 from chronic lung disease, but also the tens of
13 millions more who desire to breathe clean air and
14 so protect their good health.

15 Our oldest predecessor agency was founded here
16 in Philadelphia 120 years ago to fight
17 tuberculosis.

18 And we are now dedicated to our broader
19 mission of improving lung health and preventing
20 lung disease. We have been fighting for relief
21 from ambient air pollution since the middle of the
22 last century.

23 American Lung Association of the Mid-Atlantic
24 is pleased that the Environmental Protection Agency
25 and the National Highway Traffic Safety

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Administration have jointly proposed more stringent national standards to reduce greenhouse gas emissions and to increase corporate average fuel economy.

When implemented the new standards will be remarkable achievements.

Although reducing traditional air pollution emissions is not the primary focus of the proposed rules, in some scenarios result in increases for particular vehicle pollutants, notably carbon monoxide and aldehydes.

ALA nevertheless recognizes that the general trend across the alternatives considered is to lower emissions of ambient air pollutants when compared with the no action alternative.

Not only does the preferred alternative, the proposed standards, result in significantly lower carbon dioxide emissions.

But these standards also result in lower levels of sulfur dioxide, fine particle pollution, volatile organic compounds, nitrogen oxides, benzene and diesel particulate matter once fleet turnover would be substantially complete by 2040 with the reduction in VOCs and NOx yielding

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2 corresponding increases in ground level ozone.

3 Taken together the monetized health benefits
4 for the United States with respect to criteria air
5 pollutants and hazardous air pollutants from
6 implementing a proposed rule can be expected to be
7 valued in the neighborhood of \$5 to \$10 billion.

8 Therefore, the American Lung Association of
9 the Mid-Atlantic is here today to put these main
10 messages into the record.

11 We support the proposed rule, and we encourage
12 EPA and NHTSA to promulgate a final rule that
13 achieves at least the degree of reduction in air
14 pollutants as a proposal would accomplish.

15 We also support changes to testing procedures
16 and calculations that properly reflect actual
17 experience.

18 However, while reasonable flexibility is
19 important, we oppose the introduction of loopholes
20 that weaken the ability of the rule to achieve its
21 scheduled goals.

22 The scientific consensus is that climate
23 change caused by the buildup of greenhouse gases
24 will increase the risk of unhealthy ambient ozone
25 levels since higher temperatures enhance the

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2 conditions for ozone formation.

3 To protect human health, the nation needs
4 strong measures to reduce climate change and ozone.
5 And the proposed vehicle standards before us today
6 are clearly a step in the right direction.

7 Although we applaud the small successes the
8 rule achieves with respect to controlling emissions
9 of criteria pollutants and hazardous air pollution,
10 much more remains to be accomplished.

11 The relatively modest reductions of air
12 pollutants and in some cases their anticipated
13 increases are troublesome in their inadequacies for
14 a sector that contributes such a large fraction of
15 the inventory of ambient air pollutants.

16 Therefore, just last week the American Lung
17 Association nationally in concert with six other
18 leading public health and medical organizations
19 wrote to EPA Administrator Lisa Jackson to request
20 that she should move forward with Tier 3
21 vehicle emission and fuel standards, and that she
22 finalize those standards as soon as possible.

23 According to the National Association of Clean
24 Air Agencies, by 2030 such standards will reduce
25 overall mobile source emission of NOx by 29

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2 percent, CO by 38 percent and VOCs by 26 percent.

3 And finally, our purpose in testifying today
4 is to remind everyone about the reason why we
5 advocate for these measures. Public health is at
6 stake.

7 We emphasize that the populations potentially
8 at risk from exposure to ozone smog and fine
9 particle pollution are not a small minority of
10 particularly sensitive persons.

11 But in a service territory of the American
12 Lung Association of the Mid-Atlantic, ours is
13 constituted of groups containing hundreds of
14 thousands or even millions of individuals. They
15 include infants, and elderly, people with asthma,
16 and those with heart disease, people in poverty,
17 and people exposed outdoors.

18 Indeed far from being a small minority,
19 persons falling into one or more of these high-risk
20 groups together comprise more than half the
21 population.

22 And even more important to remember every one
23 of these millions is a real person, not a nameless
24 statistic. Every one of these people is a human
25 being worthy of our attention: A neighbor, a

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2 coworker, a friend, a family member, maybe even
3 yourself.

4 MS. OGE: Thank you.

5 Any questions for the Panel?

6 I'd like to thank you for your testimony.

7 MR. MEDFORD: Thank you. I think we're
8 ready for the next Panel, please.

9 Representative Josephs, could you please give
10 your name slowly to the Court Reporter. Thank you
11 very much.

12 MS. JOSEPHS: My name is Babette,
13 B-A-B-E-T-T-E, Josephs, with an S at the end.

14 I'm very happy to be here to have the
15 opportunity to testify. I'm very impressed by the
16 Panel that I heard before, and I'm sure this Panel
17 will be just as impressive.

18 I am not going to repeat all of the their
19 testimony because I would like to just incorporate
20 it in everything that I would like to say.

21 But I would like to say something that none of
22 them can say, which is welcome to the 182nd
23 District. This is the area that I represent.

24 And I also think the second thing I would like
25 to say about my constituents and myself I think is

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2 probably very rare and very few people can say it.

3 I do not own a car. I do not drive a car.

4 And I believe that is true of an enormous number of
5 my constituents who live in and around South
6 Philadelphia and Center City.

7 And one of the reasons that they are in Center
8 City and South Philadelphia is because they do not
9 want to rely upon a private passenger vehicle.

10 And yet we still breathe the air, we still
11 suffer from the economy, we still live in a society
12 in which more jobs need to be created.

13 I am very, very much in favor of these
14 standards as strict as possible. I would not like
15 to see any loopholes.

16 I would also end by saying just a little
17 politics. Observing this administration over the
18 last now almost four years, it seems clear to me
19 that the detractors are not going to be satisfied
20 by any -- anything. By anything.

21 That this administration can satisfy
22 environmentalists and retailers and people in the
23 car industry and folks who worry about their health
24 and everybody else's health by doing as they have
25 been urged by all the speakers that I have heard

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2 not to do it -- give no political benefit
3 whatsoever.

4 So I really appreciate the opportunity to be
5 here. I'm sorry I'm hacking away. Thank you very
6 much.

7 MR. MEDFORD: Thank you for your
8 participation today.

9 Mark Cooper.

10 MR. COOPER: Thank you, Mr. Chairman.

11 I am Dr. Mark Cooper, Director of Research at
12 the Consumer Federation of America.

13 I gladly appreciate the opportunity to appear
14 today because we believe that the benefits of this
15 proposed rule are obvious.

16 They lower the cost of driving and will save
17 consumers thousands of dollars per vehicle. It
18 will save the national economy hundreds of billions
19 of dollars.

20 They lower our imports, lower our
21 vulnerability to supply disruptions. Above all,
22 these are a consumer-friendly set of rules. This
23 is the consumer policy that will benefit American
24 consumers.

25 And the only question then is will they

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2 succeed. And that's a question we hear repeatedly.

3 And the answer we believe is an emphatic yes.

4 Consumers will buy the new fuel-efficient
5 vehicles enabling auto makers to reach the targets
6 that have been set. Not because they're so
7 beneficial in terms of economics. That's
8 important.

9 But also because the rules have been written
10 in a consumer-friendly fashion that is sensitive to
11 the needs of the industry. And that is the
12 backbone of the political consensus that you have
13 heard this morning.

14 Let me briefly give you six broad categories
15 of why these rules will work.

16 First, the public is concerned about gasoline
17 and that leads to support for higher fuel economy
18 and it changes consumer behavior.

19 Seventy-five percent or more of respondents to
20 our public opinion polls. And we've conducted a
21 dozen over the last six or seven years.

22 Seventy-five percent are concerned about
23 gasoline prices and dependence on Mideast oil.
24 They think it is important to reduce oil
25 consumption. They support higher fuel economy

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2 standards as a good way to do so.

3 Almost two-thirds of respondents support a
4 60-mile per gallon standard as long as the payback
5 period is within three to five years. And that is
6 the case with these standards.

7 Second of all, consumers have shown a
8 willingness to shift their buying patterns in light
9 of recent gas price spikes.

10 Since 2004 the following changes in market
11 shares have taken place in the auto industry. And
12 if I had told you this was going to happen in 2004,
13 you would have told me I was crazy. And yet this
14 is the reality.

15 Four-cylinder engines have increased from
16 28 percent to 48 percent, cars from 48 percent to
17 59 percent, small and mid-sized crossover SUVs have
18 more than doubled to over 21 percent, hybrids have
19 increased from less than one percent to over six
20 percent, and small cars have remained constant over
21 that period at 47 percent.

22 Americans are meeting their needs for driving
23 with vastly more fuel-efficient vehicles. They are
24 ready to do this. They have already started, and
25 they are way ahead of the auto industry.

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2 Third, the approach to setting standards is
3 consumer friendly and facilitates auto maker
4 compliance.

5 The new attribute-based approach as you've
6 heard provides no incentive to change the size of
7 the vehicles. Consumers will get the cars they
8 want; they'll all be more fuel efficient.

9 The standards accelerate the adoption of
10 existing technologies at costs that are widely
11 recognized. They provide incentives in flexibility
12 for new technologies.

13 The setting of a long steady path over a long
14 time period coordinated across all the agencies in
15 this country gives consumers and the industry the
16 time they need to adjust.

17 And that leads me to the fourth and most
18 important reason. There is no sticker shock here,
19 none whatsoever. There is no big jump year to
20 year. It's a slow increase in prices. There are
21 uniform price increases across all manufacturers
22 because they all have to comply.

23 The cost of driving goes down. The value of
24 vehicles goes up. There is no reason to believe
25 that consumers will not buy these vehicles. And in

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2 fact, they've shown by their attitudes and the
3 behaviors they are ready to do so.

4 Fifth, the auto industry has a strong
5 incentive to comply. The standard takes the risk
6 out of investing in fuel efficiency. All the auto
7 makers have to do -- you don't have to worry about
8 some guy manufacturing cheap fuel inefficient cars.
9 They all have to comply.

10 The proposed standards enable the U.S.
11 industry to compete at a global level because they
12 raise the U.S. standards to the standards that have
13 already been adopted by the rest of the world.

14 And auto makers know today that if you can't
15 compete globally, you can't be a world leader in
16 auto making. We're not that big a part of the
17 market anymore. They have to compete globally.

18 And finally, sixth, the proposed rule
19 recognizes the need to stay in touch with reality.

20 So we have this midterm review, which I fully
21 support, as you've heard the auto makers insist on
22 it. But I actually believe when we get to the
23 midterm review, we're as likely to increase the
24 standards as decrease.

25 Because, one, we've used the very low gasoline

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2 price. And so I think it will be higher when we
3 get there.

4 And, two, historically we've seen that the
5 original projections of the cost of meeting
6 technologies in every major standard proposed by
7 this agency and NHTSA have always been too high.

8 So I think the cost will be lower. And when
9 we get to that midterm review, I think we will
10 raise the standards. So this is a win, win, win,
11 win -- for consumers, for the economy, for national
12 security, and for the environment. We urge you to
13 adopt this standard.

14 Thank you.

15 MR. MEDFORD: Thank you very much.

16 Next, Mr. Willis.

17 MR. WILLIS: Good morning. My name is
18 Bill Willis. I am the NADA Director for the State
19 of Delaware, and President of the Willis Automotive
20 Group in Smyrna, Delaware.

21 We sell Chevrolet, Buick and Ford vehicles.
22 NADA supports a single national program for light
23 vehicle fuel economy.

24 Now, I believe that my manufacturers, General
25 Motor Corporation and Ford Motor Corp Company, now

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2 can develop the engineering and the manufacturing
3 expertise to comply with the proposal. But at what
4 costs?

5 Prospective purchasers will -- must be willing
6 and able to buy the vehicles manufacturers produce.
7 Just because vehicles can be built does not mean
8 they will be bought.

9 When prospective purchasers come to my
10 showrooms they're ready, they rarely engage, if
11 they ever engage, in upfront fuel economy payback
12 analysis.

13 First and foremost, they're looking for
14 vehicles that meet their needs and that they can
15 afford.

16 It really doesn't matter what the consumer
17 says on a survey or a poll of what they might want
18 or what they are willing to do.

19 But what does matter is when they come into
20 our showroom based on their needs, they buy based
21 on their needs, and what they can afford.

22 Now, I'd love to sell everyone who walks in
23 the door a new Chevrolet, Buick or Ford, but --
24 because they are by far the best vehicles that I
25 have ever offered. I've been in this business for

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2 42 years.

3 But I can't always meet everyone's need or
4 price point. Thankfully, we sell used cars and
5 trucks and run a fantastic service operation.

6 One of my locations does nothing but sell used
7 vehicles and service. The fact that these options
8 exist means that any mandate that would force the
9 production of vehicles consumers don't want or
10 can't afford will only serve to retard rather than
11 accelerate fleet turnover and fuel economy
12 improvements.

13 Next month NADA intends to release a detailed
14 analysis of the proposal's impact on sales,
15 especially with respect to certain sensitive market
16 segments.

17 This report will also contain an analysis of
18 real-world role -- of the real-world role that fuel
19 economy plays in customer decision making and that
20 of willingness and ability of a prospective new
21 vehicle purchaser to pay higher price -- higher
22 prices for vehicles offering improved fuel economy
23 performance.

24 Proponents of the model year 2017 through 2025
25 proposal assert that higher upfront costs will pay

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2 back for purchases of the -- in the form of fuel
3 cost savings.

4 Of course, the extent to which any payback
5 occurs depends on several variables, including the
6 number of miles driven and the fuel prices.

7 However, even assuming that satisfactory
8 paybacks can be achieved, changes in public -- the
9 public's buying behavior will be required for the
10 proposal to work.

11 First, we must address the issue of credit
12 availability. Over 90 percent of the new vehicle
13 deliveries are financed by credit sales or by
14 lease.

15 And in most of these transactions, our
16 consumers use all of the credit for which they
17 qualify.

18 So, if lenders won't finance the additional
19 upfront cost of higher fuel economy performance,
20 any payback won't matter because the transaction
21 just will not occur.

22 Note that several financing sources NADA has
23 talked to indicate that they are in no position to
24 underwrite credit on the basis of an anticipated
25 payback.

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2 But even the consumers who are not credit
3 constrained, other behavior changes must occur.
4 For example, -- public indifference to the fuel
5 economy performance must be overcome.

6 We dealers will fall all over ourselves to
7 help prospective purchasers make rational decisions
8 on whether to pay up for vehicles by showing
9 where -- by showing where possible that they can
10 achieve a decent payback on their investment.

11 But to do so we need consumers to focus on
12 fuel economy even when fuel prices are steady.

13 I for one foresee advertising fuel efficiency
14 and fuel economy even more aggressive than I do
15 now.

16 None of us like to be put on hold. Call our
17 General Motors dealership in Smyrna, Delaware and
18 ask to be put on hold. And you'll see right now
19 that while you're there we do talk about how many
20 models we offer that get in excess of 30 miles per
21 gallon.

22 NADA can re-double all their outreach work in
23 conjunction with the EPA and otherwise teach --
24 number one, teach consumers and dealership staff
25 how to read and understand fuel economy labels;

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2 number two, to go to fueleconomy.gov; and number
3 three, how to operate vehicles as efficiently as
4 possible.

5 However, these outreach efforts alone will not
6 allow many willing and able customers to determine
7 if their prospective purchasers will pay back.

8 To make them understand and act on payback
9 calculations, prospective purchasers need real light
10 vehicle specific data.

11 But this type of information is not readily
12 available. For example, neither the Monroney
13 labels, nor vehicle invoices currently have line
14 items showing the upfront marginal cost imposed by
15 fuel economy mandates.

16 Presently, there are no definitive sources of
17 information to empower consumers to compare upfront
18 fuel economy acquisition costs with ongoing fuel
19 economy operational savings.

20 Such information would enable the dealers to
21 assist and encourage prospective purchasers.

22 MR. MEDFORD: Mr. Willis, would you wrap
23 up, please.

24 MR. WILLIS: Okay. It would encourage
25 purchasers specific vehicle payback, absent better

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2 information. I can assure you upfront prices will
3 still continue to dominate.

4 Bottom line, consistent with the consumer
5 information section of Energy Policy and
6 Conservation Act, we urge NHTSA and the EPA to
7 explore in this rulemaking how to provide
8 prospective purchasers with the information
9 necessary to conduct transparent payback analysis.

10 Thank you again for the opportunity to
11 testify.

12 If you have any questions, I'll be glad to
13 answer them. Or I'll have the NADA staff get back
14 to you.

15 MR. MEDFORD: Thank you very much.

16 Mr. O'Shea.

17 MR. O'SHEA: Thank you. I am Kevin
18 O'Shea from the DuPont Company. I am Global
19 Marketing Manager for our automotive refrigerant
20 business.

21 On behalf of DuPont, I would like to thank you
22 for this opportunity to provide comments on EPA and
23 NHTSA's proposed rule regarding 2017 and later
24 model year light-duty vehicle greenhouse gas
25 emission and corporate average fuel economy

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2 standards.

3 As background, DuPont is a 209-year-old
4 company headquartered in Wilmington, Delaware and
5 operating globally.

6 We serve a variety of markets including
7 agriculture, electronic goods, industrial
8 operations, buildings, and transportation,
9 including motor vehicles.

10 We traditionally use our strong science and
11 innovation capacity to deliver materials and
12 technologies to the market to address broad
13 social -- address broad scale needs.

14 We partnered with the automotive industry
15 since its inception and continue to collaborate
16 with and innovate for this market.

17 We'd like to thank the EPA, NHTSA and partner
18 agencies for the collaborate approach it took in
19 delivering this rule, working with the auto
20 industry and others to understand the technology
21 and economic aspects of various contributions to
22 fuel economy and reduced carbon intensity.

23 We also would like to recognize the
24 significant technical analysis the agency undertook
25 in support of this proposal.

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2 In short, we believe this is a sound and
3 economically-sensible proposal that will provide
4 one of the most significant cost-effective
5 improvements in energy efficiency and carbon
6 reduction with the correlated environmental and
7 energy security benefits available to the U.S.

8 We also appreciate that the agency sought to
9 make this rule largely performance-based rather
10 than prescriptive, allowing auto makers to select
11 technology options that best fit their business
12 needs and their customers' preferences.

13 While I'm sure there are improvements EPA
14 might make in the administration efficiency of the
15 rule and possible ways to make it less burdensome
16 for auto makers in general, we think this reflects
17 a very sound approach to regulation.

18 From our own perspective, we are producing a
19 number of materials that can help auto makers cost-
20 effectively increase efficiency and reduce carbon
21 intensity, and we know many of our competitors are
22 doing so as well.

23 From our knowledge of these markets, we
24 believe that the proposed standards reasonably
25 reflect materials and technologies that are

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currently or soon to be available. Let me highlight a few examples from our portfolio.

In my business, we have developed in collaboration with Honeywell a new auto refrigerant that is has a global warming potential that is 99.7 percent lower than the refrigerant in common use today with the GWP of four versus 1,430 for the current refrigerant.

This means that any leaks from auto air-conditioning systems that are using the new product would result in negligible greenhouse gas emissions as compared to the current product.

This refrigerant is also highly efficient versus the other refrigerant options improving fuel efficiency.

This new product, HFO-1234yf, which DuPont and Honeywell will market and sell independently, will cost-effectively provide a significant improvement in the greenhouse gas performance of auto air-conditioning systems.

We agree with the agency's proposal to provide a bankable compliance credit for the use of low-GWP refrigerants such as HFO-1234yf and support the

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2 maximum credit option.

3 We produce a number of light-weight polymers
4 that are dimensionally stable at high temperatures
5 that allow for vehicle light-weighting.

6 This can allow the replacement of heavier
7 metal components in applications such as intake
8 manifolds to reduce vehicle weight without any
9 reduction in safety and improving fuel efficiency.

10 Similarly, our polymers and elastomers or
11 synthetic rubbers such as DuPont Zytel are critical
12 components of performance and efficiency-boosting
13 technologies like turbocharging that can
14 significantly improve fuel economy.

15 We also produce insulating and separator
16 materials for applications such as supercapacitors,
17 which enable technologies like regenerative
18 breaking systems, allowing electric and electric
19 hybrid cars to recapture the energy used in
20 breaking as electricity.

21 Our new Energain battery separator with
22 nanofiber technology is designed to improve the
23 output and increase the life of lithium ion
24 batteries for electric and electric hybrid
25 vehicles.

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2 DuPont Energain battery separators can
3 increase power 15 to 30 percent, increase battery
4 life up to 20 percent, and improve battery safety
5 by providing stability at high temperatures.

6 With more battery power, drivers can travel
7 further on a single charge and accelerate more
8 quickly and safely. More battery power can also
9 reduce the number of batteries typically required
10 in today's electric and hybrid vehicles.

11 We are also working on low-friction tires and
12 paints to reduce the overall -- of vehicles to
13 further enhance their fuel efficiency.

14 On the fuel side, Pioneer Hybrid, the DuPont
15 business, is driving continuous improvements in
16 yields of corn and soy beans allowing steadily
17 rising production per acre, which means more
18 low-carbon biofuels per acre every year.

19 DuPont also provides high quality enzymes that
20 improve the efficiency and performance of grain bio
21 refineries allowing them to maximize the conversion
22 of grain to fuel.

23 We're making cellulosic ethanol today from
24 corn, the remains from the plant when corn kernels
25 are removed, and will soon be producing it on a

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2 commercial scale bringing to market a biofuel with
3 a significant improvement in life cycle greenhouse
4 gas performance versus both petroleum and
5 first-generation ethanol.

6 Similarly, we have developed and will soon
7 commercialize the high performance drop-in biofuel
8 biobutanol, which will reduce the infrastructure
9 required to manage biofuels, reducing their energy
10 intensity.

11 In summary, we thank the agency for the
12 opportunity to provide our views, and we support
13 finalization of the proposed regulation.

14 We look forward to working with the U.S. EPA
15 and our partners in the automotive industry to cost-
16 effectively increase the fuel efficiency of the
17 U.S. vehicle fleet and reduce its carbon intensity.

18 Thank you for your time and attention.

19 MS. OGE: Thank you.

20 Mr. Tom Stricker, good morning.

21 MR. STRICKER: Good morning. My name is
22 Tom Stricker, and I'm Vice President of Technical
23 and Regulatory Affairs at Toyota Motor North
24 America.

25 Thank you for the opportunity to testify today

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2 and also for all the work that the agencies,
3 including the California Air Resources Board, have
4 done preparing this proposal.

5 My message today is simple. Toyota supports
6 the joint proposal. Not every detail is exactly as
7 we would have liked, but the overall proposal is
8 largely consistent with what we envisioned when we
9 signed the letter of commitment last summer.

10 Absent these regulations, we face the
11 possibility of overlapping and potentially
12 conflicting regulations from two separate federal
13 agencies and over a dozen states.

14 Such a system would make technology and
15 product planning next to impossible. While we
16 support this kind of proposal what we ultimately
17 want and need is a true single national standard
18 governing vehicle fuel economy and greenhouse gas
19 emissions.

20 Toyota's top priority is to build vehicles
21 that meet the needs of our customers while also
22 being safe, durable and better for the environment.

23 To minimize our environmental footprint, we
24 continue to improve conventional vehicle and engine
25 technology, and we're accelerating the rollout of

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2 conventional hybrids.

3 The Prius family of hybrids already includes
4 the ground-breaking Prius and the all new Prius V
5 cross-over.

6 Within the next few months the Prius C compact
7 and the Prius plug-in hybrid will hit the market.

8 Toyota has sold over 3 million hybrids
9 globally and over 1.5 million hybrids in
10 the U.S. According to our poll, two-thirds of all
11 hybrids' on the road are Toyota vehicles.

12 And we see continued expansion of hybrids as a
13 key strategy in meeting these proposed standards
14 through 2025.

15 But as we think about the long-term challenges
16 of energy supply and climate change, resting on our
17 hybrids' success may not be enough.

18 So like many manufacturers, Toyota is pursuing
19 a portfolio of technologies including not only
20 hybrids and plug-in hybrids, but also electric
21 vehicles and hydrogen fuel cell vehicles.

22 Later this year we'll launch the RAV4 Electric
23 Vehicle powered by Tesla and the Scion iQ EV.

24 By 2015, we plan to launch a zero emission
25 fuel cell vehicle, which many of you saw at the

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2 Detroit Auto Show last week.

3 With all these investments, Toyota has
4 prepared a solid technical foundation as we work to
5 achieve the proposed standards.

6 Nonetheless, meeting a fleet average of 54.5
7 miles per gallon by 2025 will be a daunting
8 challenge for our engineers and our product
9 planners.

10 So much remains uncertain looking that
11 far into the future: The price of fuel, technology
12 advancements, cost reductions, and perhaps most
13 important, consumer expectations and preferences.

14 We must continue to move consumers beyond
15 early adopters into mass market acceptance of these
16 advanced technologies. But if consumers do not
17 respond, the proposed standards are unlikely to be
18 met.

19 As a result of these uncertainties, Toyota
20 supports the midterm review to be completed by
21 2018. Further, a key part of this review should be
22 to maintain the vehicle and fuel systems approach
23 that has worked so successfully in the past by
24 ensuring that vehicle technologies and the fuels
25 needed to enable them are developed in conjunction

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2 with one another.

3 Finally, the agencies have proposed a variety
4 of compliance flexibilities consistent with each
5 agency's legal authority.

6 As a general matter, Toyota supports such
7 flexibilities to the extent that they provide
8 real-world emissions and oil reductions or to the
9 extent they promote more rapid deployment of
10 technology into the fleet.

11 We simply urge that these flexibilities be
12 structured in a way that promotes technology
13 deployment across all vehicle types and all sizes.

14 I thank you again for the opportunity to
15 testify, and Toyota looks forward to working with
16 the agencies until the regulation is finalized.

17 MS. OGE: Thank you.

18 I'm now calling Ms. Hillary Bright. Good
19 morning.

20 MS. BRIGHT: Good morning. My name is
21 Hillary Bright. I'm a regional organizer for the
22 BlueGreen Alliance.

23 The BlueGreen Alliance, which is a national
24 partnership of America's largest labor unions and
25 environmental organizations uniting more than

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2 15 million members and supporters in support of a
3 clean energy economy.

4 I first would like to commend the Obama
5 Administration, specifically the White House
6 Council on Environmental Quality, Environmental
7 Protection Agency, and National Highway Traffic
8 Safety Administration for their outstanding
9 leadership on this critical issue of fuel
10 standards.

11 America's working families continue to
12 struggle to fill their gas tanks in a
13 steady-but-slow economic recovery.

14 Through leadership, we have an opportunity to
15 help save consumers money at the gas pump, create
16 and preserve American jobs, and strengthen the
17 economy by setting strong fuel efficiency and
18 greenhouse gas standards.

19 The BlueGreen Alliance strongly supports the
20 proposed light-duty vehicle standards for model
21 years 2017 through 2025, fuel efficiency to 54.5
22 miles per gallon, and eliminating greenhouse gas
23 emissions to 163 grams per mile.

24 The proposed standards build upon the success
25 the current realm of standards for model years 2012

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2 through 2016.

3 Combined with the Administration's effort to
4 improve vehicle efficiency and reduce pollution by
5 2025, the United States could save an estimated
6 12 billion barrels of oil and six billion metric
7 tons of CO2 by implementing the proposed standard.

8 Every day our country sends a billion dollars,
9 a number we've heard many times this morning, to
10 foreign countries to pay for oil. Strong standards
11 will keep more of these dollars here in the United
12 States and move America to a more efficient
13 advanced vehicle fleet creating hundreds of
14 thousands of jobs and economic opportunities both
15 inside and outside the auto industry.

16 Based on the Agencies' thorough initial
17 assessment, the net consumer savings on fuel
18 expenditures will be very substantial and provide
19 much needed relief at the pump. This means more
20 savings for American drivers and more money staying
21 in the economy.

22 A recent report by a series of allied
23 coalition investors, environmental organizations
24 and public interest groups shows that economic
25 benefits for improved fuel efficiency result in the

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creation of approximately 24,000 badly needed jobs in Pennsylvania alone.

Furthermore, by developing and producing advanced fuel saving technology in the United States, auto makers and suppliers can create quality jobs, provide the clean fuel-efficient cars and light trucks consumers want.

Evidence already exists that bringing cleaner vehicles to the market creates American jobs. For example, the Advanced Technology Vehicles Manufacturing program will preserve or create nearly 40,000 jobs in the U.S. auto sector, retooling America's factories to produce advanced technology vehicles and their key components.

The battery and electric drive component grant program is helping establish the United States as a world leader in the production of this exciting new automotive -- exciting new automotive technology.

This is a unique opportunity to fulfill your commitment to create American jobs, protect consumers, whether they drive a car or a truck, from high gas prices and to cut America's dependence on foreign oil.

BlueGreen Alliance partners are committed to

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2 promoting the fact that green auto jobs are a win,
3 win for all Americans, and to raise awareness among
4 consumers of the significance of fuel saving
5 technology.

6 As you finalize the light-duty standard, we
7 look forward to continuing our engagement with your
8 Agency and other stakeholders working to implement
9 a strong standard which will maximize oil savings,
10 reduction of greenhouse gas pollution, strengthen
11 the U.S. auto industry, increase the deployment of
12 advanced technology, promote U.S. automotive jobs,
13 and create more opportunity for American workers.

14 We applaud the efforts undertaken so far, and
15 believe that strong, feasible standards can
16 guarantee the best possible outcome for American
17 workers, our communities, the economy, and the
18 environment.

19 Thank you for your time.

20 MR. MEDFORD: Thank you.

21 Mr. Waskow.

22 MR. WASKOW: I'm Rabbi Arthur Waskow of
23 Shalom. And thank you to EPA and the Highway
24 Safety Administration for the new proposals on gas
25 mileage.

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2 I want to report to you that the Jewish
3 community all across the country is overwhelmingly
4 in support of the new regulations -- the proposed
5 regulations.

6 There are two reasons for this. One is the
7 deep concern about reducing the dependence of the
8 United States, the American public, on oil partly
9 from foreign sources.

10 But the second reason is a deep commitment of
11 the Jewish community increasing as it sees what is
12 happening on the planet already, a deep commitment
13 drawing on very ancient teachings in our tradition
14 about the protection of the earth.

15 I want to draw on to two of those stories from
16 the Hebrew Bible that I'm sure you'll be aware of,
17 though, you may have never thought about them in
18 this context.

19 The first is the story of the Garden of Eden.
20 There are many ways to understand this story. One
21 of them is this: God speaking on behalf of reality
22 says to the human race there is enormous abundance
23 here either to enjoy and show a little
24 self-restraint, just a little.

25 But the human beings don't exercise restraint.

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2 They eat off of one tree they've been told not to
3 eat from. And the result at the end of the story
4 is the that the abundance vanishes; that they are
5 told they will have to work with the sweat pouring
6 down their faces in order to bring a bare living
7 from an earth which will give forth only thorns and
8 thistles.

9 This is an ancient legend, but it has recurred
10 again and again. Most recently, the story of the
11 Garden of Eden is the story of the Gulf of Mexico
12 two summers ago.

13 Enormous abundance and a little
14 self-restraint. But BP failed to show any
15 self-restraint. Insisted on piercing a mile deep
16 into the ocean and resulted in economic and
17 disaster.

18 And another story, the story of the Pharaoh
19 and the plagues. The plagues were not magic. They
20 were the consequences of rulers who were stubborn,
21 arrogant, unchecked by any public ability to make
22 them pay attention to what was happening.

23 Pharaoh's own advisers at the seventh plague
24 come to him and say don't you understand you're
25 ruining Egypt, your own country. But he won't

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2 stop. He is addicted to his own power.

3 Today, the pharaohs who are bringing plagues
4 upon the world including, for sure, big oil, which
5 first claimed there was no such thing as global
6 warming or, as I prefer to call it, global
7 scorching. Warming seems so pleasant, even on a
8 day like this.

9 Who first claimed there was no such thing as
10 global scorching. And then claimed that if it was
11 there, it wasn't because of anything human beings
12 were doing. And then claims it's too expensive to
13 do anything about it.

14 Well, we see -- and the Jewish community is
15 more and more aware -- five years ago there were
16 two Jewish organizations that address this question
17 from a Jewish standpoint, the Shalom Center and the
18 Coalition on the Environment of Jewish Life.

19 Today there are 19. Because throughout the
20 Jewish world in all its sectors it has become
21 apparent that the plagues are being brought upon
22 us, and that the rising of public commitment and
23 concern to do something about it has to come from
24 us, from other religious organizations, from the
25 range of organizations, and bodies of public

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2 opinion that you've already heard and that we'll
3 hear more from.

4 We used to say it was our children and our
5 grandchildren who were at stake. It is certainly
6 them.

7 It is also already true that if you look at
8 what happened in unprecedented droughts and fires
9 in Russia and unprecedented floods in Pakistan and
10 unprecedented droughts and famines in large areas
11 of Africa and -- even if one thought the United
12 States was somehow immune -- to unprecedented
13 droughts in the State of Texas, which most of think
14 is part of the United States, though its governor
15 has occasionally expressed some doubts.

16 As a result of all this, the Jewish community
17 is absolutely committed to support what EPA has
18 proposed, and is prepared to support it against any
19 pressures that are brought to bear by big oil or
20 any other special interests that are putting their
21 own profits, their own power before the protection
22 of the health of the human race and the health of
23 all life forms on planet earth.

24 Thank you for the decisions that you have
25 proposed, and thank you for welcoming a public that

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2 is beginning to address this issue in a profoundly
3 serious way.

4 MR. MEDFORD: Thank you very much.

5 Ms. Jillian Hertzberg.

6 MS. HERTZBERG: Thank you. Good
7 afternoon. My name is Jillian Hertzberg, and I am
8 the Federal Clean Vehicles Associate for
9 Environment America.

10 Environment America is the Federation of
11 29 state-based environmental advocacy groups,
12 including Penn Environment here in Pennsylvania,
13 working for clean air, clean water and open space.

14 The standards being discussed here today will
15 be a monumental victory for our environment, and
16 the biggest step this country has ever taken to
17 give up oil and tackle global warming.

18 Our cars and trucks use almost half the oil we
19 use every day and spew out nearly 20 percent of the
20 pollution that contributes to global warming.

21 And our country's dependence on oil has led
22 to devastating environmental disasters from the
23 2010 Gulf oil spill to the spill in the Yellowstone
24 River just last year.

25 Fortunately, these recently proposed standards

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be a huge step towards addressing these problems.

Multiple analyses have shown that the standards will achieve impressive savings for our environment, for our economy, and for our national security.

A recent report I wrote with a cute title "Gobbling Less Gas For Thanksgiving" evaluated the impact a standard would have over the Thanksgiving travel week alone, one of the busiest weeks of the year for auto travel.

My analysis found that if an average car or truck met the proposed 2025 standards today over the 2011 Thanksgiving weekend alone, Americans would have used 75 million fewer gallons of oil and would have cut emissions of carbon pollution by 47 percent, all while saving Americans \$260 million at the gas pump.

The standards obviously lead to even greater savings over the course of an entire year.

An analysis by the Union of Concerned Scientists and the Natural Resources Defense Council found that by the year 2030 the standards would reduce oil use by 23 billion gallons each year, cut annual carbon pollution emissions by

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2 280 million metric tons, and save American
3 consumers \$45 billion at the gas pump each year.

4 Clearly, these standards will bring us
5 cleaner, more fuel-efficient cars and trucks that
6 are better for our environment, for our economy,
7 and for our national security.

8 As proposed, the 2017 to 2025 fuel efficiency
9 and carbon pollution standards will reap huge
10 savings in oil use and global warming pollution,
11 but we must ensure that the final standards are
12 strong and don't include loopholes which could
13 erode the potential environmental benefits.

14 Two areas of the proposed standards deserve
15 particular attention. First, the standards should
16 be strengthened to more fully account for the
17 emissions of electric vehicles.

18 While electric vehicles do not emit any
19 pollution while driving, they're not completely
20 emission free.

21 They are usually charged by an electricity
22 grid that is still largely made up of highly
23 polluting coal-fired power plants.

24 These emissions must be addressed in order to
25 reap the full benefits of the standards.

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2 Second, in the first few years of the standards,
3 pickup trucks are not required to make improvements
4 as quickly as passenger cars.

5 It is vital that the efficiency and pollution
6 reduction improvements in trucks not lag behind
7 that of passenger cars in order to maintain the
8 benefits of oil savings and pollution reductions
9 from the standards.

10 We applaud the agencies for your work to bring
11 about landmark improvements in fuel efficiency and
12 carbon pollution standards.

13 And over the past three weeks alone we've been
14 able to generate over a thousand comments in
15 support of these standards here in the City of
16 Philadelphia.

17 We urge you to take these comments into
18 consideration and to put forth the strongest
19 possible final standard this summer in order to see
20 the maximum potential environmental benefit.

21 Thank you for the opportunity to testify
22 today.

23 MR. MEDFORD: Thank you very much.

24 Ms. Leicher.

25 MS. LEICHER: I'm Dorothea Leicher.

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2 I speak as a citizen. My background, which
3 got me here, includes both my membership at the
4 Ethical Humanist Society of Philadelphia, which is
5 a humanist religious organization, which got me to
6 join the League of Conservation Voters, which
7 alerted me that this hearing was taking place
8 today.

9 More pertinent to this discussion is that I
10 work as psychotherapist, and I also work with
11 people who have addictions.

12 And I agree that the current initiative
13 involves reeducation of consumers and change of
14 consumers' behavior.

15 And a lot of people, especially in the auto
16 manufacturing business, have expressed concerns
17 that even if they use the technology, that
18 consumers will not buy the products, and advocate
19 it for a review in the process of the
20 implementation.

21 Based on my experience in working with
22 addicts, I will strongly urge that the standards
23 have to be upheld and, if anything, that any
24 exemptions and loopholes would have to be -- should
25 be eliminated.

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2 And the reason for that is, one of the things
3 that has not been addressed is the considerable
4 power of advertisement. And if we look at it,
5 especially in the United States, the power is
6 extreme.

7 One of the differences between us and other
8 countries -- and I speak from experience because I
9 come from Germany -- is that we lag behind most
10 industrialized nations in the acceptance of global
11 warming.

12 And it's actually been a trend that currently
13 we have fewer people who understand that global
14 warming exists than we did in the past. And that
15 is due to a massive advertising campaign by the oil
16 companies.

17 So it is a testament to the effect --
18 unfortunately, in this case negative to the effect
19 of public education to advertising. I firmly
20 believe that it can be turned around to a positive
21 effect.

22 And we've heard from Mark Cooper that
23 consumers are interested in fuel efficiency. And I
24 strongly believe that they can be educated.

25 I see that time and time in my practice.

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2 Once people make the decision that they have
3 to get off an addiction, whether it's alcohol,
4 drugs, prescription drugs, and then make the
5 commitment then they find their way.

6 Mr. Cooper also has mentioned that typically
7 when you look at development of new technologies,
8 development of new coping mechanisms, you think you
9 cannot do it, but practical experience supports
10 that once you made the commitment, you can do it.

11 And I think if the rules are strict and
12 comprehensive, it still provides a level playing
13 field, it will allow the industry to plan more, and
14 then also to educate the consumers for the
15 long-term benefits of possibly investing more
16 initially to get the payoffs in reduced
17 consumption.

18 It can also unite consumers and manufacturers
19 to work politically to defray some of the initial
20 investment costs.

21 I would also support the ideas that Mr. Willis
22 presented that -- in the description in this
23 specifications of vehicles that information about
24 reduced running expenses of cost should be included
25 similar to the way we have Energy Star

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2 requirements.

3 And people are responding to that. That could
4 be done with cost just as well.

5 Thank you very much for the opportunity.

6 MR. MEDFORD: Thank you.

7 Any questions for my colleagues?

8 Okay. I'd like to thank the Panel very much
9 for your testimony.

10 We're ready for the next Panel.

11 MS. OGE: Good morning. We will start
12 with Mr. Joseph Minot.

13 MR. MINOT: Good morning. Can you hear
14 me fine?

15 MS. OGE: Yes, we can.

16 MR. MINOT: My name is Joseph Minot. I
17 am the Executive Director of the Clean Air Council,
18 an environmental advocacy group active in
19 Pennsylvania, Delaware and New Jersey.

20 Much like Representative Babette Josephs, I do
21 not own a car. I'm a lifelong non-smoker, yet I
22 suffer from lung disease. And my wife and my son
23 suffer from asthma. So I feel fairly passionate
24 about this issue.

25 I was interested, though a little

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2 disappointed, that the representative from the auto
3 dealers association, who presumably breathes the
4 air, not once mentioned the public health benefits
5 of this rule.

6 Nevertheless, his perspective on the need to
7 provide the information to consumers so that they
8 can make informed decisions on payback time should
9 be taken seriously by the EPA.

10 I would like to thank the United States
11 Environmental Protection Agency for its work on
12 this important issue, and for providing the public
13 comment opportunity on this proposal to further
14 reduce greenhouse gas emissions and increase fuel
15 efficiency of cars and small trucks.

16 EPA's proposed regulations stem from the
17 president's request in 2010 that EPA work with the
18 National Highway Traffic Safety Administration to
19 develop a national program that would, quote,
20 produce a new generation of clean vehicles, closed
21 quotes.

22 The proposed regulations meet this goal with
23 great success by promoting the manufacturing of
24 cleaner and more efficient vehicles allowing the
25 nation to take another crucial step towards curbing

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2 global warming and decreasing our nation's
3 dependency on foreign oil.

4 The EPA's proposed standards to require an
5 average of 163 grams per mile of carbon dioxide by
6 2025 will effectively double the fuel efficiency of
7 cars and light trucks produced through 2017 and
8 2025.

9 Strengthening the fuel efficiency of vehicles
10 to this degree will have significant and far
11 reaching effects. It will save individual
12 consumers thousands of dollars on gas.

13 It will slash harmful greenhouse gas
14 emissions, it will reduce our nation's dependence
15 on foreign oil, and ensure our automotive industry
16 will remain among the most competitive in the
17 world.

18 It is not therefore surprising that the
19 proposal to strengthen regulations is widely
20 supported by environmentalists and industry alike.

21 Auto makers constituting 90 percent of the
22 U.S. auto market and the United Auto Workers worked
23 alongside environmental groups as well as state and
24 federal officials to make this historic goal.

25 I have been at the Clean Air Council since

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2 1982, and I have not seen a coming together like
3 this.

4 I wish I had the rabbi's gift of gab to tell
5 you how important this is.

6 Nationally, vehicles currently emit
7 approximately 1.7 billion -- billion
8 tons of CO2 each year, which constitutes 28 percent
9 of our national carbon footprint.

10 By 2030 these proposed standards will reduce
11 our nation's oil consumption by 1.5 million
12 barrels of oil per day.

13 The proposed regulations will also save
14 consumers \$80 million at the pump and create up to
15 150,000 new jobs for Americans.

16 In addition, the regulations provide strong
17 incentives for electric and hybrid vehicles
18 allowing the auto industry to capitalize on
19 investing in cutting-edge technology.

20 The council would however like to raise a
21 number of concerns to the EPA. I'm going to take
22 this time to incorporate by reference the testimony
23 of Kevin Stewart of the American Lung Association,
24 who I thought had some very interesting suggestions
25 for EPA.

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2 The EPA should carefully reevaluate the
3 testing procedures used in determining fuel
4 efficiency, and determine whether the footprint
5 model will incentivize manufacturers to build
6 larger vehicles.

7 The current testing procedures employed by EPA
8 to determine fuel efficiency are based on the
9 original 1975 rules first established in CAFE
10 standards, and are inflated on average 25 percent
11 above EPA's own best estimates of actual
12 on-the-road fuel efficiency that appear on new
13 vehicle labels in dealerships.

14 EPA should also carefully evaluate the
15 regulatory scheme to ensure manufacturers will not
16 simply build larger vehicles.

17 Again, the council applauds EPA and its staff
18 in promoting a new generation of cleaner, more
19 fuel-efficient vehicles.

20 As EPA continues to push for stricter
21 regulations, the council asks that it work to
22 update its testing procedures to more accurately
23 determine the fuel efficiency standards and also to
24 ensure manufacturers are unincentivized to build
25 larger vehicles.

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2 Thank you very much.

3 MS. OGE: Thank you.

4 Ms. Jane Speaker, good morning.

5 MS. SPEAKER: Good morning. I'm a
6 resident of Center City Philadelphia and have been
7 since 1967.

8 As a pharmacologist and later as a
9 toxicologist working in the city's morgue, I have
10 seen firsthand the lungs of city residents are much
11 blacker often than the pinker lungs of people and
12 individuals from suburbs and farms.

13 Stand on the corner around here, any corner,
14 maybe right outside this hotel, what do you smell,
15 auto exhaust for sure. Maybe other smells, good
16 and bad.

17 Then look around, see the vehicles waiting for
18 a light to change, motors running. We're breathing
19 that exhaust, and our lungs are exposed to that
20 soot.

21 Sure, there are other sources: Manufacturing,
22 heating, planes overhead, but any reduction in auto
23 exhaust will help us. There are plenty of reasons
24 for reducing our use of petroleum in vehicles.

25 Maybe it's late for me, but I support this

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2 proposed clean air regulation particularly for its
3 potential contribution to the health of my younger
4 neighbors, their kids, and the rest of us who live
5 or work in our nation's cities.

6 Thank you for this opportunity.

7 MS. OGE: Thank you.

8 Mr. Edward Perry, good afternoon.

9 MR. PERRY: My name is Edward Perry. I'm
10 an aquatic biologist working with the National
11 Wildlife Federation on their clean energy and
12 climate campaign.

13 I'm also a lifelong fisherman and hunter. My
14 wife and my two sons and I have fished and camped
15 and hiked all over our great country.

16 So what is a fuel efficiency standard for
17 trucks and cars have to do with fishing and
18 hunting? As it turns out, quite a bit.

19 Although some Americans are in denial about
20 the fact that our planet is heating up and we're
21 the cause driving this, there are no skeptics in
22 the natural world.

23 Already every plant and animal that can move
24 north is doing so. Scientist predict that if the
25 temperatures increase as much as forecast, we could

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2 lose as much as 40 percent of the species on the
3 planet.

4 That's the prediction. But the fact is fish
5 and wildlife are already being affected by the
6 small increase in temperature we've already had.

7 For example, in 2005, which was the hottest
8 year on record, I was fishing the Susquehanna River
9 for Smallmouth Bass with my two sons like we've
10 been doing for the past 30 years.

11 Six miles upstream from Harrisburg, I recorded
12 a water temperature of 90 degrees. In that weekend
13 we saw hundreds and hundreds of Smallmouth Bass
14 floating downstream. They were killed by a common
15 soil and water bacteria called Columnaris that's
16 always been in the river.

17 And since that year there have been repeat
18 kills of Smallmouth Bass in some of our finest
19 Smallmouth Bass streams in the Eastern United
20 States that have been brought on primarily by the
21 high water temperatures that affect these fish that
22 are already stressed by other stressors such as all
23 the chemicals we're putting in the water.

24 But it's not just Smallmouth Bass. Fishery
25 scientists predict that the temperature increase

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2 will eliminate the Brook Trout, the iconic species
3 for the Northeastern United States from that part
4 of our country.

5 This is the species that's been here for
6 millions of years that will be eliminated because
7 we didn't have the will or foresight to reduce
8 greenhouse emissions while we still had the time.

9 You have to wonder how selfish is that.
10 Unfortunately, there's no one silver bullet that's
11 going to reduce carbon pollution to safe levels.
12 We're going to need every tool that we have.

13 But your proposal to greatly decrease fuel
14 consumption by increasing gas mileage requirements
15 is going to be a huge step in the right direction.

16 Frankly, I have absolutely no idea if we can
17 achieve 54 miles to the gallons for trucks and
18 cars. But I do know that every time our country
19 has set what appears to be an insurmountable goal,
20 we have met that.

21 Think back to we putting a man on the moon,
22 and think back to 1975 when we required the auto
23 companies to double fuel efficiency standards to
24 27 miles to the gallon.

25 They said that it could not be done; that we

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2 all would be driving cars the size of Pintos. And
3 guess what, that didn't happen either.

4 It's long past time that we get -- begin the
5 process of getting off dirty fossil fuels and on to
6 clean energy and fuel-efficient vehicles.

7 This is one sportsman and one organization
8 that strongly supports the proposed rule that's
9 going to get us there.

10 Thank you.

11 MS. OGE: Thank you.

12 Ms. Julia Rege.

13 MS. REGE: My name is Julia Rege. I'm
14 the Senior Manager of Environment and Energy with
15 the Association of Global Automakers.

16 Global Automakers represents international
17 motor vehicle manufacturers, original equipment
18 suppliers and other automotive-related trade
19 associations.

20 Our members' market share of both U.S. sales
21 and production is nearly 40 percent and growing.

22 Global Automakers and its members have always
23 endorsed a comprehensive and harmonized national
24 approach to reducing greenhouse gas emissions and
25 improving fuel economy.

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2 The alternative of having to comply with a
3 patchwork of state requirements would add
4 significant costs resulting in higher vehicle
5 prices with no corresponding environmental or
6 energy security benefits.

7 We have been working with the Environmental
8 Protection Agency, Department of Transportation and
9 California Air Resources Board to create a program
10 that meets our national environmental and energy
11 objectives while providing manufacturers the
12 flexibility and lead time necessary to design and
13 build advanced technology vehicles that will
14 provide consumers a full range of vehicle choices.

15 This proposal brings us another step closer to
16 the goal of having a long-term single national
17 program.

18 The standards proposed by the agencies are
19 extremely stringent and are based on a large number
20 of assumptions of technology in the auto market
21 over the next 15 years.

22 By extending the standards for many years into
23 the future, the agencies provide manufacturers with
24 substantial lead time, which is of great value in
25 compliance planning.

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2 On the other hand, the long lead time involves
3 substantial uncertainty, especially in the later
4 years.

5 For this reason, we support the proposed
6 midterm review to reassess the stringencies of the
7 standards including technology penetration rates,
8 fuel costs, the availability of alternative
9 refrigerants, and most importantly consumer
10 acceptance.

11 We also support the flexibility mechanisms and
12 credits that the agencies proposed to make
13 available.

14 These provisions enhance the ability of
15 manufacturers to meet market demand while
16 maintaining the emissions and energy security
17 benefits of the program.

18 They also provide other means of dealing with
19 the uncertainty associated with the out year
20 standards. The various credits work in different
21 ways, all of which are important.

22 The credit banking and trading system
23 provides an incentive for manufacturers to
24 implement advanced technology at early dates.

25 Off-cycle credits provide incentives for

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2 manufacturers to perceive technology that produce
3 benefits and actual on-road driving, but are not
4 measured using the prescribed standard laboratory
5 driving cycle.

6 Advanced technology credits provide an
7 incentive for manufacturers to continue to develop
8 and market these technologies, which have the
9 potential for substantial long-term improvements in
10 fuel economy and emissions performance.

11 Air-conditioning system credits provide
12 manufacturers flexibility in pursuing a variety of
13 enhancements to system efficiency and the use of
14 advanced low global warming refrigerants.

15 We see the flexibility mechanism as an
16 essential part of this program.

17 We also support the credit base compliance
18 option for the methane and nitrous oxide standards,
19 as well as the new upward adjustment approach to
20 allow these emissions to be included with carbon
21 dioxide emissions.

22 However, we see no need for the proposed
23 prohibition on the use of different compliance
24 options for methane or nitrous oxide for cars and
25 light trucks in the same year.

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2 This restriction limits manufacturers'
3 compliance flexibility, but with no clear
4 environmental benefit.

5 With regard to the proposed requirement for
6 testing to measure nitrous oxide emissions
7 beginning in model year 2017, we urge EPA to
8 reconsider the cost effectiveness of this
9 requirement.

10 The quantity of these emissions is quite low,
11 and we see no indication that they will become an
12 important factor in climate change in the future.

13 Testing for this substance will require
14 extensive new analyzers, the performance of which
15 remains to be determined.

16 We urge the agencies to allow manufacturers to
17 continue to demonstrate compliance using the 2017
18 methodology in 2017 and thereafter.

19 EPA could monitor these emissions and adopt a
20 few test base requirements in the future should
21 they grow in significance.

22 Additionally, Global Automakers supports the
23 case-by-case small volume manufacturer approach as
24 well as the definition for small volume
25 manufacturers.

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2 The case-by-case greenhouse gas standards and
3 fuel economy standards for small volumes allow the
4 flexibility of the small segment of the industry
5 needs while mandating requirements necessary to
6 control greenhouse gas emissions.

7 Finally, while we understand fuel-related
8 issues are outside the scope of the current
9 proposal, we continue to support a system approach
10 with both vehicle technologies and fuel quality
11 being of paramount importance.

12 Gasoline will be instrumental in auto makers
13 introducing the advanced technologies needed to
14 comply with these proposed standards, and a number
15 of advanced technologies will involve significant
16 infrastructure issues.

17 We look forward to working with the agencies
18 on these issues under the upcoming EPA Tier 3
19 regulations and in other forms including the
20 midterm review.

21 We are continuing to analyze the proposed
22 regulations, and will address in greater details in
23 our written comments the matters we've described
24 today as well additional issues.

25 In closing, let me restate our strong support

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2 for this program and the inclusion of the
3 compliance flexibility mechanisms.

4 We look forward to continuing to work with the
5 agencies.

6 MS. OGE: Thank you.

7 Shalimar Blakely, good afternoon.

8

9 MS. BLAKELY: Good afternoon. My name is
10 Shalimar Blakely, and I'm a resident of
11 Philadelphia, a parent, and a supporter of the
12 Obama administration's proposed new global warming
13 and fuel efficiency standards.

14 This move is not only a major step in reducing
15 the national -- the nation's oil use, but also
16 reduces harmful emissions from vehicles that
17 pollute our environment.

18 As a parent of a child with asthma, I
19 understand the impact this proposal will have on
20 his health and the health of thousands living with
21 asthma in many African-American communities.

22 Like myself, 64 percent of African-Americans
23 in Philadelphia describe their air quality as only
24 fair or poor. And it's this poor air quality that
25 plays a major role in causing asthma in children.

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2 This is why myself and many other
3 African-Americans overwhelmingly support the EPA's
4 new standard to reduce greenhouse gas emissions
5 from cars and trucks.

6 My son and other children of urban communities
7 have a right to look up at night and see a sky full
8 of stars and not a blanket of pollution that hides
9 them. They deserve to breathe fresh air.

10 The Obama administration should be applauded
11 for their leadership to address this matter.

12 In addition to saving the American consumers
13 money and creating jobs, this proposal will have a
14 positive impact on our environment, my son's
15 health, and the health of the African-American
16 community.

17 Thank you.

18 MS. OGE: Thank you.

19 Reverend Cheryl Pyrch, good afternoon.

20 MS. PYRCH: My name is Cheryl Pyrch. I'm
21 the pastor at Summit Presbyterian Church in
22 Philadelphia, and I also represent the Pennsylvania
23 Chapter of Interfaith Power and Light, a national
24 organization serving about 14,000 congregations.

25 The mission of Interfaith Power and Light is to

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2 help organizations understand the dire -- the dire
3 threat of climate change and to help them understand
4 the religious importance of doing everything we can
5 do to fight it, including buying more
6 fuel-efficient vehicles.

7 So we will gladly help educate our
8 parishioners on this. We also bring our collective
9 voice to hearings such as these.

10 I want to thank the agencies for bringing
11 these strong standards to us, the Administration of
12 Barack Obama, and Administrator Lisa Jackson.

13 Thank you also for allowing me to testify
14 today. As people of faith, we believe that the
15 natural world and all that is in it is a gift from
16 God to be received with gratitude.

17 Oil is a gift that has allowed billions of
18 people to live lives of security and comfort,
19 unimaginable to previous generations, but receiving
20 it with gratitude means wasting as little of it as
21 possible.

22 Conserving oil will also conserve room in the
23 atmosphere for which we now know that there is only
24 a limited amount of space for the carbon that we're
25 putting up there.

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2 As people of faith, we believe conservation is
3 a moral imperative because those who will suffer
4 most from global warming, who are already suffering
5 most, are those who have done the least to cause it,
6 the poor of the world, who have never turned the
7 key in the ignition of a passenger car or a
8 light-duty truck, future generations, and also many
9 animals.

10 I'd also just like to say a personal story.
11 Before I moved to Philadelphia three years ago, I
12 lived in New York City, and was a happy user of
13 only the subway buses and trains.

14 But in moving to Mount Airy, I bought my first
15 car, a 2002 Prius. And for the first time felt the
16 joy of turning a wheel and having the car obey, the
17 pleasure of getting into a warm car whenever I
18 wanted to, and going wherever I wanted to.

19 So I have become a little less self-righteous
20 in my criticism of car ownership and car driving,
21 but I also feel that now I have experienced
22 firsthand the soft idolatry that we all have for
23 our cars and our trucks.

24 And this may be going a little too far. But I
25 do believe that any standard that helps us to drive

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2 more efficiently and that helps us to drive more
3 possibly less greedily will also strengthen the
4 spiritual health, as well as the physical health of
5 all of those who drive in this country.

6 So thank you for proposing these standards,
7 and thank you for having us testify. And I wish
8 you many blessings on your work.

9 MS. OGE: Thank you.

10 Mr. Joe Herman, good afternoon.

11 MR. HERMAN: Good afternoon. My name is
12 Joe Herman. I'm a web programmer, a husband and a
13 father of two children.

14 I'm not involved in the auto industry. I've
15 never been particularly active with respect to
16 environmental causes. I've never testified in a
17 forum like this before.

18 In fact, I'm frankly terrified of public
19 speaking, but I got on the train and came down here
20 anyway in spite of myself because I know that there
21 are millions of other people a lot like me who feel
22 the way I do, but won't be heard today, people who
23 want more efficient cars, but have a hard time
24 finding them;

25 Millions of people who are deeply worried

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2 about climate change, but who know that their own
3 personal choice is not enough to address it;

4 People who are tired of seeing our money and
5 our military going overseas so that we can feed our
6 national oil addiction;

7 People who have great faith in the power of
8 free markets to solve our problems, but who
9 understand that this is a problem we all share, and
10 so it requires solutions that we all share in as
11 well.

12 Now, I know that these standards aren't going
13 to magically reverse climate change or wean us off
14 foreign oil all together, but they are an enormous
15 step in the right direction, perhaps the biggest
16 single step the country has ever taken.

17 Now, these standards are largely achievable
18 using existing technology while still being
19 aggressive enough to make a meaningful difference.
20 At the same time they will also foster development
21 of new and emerging technology like plug-in hybrids
22 and electric vehicles.

23 It will make efficiency even more cost
24 effective than it is today. These technologies
25 will continue to serve for generations to come.

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2 My kids are eight and five years old right
3 now. They'll both begin driving during the period
4 covered by these standards.

5 Climate change and energy dependency are not
6 going to go away by then, but I desperately hope
7 that the world that my kids will be living in then
8 is one that is meeting those challenges head on
9 rather than running from them as we have been doing
10 for so many years.

11 So I implore you to implement these new
12 standards and do it in a fair way without loopholes
13 so that they really make a difference, but please
14 do it.

15 Thank you for your time.

16 MS. OGE: Thank you, Mr. Herman. And
17 I'm glad you made it, and we're glad to hear your
18 testimony.

19 Mr. Adam Kessler, good afternoon.

20 MR. KESSLER: Thank you very much. My
21 name is Adam Kessler. I'm the Director of the
22 Jewish Community Relation Council in Philadelphia.

23 I'm here today on behalf of the JCRC, as well
24 as the Coalition on the Environment and Jewish Life
25 and the Jewish Council for Public Affairs, all

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2 umbrella organizations supporting over 30 national
3 Jewish organizations.

4 We are pleased to state that we wholeheartedly
5 endorse these new efficiency standards for cars and
6 light trucks.

7 We believe that higher fuel efficiency for
8 vehicles is a significant step that will go a long
9 way for building a cleaner and more secure country.
10 Today one barrel of crude oil cost just over
11 \$100.

12 According to the U.S. Energy Information
13 Administration, U.S. imported over 4.3 billion
14 barrels of crude oil and products in 2010
15 alone.

16 Forbes currently names King Abdullah of Saudi
17 Arabia as the world's six most powerful person
18 because his country controls 20 percent of the
19 world's known oil reserves.

20 On the flip side, Americans consume roughly
21 22 percent of the world's oil, roughly two percent
22 of the world's population and little of its oil
23 reserves.

24 This ruling provides real and concrete action
25 to respond to these facts. It will have a

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2 significant impact on our dependence upon fossil
3 fuels.

4 These new efficiency standards will pay
5 dividends both in terms of extending climate change
6 in the long run and in terms of the impacts on
7 national security in the immediate.

8 Avoiding environmental degradation and
9 catastrophic climate change requires innovation and
10 progress. Auto efficiency standards do just that
11 by asking us to make better use of the technology
12 and know how we have today.

13 In 2008, 12 national Jewish organizations
14 including the Coalition on the Environment and
15 Jewish Life and the Jewish Council for Public
16 Affairs came together to adopt Jewish community
17 priorities for climate and energy policy.

18 The community strongly stated its support for
19 specific domestic policies that reduce our
20 dependence on foreign oil and urge that such
21 policies include measures to increase fuel economy.

22 This year over 30 Jewish community leaders of
23 national organizations have signed the Jewish
24 Environmental and Energy Imperative Declaration,
25 committing to reduce their personal use by

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2 14 percent by September 2014.

3 Along with that personal commitment, leaders
4 are committing to the community-wide intention of
5 reducing greenhouse gases by 83 percent of 2005
6 levels by 2050, a goal set by the U.S. government.

7 It has been long known that inefficient cars
8 come at a great expense to our nation and that this
9 contributes to excessive energy use.

10 We are dependent on other nations, many of
11 them unfriendly to the United States, to provide
12 the world's supply of oil.

13 Thanks to these standards, the EPA has
14 estimated that by 2025 we will be using one billion
15 fewer barrels of oil a year, reducing our
16 dependence on foreign nations and giving our
17 economy and nation more stability and security.
18 Cleaner burning engines use less fuel and emit less
19 pollution.

20 We have been producing dangerous amounts of
21 greenhouse gases that experts across the board
22 agree are responsible for global climate change.

23 Allowing this to go unchecked will have
24 consequences ranging from refugee crisis and food
25 shortages to resource wars and unpredictable

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2 weather changes.

3 Every step in protecting the environment
4 matters and these standards represent a significant
5 movement in the right direction.

6 The Jewish principle of which saying that one
7 should not destroy olive trees and enemy
8 battlefield for the trees last generations where
9 the battle does not.

10 Our energy environment and our health also
11 last for generations. In conserving oil and by
12 making our vehicles more efficient, we are living
13 out the commandment not to wantonly and unnecessarily
14 waste our resources. This is why we support the
15 EPA's new fuel efficiency standards.

16 Thank you very much.

17 MS. OGE: Thank you.

18 Mr. Arthur Haywood.

19 MR. HAYWOOD: Thank you. I'm the
20 President of the Board of Commissioners of
21 Cheltenham Township, which is in Montgomery County.

22 Cheltenham Township is a suburb of
23 Philadelphia, and the board of commissioners are
24 elected to govern the township.

25 The township has a small fleet of vehicles and

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2 light trucks and the taxpayers pay for the fuel,
3 and the maintenance of those vehicles that we use
4 for the township operations.

5 Arising cost of gas are one of the top four
6 reasons -- the top four causes of cost increases in
7 our local government's budget for 2011.

8 We must address these rise in costs, not just
9 stand by and pass the cost onto the taxpayers.

10 So I'm in strong support of these proposed
11 changes that can ultimately reduce our cost of
12 using our vehicles and therefore allow us to avoid
13 passing additional costs onto our taxpayers.

14 In addition in Cheltenham, we recognize the
15 importance of making decisions today to protect our
16 future.

17 And in that regard, we have started a
18 sustainability effort and a sustainability planning
19 group of which I'm the chair.

20 And that sustainability planning group
21 includes Arcadia University, MossRehab, the School
22 District of Cheltenham Township, residents and
23 Transition Cheltenham.

24 One of our goals is to reduce carbon
25 emissions. These proposed regulations would help

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2 us to do the same.

3 My third and final reason for supporting these
4 regulations is personal. I have three children in
5 college, one in Boston, one in Baltimore, and the
6 other in New Orleans. That's a lot of driving.
7 The rising cost of fuel creates a personal stress
8 on our family.

9 So I strongly encourage the adoption of these
10 regulations. In doing so on a schedule it's more
11 aggressive than what we have seen in the
12 regulations.

13 Thank you.

14 MS. OGE: Thank you.

15 Any questions for the Panel?

16 I'd like to thank the Panel for your testimony.

17 MR. MEDFORD: Thank you very much.

18 We're going to now move to the next Panel, and
19 add a couple of people to that.

20 Mr. David Champion from Consumers Union, if
21 you would join.

22 Mr. Richard Zilmer, if you would join the
23 Panel.

24 The next Panel.

25 My name is Dr. Judith Patton, my professional

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2 name. I'm a retired physician, a pulmonologist,
3 which means the Panel knows it's the physician who
4 looks after patients with lung disease.

5 I spent my entire life treating patients with
6 asthma and with COPD, which is chronic obstructive
7 airway disease.

8 And these patients are really long-term
9 problems because they -- as opposed to the patients
10 with cancer, who unfortunately die relatively
11 early, these patients keep coming back and back and
12 back. They are in need of many different
13 medications.

14 There is no substitute for clean air.
15 Although there is no proof of causation with these
16 diseases and dirty air from all exhaust and other
17 matters are well recognized as causations for
18 flare-ups.

19 There is nothing better for an asthmatic with
20 COPD than to get clean air as far as their mental
21 health and their physical health because then they
22 can breathe.

23 I can say this for certain because I have a
24 friend who has obviously had some COPD, although I
25 didn't know it at all. And she went to Maine and her

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2 lungs opened up immediately when she crossed the
3 border, which is not surprising.

4 This is a really serious problem. I, of
5 course, am interested in global warming, and am
6 interested in the economics that we would get from
7 not having to buy foreign oil.

8 However, my major issue is really the medical
9 one, which I want to stress is the most important

10 We have an epidemic of asthma. And certainly in
11 the city and also in the country, there are
12 numerous patients, older patients, who have asthma
13 or who have had asthma before and has come back,
14 patients who have had chronic bronchitis, and who
15 have emphysema, and they all fall into the COPD
16 moniker.

17 Our spending on -- our health care spending is
18 enormous for this group of patients. And we cannot
19 afford this.

20 The only long-term thing that we have is to
21 reduce these numbers by improving their long-term
22 outcome by passing the clean air bill.

23 Thank you.

24 MR. MEDFORD: Thank you.

25 Next is Mr. Seligson.

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2 MR. SELIGSON: Good afternoon. My name
3 is Paul Seligson. I've lived in the Main Line for
4 22 years in Delaware County.

5 And I am definitely for the CAFE standards for
6 improving and to get cars to go 55 miles per
7 gallon.

8 I have a few reasons. The first is as a
9 child, I had chronic asthma as I -- this is before
10 inhalers were invented.

11 I got rid of my asthma when I was about 25
12 years old. And in the last seven years it's come
13 back. So now I'm back on inhalers.

14 And I live out in the suburbs. But I can
15 certainly empathize with the people that live in
16 Center City with children who can't get any kind of
17 air that's been filtered by trees or enough oxygen.
18 So that's one of my reasons.

19 Another reason would be we together with China
20 are the two leading power houses in the world.
21 Between the two of us we contribute well over 50
22 percent of all of the pollution.

23 If China doesn't want to move, we should. And
24 we should lead since we like to think of ourselves
25 as a leading country.

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2 Another reason as a leading country we should
3 show all countries and we should kind of set the
4 standards, set the pace, set the idea that to just
5 sit around and allow pollution to slowly suffocate
6 ourselves, and to use every and ever more of our
7 precious dollars buying gasoline, as we kill
8 ourselves, why not just move to the next step and
9 show the world that we know how to lead ourselves
10 through that.

11 Burning fossil fuels makes us dependent on
12 foreign government. And frequently it has been
13 shown I think in testimony and in different
14 journals that the governments that rely primarily
15 on the export of fossil fuels are more corrupt and
16 have a greater tendency towards a single leader,
17 could be a dictator, could be a totalitarian type
18 of government, and here we are disparaging that
19 type of government, but at the same time we're
20 keeping that kind of government in play.

21 It would be -- it would behoove our whole
22 foreign policy if we didn't have -- if we weren't
23 funding governments that really we disapproved of.

24 One of my last reasons that would be -- that
25 we own and drive more cars per capita than anybody

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2 else in the world.

3 In 2005, when I was doing my research, I found
4 that we owned, the United States, had two hundred
5 million cars. By now -- that was 2005. Who knows
6 what it is in 2012.

7 Since we use motor vehicles to such an extent
8 that we could by just adopting CAFE standards, we
9 could dramatically decrease the amount of pollution
10 in the air that we breathe.

11 And we can be a leadership country showing all
12 countries how to do it. We could also learn
13 ourselves how to do it. We could join the ranks of
14 maybe Switzerland or Germany, the countries who are
15 making an industry out of exporting the knowledge
16 and the technical base of making smart
17 fuel-efficient machinery, electric, how to make
18 electricity without all of this, how to run the
19 cars with electric batteries, with lithium.

20 We could be developing a whole another
21 thing -- another way of making money for our
22 citizens.

23 People sometimes say, well, you're talking in
24 2030. That's 18 years out. So I like to think
25 what have we achieved going back?

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2 Well, 20 years ago, frequently in hotels,
3 restaurants and airports there was a smoking area,
4 there was a smoking floor. You could smoke in
5 restaurants. You could smoke in lobbies. You
6 could smoke at the theater and in the lobby.

7 You cannot do that anymore. It's very small
8 little areas for smoking. We've almost turned the
9 corner on smoking in the last 20 years. And I
10 applaud the states for doing that.

11 Going back 30 years, I remember when catalytic
12 converters came into play. That was around 1980,
13 1981. Many people, not everybody said, wow, why
14 are we doing this? We're trying to perfect
15 something that really is not necessary.

16 And now when you get behind a van, a car or a
17 truck that does not have a catalytic converter, you
18 almost fall out of your own car with gasping from
19 the fumes.

20 We accepted, adopted and now it's part of the
21 landscape, catalytic converters.

22 If you go into movements, I'm thinking 40
23 years ago, when the women's lib movement had just
24 started -- I'm from the Bay Area originally. And I
25 thought this was only a Bay Area and a Manhattan

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2 phenomenon period.

3 It's now suddenly, you know, 40 years later
4 it's been embraced by just about every American
5 family.

6 When families make decisions it's equal man
7 and woman putting in their input, coming out with
8 the decision that they want to do on anything. And
9 I applaud that, too.

10 So this is a country that has the ability to
11 move. This is the country that can transform
12 itself.

13 Certain countries have a very difficult time.
14 But I applaud the United States for being able to
15 move.

16 I would like to think forward and then embrace
17 new technology and get better.

18 Thank you very much.

19 MR. MEDFORD: Ms. Spaeth.

20 MS. SPAETH: Thank you. I'm very
21 grateful to you for the opportunity to speak.
22 Though heaven knows what will come out because I'm
23 not organized giving testimony.

24 I've been long interested in the environment
25 and support multiple groups that support the

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2 environment, Environmental Defense Fund.

3 I'm concerned about the polar bears, about the
4 people that live in the far north whose permafrost
5 is now their houses are sinking.

6 I'm concerned about the air quality here. I
7 have asthma. I have COPD. I have cancer. And I
8 hear every day how these diseases are increasing in
9 groups of people, and yet there have been few moves
10 that I have been able to see that address the
11 causes that you are attempting to do.

12 With these regulations, it's really very
13 exciting. I travel a lot. My husband is a
14 physician and travels all over the world lecturing
15 on glaucoma. So, when I go with him, I see the
16 clouds of smog, the brown clouds.

17 I remember being in Mexico City. This was
18 '72. This was years ago. You couldn't see the
19 blue sky. It was brown. It was the color of
20 cement.

21 This affects everyone. It affects the trees
22 alongside the road. They're dying. Oak trees in
23 Maine are dying.

24 This new regulation will benefit everyone.

25 The short-term effects may frighten people, but the

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2 long-term effects will have great benefit both on
3 the health of people, animals, and it will change
4 the quality of the air and the streams because of
5 runoffs from the roads where oil is leaked onto the
6 roads and goes into streams and into the rivers and
7 into the water supply.

8 Our manufacturing does not even deal with the
9 toxins that go into this water. We don't know how
10 to deal with it.

11 So this affords great opportunities for new
12 jobs, new research not only in our own country, but
13 in other countries.

14 And we ask this person that said earlier, we
15 can be leaders in that and should be as what we'd
16 like to call ourselves as the richest country in
17 the world, though sometimes that seems to be a
18 question.

19 We want to lead and lead in a good way and be
20 proud of our leadership. I applaud you for working
21 on this, and I sincerely hope that you are
22 successful in making it as strong as possible so
23 that everyone, not only people, but the inanimate
24 objects as well in the world will benefit.

25 Thank you very much.

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2 MR. MEDFORD: Thank you very much.

3 Mr. Rogers.

4 MR. ROGERS: My name is Nick Rogers. I'm
5 a competitive cyclist and an asthmatic who lives in
6 Philadelphia and I spend most of my time outdoors.

7 I'm a strong supporter of the proposed new
8 standards for car and light truck fuel economy and
9 carbon pollution. I hope my testimony today can
10 help the EPA go forward with the implementation.

11 As someone who suffers from asthma and spends
12 most of my days outside, especially during the
13 summer, when the ozone is already higher during
14 those months, I'm at a particular high risk of
15 health problems caused by air pollution.

16 It's especially important to me to protect my
17 health because of racing bikes. I spend hours
18 every day training outside on my bike, and I'm
19 constantly subjected to the poor air quality both
20 in Philadelphia and other places in Pennsylvania
21 and along the East Coast.

22 I recently biked against other athletes, who
23 take impeccable care of their health. So my lungs
24 need to be physically up to the task every weekend
25 of being pushed to the limit.

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2 When air pollution from cars and light trucks
3 causes me to suffer from one problem, and prevent
4 me from performing at a high level, it takes all
5 the hard work that I've done and makes it obsolete.

6 More important than my athletic performance
7 being affected by pollution from cars is the
8 serious impact this pollution has on my health.

9 Nationally, vehicles currently emit
10 approximately 1.7 billion tons of carbon
11 dioxide every year. The vehicles are also
12 significant sources of air pollution such as
13 particulate matter, nitrogen oxide, volatile organic
14 compounds and other toxins.

15 The proposed standards substantially decrease
16 exhaust emissions of these harmful pollutants from
17 these cars and trucks. I fear if the rule isn't
18 adopted, my life might be one of those that might
19 have been saved with the help of this reduced
20 pollution.

21 My high risk for serious lung problems as an
22 asthmatic and as a cyclist makes it crucial to me
23 that the EPA tighten manufacturers' restrictions on
24 cars and light trucks. Otherwise, I and people
25 like me will cost the government and private

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2 insurance companies billions of dollars in health
3 care costs, and families burdened by the loss of
4 loved ones because of this pollution.

5 Cleaning up cars and light trucks is
6 critically important because ozone smog causes
7 coughing and wheezing and triggers asthma attacks
8 and sends people to the emergency room and causes
9 heart attacks and strokes, as well as premature
10 death.

11 I think the EPA could do even more, though.
12 The investment in cleaning up even more leads to
13 even greater benefits including more lives saved
14 each year.

15 Thanks for giving me the opportunity to
16 testify about this important issue today.

17 It is my request that the EPA goes forward
18 with the proposed rule and protect everyone's
19 health and air quality, especially those like
20 myself with the higher risk of health problems.

21 MR. MEDFORD: Thank you very much.

22 Mr. Elling.

23 MR. ELLING: Good afternoon. I come here
24 primarily as a person of faith and a Quaker leader
25 within Philadelphia.

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2 As a Quaker, I believe that stewardship of the
3 earth is one of our main priorities, and that I
4 currently live within a culture that is addicted to
5 fossil fuels.

6 I personally as a Quaker feel the need to
7 witness and minister to this overuse of fossil
8 fuels, and have been led to lay my car down. I
9 don't -- I'm not a car owner currently.

10 I still use a car once in a while, and I feel
11 access to using Zip Cars or other cars is good.

12 I think these regulations would be helpful in
13 terms of our care for the earth, in terms of our
14 care for our health, in terms of our care for other
15 citizens of the world, in terms of decreasing the
16 chances of war, and also decreases chances of us
17 spending our lives working huge amounts to deal
18 with health problems and environmental problems
19 rather than really enjoying this beautiful earth
20 that God has given us.

21 Thank you.

22 MS. OGE: Thank you.

23 Mr. Champion, good afternoon.

24 MR. CHAMPION: Good afternoon, and thank
25 you for the opportunity to speak to you.

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2 My name is David Champion. I'm Director of
3 the Automobile Testing Department of Consumer
4 Reports.

5 I appreciate the opportunity to testify at
6 this public hearing and convey Consumer Reports'
7 support for the proposed fuel standards between
8 2017 and 2025.

9 Consumer Reports conducts a whole range of
10 tests on approximately 80 new vehicles every year.
11 We buy these vehicles anonymously to make sure we
12 get the same vehicles that everybody else would.

13 We provide consumers with objective,
14 comparative ratings about the performance, fuel
15 economy, comfort, handling, safety, and reliability
16 of these vehicles. We do not accept advertising.

17 Consumer Reports has more than eight million
18 subscribers to our magazine, Web sites and other
19 publications.

20 Since the inception of Consumer Reports, auto
21 safety and value have been paramount to us. We
22 believe that improving consumer choice is
23 important.

24 It is our view that implementing these
25 proposed fuel economy standards, will increase

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2 vehicle choice and provide consumers with more
3 efficient and alternative fuel vehicles.

4 Many of these fuel-saving devices are
5 currently being developed. And in some cars today,
6 we believe these new standards will push auto
7 manufacturers to deploy these new standards without
8 sacrificing functionality of the vehicles.

9 In a recent Consumer Reports survey, consumers
10 demonstrated a strong support for fuel economy
11 standards and alternative fuel vehicles and a
12 willingness to pay more for these technologies.

13 Consumers want it all. They want function,
14 performance, a variety of choices, and better fuel
15 economy. And they have indicated that they'd
16 rather pay slightly more for these vehicles if it
17 means they would save money at the gas pump.

18 According to the survey, 93 percent believe
19 that the fuel efficiency standards for all vehicles
20 should be improved. Nearly 80 percent support the
21 55 miles per gallon target for the fleet by 2025

22 As the availability of these vehicles, many
23 consumers would buy or consider an alternative fuel
24 vehicle such as a hybrid, electric vehicle or
25 natural gas.

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2 Most are willing to pay extra for the extra
3 fuel economy if the payback is -- will mean a lower
4 overall cost of that vehicle over five years.

5 It's true that when gas prices are relatively
6 low, consumers tend to -- tend to put less emphasis
7 on fuel economy when buying a car. But as we saw
8 in 2008, when gas prices soar, consumers quickly
9 try to sell their vehicles, especially the gas
10 guzzling ones, to buy more fuel-efficient vehicles.

11 Unfortunately, manufacturers cannot design,
12 build and supply these vehicles on a monthly basis.
13 A typical model cycle is about five years.

14 And to take the best advantage of weight
15 saving technologies, new fuel efficiency, and
16 engine technologies these decisions need to be made
17 beginning at the model's concept and cannot easily
18 be retrofitted.

19 The CAFE standards for 2017 to 2025 give
20 manufacturers and the engineers working on the cars
21 a competitive landscape that gives them the impetus
22 to incorporate these technologies and sell
23 desirable vehicles that and save consumers money in
24 the future.

25 Because the proposed rule provides ample lead

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2 time, auto makers will be able to incorporate more
3 of these efficient technologies and materials into
4 their vehicles at the measured pace, thus reducing
5 the costs and putting everybody on the same playing
6 field in the race to find the best most fuel
7 efficient way of meeting the new fuel economy
8 targets.

9 The proposed targets are aggressive, but
10 they're also conservative enough to allow the
11 manufacturers to increase the deployment of new
12 technologies to meet these requirements.

13 Importantly, proposed targets will unlikely
14 compromise vehicle safety. Cars have been getting
15 safe as fuel economy has improved. And this trend
16 will continue.

17 The safety of future vehicles will be
18 dominated by vehicle design, not size and weight.
19 Advanced materials can decouple size from mass and
20 therefore give economy, safety and functionality
21 that people require.

22 Because the CAFE standards are now
23 footprint-based, improvements across all vehicle
24 sizes, so each class will see an efficiency.

25 In summary, we support the proposed fuel

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2 economy standards because in addition to achieving
3 national security and environmental goals, they
4 will save consumers thousands of dollars, and
5 improve the selection of fuel efficient and
6 alternative fuel vehicles and maintain the range of
7 wide vehicle options.

8 Thank you for all your time in considering my
9 views.

10 MR. MEDFORD: Thank you very much.

11 Mr. Zilmer.

12 MR. ZILMER: Good afternoon, Members of
13 the Panel, Ladies and Gentlemen. My name is
14 Lieutenant General Rick Zilmer. I'm a retired
15 Marine, and I spent 36 years in the service to our
16 nation.

17 It's an honor to be here. And by way of
18 introduction, let me also tell you that I represent
19 CNA. Some of you may know it is the Center for
20 Naval Analyses. CNA is a think tank in the
21 Washington, DC area that is about to celebrate its
22 70th birthday.

23 The reason we've been invited here to be here
24 today is we just completed a study entitled
25 "Ensuring America's Freedom of Movement, a National

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Security Imperative to Reduce U.S. Oil Dependence."

This is a study that we spend most of last year working on. It is the fourth in a series of studies conducted by the Military Advisory Board.

Those series of studies look at the nexus of national security, global warming, and energy independence of the United States of America.

This last study looked a little bit outside of our lane by bringing it into looking at what the potential would be for incorporating the use of alternative fuels to reduce our dependency on U.S. oil and U.S. oil imports into this nation.

We are about 11 members in this Military Advisory Board. We have about 400 years of collective experience. I'm not sure why we brag like that. It makes us all seem very, very old.

But the board is made up of senior-level admirals, generals who spent their lives, their professional lives, in support of the security of the United States of America.

I was invited to join last year, and I think in large part from my role in 2006 to 2007, I commanded all the U.S. forces in Anbar Province in Iraq.

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2 During that year, we submitted a joint
3 universal needs statement. And a purpose of a
4 JUNS, as we call them, was to look at commercial
5 off-the-shelf technologies that could be used in a
6 variety of different ways.

7 We looked at it from a perspective at looking
8 at the threat that we were encountering in Iraq;
9 notably, the IED attacks, the ambush that our
10 Marines, sailor, soldiers and airmen were facing
11 on a daily basis.

12 Particularly, on the convoys for very
13 lucrative targets, those convoys were taking in
14 most cases fuels, batteries, things that enabled
15 our force to continue a very difficult fight in
16 Iraq. And we're seeing the same thing in
17 Afghanistan.

18 Looking back in some of my experience at 29
19 Palms, California, we have one of the largest solar
20 fields, the Department of Defense, 29 Palms,
21 California.

22 We were looking at wind technologies to help
23 reduce that use of fuel. We incorporated gas
24 turbines to help augment the grid out in
25 California.

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2 Based upon some of this experience, we thought
3 we could incorporate some of these technologies to
4 get our Marines and sailors and soldiers off the
5 roads, reduce the number of convoys and thereby
6 reduce the threat that we were facing.

7 I believe that was in large part the reason
8 why I was invited to join CNA and the Military
9 Advisory Board.

10 But the study that we spent the last five
11 years working on -- or the last year rather -- and
12 I'll leave a copy for the Panel here -- was based
13 upon this overreliance that we have.

14 United States of America uses about 20 billion
15 million barrels of oil a day. 11 million of that
16 is imported. And it has been brought out in the
17 Panel it's often imported from customers who would
18 rather not have to work with you.

19 It's a fact of life. And as many of you in
20 the audience remember back in 1974, when we faced
21 the first oil crisis and the embargo, President
22 Nixon said that we needed to develop energy
23 independence.

24 At that time we imported roughly 30 percent of
25 our oil. Today we are just around the 50

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2 percentile of importing of oil, foreign oil.

3 We have not gotten any closer to energy
4 independence, and it becomes an increasing national
5 security issue when we have to constantly have
6 forces deployed in that region of the world, the
7 Middle East and southwest Asia.

8 We have a requirement to ensure that the sea
9 lanes of communication remain open. We looked at
10 one example that if we close the Strait of Hormuz
11 through which the 20 to 30 percent of the global fuel
12 flows.

13 If the Strait of Hormuz closed, how would we
14 respond to that? By looking at efficiencies that
15 we could take by reducing consumption demand, by
16 looking at the development of alternative fuel
17 sources, we could reduce in the next ten years
18 about 30 percent of our requirement right now.

19 And here just in the last two weeks -- you've
20 read the newspapers just like I have -- we are, you
21 know, saber rattling with Iran right now, and the
22 threat is to close the Strait of Hormuz.

23 We didn't give any reason for the closure to
24 the Strait of Hormuz. But if the Strait of Hormuz
25 closed for 30 days, it would bring our trucking

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2 industry to its knees, it would reduce our gross
3 domestic product by somewhere in the order of four
4 billion dollars just over a 30-day period.

5 But if we were smart enough, if we were able
6 to get this sort of initiatives the level that we
7 need to make long-term comprehensive binding policy
8 changes to the way we view energy in this country,
9 we could do that.

10 We could reduce our consumption within ten
11 years by 30 percent, and we could take some of
12 these emergent technologies of alternative fuels
13 that are not yet ready for marketplace forces.

14 They need more support. They need policy,
15 national leadership, that is going to create the
16 environment through which these emergent
17 technologies can develop.

18 Oil, as we have talked about, is a finite
19 resource. It will not be here forever. We owe it
20 to our next generation who follow us -- I don't
21 want my children, grandchildren worrying about
22 where the fuel is going to come from that's going
23 to maintain their standard of living.

24 It's incumbent upon us to look at these
25 important measures. And these are not just left

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2 with just one administration. This is a long-term
3 administration to administration, the leadership of
4 our Congress, the leadership of our industry, this
5 is a national leadership issue for this country to
6 solve.

7 It's not going to get solved by hoping and
8 praying that we can drill more. That's not the
9 answer. It's looking to efficiency.

10 And in closing, thank you again, and we do
11 strongly from CNA support and urge the National
12 Highway Traffic Safety Administration and EPA to
13 finalize these rules that will set the bar at 54
14 and a half miles per gallon by 2025 for this simple
15 reason, better gas mileage is simply a matter of
16 national security.

17 Thank you.

18 MR. MEDFORD: Thank you, General. We
19 also like to thank you for your service to our
20 country. It's appreciated very much.

21 MS. OGE: I have a question for
22 Mr. Champion.

23 I don't know if you were here earlier, but we
24 heard testimony from the National Dealers
25 Association. I don't know if they're still here.

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2 And their testimony basically raised the issue
3 of additional costs that we have clearly indicated
4 in our proposal. We're saying \$2,000 additional
5 cost, but the fuel savings would be over \$6,000 for
6 the life of the vehicle, net savings \$4,400.

7 We heard from the National Dealers
8 Association -- and this gentleman who was
9 representing the dealership, I believe was Ford and
10 GM vehicles -- is that the consumer goes in and
11 they're not looking for this type of attribute.

12 Also, what we heard is that it's one thing
13 what they're saying in surveys, it's another thing
14 what they do.

15 There's somewhat of a disconnect because as
16 you know we are supporting the program, you know,
17 that was carefully, you know, crafted and
18 implemented many other stakeholders, and we're
19 taking public comments now and the dealers
20 associations and what you testified.

21 So could you give us your views of what --
22 given your expertise and given the sense of Europe,
23 representing a reputable consumer group, what are
24 your thoughts about consumer acceptance and
25 willingness to pay?

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2 MR. CHAMPION: To a certain extent, I
3 understand where the dealers are coming from.

4 Yes, consumers go and they want to buy a
5 hybrid vehicle. They look at the increasing costs.

6 But we're also seeing a lot of increase in
7 fuel economy in just regular vehicles. So we're
8 seeing direct injection. We're seeing many more
9 multi-speed transmissions. We're seeing electric
10 steering, low-rolling resistance tires, lighter
11 body structures.

12 If you look at some of the successes in the
13 industry over the past year or so, I think
14 everybody sees how well Hyundai and Kia are doing
15 these days. Their vehicles are one of the most
16 fuel efficient in the category.

17 I think we're going to see the normal gasoline
18 engine getting maybe 30, 40 percent better fuel
19 economy over time anyway.

20 You add on hybrid technology on top of that as
21 that becomes more ruled out in many vehicles. The
22 average cost increase is going to be possibly less
23 than \$2,000.

24 We're seeing more in the way of diesel
25 vehicles as welcome coming in terms of improved

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2 fuel economy.

3 So I think in the future we will see the
4 difference between the fuel-efficient vehicles, the
5 normal gasoline powered, and hybrids that reducing
6 costs.

7 You know, I was just at the Detroit Auto Show.
8 Everybody there was talking fuel economy. And, you
9 know, the dealers you talk about, Ford and General
10 Motors, they introduced hybrid vehicles.

11 The new Ford Fusion is going to be four
12 cylinder, four-cylinder turbos, hybrid and plug-in
13 hybrid virtually from day one.

14 So this is probably Ford's biggest selling
15 vehicle. And they're going to be producing it in a
16 regular porcelain 1.6 liter turbo, two
17 liter turbo, instead of V6. So there can be no V6
18 version, and then hybrid and plug-in hybrid.

19 So the manufacturers behind it, I don't think
20 with the world demand that we see at the moment for
21 gasoline that we're going to see a reduction in
22 gasoline.

23 Over the past ten years it's almost doubled in
24 price in the real dollars compared to what it was
25 in the '90s. As we move forward, I think that will

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2 only increase, so the paybacks are going to be
3 less.

4 And many of our readers come to us and say,
5 you know, I'm going to buy a hybrid next year,
6 which do you suggest. Well, at the moment there's
7 not that many out there.

8 If we look at the new Toyota Camry, the last
9 time we got 34 miles per gallon in Consumer Reports
10 testing, this new Camry gets 38, I believe, 38
11 miles per gallon.

12 So there it's gone up four miles per gallon,
13 which is ten percent in one generation. So I think
14 going forward we are going to see the manufacturers
15 building more fuel-efficient cars.

16 And I was a car engineer for many years. And
17 you'd have a really good idea and you'd go to the
18 management. Management tends to be timid. And
19 then you got the bean counters, which are even
20 worse.

21 You say this is going to give maybe half a
22 mile per gallon or one mile per gallon. They go
23 it's going to be how much per vehicle, ten dollars.
24 They start scratching their heads.

25 With having this standard in place, the

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2 engineers can go, look, we need to meet this
3 target, this is where we need to get to. If you
4 don't put this, we're not going to meet that
5 target.

6 So it's giving the engineers, the designer,
7 it's going to the whole vehicle development fleet a
8 motivation to build more fuel-efficient cars in the
9 future.

10 MR. MEDFORD: Great. David, you are
11 better without a script.

12 We're finally going to give our Court Reporter
13 a 20-minute break, so we're going to take a short
14 20-minute break. Thank you.

15 - - -

16 (Whereupon, a short recess
17 was taken.)

18 - - -

19 MS. OGE: We'll start with Ms. Susan
20 Wolf.

21 MS. WOLF: Good day. My name is Susan
22 Wolf, and I am happy to be a citizen of the United
23 States and have the opportunity to speak at this
24 public hearing in favor of higher auto fuel
25 efficiency standards.

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2 I speak as a citizen who is very concerned
3 about climate change and its effect on our planet,
4 the people and creatures that inhabit the earth,
5 and all of nature that is being affected by the
6 changes that we all are witnessing.

7 The scientific community is alarmed by the
8 serious damage that has already occurred to our
9 planet; the EPA has written about the harm that is
10 projected to come to all of us as a result of
11 climate change.

12 And, as you know, the information is found on
13 your own Web site. The EPA site addresses how
14 climate change will impact temperature changes
15 leading to an increased heat wave affecting
16 vulnerable people including those with heart
17 problems, asthma, the elderly, and the very young.

18 Your site acknowledges that there will be
19 increases in extreme weather such as floods,
20 hurricanes as well as droughts leading to
21 event-related deaths, injuries, infectious diseases
22 and stress-related illnesses.

23 Your site also addresses a temperature
24 increases will lead to an increase in mosquitoes
25 and other insects leading to a rise in such

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2 diseases as malaria, yellow -- and yellow fever.

3 It also focuses on how this will impact
4 agriculture and food production leading to problems
5 with starvation as already witnessed in Africa.

6 And we certainly witnessed the effects of
7 drought in Texas this past summer and its impact on
8 cattle, agriculture and food production.

9 I am very concerned about the impact of carbon
10 emissions on health and the increase in such
11 diseases as cancer, asthma, COPD, and
12 cardiovascular disease.

13 Those most at risk are children, the elderly,
14 and those with compromised immune systems. These
15 diseases are costly in money, health and general
16 emotional well-being.

17 I would like to see some studies around the
18 impact of carbon emissions on health care cost.
19 And, of course, we feel more the impact in densely
20 populated areas such as Philadelphia.

21 I, who live in Cherry Hill, New Jersey, feel
22 it more and more as we increase the numbers of
23 shopping centers and subsequent cars on the road.

24 I am grateful for the Clean Air Act, and now I
25 am extremely pleased with the improved fuel

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2 efficiency standards that have been proposed by the
3 Obama administration.

4 I urge that these standards are adopted
5 without any exemptions to the rules if we are to
6 take climate change seriously.

7 We as a nation need to take climate change
8 seriously. We must abide by standards that will
9 cut carbon emissions and the health risks that are
10 associated with it.

11 We must reduce our addiction to oil and
12 continue to be creative with the development of
13 renewable energy sources. I know we can and will be
14 successful with this endeavor by adopting these
15 standards. We as a nation are serious in our
16 concern. These standards are a win, win for all.

17 I applaud the Obama administration for
18 developing these standards and taking climate
19 change seriously.

20 Thank you.

21 MS. OGE: I'm going to call on Mr. Ken
22 Weinstein of Trolley Car Diner.

23 MR. WEINSTEIN: Good afternoon. I'm Ken
24 Weinstein. I'm the owner of Trolley Car Diner and
25 Trolley Car Cafe both in Philadelphia.

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2 For 11 years, I've run my businesses with
3 innovative and efficient standards that help us
4 save money on energy cost. I then invest that
5 extra money into my businesses, which help the
6 economy grow.

7 My staff will tell you that I run a tight
8 ship. As soon as the last customer leaves, we turn
9 the lights off to save electricity.

10 We recently rewired all of our parking lot
11 lights and neon signs so they don't continue to
12 stay on all night. And we also use solar hot water
13 heating, LED lighting at our new cafe.

14 The diner will soon be installing a charging
15 station for the new -- hopefully the new fleet of
16 electric cars going forward.

17 As a small business owner who knows strong
18 energy standards are good for my bottom line, I
19 fully support raising the fuel efficiency
20 requirements auto makers must meet.

21 For my business, improved fuel standards would
22 help lower food costs since our suppliers would pay
23 less to transport it. I'm tired of seeing fuel
24 charges as an extra charge on my supply and trash
25 invoices.

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2 Our revenue also fluctuates with our customers'
3 fuel cost. When I mentioned to my general manager
4 that I was testifying here today, he said make sure
5 you tell them that gas prices are the single
6 biggest determining factor whether revenues go up
7 or down.

8 When gas prices are high, our customers come
9 less often. Gas prices go down, business picks up.
10 It's been an amazing cycle to watch.

11 The same result can come from higher
12 efficiency standards. Legislation that will
13 ultimately reduce what customers spend on gas will
14 bring more customers to Trolley Car and other
15 businesses in our area.

16 The sooner the standards are strengthened, the
17 sooner I'll have greater spending power to expand
18 my business, hire more employees, and better
19 support the economy.

20 Fuel efficiency standards is a policy
21 lawmakers should enact immediately for the sake of
22 small businesses and our difficult economy.

23 Higher fuel economy standards can help save
24 money. We could use that money to grow our
25 businesses and create jobs for some of the

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2 14 million unemployed Americans.

3 I recently saw a survey from the Small
4 Business Majority that found 87 percent of small
5 business owners nationally, nearly nine in ten
6 believe it's important for the United States to
7 take action now to increase fuel efficiency in cars
8 and light trucks.

9 A 59 percent majority as you say describe this
10 as very important. A Small Business Majority poll
11 also revealed just how strong small business owners
12 would like to see fuel standards become over the
13 next few years.

14 Four in five respondents said they would
15 support raising requirements to 60 miles per
16 gallons by 2025 and even higher standards than
17 the 54.5 percent that Obama is now proposing.

18 The polls showed that 71 percent of the
19 nation's entrepreneurs say American car companies
20 do not innovate enough, and 73 percent agree the
21 federal government should do more to make them do
22 so annual estimated usage.

23 It's essential these standards are met now.
24 Small business owners have a strong economic reason
25 to favor bold fuel standards.

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2 Of the more Small Business Majority polled
3 they cited the rising cost of doing business
4 including fuel costs as what burdens them the most.

5 Improved fuel economy standards have the power
6 to cut long-term business expenses. 87 percent of
7 owners agree that improving innovation and energy
8 efficiency are good ways to increase prosperity for
9 small firms like mine.

10 This helps explain why so many small business
11 owners believe stronger fuel economy standards have
12 the potential to boost their bottom lines.

13 Put simply, higher fuel standards would help
14 me expand my business and would increase my
15 employees' spending power. More customers means
16 higher tips and wages.

17 Consumers across the country would also save
18 money on the cost to fuel, better positioning them
19 to spend money at businesses like mine.

20 With the help of bold fuel efficiency
21 standards like the ones proposed, we can all do our
22 part in growing the economy.

23 Thanks for listening.

24 Unless you have any questions, I'm going to
25 head back to the restaurant.

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2 MS. OGE: Okay. Thank you for coming.

3 Now I will call Dorsha Turpin. Good
4 afternoon.

5 MS. TURPIN: My name is Dorsha Turpin. I
6 am a mother of two children that have asthma.

7 Asthma runs in my family. My aunt is allergic to
8 certain pets, dust.

9 My daughter's asthma started up when she walks
10 out the front door. I was born with asthma. And
11 my mother and grandmother told me -- took me to a
12 doctor and he told them what to do for the asthma.

13 I am now 53 years old. And when I run or walk
14 up a lot of steps, my asthma acts up. I can be
15 walking down -- I can be walking down the street or
16 walking fast, and all of a sudden I can't catch my
17 breath or find it hard to breathe.

18 It took me about two months of having to go to
19 the doctor and explain what is happening to me and
20 to -- and to have him tell me my asthma is back.

21 My mother used to smoke and stopped and now.
22 She has COPD. She uses an inhaler for asthma.
23 After two years, she has lung cancer. My aunt used
24 to smoke. And after 20 years, she has cancer of
25 the thyroid.

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2 The air changed since I was younger because I
3 now -- I now have full blown asthma. What I mean
4 by full blown asthma is when I -- when my children
5 were young -- younger -- they're grown now -- we
6 used to go bike riding, we used to run, we used to
7 do a lot of different things.

8 Now the air has changed. It's hard for me to
9 walk fast, run, ride my bike like I used to do with
10 my kids because it's -- we have more cars, we have
11 more gasoline, and stuff is messing up with the
12 ozone.

13 So a lot of things have changed with me
14 personally. I do believe that the hybrid cars will
15 be good for the ozone because they're using less
16 gasoline and less that's on the ozone.

17 The ozone is changing because of the
18 refineries that are closing down and that's causing
19 a lot of the smog.

20 So please pass this for all of us that have
21 asthma.

22 Thank you.

23 MS. OGE: Thank you.

24 Ms. Margie Laughlin, good afternoon.

25 MS. LAUGHLIN: Good afternoon. Thank you

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2 for this opportunity.

3 On your table, you'll find the portfolio -- a
4 picture portfolio. These are pictures that I took
5 up in the gas fields in Pennsylvania. This is for
6 your keeping.

7 About three, maybe four weeks ago, the UN
8 summit on climate was held and they were able to
9 extend the protocol about greenhouse gas emissions
10 for another five years. That was good.

11 But of the three largest industrial countries:
12 China, India and the United States only agreed to
13 think about it, and they can back down without
14 making any kind of an agreement whatsoever.

15 The three hugest estimated usage polluters in
16 the world and a commitment could not be made. And
17 we in this country are partly guilty on that.

18 Okay. About the cars, we have the capacity to
19 manufacture automobiles that can experience up to
20 100 miles per gallon. We're selling out at 50, we
21 really are.

22 And if we don't do something soon, some of our
23 favorite vacation places, the islands out in the
24 ocean, are going to be experiencing submersion
25 because of melting ice caps.

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2 This is not a good thing. We really have not
3 taken the responsibility for our environment. It's
4 time for us to grow up.

5 For years the advertisements have been
6 comparing automobiles as fast, sleek, gas-guzzling
7 sport cars with machoism. That hasn't lost.

8 You don't see the sports jocks getting in-line
9 to buy a station wagon. The reason is because our
10 psyches can be manipulated.

11 They are getting in freedom of speech. This
12 is good. Okay. You as an organization with a
13 legislation that we have in Washington, DC right
14 now is liable to put you out of business all
15 together.

16 But I do congratulate you on the latest on
17 what you have been able to accomplish in getting
18 this limited. That I congratulate you on. Keep up
19 the good work. I'm very proud of that.

20 We need to do something now and we need to do it
21 with everybody involved and pushing it in
22 advertisements that it is the right thing for
23 humans to do.

24 Thank you.

25 MS. OGE: Thank you.

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2 Ms. Alexa Manning, good afternoon.

3 MS. MANNING: Good afternoon. My name is
4 Alexa Manning, and I recently moved to this area
5 from Cincinnati, Ohio.

6 I'm an educator. I have taught fourth grade,
7 third grade, special education, and I'm also a
8 naturalist and environmental educator.

9 And that is one of the main reasons why I'm
10 here today. I am very dedicated to teaching
11 children how to respect and care for our earth.

12 Thank you very much for the opportunity to
13 voice my opinion in support of the proposed standards
14 for new passenger cars and trucks sold from 2017 to
15 2025 for an average of 54.5 miles per gallon.

16 I appreciate the progressive actions that you
17 are taking now and in the future with this and
18 other decisions that positively impact the
19 consumers, workers, transportation, and the
20 environment.

21 I am pleased that many major automobile
22 manufacturers, consumers, and environmental
23 organizations, and a majority of Americans support
24 these proposed standards.

25 These standards benefit our daily lives and

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2 add up to a better way of life now and for future
3 generations.

4 By 2030 annual oil consumption will be cut by
5 approximately 23 billion gallons. I will have the
6 opportunity to purchase the most efficient vehicle
7 available that meets my needs with greater gas
8 mileage that will save me hundreds of dollars at
9 the pump a year.

10 This action will add approximately 43,000 more
11 jobs in the auto industry and approximately ten
12 times more jobs in the nation's economy and about
13 21,000 jobs in this state.

14 This affects my family personally. My husband
15 is a mechanical engineer in the auto parts
16 industry, who lost his job of 24 years in 2009,
17 when we moved to Ohio, when he worked at a company,
18 his company moved from New Jersey to Ohio. And he
19 lost his position in a corporate layoff.
20 Fortunately, he is now employed in a similar
21 position in this area.

22 The proposed standards will promote
23 innovations in vehicles on a mass scale providing
24 more jobs like for my husband, greater vehicle
25 efficiency, and consumer choice.

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2 It is critical that the standards do not have
3 loopholes, credits and flexibilities that can
4 undermine the stringency of the standards that can
5 give consumers true savings and cut our dependence
6 on oil.

7 It is most important to reduce climate change
8 by cutting CO2 emissions that affect the quality of
9 our air and overall health of our citizens.

10 Thank you again for giving me this time to
11 state the reasons why my family and I support the
12 proposed clean vehicle standards.

13 I appreciate your proactive work and look
14 forward to these changes.

15 MS. OGE: Thank you.

16 Mr. Brian Shapiro, good afternoon.

17 MR. SHAPIRO: Thank you all for being
18 here today and for this opportunity.

19 I speak to you as a citizen of the United
20 States and as a small business owner and as someone
21 with a family.

22 And like many families, we have decisions we
23 have to make based on economics and in relation to
24 our transportation, in relation to our housing and
25 such.

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2 And we make choices to live in urban areas so
3 we can walk to as many places as possible because
4 we feel like that's the conscious way to live.

5 And presently, we had a situation where we
6 want to reduce down from a two-car household to a
7 one-car household, and then I have a motorcycle as
8 well. I'm a motorcycle rider.

9 Of all the vehicles we had, we have my
10 motorcycle, which gets 45 plus miles per gallon.
11 Honda Civic, two door, small car, gets 30-something
12 miles to the gallon, and Subaru Forester, which
13 still is a teenager when it comes to getting mileage.

14 And having a two-door Honda, I loved it. It
15 was my car. My wife's car was the other car. But
16 it wasn't practical with a child and getting a
17 child in and out of the car seat and the back of
18 the car.

19 And then, you know, the motorcycle is the solo
20 form of transportation. I mean, I would like to
21 put my son on a car seat on the back of the
22 motorcycle and take him around, but I would be
23 arrested, and my wife wouldn't stand for me to do
24 that anyway.

25 So I'm thinking about, well, maybe we'll buy a

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2 new car, a car that is a larger car that will get
3 us the room that we want and look for fuel
4 efficiency standards.

5 So I did my due diligence, I did my research.
6 I looked through Consumer Reports, I looked through
7 everything.

8 Do you realize how limited the choices are to
9 try and find a high mileage car that has some size
10 to it, to be able to not only put a family in
11 there, but with the various creative businesses
12 that both my wife and I are in, to be able to
13 transport the various things that we need to
14 transport in order to be able to conduct our
15 business?

16 We just stuck with the Forester, which gets
17 abysmal miles to the gallon. Why economically it
18 doesn't make sense for us to buy a new car that is
19 only going to get maximum maybe 30 miles to the
20 gallon, if we could find that in a larger car.

21 I mean, the fact is the choices and options
22 are not available for families who would like to
23 get a car with higher mileage in larger cars. It's
24 not available.

25 I'm not talking about a massive SUV. I'm just

1

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2

talking about a car with a bit more room. And my

3

thinking is if we place -- if we place these

4

standards out there for an industry that

5

historically has been innovative, that

6

historically, except for a few occasions, has been

7

profitable, who have very intelligent people

8

working within it, my goodness, I can't imagine

9

they wouldn't find the motivation and incentive not

10

only to make sure that these standards can become a

11

reality, but you know what, they might be able to

12

find other forms of energy that we can use to be

13

able to transport us from A to B.

14

So I'm a strong supporter of having these

15

standards in place. And if the existing industry

16

is the one that's able to come up with a way in

17

which to make these standards a reality and could

18

come up with alternative energy, I'm fine with

19

that.

20

It's a win, win for everybody. But I just

21

think it needs to be out there. The bar needs to

22

be set. Because if we do not set that bar like

23

most industries, like most people, hey, if there's

24

a path of least resistance, that's the way I'm

25

going to go.

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2 Thank you for your time.

3 MS. OGE: Thank you.

4 Mr. Bob Pierson.

5 MR. PIERSON: Thank you for the
6 opportunity to present this testimony. My name is
7 Bob Pierson.

8 I live in Philadelphia, and I am an owner of a
9 small business called Farm the City. We bring
10 farmers into farmers' markets in the city and other
11 local food programs.

12 I strongly support the new fuel efficiency
13 standards proposed by the Obama Administration.
14 This is a small step in the right direction for
15 public health, health of the planet, human race, my
16 public, my city and my family.

17 I'm also very pleased about the President's
18 decision to deny permits to the Canadian tar sands
19 oil pipeline.

20 I hope that you will be able to resist
21 political pressure to change this decision.

22 Jim Hansen, former -- I guess he's currently
23 with NASA, stated that if the full extent of the
24 tar sands are exploited along with the world's coal
25 reserves, quote, it is essentially game over for

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2 the climate.

3 The biggest problem facing the world is global
4 warming. Armageddon is approaching relentlessly.
5 The initiating cause of global warming is burning
6 fossil fuel, releasing more CO2 than nature can
7 assimilate.

8 The transportation sector is a major
9 contributor. Continued educational growth without
10 constraints on fossil fuel cause unknown, untold
11 economic social, environment catastrophes.

12 Industrial development is leading us toward
13 this catastrophe. And those countries responsible
14 are paralyzed to act because large corporations
15 control governments. Most of the people on this
16 planet do not own or drive a motor vehicle.

17 I proudly call myself and my family among this
18 overwhelming majority. Maybe not the 99 percent of
19 current income, but we are the transportation fuel
20 efficient 90 percent.

21 You've heard about the money people could save
22 if more fuel-efficient vehicles were mandated.
23 Imagine how much more money people would save if
24 they stopped driving and walked or took public
25 transportation.

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2 My friends say this is not practical. My
3 answer is neither is global meltdown. Upgrading
4 fuel efficiency standards closing loopholes is the
5 first of many steps a government industry and
6 individuals must make to pull us back from the
7 brink of climate disaster.

8 This is very difficult given the very slow
9 start to reforms and the amount of CO2 that must be
10 cut from exhaust pipes. And the per capita average
11 CO2 admitted in the U.S. is about 20 tons per year.
12 In Europe that's roughly eight to 12. Global average
13 is two tons per year.

14 Global warming is it fair to ask the people in
15 the third world to reduce their CO2 emissions even
16 further so we can continue to enjoy our fossil
17 fuel-rich life. No, it is not fair.

18 The U.S. and other industrial nations must
19 figure out how to reduce their use of fossil fuels
20 by at least 90 percent and quickly, too.

21 Again, I strongly support the fuel efficiency
22 standards proposed by the Obama Administration, but
23 I realize it is a very small step in the right
24 direction.

25 Thank you.

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2 MS. OGE: Thank you.

3 Ms. Giuliana Pierson, good afternoon.

4 MS. PIERSON: I'm Giuliana Pierson, and
5 I'm testifying as a citizen.

6 I very much support the proposal of the Obama
7 Administration to increase the fuel efficiency
8 standards to 54.5 miles per gallon.

9 U.S. use of energy per capita is among the
10 highest in the world and -- the American addiction
11 to our health, threatens our environment, and
12 threatens our planet, and makes us dependent on
13 foreign oil.

14 As a mother and grandmother, I want cleaner
15 air for my children and my grandchildren. On a
16 personal note, my husband and I decided long ago
17 that living and working in the city, we don't need
18 a car, and we use public transportation or bike to
19 get around.

20 Perhaps the car of the future is no car at
21 all. On rare occasions, we use a hybrid car.

22 So I applaud the Obama Administration for
23 having the courage to make such a change, and I
24 hope it will become a reality.

25 Thank you.

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2 MS. OGE: Ms. Pierson, thank you.

3 Ms. Gili Ronen.

4 MS. RONEN: Good afternoon. My name is
5 Gili Ronen. I'm a Philadelphia citizen in favor of
6 the higher fuel efficiency standards, and I thank
7 you for the opportunity to speak today.

8 I'm going to tell you about me and my
9 environmental perspective, about my kids and their
10 environmental perspective, and about me as a
11 consumer.

12 Don't worry, I won't tell you too much about
13 my kids. I can go on and on about them.

14 So it was interesting for me to write down all
15 the reasons why I consider myself an
16 environmentalist. I'll start off with that I own a
17 Prius, which based on the last testimony, I feel a
18 little bit guilty about, but I do own a Prius.

19 I ride my bicycle as much as possible, when
20 I'm not driving my Prius.

21 I did an energy audit of my house. So not
22 only do I pay less money every month to PECO and
23 PGW, but it's actually warmish in my house. It's
24 very exciting.

25 I recycle, I'm a vegetarian, and I purchase

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2 locally grown and made products as often as
3 possible. That's me as an environmentalist.

4 My perspective about, how my perspective as an
5 environmentalist changed some since the adoption of
6 my kids in 2008. Obviously, my life perspective
7 changed, but also as an environmentalist.

8 It's amazing to me I take for granted or what
9 they take for granted as normal in life because,
10 you know, they didn't know anything different.

11 So just to clarify, they are three and four
12 years old. But they take for granted single stream
13 recycling.

14 They don't know anything different than you
15 take everything and you open the door to the back
16 door and you throw it all on the big blue bin.

17 That's just how things are. That's how things
18 are in Philadelphia, and I think many of our
19 neighboring cities.

20 They don't know what the inefficient light
21 bulbs -- the name of which is escaping me at the
22 moment -- incandescent light bulbs.

23 Going to the gas station is a treat because we
24 do it so rarely because we have a Prius with very
25 high fuel efficiency. We just don't go that often.

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2 So that's something that's new and exciting for
3 them.

4 So those are the kinds of things that are
5 standard for them that wouldn't have been
6 standard for them.

7 And many others, like there's a farm down the
8 street from us in North Philadelphia that we go to.
9 And they pick the tomatoes off the vines. Maybe
10 they eat them, maybe they throw them.

11 But the fact is that they love -- they are
12 aware of the fact that our food comes from
13 someplace. So these kinds of things that they take
14 for granted I think are really important.

15 And having fuel-efficient cars is part of
16 what's standard for them. And we want everybody
17 to -- what I would like for all consumers in the
18 future to have it be standard that their car is
19 more energy efficient than it is today.

20 Me, as a consumer, I purchased a Prius
21 because -- even though it cost more, because it was
22 more fuel efficient in the long term. It has
23 actually saved us money, and I'm able to spend that
24 money in other ways as a consumer.

25 And I think that that is something that can

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2 translate to many people who are able to buy more
3 fuel-efficient cars that maybe they spend a little
4 bit more on the car, but long term they are saving
5 money or are able to put down money in other
6 places.

7 So thank you very much for the opportunity to
8 speak. And I'm going to now pick up my kids from
9 school. I appreciate.

10 MS. OGE: Wonderful, good luck.

11 And the final member of this Panel is Mr. Tom
12 Morris, good afternoon.

13 MR. MORRIS: My name is Tom Morris. I'm
14 the Director of Business Development for Honeywell
15 Flourine Products, which is a business unit of
16 Honeywell International.

17 We're global leaders in providing innovative
18 technology to help the world solve its energy and
19 environmental challenges.

20 We employ over 50,000 people in the United
21 States, and are globally recognized as a leading
22 innovator in the development of environmentally
23 preferable refrigerants and blowing agents,
24 including low-global warming potential refrigerants
25 for automobile air-conditioning systems.

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2 Honeywell greatly appreciates the opportunity
3 to offer testimony to EPA and NHTSA on the proposed
4 rule.

5 Honeywell commends EPA and NHTSA for their
6 hard work and foresight in developing a proposed
7 rule that responds to our country's critical need
8 to address global climate change and reduce oil
9 consumption.

10 In particular, we offer comment on the
11 air-conditioning provisions with regard to both
12 leakage credits and engine efficiency.

13 We support EPA and NHTSA's decision to
14 continue and expand upon the AC credit program to
15 provide a strong incentive to eliminate emissions
16 of greenhouse gases from AC systems, and improve
17 energy efficiency of AC operations to reduce fuel
18 consumption.

19 Consistency and technology are critical factors
20 in the designing regulations that enable business to
21 invest in innovative technologies.

22 Continuation of the AC credit program beyond
23 2016 will accelerate the transition to low-GWP
24 refrigerant technology and provide clear market
25 signals to manufacturers as they incorporate these

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2 cleaner technologies into their vehicles.

3 Because of time limitations, I will keep my
4 oral arguments brief, but please note that a full
5 copy of my testimony has been entered into the
6 record.

7 In response to the European Union calls for
8 more environmental-friendly refrigerants for cars,
9 Honeywell's team of world-class scientists launched
10 an accelerated effort to develop a next-generation
11 refrigerant. The result is Solstice 1234yf, a
12 product that not only exceeded the goal
13 politically, but one that represented a long-term
14 global and energy efficiency solution.

15 EPA and NHTSA properly acknowledge that the
16 large number of light-duty vehicles with AC in use
17 has a substantial impact on the amount of energies
18 vehicles consume and the amount of refrigerant
19 leakage that occurs due to their significant use.

20 With forecasts predicting more than 90 million
21 light vehicles to be built per year by 2019,
22 Solstice 1234yf refrigerant can serve as a
23 important component of global climate protection.

24 Honeywell appreciates and supports the
25 proposed rules' recognition of the dual benefits

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2 alternate refrigerants can bring in leading our
3 climate change and energy dependent objective
4 compared to other alternatives referred to in the
5 proposed rule, which has the most favorable climate
6 footprint of its entire life cycle.

7 A major part of refrigerants' global warming
8 potential is due to indirect emissions, CO2
9 emissions, caused by the increased fuel consumption
10 require to power the AC system.

11 Solstice 1234yf refrigerant uses markedly less
12 fuel and produces 20 to 30 percent fewer emissions
13 than CO2 used as refrigerants.

14 These efficiencies offer OEMs additional
15 benefits towards meeting the fuel economy standards
16 in the proposed rule. Solstice 1234yf has a
17 99.7 percent lower global warming potential than
18 134A, the refrigerant in use today.

19 Adoption of Solstice will require few changes
20 to the AC systems. The operating pressures are
21 similar to the most popular refrigerant today,
22 134A.

23 Unlike CO2 systems, which require completely
24 new equipment design, which require significant
25 investment and resources to implement.

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2 The ability of Solstice 1234yf to operate as a
3 near drop-in substitute for 134A brings, as EPA and
4 NHTSA recognized, challenges in developing
5 regulations to prevent backsliding to higher global
6 refrigerant -- global warming refrigerant during
7 recharging.

8 We support regulatory measures to protect
9 against backsliding and provide incentives for the
10 aftermarket to use below-GWP refrigerants.

11 Honeywell is offering to assist EPA and NHTSA
12 to develop a clear and appropriate approach to assure
13 the use and maintenance of low-GWP refrigerants in
14 the aftermarket.

15 EPA and NHTSA must continue to maintain clear
16 and appropriate regulatory programs so that
17 business may effectively commercialize and
18 transition rapidly to these low-GPW refrigerants.
19 Manufacturers must have confidence in a regulatory
20 approach to take the risks necessary to innovate and
21 world's most pressing environment and energy
22 security challenges. We believe that better
23 regulatory approaches are performance-driven,
24 technology neutral, and provide some flexibility, and
25 they must reflect the best available data and signs

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2 incorporating the most up-to-date research and
3 technical information.

4 The regulations will add credibility to the AC
5 credit program. Solstice 1234yf will serve as a
6 valuable tool for auto makers to achieve their
7 greenhouse gas emissions target and fuel economy
8 requirements while transitioning to low-GWP
9 refrigerants.

10 Solstice will contribute significantly to the
11 U.S. economy throughout the life of the rule.
12 We're committed to putting capacity in place, and
13 this will create many new jobs in construction
14 engineering and manufacturing.

15 In sum, Honeywell supports EPA and NHTSA's
16 approach to the continued use of the AC credit
17 program beyond 2016.

18 Thank you for your consideration.

19 MS. OGE: Mr. Crenshaw.

20 MR. CRENSHAW: Thank you. I'm Dr. Bryan
21 Crenshaw. I'm here as a citizen/activist with the
22 Sierra Club.

23 I want to thank you for the opportunity to
24 speak at this hearing in support of the new mileage
25 standards for passenger vehicles.

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2 Today I bring two perspectives to this
3 hearing. First, as a biomechanical scientist at
4 the Children's Hospital of Philadelphia and the
5 University of Pennsylvania School of Medicine, and
6 more importantly, a perspective as a father of my
7 12-year-old son, Zachary, shown here expressing his
8 interest in stopping the environment -- stopping
9 global warming.

10 Many of the major scientific articles
11 addressing climate change and the release of
12 anthropogenic greenhouse gases that it causes --
13 that cause it are published in major scientific
14 journals that I read daily, such as Science and
15 Nature.

16 I followed for interest -- I followed with
17 interest for years the strengthening evidence in
18 support of the science behind global warming.

19 Not only do the journals address the evidence
20 in support of climate change, but they also address
21 the engineering policy and economic solutions to
22 mitigate the worst effects of climate destruction.

23 In 2004, Nature and Science outlined an
24 approach that could effectively address the
25 problem, not by using a single solution, but a

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2 series of incremental and the feasible solutions
3 for different sectors of the economy, which they
4 refer to as stabilization wedges.

5 No single wedge could address the entire
6 problem, but by addressing each wedge individually
7 and collectively, it would lead to carbon
8 reductions necessary to stem global warming.

9 And relevant to this hearing, transportation
10 represents a fundamental component to the solution.
11 And I laud these new standards as an important step
12 in the wedge to decarbonize our transportation
13 sector.

14 Although as a scientist, the solutions of
15 decarbonizing our economy seem concrete and
16 feasible, as a father, I am concerned that our
17 public and private institutions are not doing
18 enough to address the impending serious problems
19 that will result if we do not reduce emissions of
20 greenhouse gases.

21 As a scientist, I read policy papers which the
22 best military minds, including General Zilmer, who
23 we heard in the previous session, view global
24 warming as a major national security issue.

25 And I'm encouraged that our military is active

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2 upon this security concern by increasing their use
3 of sustainable energy.

4 Nonetheless, as a father, I fear that not
5 enough is being done to ensure the security of the
6 world that I'm leaving behind for my son.

7 Also, as a scientist, I've read many policy
8 papers by groups such as McKensey & Company that
9 outline the dangers of global warming to the
10 economy and the modest costs such as those incurred
11 by this rule that is being proposed today. These
12 costs are necessary to enumerate the negative
13 economic consequences.

14 As a father, I am here to encourage our
15 government to take necessary steps to ensure the
16 prosperity of our economy in the future.

17 Working at a major pediatric hospital, I'm
18 well aware of the numerous ill effects of burning
19 fossil fuels in vulnerable populations such as the
20 children.

21 So in venues such as the one today, I would
22 like to speak up to protect my child and children
23 like him in -- and by supporting actions that
24 reduce the amount of pollution that is spewed into
25 our environment.

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2 For these reasons, I support the efforts of
3 the EPA and the NHTSA, the ones they are taking to
4 implement an important rule critical for the
5 reduction of our use of fossil fuel, and
6 consequently the production of greenhouse gases
7 that are endangering our climate.

8 For my son and his generation, for their
9 security, for their prosperity, for their health
10 and well-being, I implore you to implement this rule
11 for their future and the future of their economy.

12 Thank you.

13 MS. OGE: Thank you.

14 I want to thank the Panel. We appreciate it.

15 MR. MEDFORD: I think we are now ready
16 for the next Panel, which includes the following:
17 Jim Kliesch, Professor John Sorrentino, Steven
18 Stern, Emily Stern, Nora Nash, and Brendan Flynn.

19 MR. KLIESCH: Good afternoon. My name is
20 Jim Kliesch. I'm here today on behalf of the Union
21 of Concerned Scientists and our more than 350,000
22 supporters.

23 UCS strongly supports the proposed model year
24 2017 through 2025 vehicle greenhouse gas and fuel
25 economy standards, and applaud the National Highway

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2 Safety Administration and the California Air
3 Resources Board for their respective roles in the
4 development of the proposed standards.

5 Throughout the regulatory process the agencies
6 have been transparent, relied heavily on
7 independent technical analyses, sought ongoing
8 input from the public, and other stakeholders.

9 UCS urges the agencies to finalize strong
10 vehicle standards with the attention paid to
11 susceptible provisions in the proposal that if
12 exploited by auto makers would reduce the programs
13 anticipated benefits.

14 America's dependence on oil puts our health
15 and our environment and our national security at
16 risk. Whether it's the threat of international
17 terrorism, the devastating impact of global climate
18 change or lost income and jobs due to oil price
19 shocks, the damage caused by American's heavy
20 reliance on oil is clear.

21 Since transportation accounts for the majority
22 of our -- of America's oil consumption, making our
23 cars and light trucks clean and more fuel efficient
24 is a keystone in cutting reliance and putting
25 money back into the pockets of American consumers.

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2 Based on UCS analysis, the 2017 through 2025
3 standards alone would reduce global warming
4 pollution by as much as 290 million metric tons in
5 2030.

6 This is equivalent to shutting down 62
7 600-mega watt coal-fired power plants for an entire
8 year.

9 Cumulatively, this program will reduce
10 emissions by more than 1.7 billion
11 metric tons through 2030. The proposed standards
12 will also dramatically reduce U.S. oil consumption
13 by as much as 1.5 million barrels per day in 2030
14 alone.

15 That's equivalent to what the U.S. imported in
16 2010 from Saudi Arabia and Iraq combined.

17 In the oil savings of the full model year 2012
18 through 2025 program could result in a total oil
19 reduction of oil consumption of nearly 37.5 MBD in
20 2030, almost double the amount U.S. currently
21 imports from the entire Persian Gulf.

22 No other federal policy has delivered great
23 oil savings, energy, security benefits or
24 greenhouse gas emission reductions to the country.

25 Supplying clean, efficient technologies to our

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car and trucks that is a boon for the auto industry, environment, and the economy alike. According to our analysis, full implementation of the proposed '17 through '25 standards would save consumers cumulatively \$535 billion at the pump through 2030.

Even after paying for the additional cost of better technology, consumers would still see over \$260 billion of that savings through 2030.

While the cost of clean car technology will lead to an increase in vehicle price, the average consumer will save money the moment they drive off a lot.

Since most Americans finance the purchase of a new vehicle, the higher vehicle price is borne as a slightly higher monthly loan payment, which is more than off-set by avoided monthly fuel expenses.

The standards also strengthen our economy. By spending less on oil, consumers will have more money to spend on goods and services that will create U.S. jobs.

A recent report from CERES found that standards similar to those proposed by the agencies would create nearly 500,000 new jobs nationwide in 2030.

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2 Moreover, better fuel efficiency and
3 greenhouse gas performance will improve the
4 competitiveness of the American auto industry.

5 In 2008, in the face of rising gas prices and
6 declining economy, American auto makers were ill
7 prepared to meet consumers' needs. These standards
8 will ensure that manufacturers continue to innovate
9 over the coming decade, providing consumers clean
10 and efficient vehicle choices that will help them
11 fight for years to come.

12 UCS applauds the agents for proposing
13 standards that represent historic progress for
14 American consumers, U.S. auto industry, clean air
15 and U.S. energy security.

16 That said, key provisions in the proposal
17 could erode these benefits if auto makers exploit
18 them, and should be addressed by the agencies
19 before the standards are finalized.

20 For example, the proposal's midterm evaluation
21 provision must be structured to ensure that it is
22 used to support strong standards moving forward,
23 and not merely as an opportunity by the industry to
24 stall or forego regulatory obligations.

25 We're also very concerned that significantly

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2 weaker standards for light trucks could give auto
3 makers an incentive to reclassify passenger
4 vehicles as non-passenger vehicles.

5 For example, the gap of roughly six to ten MPG
6 exist between car and light truck target
7 stringencies in the footprint range seen by many
8 crossover vehicles.

9 This gap is much larger than the fuel economy
10 loss a crossover would face from adding four-wheel
11 drive, which could enable it to qualify it for a
12 weaker standard as a non-passenger vehicle.

13 Gaming of the system like this will cut down
14 on the anticipated program benefits giving the
15 sizable and growing popularity of the crossover
16 vehicle segment. The agencies cannot afford to
17 dismiss this issue.

18 That said, the proposed 2017 through 2025
19 light-duty vehicle standards represent a historic
20 step forward with the potential to nearly double
21 the fuel efficiency and halve the greenhouse gas
22 emissions of light-duty vehicles sold in model year
23 2025 compared to those sold today.

24 Together with the 2012 through 2016 standards
25 there represents the most significant action taken

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2 by the federal government to cut America's oil
3 dependency and curb global warming pollution.

4 We thank the agency for the diligent work in
5 developing these proposed standards, and look
6 forward to the finalization of strong standards
7 through 2025 by this July consistent with the time
8 line issued in the most recent notice of intent.

9 Thank you.

10 MR. MEDFORD: Thank you.

11 Professor Sorrentino.

12 MR. SORRENTINO: Thank you. My name is
13 John Sorrentino. I'm an Associate Professor of
14 Economics at Temple University with a specialty in
15 Environmental Economics.

16 I recently published an article in the Journal
17 of Environmental Management on reducing air pollution
18 greenhouse emissions through sustainable housing
19 placement.

20 Part of the research was funded by EPA's
21 Office of Science Policy.

22 My comments today will include the following:
23 a quote from the Stern Review, the economic for
24 climate change, auto market benefits associated
25 with fuel-efficient vehicles, benefits from reduced

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2 greenhouse gases, and my own personal response to
3 the proposed standards.

4 A quote from the Stern Review: Climate change
5 is the greatest market failure the world has ever
6 seen. It interacts with other market
7 imperfections.

8 The three elements of policy are required for
9 an effective global response. The first is the
10 pricing of carbon, implemented through tax, trading
11 or regulation.

12 The second is policy to support innovation and
13 the deployment of low carbon technologies. And the
14 third is action to remove barriers to energy
15 efficiency and to inform, educate and persuade
16 individuals about what they can do to respond to
17 climate change.

18 We are here for the first -- not here for the
19 first, but we are here for the second and third.

20 Auto market benefits associated with increased
21 fuel efficiency standards. In the 1979 paper,
22 Jerry Hausman pointed out that consumers of an
23 energy-using durable goods effectively used a
24 25-percent discount rate in calculating the present
25 value of energy expenditures over the life of the

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2 good.

3 In 1994, Jaffe and Stavens discussed what they
4 call the "energy paradox," that consumer and firms
5 have been remarkably slow to adopt apparently high
6 return energy efficient technologies.

7 These and other observations motivated a pair
8 of MIT researchers to examine whether consumers of
9 automobiles were responsive to future gasoline
10 prices.

11 While the Congressional Budget Office in 2008
12 concluded that consumers do respond to higher
13 gasoline prices, Mr. Widley at MIT concluded in a
14 2010 paper that consumer adoption rates of high
15 efficiency vehicles in the face of rising gas
16 prices were suboptimal, causing a welfare loss of
17 about \$3.6 billion in year 2005.

18 The welfare measure was lost consumer surplus,
19 plus what the office called a financial
20 internality. Policies to increase adoption rates
21 will help avoid the welfare loss.

22 In 2002, the Office of National Academy of
23 Science study found that previous CAFE standards
24 have saved 14 percent of the-then current gasoline
25 expenditures.

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2 More recently, the Union of Concerned
3 Scientists in collaboration with Nature Resource
4 Defense Council and go60.org estimate that drivers
5 in the State of Pennsylvania will save over
6 \$900 million annually as a result of the proposed
7 standards. The nationwide savings are estimated to
8 be \$44 billion.

9 The energy paradox provides justification for
10 policies that directly affect consumer choices at
11 vehicle purchase time as opposed to affecting the
12 cost of using the vehicle over time.

13 Hence, the CAFE and GHG standards being
14 discussed in this meeting appear to be necessary
15 from the consumer choice side; that the U.S. auto
16 industry has been party to the setting of this
17 specific standards under discussion in the case;
18 that the standards are feasible and not unduly
19 burdensome. Both sides of the auto market stand to
20 benefit.

21 In terms of broader economic impacts, the
22 Management Information Systems, Inc. performed
23 analysis for the Coalition of Environmentally
24 Responsible Economies series in 2010 that estimated
25 the creation of over 480,000 nationwide jobs in

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2 2030 as a result of the CAFE standards. That's
3 their 4 percent scenario.

4 Pennsylvania would see over 21,000 of these
5 jobs, as was mentioned earlier. The proposed
6 rule -- in a proposed rule, EPA estimates an
7 overall present value of net benefit of the
8 proposed standards to be \$421 billion in 2009 dollars
9 three-percent discount rate. NHTSA has a similar
10 estimate of \$358 billion.

11 Net benefits of reduced greenhouse gases. A
12 couple of studies that I mentioned here are the
13 Stern Review and the Norhaus DICE model, both of
14 which come up with positive net benefits for GHG
15 reduction.

16 While the magnitude and net benefits is open
17 to question, it is encouraging that the signs are
18 positive. Hence, policy -- policies reducing GHGs
19 are beneficial.

20 The UCS Go 60 study estimated that the
21 proposed standards would cut CO2-equivalent
22 emissions by over eight million tons annually in
23 Pennsylvania as a result of the standards. The
24 nationwide reduction in emissions is estimated to
25 be 280 million tons.

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2 Using the global social cost of carbon given
3 in the proposed rule of \$22 per ton in 2009 dollars,
4 value of avoided emissions in Pennsylvania is
5 \$176 million, and in the U.S., \$6.16 billion.

6 In summary, the analysis and empirical data
7 have led me to support the proposed standards.
8 They will promote consumer welfare, encourage the
9 innovation of the U.S. business sector, and have a
10 positive effect on the U.S. economy.

11 As a whole, it will reduce GHGs in the
12 relatively short term, which many think will avoid
13 serious problems in the long term.

14 Personally, I support the standards because
15 I'm a fairly strong environmentalist, and I feel
16 that giving consumers the fewer technological
17 options will make the choice of fuel efficiency
18 easier.

19 Thank you.

20 MR. MEDFORD: Thank you.

21 Next, Mr. Flynn.

22 MR. FLYNN: Ladies and Gentlemen,
23 representatives of the Environmental Protection
24 Agency and the National Highway Traffic Safety
25 Administration, thank you for holding this hearing

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2 today.

3 It's encouraging to see such a strong turnout
4 for strong fuel economy standards.

5 My name is Brendan Flynn. I'm a proud
6 graduate of the United States Coast Guard Academy.

7 I'm very happy to be here to encourage the EPA
8 and NHTSA to follow the lead of the United States
9 military and take active steps to reduce our
10 dependence on oil by enacting a strong 54.5 miles
11 per gallon standard.

12 For over ten years, the U.S. military has been
13 engaged in a multi-front war in Afghanistan, Iraq
14 and around the world. The one constant in this
15 fight has been the copious amounts of diesel fuel
16 consumed by our forces.

17 Forward operating bases rely on a steady supply
18 of diesel to sustain operation. A10s and AVAB's
19 providing closed air support burn through hundreds of
20 gallons of fuel simply staying aloft, a significant
21 expense, and in war zones a serious security
22 concern as every drop of that fuel must be brought
23 in with fuel convoys under continual attack.

24 It's very clear to me that America's oil
25 dependence makes us vulnerable. Some of my good

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2 friends in the Coast Guard have served guarding oil
3 platforms just off the coast of Iraq from
4 waterborne suicide boat attacks.

5 One such attack in 2004 took the life of
6 Damage Controlman Third Class, Nate Buckenthal, the
7 first Coast Guardsman to be killed in action since
8 Vietnam.

9 U.S. forces recently turned over oil platform
10 security duties to the Iraqis, but oil
11 infrastructure continues to be a target for attacks
12 overseas and here at home.

13 Furthermore, some of the money we spend for
14 oil goes into the hands of our enemies. 60 percent
15 of Iran's revenue comes from oil profits.
16 6-0 percent.

17 Oil-rich Gulf sheiks continue to donate money
18 to Afghan insurgents, Al-Qaeda franchise
19 organizations, and other organizations and
20 individuals we're fighting against.

21 As Former Director of Central Intelligence James
22 Woolsey said, we're fighting both sides of the war
23 for the first time since the Civil War.

24 This is why I believe we must adopt the 54.5
25 miles per gallon standard. Nearly half the oil

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2 that we use goes towards fueling our cars and
3 trucks. So that means that cars that use less gas
4 will help break our addiction.

5 The standard is good for the economy as it
6 will bring new investment in energy. It's good for
7 our national security as the less reliant we are on
8 one source of energy, the less vulnerable we are to
9 major destruction of supply.

10 Frankly, the only people in -- that this
11 standard is bad for are the insurgents and
12 terrorists fighting against our troops and plotting
13 against our nation.

14 So for the sake of our service members in
15 harm's way and for the future of our country, I
16 strongly urge the EPA and NHTSA to adopt this
17 standard.

18 Thank you.

19 MR. MEDFORD: Mr. Steven Stern.

20 MR. STERN: Good afternoon, everyone.

21 I'm here with my daughter, Emily. We're originally
22 from Delaware County, Pennsylvania. We moved to
23 New Jersey right outside of Atlantic City back in
24 June.

25 And I had the pleasure of taking a trip to

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2 California over the summer. And we actually
3 purchased a 2003 Toyota RAV4 EV, electric vehicle.

4 And the individual we bought it from -- we had
5 it transported here, back to New Jersey, back in
6 the summer. And the individual had just purchased
7 a 2011 Nissan Leaf along with a second Toyota RAV4
8 EV.

9 And the car is nine years old. And I would
10 say that in my experience and my education into
11 electric vehicles, which is very short, that the
12 Toyota RAV4 comes with a nickel-metal hydride
13 battery.

14 And they say that a nickel-metal hydride
15 battery is probably ahead of its time even as today
16 cars are being built with these lithium batteries.

17 The nickel-metal hydride battery is actually
18 manufactured by Panasonic. And Panasonic in a
19 lawsuit with Chevron, an oil company, purchasing a
20 nickel-metal hydride battery that's used for
21 electric vehicles. Okay? Chevron owns the patent
22 and seems that nobody can actually use the
23 nickel-metal hydride battery on any electric
24 vehicle unless they want to get sued.

25 So my suggestion is this, is that President

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2 Obama has with a stroke of his left hand be able
3 to release the patent restrictions from Chevron, an
4 oil company, to -- that other car manufacturers use
5 the technology of a nickel-metal hydride batteries
6 in electric vehicles.

7 Now, I have a nine-year-old, 2003 Toyota RAV4
8 EV that gets 80 miles on a full charge, has almost
9 90,000 miles on it.

10 The gentleman in California, he has a 2003
11 Toyota RAV4, which gets a hundred miles on a range
12 on a full charge.

13 My daughter takes the car to Stockton College,
14 charges it up in the evening when she comes home,
15 takes it school. Sometimes she'll go to school
16 without even charging it for two days.

17 So, again, my beef is that the nickel-metal
18 hydride battery needs to get back into these
19 companies, these car manufacturers, to start
20 building these cars.

21 The lady on the last Panel said we need to
22 have a car that has a hundred miles per gallon.
23 That's correct, we need to have a car right now
24 that has a hundred miles per gallon.

25 We don't need a car that gets 54 next year,

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2 60, next year 65. We need to break our dependency
3 on foreign oil right now.

4 Actually, we had to do it yesterday, last
5 year, five years ago, ten years ago.

6 We see Presidents that say we need to break up
7 the dependency of foreign oil. We have Nixon,
8 Carter, Clinton. Every president has said we need
9 to break up dependency on foreign oil.

10 The only way they're going to do this is if we
11 start taking this innovation of nickel-metal
12 hydride batteries and putting them back into the
13 companies that produce electric vehicles. That's
14 my beef.

15 Thank you.

16 Emily, do you want to have an opportunity to
17 say something?

18 No. Okay. Thank you so much.

19 MR. MEDFORD: Thank you.

20 Okay. Ms. Nash.

21 MS. NASH: Good afternoon everyone. I
22 am Sister Nora Nash of the Sisters of St. Francis
23 of Philadelphia, and I do thank you for the
24 opportunity to be here today to publicly support
25 the clean car standards.

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2 I represent my congregation, a community of
3 over 500 women, but I also represent the Interfaith
4 Center on Corporate Responsibility.

5 This is a faith-based and socially responsible
6 organization of approximately 300 active
7 institutional investors.

8 We work with corporations to try to build a
9 more just and sustainable world by integrating
10 social values into investor actions.

11 I am a Franciscan, and our faith calls us to be
12 proponents for the care of creation,
13 sustainability. And that certainly includes
14 vehicle fuel efficiency.

15 We believe that the development of the
16 cleanest, not necessarily 50 or 60 miles an hour,
17 the cleanest car standards possible is not only a
18 moral responsibility, but it is a commitment to our
19 environment, to human rights, to human health, and
20 the overall well-being of our global community.

21 Global climate change and public health as
22 well as energy independence are strong reasons to
23 reduce U.S. reliance on oil and other fossil fuels.

24 Our fragile earth is already threatened by
25 cyclones, hurricanes, earthquakes, flooding and

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2 other disasters.

3 But other economic security is also threatened
4 by our dependence on imported oil. It is estimated
5 that the newer implementation of these standards
6 and better standards will reduce our consumption of
7 oil by several billion gallons, and even more
8 cut global warming pollution by millions of metric
9 tons.

10 It is encouraging to note that our country is
11 finally beginning to give serious thought to
12 seeking better ways to reduce our oil consumption,
13 dependence on foreign oil and move into a future
14 that is not totally dependent but directed toward a
15 deeper sense of our responsibility to care for the
16 earth.

17 We also know that the auto industry is getting
18 back on its feet and the news from Detroit is
19 hopeful.

20 It is evident that the technology to build
21 cleaner, more efficient cars has been available for
22 many years, and our auto industry I think is geared
23 up to get back on track.

24 I believe that this is an historic moment that
25 we need to take hold of, all of us. We have come

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together today to support clean air standards.
Hopefully, it's a real charter to lead us forward.

I believe also that it contains a world view that we have and we share that we need to spread and this world view, is a world view that is more just -- more prudent, but also directed at the common good, it's directed towards the greater sense of national and personal responsibility.

We are called to take care of the earth and to protect our natural resources. We are called to pursue a healthier environment and promote healthier communities.

And we certainly are called to support economics of sustainability, greater independence from foreign oil, and ultimately -- I think this is key -- a more peaceful world where oil wars will be offset by greater cooperation between nations and the world's poorest nations will not be the victim of our oil greed and consumption.

Why would we not support an opportunity to move in the direction of clean cars, clean air, and a healthier environment for all?

As a stakeholder, the Sisters of St. Francis of Philadelphia and the Interfaith Center on

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2 Corporate Responsibility are committed to move
3 towards more efficient, cleaner vehicles to a
4 better environment for all of us.

5 And we thank the EPA and President Obama for
6 officially proposing these new standards, and we
7 thank you for the privilege of being present here
8 today.

9 I am particularly grateful to the EPA, Penn
10 Environment, and all the other organizations that
11 have supported this.

12 Thank you.

13 MR. MEDFORD: Thank you very much.

14 Mr. Harper.

15 MR. HARPER: Good afternoon. I'm
16 Reverend Fletcher Harper, Executive Director of
17 Green Faith, the National Interfaith Environmental
18 Coalition.

19 Green Faith works with over 5,000 faith-based
20 groups nationwide to educate, equip and mobilize
21 them to offer leadership on behalf of the
22 environment.

23 I'm here today to offer Green Faith's strong
24 support to the fuel efficiency standards that are
25 the subject of this hearing.

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2 The world's great religions, Judaism, Islam,
3 Hinduism, Buddhism, Christianity and others affirm
4 three core beliefs that are consistent with both
5 the intent and the impact of the proposed
6 standards.

7 First, these traditions teach that the earth
8 reveals the existence of its creator, and therefore
9 those activities which protect or preserve a
10 healthy environment are morally significant because
11 they show respect to the creator and make it
12 possible for others to appreciate creation's
13 majesty and beauty.

14 Conversely, actions to degrade creation are
15 wrong because they show disrespect to the creator
16 while depriving many of the chance to enjoy the
17 beauty of God's earth.

18 This religious perspective is in certain ways
19 echoed in widespread recognition that there are
20 in the environment and that regulations and policies
21 must take these non-financial values into account.

22 By reducing air pollutions substantially, the
23 proposed standards are deeply consistent with this
24 first religious view.

25 Second, religion teaches us that society owes

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2 a particular duty of care to its most vulnerable
3 members.

4 Again, the proposed standards support this
5 value. Others here have testified about the harms
6 to human health caused, for instance, by tailpipe
7 emissions.

8 Green Faith is particularly aware of the
9 disproportionate impact of air pollution on
10 communities whose rates of asthma and respiratory
11 illness are far higher than those in wealthier
12 whiter communities.

13 The proposed standards would substantially
14 decrease the particulate matter that contributes to
15 these negative health impacts, an outcome clearly
16 consistent with religious values.

17 In addition, the proposed standards would
18 contribute to lessening our nation's greenhouse gas
19 emissions, reducing the pace and level of climate
20 change, which will again decrease negative health
21 impacts on vulnerable communities domestically
22 and internationally by reducing heat-related
23 illness and death, slowing the spread of infectious
24 diseases, decreasing damage due to severe weather
25 events, and more. Clearly, these are morally

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2 favorable outcomes.

3 Third, religions teach that human being are
4 called to protect, care for and steward an earth
5 which in the end does not belong fully to us.

6 Whether religion sees ownership in residing in
7 whole or in part with the divine, with future
8 generations, or with the wider community of life,
9 the point is clear, we are not free to use the
10 earth's resources solely for our own narrowly
11 defined well-being because ultimately the earth
12 does not belong to us.

13 Rather than interpreting this as rejection of
14 the notion of private property, we prefer to
15 recognize that all human society develops some form
16 of ownership of earth's resources, whether
17 familial, clan base, governmental or private.

18 The issue is not whether or not we will
19 develop these systems of ownership. We always have
20 and we always will. The issue is whether the
21 ownership systems we develop are consistent with
22 our obligation to steward earth's resources
23 consistent with earth's inalienable purpose of
24 supporting life with which it was endowed with by
25 its creator.

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2 Once again, the proposed standards, by fighting
3 pollution and climate change and protecting human
4 and ecological health, represent an important step
5 in making an ethic of stewardship real.

6 In closing, let me repeat that the proposed
7 standards are deeply consistent with teachings and
8 values from the world's great religious
9 communities.

10 Thank you for the opportunity to testify in
11 their support.

12 MR. MEDFORD: Thank you.

13 Mr. David Ross.

14 MR. ROSS: My name is David Ross,
15 Associate Professor of economics at Bryn Mawr
16 College. I'm the co-author of a classic industrial
17 organization textbook. My courses include
18 environmental economics, and I serve on my local
19 township planning commission.

20 In a perfect world, the price of gasoline
21 reflecting the environmental, national security and
22 public health externalities of fossil fuel
23 consumption, consumers would demand the most fuel
24 efficient vehicles and major auto makers would be
25 rushing to provide them.

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2 In our very imperfect world, the ongoing
3 political grid-lock, the proposed CAFE and
4 greenhouse gas standards are the single most
5 effective policy option on the table for addressing
6 our over-dependence on fossil fuels.

7 At current prices and with a public
8 misinformed about the consequences of greenhouse
9 gas -- greenhouse gases and other tailpipe
10 emissions, no one automobile company would
11 voluntarily shift to a truly fuel efficient fleet.

12 While demand for fuel-efficient vehicles is on
13 the rise, proper policy incentives still are needed
14 for a sustained shift to a more fuel-efficient and
15 climate-friendly fleet.

16 That's why I applaud both the details of the
17 rules you are considering today, and importantly,
18 the process that led to their preliminary
19 adoption.

20 The net benefits of proposals to raise fuel
21 economy standards in the past were eroded by
22 vehement industry opposition and conflicting
23 regulatory goals leading to delays through
24 litigation and gaming of the regulatory frame
25 work.

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2 These 2017-25 compromised standards
3 represent a consensus of relevant regulatory
4 agencies, and many of the largest private sector
5 players.

6 The proposed rules make sense for a host of
7 reasons, but I want to use my time today to address
8 the criticisms that the few remaining opponents
9 have been raising in the media.

10 Focusing on affordability, passenger safety,
11 impacts on automobile dealers, consumer freedom,
12 and the consequences for our failing road network.

13 Critics see the new standards as a formula for
14 sticker shock. With price increases of \$2,000 to
15 \$3,100, making automobiles unaffordable for low
16 income consumers.

17 Well, history demonstrates that initial
18 estimates of the cost of complying with new
19 environmental standards have proven grossly
20 exaggerated as human ingenuity, when facing the
21 proper incentives, finds novel cost-effective
22 solutions.

23 But suppose those purchase price estimates are
24 accurate, at current, gasoline prices, the savings
25 and lower fuel costs over the lifetime of the

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2 vehicle would be approximately \$6,000.

3 And most low income consumers finance vehicle
4 purchases so that their net out-of-pocket expense
5 would actually be lower from day one.

6 Anticipated net savings could be much greater
7 if the real price of gasoline rises between now and
8 2025 as seems all too plausible given rising
9 demand for fossil fuels in low income countries,
10 political and economic unrest in oil-rich regions,
11 and the eventual recognition by the public and
12 political elites of the dire consequences of
13 human-influenced climate change.

14 Are fuel-efficient vehicles unsafe? Critics
15 anticipate that weight reduction will be a major
16 strategy to achieve greater fuel economy in a
17 cost-effective manner, and that this will increase
18 the likelihood of injury or death from vehicle
19 collisions.

20 They point to the 50 percent increase in
21 fatalities resulting from accidents involving
22 passenger cars and light-truck SUVs experienced
23 between 1979 and 1999.

24 But it wasn't so much the decrease in weight
25 of passenger cars as the dramatic increase in the

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2 light-truck SUV share of all vehicles on the road
3 that drove that statistic.

4 The proposed standard limits any further
5 worsening in vehicle weight disparities by linking
6 fuel economy standards to vehicle footprint.

7 If fuel economy gains are concentrated in
8 high-end vehicles through new materials or
9 increasing reliance on hybrid technology, then
10 fleet weight disparities may even diminish.

11 In my view, critics have failed to refute the
12 reasonable NHTSA projections of a modest increase
13 in safety under the 2017-25 standards.

14 Now some automobile dealers groups claim harm
15 through lost sales and lost jobs. In reality, all
16 else equal, the projected drop in the net cost of
17 vehicle ownership will result in an increase in
18 sales.

19 New fuel economy standards are one element in
20 a portfolio of policies needed to protect the U.S.
21 economy from fossil fuel price volatility.

22 Nothing has been more harmful to local
23 automobile dealers than the unpredictable
24 plummeting demand we have seen following spikes in
25 gasoline prices.

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2 Thoughtful observations note that higher fuel
3 economy standards threaten to increase the funding
4 shortfall facing our failing road network.

5 This is certainly true. Road maintenance
6 revenues flow primarily from gasoline taxes while
7 cost are a function of miles driven.

8 By lowering vehicle operating cost per mile
9 driven, new fuel economy standards may actually
10 increase total wear and tear on our roads.

11 The solution is to reform funding mechanisms
12 for road repair, not block these necessary new
13 standards. Thus, none of the criticisms I've
14 encountered hold water.

15 As an economist and a local government
16 official, I'm clear that the benefits of these
17 standards far outweigh the cost for our environment
18 and our economy.

19 I thank everyone involved in developing the
20 proposed standards. I thank you for your patience
21 in hearing me out, and urge finalization of strong
22 standards for model years 2017, 2025 this summer.

23 Thank you.

24 MS. OGE: Good afternoon.

25 MS. FEENEY: My name is Katie Feeney.

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2 For the sake of full disclosure, I work for the
3 Clean Air Council, but I hope you'll all take my
4 comments as a concerned citizen today.

5 MS. OGE: We will.

6 MS. FEENEY: Thank you. As someone who
7 is very, very concerned about global warming, I'm
8 so pleased that a major action is finally being
9 taken to decrease greenhouse gas emissions in
10 America, and I can't stress how much I mean that
11 sentence.

12 The 2017 and later model year light-duty
13 vehicle greenhouse gas emissions rule is
14 undoubtedly, as many people have said, one of the
15 biggest most progressive steps that America has
16 taken to tackle global warming.

17 The EPA and the National Highway Traffic
18 Safety Administration have collaborated to create
19 cleaner and more efficient vehicles that will
20 effectively address major national concerns.

21 The continuation of the national program will
22 require auto makers to comply with regulations that
23 ultimately reduce greenhouse gas emissions,
24 decrease U.S. oil consumption and save American
25 consumers money at the pump.

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2 I can't find anything wrong with those three
3 things.

4 Finally, Americans can look forward to
5 reduction of harmful emissions, cut back in foreign
6 oil dependency, and maintain a competitive role in
7 the automobile industry and clean energy technology
8 industries for the future.

9 Again, nothing bad about anything that I just
10 said.

11 As a result of climate change, more frequent
12 natural disasters and weather events have already
13 damaged the earth, already threatening human
14 welfare across the globe.

15 In 2011, U.S. Department of Homeland Security
16 recorded 99 major disaster declarations throughout
17 the country. These events collectively accumulated
18 approximately \$27 billion in economic losses.

19 From personal experience on Tuesday,
20 January 17th in Philadelphia at noon, it was
21 55 degrees outside. And today I say it's about --
22 last time I checked it was 25, feels like 23.

23 Because I believe in science, I know that is
24 not just crazy weather that we're having.

25 Furthermore, within the past year nearly every

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2 Western oil company has reported an onshore or
3 offshore oil spill in Europe, Asia or North
4 America.

5 For this reason, we need to take action. The
6 consequence of climate change also negatively
7 impacts human health through increased heat-related
8 mortality in cities, increased rates of water- and
9 foodborne diseases and allows for industrial-borne
10 diseases, allergens, and skin cancer.

11 The allergen thing I actually understand all
12 too well. For this reason, we need to take action.

13 Finally, as the dangers of global warming
14 become realistic and indisputable, the government,
15 environmentalists, and the automobile industry must
16 confront this crisis head on, and I am so pleased
17 that they are.

18 America's addiction to foreign oil damages the
19 environment with devastating oil spills that
20 pollutes the air we breathe or water. It
21 contributes to climate change.

22 But we live in a world of dollars and cents,
23 and I understand that, so let's talk about them.

24 The United States spends approximately \$1
25 billion a day on foreign oil. The proposed

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2 national program will address this problem. Saving
3 approximately four billion barrels of oil and two
4 billion metric tons of greenhouse gas emissions
5 over the lifetime of those light-duty vehicles sold
6 in years 2017 through 2025.

7 This is a major step for us, for the U.S.,
8 whose light-duty vehicles emit 1.7 billion
9 tons of carbon dioxide a year. That
10 accounts for roughly 20 percent of the nation's
11 carbon emissions.

12 I know a lot of these have been said, but I
13 really don't think they can be stressed enough.

14 As our vice president would say, this is a big
15 "explicative" deal. The new fuel efficiency
16 standards have significant benefits and people like
17 me will see them.

18 Consumers who drive their 2025 model year
19 vehicle for its entire lifetime are predicted to
20 save on average \$5,200 to \$6,600 in fuel savings.

21 In 2030, consumers as a whole are predicted to
22 save \$45 billion in gas. That same year
23 Pennsylvanians can expect to save \$991 million in
24 gas.

25 The program also promises to create thousands

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2 of domestic jobs through hybrid and plug-in
3 electric vehicle production. It will also allow
4 American suppliers to enter into the market.

5 In Pennsylvania 13 factories employ 8,662
6 workers making it fifth out of the top 15 states
7 with the highest number of auto workers in clean,
8 efficient technologies.

9 Estimates show that the national program will
10 create an additional 21,300 jobs in Pennsylvania,
11 as well as 484,000 new jobs across the country
12 potentially.

13 So, to close, as a concerned citizen, this is
14 just a huge victory. The fuel efficient standards
15 would be a huge victory across the board for our
16 country.

17 I thank U.S. EPA and the U.S. Department of
18 Transportation National Highway Traffic Safety
19 Administration for the cleaner air that these
20 standards will bring to me and to all Americans.

21 Thank you.

22 MS. OGE: Thank you. Ms. Rachel
23 Arenstein.

24 MS. ARENSTEIN: Thank you for the
25 opportunity to speak today regarding the proposed

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2 fuel economy and carbon emissions standards.

3 My name is Rachel Arenstein. As part of the
4 staff of the National Wildlife Federation, I care
5 deeply about the impacts of our greenhouse gas
6 emissions on America's wildlife.

7 Most of us depend on cars in our daily lives,
8 whether they are getting us to work, connecting us
9 to our family and friends, or taking us on outdoor
10 adventures.

11 The mobility they afford us has enriched our
12 lives in innumerable ways. Unfortunately, America's
13 wildlife is bearing the burden of our
14 transportation needs.

15 But now we have the opportunity to reduce that
16 burden. These standards give us a real opportunity
17 to -- opportunity to roll back the pollution that
18 causes climate change and to protect wildlife for
19 generations to come.

20 Carbon pollution is causing warming climate
21 worldwide. These changes are causing habitat loss
22 and shifting weather patterns that impact wildlife
23 species, some of which may never adopt.

24 The 20 million barrels of oil America uses a
25 day are the largest source of carbon pollution in

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2 our country. New vehicle standards would cut this
3 carbon pollution by over 600 million metric tons,
4 about 10 percent of total U.S. carbon pollution
5 today.

6 Deep cuts in oil use also means less pressure
7 for risky new drilling projects and pipelines in
8 environmentally-sensitive areas and fewer leaks and
9 threats to people, wildlife, water, and our public
10 and private lands.

11 When drilling projects go wrong, whole eco
12 systems are threatened by disasters like the
13 Deepwater Horizon spill in 2010.

14 The U.S. auto industry has the opportunity to
15 lead the way to a green energy future. Freeing us
16 from our dependence on oil, strengthening our
17 national security, saving American families
18 billions of dollars, creating jobs, and taking a
19 huge step in the fight to mitigate climate change.

20 With these landmark fuel economy and carbon
21 pollution standards, America's wildlife and auto
22 industry can flourish together.

23 MS. OGE: Thank you.

24 Mr. Jim Wyle.

25 MR. WYLE: My name is Jim Wyle from West

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2 Chester, Pennsylvania. I'm an environmental
3 activist and Sierra Club member.

4 I was fascinated by the testimony this morning
5 of Rabbi Waskow, who made the analogy of the story
6 of the Garden of Eden where people had not even a
7 little bit of self-restraint even after being
8 warned.

9 I was also interested in the testimony of the
10 native German woman this morning -- I'm sorry, I've
11 lost her name -- that likened the consumer buying
12 habits to those of an addict.

13 I wouldn't say that America or the world is
14 addicted to fossil fuels or are, but our
15 transportation energy and our global economy is
16 certainly heavily dependent on oil and other fossil
17 fuels.

18 The supply of fossil fuels on this planet is
19 finite. We can debate the size of the supply, but
20 the fact that it is finite is beyond debate.

21 Our oil supply will run out someday. So given
22 that, that there is a finite supply of something
23 that our global economy is very dependent on, what
24 possibly can be the argument for having a national
25 strategy of use it up as fast as possible?

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2 Where is the logic in this strategy? This is
3 only one argument I can think of. I better get my
4 share before you use it all up.

5 The U.S. should eat fast before China eats the
6 whole pie. This is a juvenile argument.

7 The growth and energy policies of developing
8 nations is an issue to be sure, but this -- but
9 still unrestrained gluttony does not seem like a
10 thoughtful strategy.

11 Please help us realize a little bit of
12 self-restraints. I endorse higher fuel efficiency
13 standards.

14 Thank you.

15 MS. OGE: Mr. Andrew Bloom, Mr. David
16 Bennett, Ms. Colleen Guine.

17 MS. GUINE: Thank you. Good afternoon,
18 my name is Colleen Guine. I'm a pediatric nurse
19 practitioner. I've cared for children in South
20 Philadelphia for 16 years.

21 And a little statement that I have prepared:
22 Over 10 percent of the children in Philadelphia
23 suffer from asthma.

24 And as the earlier presenter talked about her
25 personal experience with asthma, I just wanted to

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2 share with you today briefly, the personal side of
3 asthma is devastating for families, not just for
4 the children who are patients, but also for the
5 patients who need to miss work, who can't plan
6 their day, and their week and their month because
7 they don't know when their child's asthma will
8 trigger again.

9 Some children are fortunate enough to have
10 health insurance which will ensure them quality
11 care with severe exacerbations and others are
12 trapped in their homes afraid to walk up the
13 stairwell because they might trigger another asthma
14 attack.

15 I see children every day and I do know, as you
16 do as well, that by getting these standards
17 approved, we will help those children's lives.

18 A lot of people talk about dollars and cents,
19 and clearly the cost of asthma is huge economically
20 in this country.

21 But the personal cost is higher and cannot be
22 truly measured. The fear, the uncertainty in these
23 children's lives can be overwhelming.

24 Just last week I had a patient who seemed to
25 be well, was in between doses, didn't need any

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2 medicine for months on end, and literally within 24
3 hours she was in the ICU on the verge of being
4 intubated.

5 Now, whether or not these standards had come
6 in five or ten years ago, might have made a
7 difference in this children's day or week or month,
8 I don't know.

9 But I can tell you that that admission has
10 changed his life. Anything you can do to get these
11 standards approved and through, I wholeheartedly
12 support.

13 I thank you so much your time. I hope you
14 guys get home before midnight.

15 MS. OGE: Thank you. I appreciate it.

16 Jon Gensler.

17 MR. GENSLER: Thank you for allowing me
18 the opportunity to address you Ladies and Gentlemen
19 this afternoon on the proposed rule to improve the
20 fuel economy of our automobile and light truck
21 fleet.

22 My name is Jonathan Gensler, and I consider
23 myself a climate hawk here today to speak on behalf
24 of thousands of veterans across the country who
25 believe that our nation's -- I will call it an

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2 addiction, addiction to oil and fossil fuels, are
3 absolutely contributing to climate change and are
4 threatened very direct to national security.

5 I believe that the proposal that we're
6 discussing here today is a vitally important step
7 towards reducing that threat, protecting our
8 troops, and furthering our national interest
9 abroad.

10 I know that General Zilmer and Former
11 Coastguardsman Brandon Flynn and another gentleman
12 this morning told a little bit about their stories
13 and illuminated the reasons why the military
14 believes this and would be behind you by taking its
15 own actions.

16 I'm today going to tell you little about me
17 personally and why I as a soldier and veteran
18 support what you're doing.

19 I am a very lucky man to be here today before
20 you. I'm a proud son of the State of West
21 Virginia. I grew up a stone's throw away from the
22 fields in the south of the state.

23 I'm also a graduate of the United States
24 Military Academy at West Point.

25 During the Iraq war, where I led an

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2 in-between motor platoon with the 4th Infantry
3 Division during the first year of that conflict, I
4 made it back from my combat tour safely with all of
5 my limbs, without major injury to myself, or any
6 sustained casualties amongst the soldiers that I
7 was leading.

8 But my experiences in war have made me
9 understand and care very deeply about our national
10 security, as I still have countless friends
11 fighting overseas, not all of them have made it
12 back like me.

13 Since I got out of the Army a few years ago,
14 I've spent my time very wisely. I worked -- I've
15 worked and lived in Bethlehem just up the road from
16 couple of years for a lighting controls company.

17 I was very involved with the Delaware Valley
18 Green Building Council. And I spent the last few
19 years in Boston in graduate school studying
20 national security, energy, the economy, and the
21 business solutions that I believe are fundamental
22 to solving those problems.

23 It's really deepened my understanding between
24 the links that exist between resource consumption,
25 figuring out how to sustain an environment that can

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2 sustain us, all the while providing a safe
3 international neighborhood for the expansion and
4 promotion of America's ideal of liberty and
5 freedom.

6 So let me be very clear that the connection
7 between oil consumption, climate change and
8 national security is very real.

9 The U.S. consumes nearly a quarter of the
10 oil, but only controls around three percent of the
11 production.

12 The longer the U.S. will remain dependent on
13 fossil fuels, the more we have to engage in tough
14 wars just to protect our energy supplies, all the
15 while putting American lives at continued risks.

16 But this threat isn't one that merely stems
17 from our involvement overseas. In actuality, we
18 have been financing both sides of our current
19 conflicts through our unencumbered consumption of
20 petroleum.

21 Every day our nation spends around
22 \$100 million overseas to import oil. While all of
23 that money certainly doesn't go directly into the
24 coffers of our enemies, it supports a global system
25 of petroleum trade underpinning the revenues of

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2 what we learned earlier, 60 percent of the
3 revenues that go into the nation of Iran.

4 This global system of oil trading ultimately
5 benefits most those who are trying to kill us and
6 end our way of life. If we didn't consume so much
7 oil, we wouldn't be hearing about the war with
8 Iran.

9 We wouldn't have to figure out how to
10 implement global sanctions on Iranian commodity
11 trading banks because that heinous regime would be
12 out of money and the people in that country would
13 likely join the Arab Spring in declaring for
14 change on their own.

15 But this also isn't just an academic or
16 economic threat to veterans like me. It is a very
17 deep and profound personal trend.

18 For me, understanding this came on a cold day
19 in December of 2007 as I helped lay to rest in
20 Arlington National Cemetery a West Point classmate
21 and fellow West Virginian, Captain Ben Tiffner.

22 He was killed in Iraq while on patrol by an
23 advanced roadside bomb that was designed, built and
24 financed by the Iranian government that is as we
25 discussed to this day propped up by oil revenues.

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2 But not two months later, nearly four years
3 ago to this very day, I was burying another friend
4 and football teammate at West Point, Captain Tori
5 Malerd.

6 He was killed in a strikingly similar incident
7 by a very similar weapon, again, funded by
8 black-stained petro-dollars.

9 How many more of our bravest young Americans
10 will we lose while we continue to debate and
11 prolong action?

12 It is for all of the other Bens out there, the
13 Toris, their wives and families, that we must today
14 support this proposed new regulations.

15 Troops abroad continue to risk their lives to
16 protect our nation from threats that are caused and
17 propagated by dependence on oil.

18 I believe, as do thousands of other veterans
19 like me, that working together all of us here can
20 also make efforts to protect national security.

21 As a veteran, I thank many in the automobile
22 industry for developing and manufacturing cleaner
23 and more efficient engines and vehicles.

24 America can and will move forward with this
25 important action today, undoubtedly strengthen our

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2 national security, and preserving the lives of
3 great Americans like Tori and Ben.

4 Thank you.

5 MS. OGE: Thank you for your testimony.
6 Thank you for your service.

7 Any questions?

8 I'd like to thank the Panel for taking the
9 time to share your views with us. We really
10 appreciate it.

11 Next Panel.

12 MR. MEDFORD: Reverend Nathan Walker,
13 Jeff Hornstein, Ashland Farren, Sue Edward, Sue
14 Garelik, Bob Carey, good afternoon.

15 MR. HORNSTEIN: Thank you so much for
16 coming to Philadelphia to hold this set of
17 hearings.

18 I'm the executive director of the newly formed
19 Greater Philadelphia Taxi Association.

20 This is the 501(c)(6) trade organization that
21 represents the interest of taxi cab medallion
22 owners, operators, dispatchers, taxi companies, and
23 allied industries here in Philadelphia.

24 We're trying to unite the forward-thinking
25 elements in Philadelphia's taxi industry around a

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2 common goal of improving the industry's function of
3 the vital element in our city's transportation
4 system and hospitality sector.

5 I thank you for this opportunity to testify
6 here.

7 To paraphrase, a taxi industry leader, the
8 Ford Crown Victoria is the workhorse of the taxicab
9 business. That is surely the case here in
10 Philadelphia.

11 There are 1600 medallion taxi cabs in the City
12 of Philadelphia, of which 1,514 or 95 percent are
13 Crown Vics.

14 At the present moment only 15 cars, slightly
15 less than one percent of the fleet, are
16 fuel-efficient hybrids.

17 According to a 2008 study in New York City,
18 Crown Victoria taxi cabs pumps 1.5 thousand
19 pounds of carbon dioxide into the atmosphere
20 per mile.

21 A typical Philadelphia taxi cab is driven 500
22 to 1,000 miles per week, depending on whether the
23 cab is driven by an individual driver or is part of
24 a fleet.

25 That means that each of the 1,514 Crown Vic

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2 taxis currently in the Philadelphia fleet, spew
3 anywhere from 39,000 to 78,000 pounds of carbon
4 dioxide into the environment per year.

5 The Crown Vic taxis contribute between
6 59 million and 118 million pounds of carbon dioxide
7 to the Philadelphia atmosphere per year.

8 No wonder this Philadelphia is regularly
9 included on the asthma foundation's ten worst list.

10 By contrast, the hybrid vehicle omits 0.4
11 pounds of CO2 per mile. For every hybrid that
12 replaces a Crown Vic or other similar vehicle in
13 the taxi fleet, there are about between 29 and
14 58,000 thousand fewer pounds of CO2 released into
15 the atmosphere per year.

16 In sum, for every one percent conversion in
17 Philly's fleet, we can reduce CO2 emissions by
18 460,000 to 930,000 pounds per year.

19 As if the impact on air pollution were not
20 enough, we should also consider the economic impact
21 of low-efficiency taxi cabs.

22 With average fuel efficiency of 13 miles per
23 gallon in a stop-and-go driving typical of urban
24 taxi cabs, cars like Crown Vic also hurt drivers
25 economically and the local economy as a whole.

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2 Virtually all taxi drivers are independent
3 contractors, and they pay for their own gas, which
4 today ranges from \$3.30 to \$3.99 per gallon in
5 Philadelphia.

6 The typical Philadelphia taxi cab driver logs
7 about 500 miles a week. Behind the wheel of a
8 Crown Vic, he can expect fuel bills of about \$127
9 to \$153 a week.

10 Hybrids by contrast gets 46.6 miles per gallon
11 in city driving for a total fuel bill of about \$35
12 to \$43 per week.

13 In other words, driving a hybrid taxi could
14 save the average Philadelphia cab driver between
15 \$84 and \$118 per week, putting about \$4,000 to
16 \$6,000 of additional income in each driver's pocket
17 per year.

18 With the average cab driver in Philadelphia
19 earning about \$24,000 per year, according to
20 federal data, shifting to more fuel-efficient
21 vehicles would be a huge income boost for some of
22 the hardest working people in our city.

23 As we know, additional income earned by people
24 in the lower deciles generally goes directly back
25 into local economy, in the form of consumer

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2 spending.

3 So shifting to a fully fuel-efficient taxi
4 fleet translates into millions of dollars and
5 additional local spending and saving.

6 But as everyone in this room knows, it's
7 cheaper today to buy a sturdy lower fuel efficiency
8 vehicle. That is why most taxis are still
9 repurposed Crown Vics and similar vehicles.

10 There's glimmers of change here in
11 Philadelphia with 15 hybrids entering the fleet in
12 the past year purchased mostly by larger medallion
13 owners with the requisite financial capacity.

14 But if the federal government changes
15 standards, the auto market will have to follow
16 suit.

17 President Obama's clean car standards go a
18 long way towards more rapid adoption of
19 fuel-efficient cars for Philadelphia taxi fleet.
20 As we have seen, this should be for both the
21 environment and the economy.

22 Thank you.

23 MS. OGE: Thank you, Mr. Walker.

24 MR. WALKER: Thank you. I'm Reverend
25 Nathan Walker, and I serve the First Unitarian

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Church of Philadelphia. I'm also the Vice President of the Unitarian Universalist Pennsylvania Legislative Advocacy Ministry representing 6,000 Unitarian Universalists.

I was a lifelong Democrat until last September when President Obama rejected the clean air regulations proposed by the Environmental Protection Agency.

I am testifying today about the EPA's proposed fuel efficiency standards with the hope that President Obama will put science before politics and love before fear.

The science is clear. U.S. greenhouse gas emissions from transportation are significantly higher than they were in 1990 due to our extreme reliance on oil.

For this reason, the proposed fuel efficiency standards are far too weak and are not equal to the international peer countries.

The European Union, for example, requires vehicles to meet an estimated combined average emissions level of 209 grams of carbon dioxide per mile as compared to the EPA's proposed 250 grams.

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2 I strongly urge the EPA to revise this
3 proposal and recommend U.S. standards that at least
4 parallel international standards demonstrating our
5 commitment to take shared responsibility for being
6 the second largest producer of greenhouse gases in
7 the world.

8 Such a revision could invite President Obama
9 to do what he could have done with the smog
10 standards, to put science before politics.

11 Our policies need not be rooted in the belief
12 that all creation was made for our consumption.

13 For the government to refuse its duty to
14 regulate private industry can severely endanger the
15 health of people and our planet.

16 Just as smog can contribute to asthma and
17 heart disease, so can irresponsible levels of
18 greenhouse emissions significantly contribute to
19 climate change and threaten the interdependent web
20 of existence of which we are a part.

21 It also threatens our economy. By
22 strengthening the greenhouse gas emission
23 standards, we can offset the current \$23 billion in
24 gross external damages caused by transportation in
25 the U.S.

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2 I urge the EPA to propose higher standards,
3 and to require President Obama to be vigilant about
4 putting science before politics and love before
5 fear.

6 When we reduce greenhouse gas emissions, we
7 express our love for the earth and all its
8 inhabitants, and we stimulate our economy by
9 providing incentives for technological advances,
10 and in doing so we make comparable advances in our
11 democracy.

12 We are stewards of the earth. And how we
13 govern today will determine our future well-being.

14 May we govern wisely, aware of the ancient
15 proverb that we use at the First Unitarian Church
16 here in Philadelphia, we pick fruit from trees we
17 did not plant, we drink water from wells that we
18 did not dig, and this is as it should be, so long
19 as we dig and plant for those who come after.

20 Thank you.

21 MR. MEDFORD: Ms. Farren.

22 MS. FARREN: Thank you for hearing me
23 speak today. My name is Aislinn Pennicost Farren,
24 and I live and work in Philadelphia. I support the
25 proposal for stronger fuel efficiency standards.

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2 As a member of the millennial generation, my
3 country's relationship to fossil fuels is something
4 that I worry about on a daily basis.

5 In the past few years I've noticed the strange
6 and extreme weather and in my daily life, changes
7 caused by global warming.

8 These changes were already having an effect on
9 our agricultural industry and coastal areas and I
10 see this in prices at the farmer's market. The
11 proposed standards would cut global -- annual
12 global warming pollution by 280 million metric tons
13 by 2030. We definitely need to do that.

14 I also worry about the economy. These
15 standards will create 500,000 new jobs in America,
16 including 21,000 here in Pennsylvania. We really
17 need to do that.

18 And several of my friends from school have
19 fought in wars in the Middle East risking their
20 lives in a region we send hundreds of millions of
21 dollars to every day to sustain our dependency on
22 oil.

23 We need to cut that cost flow. These
24 standards don't seem like enough to me. But they
25 seem like a good start.

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2 I support the proposed standards because I
3 would like to be able to buy a car that saves me
4 money on gas, doesn't depend on risking my friends
5 lives overseas, doesn't contribute to global
6 warming related turmoil in coastal areas, and in
7 agriculture industry and creates jobs for me and my
8 fellow Americans.

9 Thank you.

10 MR. MEDFORD: Thank you very much.

11 Ms. Edward.

12 MS. EDWARDS: Hello. My name is Sue
13 Edwards. I appreciate the chance to speak to you.

14 I'm afraid that what I have to say is
15 something you've already been hearing all day, but
16 you're very kindly listening to all of us.

17 I'm a Sierra Club volunteer. I recently
18 retired and I'm spending as much time as I can
19 working to protect the planet because to me that's
20 the issue of our age and what that's what I want to
21 -- people say you're going to go traveling now that
22 you're retired, nope, I'm working to stop climate
23 change, so that's the position I'll be speaking
24 from.

25 I've been reading all I can in the past few

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2 years on scientists finding about climate change.

3 It is clear to me that the vast majority of
4 authoritative peer reviewed scientific studies
5 conclude that there is already serious damage being
6 done to fragile balances of nature as humans
7 continue to spew carbon dioxide, methane and other
8 greenhouse gases into the atmosphere.

9 I am concerned enough about this that I was
10 one of over 1200 who committed civil disobedience
11 and were arrested at the White House at the end of
12 this past summer to call for rejection of the
13 Keystone XL pipeline that would end up massively
14 increasing the amount of greenhouse gases going
15 into the atmosphere.

16 I applaud President Obama's rejection of that
17 pipeline this week and I hope he sticks with that
18 position.

19 I am very encouraged by the improved fuel
20 efficiency standards that have been proposed, and I
21 urge you to adopt them without loopholes.

22 We need to curb our use of fossil fuels if we
23 are to have a livable planet for our children and
24 grandchildren.

25 I have two sons and hope there may be

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2 grandchildren in my future, though I'm trying not
3 to pressure them, so I have a good stake in doing
4 my part, so they'll have an environment that's
5 livable, not just for cockroaches, but also for
6 humans.

7 I am sure you must be aware of the many
8 predictions that were made in 2007 by the
9 intergovernmental panel on climate change, the
10 IPCC, about the effects of climate change in a wide
11 variety of places on our planet.

12 Devastatingly, a whole litany of these
13 predictions have come about precisely as the IPCC
14 warned. Examples from 2010 include the hottest
15 summer in record -- on record in Russia -- I'm
16 trying to shorten this a little bit -- Pakistan's
17 heaviest monsoon rains on record.

18 Northwest China's flood and landslides which
19 killed at least 1100 people. Iowa's latest
20 thirty-six month period in 127 years of record
21 keeping. And the breaking off of a 100-square mile
22 chunk of ice from the great Peterman Glacier in
23 Greenland.

24 Worldwide temperature readings show that the
25 first half of 2010 was the hottest six months since

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2 record keeping began in the mid 1970 century. 17
3 nations recorded all-time high temperature in 2010
4 more than in any other year.

5 2011 was no better with a summer that was the
6 third hottest on record for the globe as a whole.
7 There was an unprecedented numbers of weather
8 related disasters including droughts in Texas and
9 East Africa.

10 Thailand, Australia, Columbia and Brazil all
11 experienced floods that were either the deadliest
12 or the most costly natural disasters in their
13 histories.

14 The U.S. had major floods, too, but most of
15 our weather-related natural disasters involved
16 tornados and other storms.

17 Iowa and Missouri had heightened tornado
18 activity including the one in Joplin, Missouri that
19 killed 161 people.

20 As a Quaker, my faith holds that, "We
21 recognize that the well-being of the earth is a
22 fundamental spiritual concern. Our planet as a
23 whole, not just the small parts of it in our
24 immediate custody, requires our responsible
25 attention."

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2 I firmly believe that human kind has the
3 intelligence to understand our situation and act
4 swiftly to protect the environment upon which we
5 are dependent. What we need is the courage and
6 political will to act.

7 I urge you to adopt the strongest possible
8 fuel efficiency standards for the sake of the
9 future of human kind. Thank you.

10 MR. MEDFORD: Ms. Garelik.

11 MS. GARELIK: Thank you for the
12 opportunity to offer my enthusiastic support for
13 new loophole-free 21st century CAFE standard.

14 This use of regulations of setting stretch
15 goals to encourage innovation and vastly improved
16 energy efficiency reflects the best of government
17 alliance with science and technology with benefits
18 to all of us who breathe air, to our industrial
19 competitiveness and to the planet's future.

20 As one who has always chosen cars based on
21 their efficiency and reliability, I'm thrilled by
22 the new choices this will generate. I bring at
23 least two perspectives to this issue.

24 First, as an avid gardener, I am already
25 seeing the effects of instability in temperature

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2 and precipitation in my own backyard.

3 Deluge, followed by drought, changes in growing
4 season and invasives are happening now as predicted
5 in the models of climate change.

6 By extension, this is a threat to our health
7 that is the entire planet from rapid change is
8 already apparent and has the potential to
9 accelerate becoming much worse in a short time.

10 Second, as a nurse, another nurse testifier,
11 I've struggled with the difficulty of helping
12 patients with chronic diseases in learning how to
13 manage them effectively.

14 The highest hurdle is always denial. Surely
15 that one more candy bar can't matter, the ongoing
16 damage to heart, kidneys, and brain are vivid to them
17 and invisible to them.

18 Our energy policy too closely resembles an
19 obese sedentary diabetic refusing to acknowledge
20 the necessity of major dietary and activity changes
21 to prevent the ravages of this disease.

22 No abstract lecture can penetrate, but if the
23 needed changes can be introduced one at a time, the
24 resulting improvement in how he feels can lead to
25 acceptance of larger reality, disasters averted.

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2 These CAFE standards are only one of many
3 changes in our energy, diet, and activities, so to
4 speak, required to limit the huge energy imbalance
5 we have created by our over dependence on
6 fossil fuel, and our wasteful outdated
7 infrastructure.

8 They have the potential to demonstrate in a
9 vivid and personal way, the advantages of improved
10 technology to not only our air quality and carbon
11 dioxide emission, but the life cycle cost of
12 vehicle ownership.

13 I'm hopeful this model will help pave the way
14 for greater acceptance of the reality of climate
15 change and the ability of intelligent regulation to
16 spur needed innovation.

17 Thank you.

18 MR. MEDFORD: Thank you. Mr. Carey.

19 MR. CAREY: Hi. My name is Bob Carey.

20 I'm here not as a scientist, a researcher, or a
21 writer, or reporter, or any sort of technical
22 background. I'm here as a citizen invited by the
23 Sierra Club.

24 By the way, happy birthday to the Sierra Club.
25 120 years of successfully representing our common

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2 welfare.

3 Our common welfare is a phrase that should be
4 underlined. They've excluded no one in who they
5 represent.

6 Also, thank you for the EPA for hosting this
7 important event. I understand that it's to be
8 carried forward to Congress and it will be
9 recording our public support for it.

10 Also, thank you for providing me, a citizen
11 with no particular background, the opportunity to
12 speak on behalf of people who would not normally be
13 heard, if ever, regarding policy that affects the
14 public welfare, goes before Congress or decisions
15 from the White House.

16 Mainly, those are my children: Avery, six
17 years old, and Vaughn (ph), nine.

18 The three older siblings fortunately have
19 grown healthfully to an age where they're able to
20 articulate and defend their own positions.

21 I will assure you that's a mixed blessing.
22 Surprisingly to me, as I was thinking about being
23 here today, my nine year old asked me from the
24 backseat of the car: Dad, what do you suppose the
25 Urban planners were thinking about when they were

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2 planting the green space for median. My
3 six-year-old said what's green space.

4 I was immediately excluded from the
5 conversation. They were no longer interested in my
6 opinion. I didn't know that they were aware of
7 what an Urban planner was or what green space was.

8 So it changed my focus for today, because I
9 realized that their voices are never chosen to be
10 heard on these topics, but they're the ones that
11 they're going to affect most.

12 So I'm here today primarily as a dad. Since
13 they're already having these conversations, I'm
14 here to represent their concerns, the future is
15 arriving quickly.

16 I'm particularly wary of the possible changes
17 to the new standards which we're applauding here
18 today, being watered down during what's called the
19 midterm review.

20 That's my concern. I do recognize that we are
21 in an election year, a very important election
22 year, that the auto makers had signed this.

23 I thought was a little suspect. It seems like
24 an agreement not to disagree in a very heated time,
25 that we will be able to put off for future, a

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2 possible conflict.

3 And I would like to beg the EPA to stay on top
4 of that, to make sure that those midterm reviews
5 are based on science and towards health.

6 Air quality is not something that specific to
7 any group. As far as I know, being a citizen is
8 not even required. Oxygen is a right that we all
9 have. It's a basic need to biology.

10 We all -- it's a universal right. It should
11 never take second place to politics or money. It's
12 a universal need, and I hope that that's what we
13 keep focused on.

14 I mean, the economy is important and I
15 understand that. It will always be here. We will
16 always be trading, but we can't trade away the
17 future right of our children to clean air. It's
18 basic to their need. It's basic to the survival
19 and their quality of life. I hope we stay on top
20 of that rigidly.

21 Thank you.

22 MR. SILVERMAN: I wanted to just reply
23 very brief, quickly to one thing that Reverend
24 Walker said, which was comparison to the EU
25 standards.

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2 You should understand these are fleet average
3 standards and what that European Union is
4 reflecting is that there are a whole lot more small
5 cars in the European fleet than the domestic fleet.

6 If you put our standards with the same fleet,
7 you'd actually come up with the lower CO2 number
8 than the European Union.

9 So our standards technically are requiring
10 more technology even in the European Union. So
11 what you're seeing there is different fleet
12 composition and not different stringency.

13 MR. MEDFORD: Thank you, Panel, very
14 much.

15 MS. OGE: The next Panel, two
16 representatives from Masterman School, I understand
17 that also we have students attending this public
18 hearing.

19 So I'm going to ask Ms. Katherine Breiner and
20 Susan Erlich to come forward.

21 You can bring the students with you or you can
22 stand up and we can recognize them.

23 Welcome.

24 MS. BREINER: Thank you for this
25 opportunity.

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2 Would you guys like to introduce yourselves at
3 the end.

4 MR. HAVEN: I'm Gayle Haven, and I'm a
5 freshman.

6 MR. BALDWIN: I'm Christopher Baldwin,
7 and I am a junior.

8 MR. FRY: I'm Nick Fry, and I'm also a
9 senior.

10 MS. ELWELL: I am Madeline Elwell, and
11 I'm a sophomore.

12 MS. MAHMOUD: I'm Emtithal Mahmoud, and
13 I'm a senior.

14 MS. ERLICH: I'm Susanna Erlich, and I'm
15 a sophomore.

16 MS. BREINER: And I am Katherine Breiner.

17 We represent Masterman High School's Division
18 of the Environmental Club. We call ourselves the
19 environmental consciousness organization, and we
20 just started this year, so this is a new thing for
21 us.

22 Thank you so much for this opportunity to
23 speak. We have been listening to different
24 opinions from people today and we come with our
25 opinions as youth, as students, from Philadelphia.

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2 Masterman is on 17th and Spring Garden.

3 So here's our opinion. As youth here in
4 Philadelphia, we support the green movement.
5 Global warming is just an incredibly huge issue
6 today as you all are aware of more than us.

7 And, you know, car emissions are just a big
8 part of that. Clean air is such an important part
9 of our life here on this planet, and we need to
10 preserve that.

11 These standards are a big step. They're a
12 very significant step, but we believe that we need
13 these -- we need these steps to keep our forward
14 movement in this -- in this initiative to make this
15 planet last.

16 So along with clean air, nonrenewable
17 resources is also, you know, fracking the pipeline,
18 all of these issues are just, you know, booming
19 today, and these standards would help limit the
20 exploitation of these resources.

21 Especially, with the way this -- this planet
22 is heading, we need more green innovation, and the
23 car industry is the good place to start, especially
24 with all these auto makers agreeing to these
25 standards.

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2 It's not too late. They think, that they
3 can -- they're able to do this. And so we should
4 help guide them.

5 Susanna.

6 MS. ERLICH: I'd just like to add that one
7 of the reasons we think these standards are really
8 important is for people who maybe think that, okay,
9 I don't know if I can afford to buy a hybrid, like,
10 I don't even really understand what a hybrid is,
11 instead of having to make that decision.

12 This is what all cars are going to be like.
13 It's not going to be the choice to, like, go out of
14 your way and have to do this. This is just how
15 things are going to be. And it will result in a
16 planet that is better for everyone.

17 And we also think it's important because the
18 United states, obviously, has a lot of influence on
19 the world stage, and we think that setting these
20 standards will set an important precedent for other
21 countries to raise their fuel efficiency standards,
22 and we will support the EPA and government
23 interaction on this issue.

24 MS. BREINER: Lastly, we just want to say
25 that we're not able to vote yet. We are students.

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2 Most of us are under 18. Next election for me.

3 But in 2025, we will have cars. We will be --
4 we will have families. We want -- this is what we
5 want for our future, if we're allowed to say that.

6 We want to have green cars as a part of our
7 daily life. That's what we want to see and we'd
8 like to see the EPA have some more involvement
9 in -- in the daily life of people for such an
10 important issue as this.

11 So thank you so much for your time.

12 MS. OGE: Great. Thank you.

13 Anybody else want to make any comments or
14 statements for the record?

15 MS. SPEAKER: So I feel like my friend
16 has already covered everything.

17 But I've done a lot of research and as part of
18 science it's little things that I do, I've seen the
19 difference when I go home to see Sudan and come back
20 here, and, like, over there, there are a lot of
21 dust storms and a lot of other things that are
22 really threatening to our health, among other
23 things that I'm going to talk about.

24 But it's kind of weird to think about not
25 having air as -- as something that's -- I don't

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2 want to say that I take clean air for granted, I
3 just never had to think about breathing in and out,
4 and whether or not we can still do that later on.
5 And as my friend said we kind of want to keep doing
6 that.

7 MS. BREINER: If I may add, we just
8 finished our midterms today. This is midterm week.
9 And, you know, so all of all of us go through our
10 daily lives, you know, thinking about these issues.

11 But, you know, in a way we are taking
12 advantage of clean air and, you know, so many
13 statistics have shown that, you know, soon -- we
14 need to pay attention to this, because soon, you
15 know what's going to happen.

16 We don't need to say that. So, you know, we
17 need to make this a -- a part of our lives.

18 MS. OGE: Wonderful. Well, thank you.

19 MR. MEDFORD: We were in Detroit on
20 Tuesday to start these hearings, and we had four
21 grandmothers who wrote and sang two songs about
22 these proposals.

23 I think now sort of the other end of the
24 spectrum it's great to see students so involved in
25 the environmental issues. So thank you for having

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2 the courage and taking the time to come today.

3 MS. OGE: You know, we are hearing from
4 250 people today. And clearly, what we're doing
5 here is to have a positive impact hopefully on
6 everybody.

7 It's going to be mostly for all of you and by
8 2025. Hopefully, all of you will be able to own a
9 car.

10 Thank you.

11 MR. MEDFORD: Moving on to our next
12 Panel.

13 MR. MACLEOD: My name is Mark MacLeod
14 with Environmental Defense Fund.

15 On behalf of the Environmental Defense Fund
16 and our more than 700,000 members nationwide, I
17 sincerely thank you for the opportunity to testify
18 today on this landmark proposal to address the
19 extensive climate-disrupting pollution from
20 passenger vehicles, and to provide consumers with
21 nearly double the fuel economy of today's cars and
22 light trucks.

23 As Pulitzer prize winning author Thomas
24 Freedom recently wrote, "this is a big deal." We'll
25 come back to that at the end.

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2 Increasing the efficiency of our passenger
3 fleet is one of the most effective things we can do
4 to reduce our dependence on oil and will likely to
5 be one of President Obama's greatest climate and
6 energy security legacies.

7 The proposed rule will help to provide energy
8 security, economic security, and climate security.

9 With respect to energy security, when combined
10 with the Phase one passenger vehicle standards, the
11 proposed rules on fuel economy and emission standards
12 will cut our oil consumption by over two million
13 barrels a day by more than we import from the
14 entire Persian Gulf today.

15 With respect to economic security, again,
16 combined with the Phase I standards, the proposed
17 rule will provide families with more than \$8,000 in
18 fuel savings over the lifetime of the new vehicle
19 by 2025, for a total of \$1.7 seven trillion and
20 national fuel savings over the life of the program.

21 With respect to climate security, it is
22 important to note that the combustion of oil in our
23 nation's fleet of light-duty vehicles, accounts for
24 about 20 percent of the total U.S. greenhouse gas
25 emissions.

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2 Together with the model year 2012-2016 clean
3 air, clean car standards that were finalized in
4 2010, the proposed standards will cut heat-trapping
5 carbon dioxide pollution by over six trillion
6 metric tons.

7 Why is that important? Those emission
8 reductions are an important part of a national and
9 global effort to ward off the worst consequences of
10 climate change.

11 The U.S. global change research program has
12 found that climate changes are already affecting
13 water, energy, transportation, agriculture,
14 ecosystems and health.

15 The 2009 assessment predicts that water
16 resources will be further stressed, livestock
17 production will be increasingly challenged, coastal
18 areas will be increasingly threatened, and human
19 health will be impacted due to heat stress,
20 waterborne diseases, poor air quality, extreme
21 weather events, and diseases transmitted by insects
22 and rodents.

23 Here in Pennsylvania, the Pennsylvania climate
24 impact assessment prepared by the Environment and
25 Natural Resources Institute at Pennsylvania State

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2 University in 2009 for the Pennsylvania Department
3 of the Environment contains similar predictions.

4 It states that climate change will likely
5 cause many changes in Pennsylvania's forests.

6 First, the state will become increasingly
7 unsuitable for many of the tree species that are
8 now present, especially those generally associated
9 with northern hardwood ecosystems.

10 Northern species that many of us are familiar
11 with, such as Paper Birch, Quaking Aspen, and Big
12 Tooth Aspen, and Yellow Birch are projected to be
13 extinct in the state under high emission scenarios
14 and greatly reduced, if not eliminated even under
15 low emissions scenarios.

16 They go on further, existing aquatic
17 ecosystems and fisheries in Pennsylvania are
18 expected to be stressed by projected climate
19 changes.

20 A special concern is the impact of higher
21 temperatures and altered flow regimes on Eastern
22 Brook Trout. Not only because of its status as a
23 recreationally and culturally important species,
24 but because it is an indicator of high water
25 quality and maybe an early victim of dilatory

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2 impacts of climate change.

3 Well, let's take a minute to celebrate
4 success, though. The collaboration that helped
5 develop the proposed rule, demonstrates the best
6 practices of our government.

7 Beginning with two intersecting public policy
8 goals of improving fuel economy, and reducing
9 greenhouse gas emissions, two expert agencies, the
10 Department of Transportation and the Environmental
11 Protection Agency worked with a broad group of
12 stakeholders including auto makers labor and
13 states.

14 The final outcome when this proposal is
15 adopted will be that fuel economy improvements and
16 emission reductions will be achieved in a way that
17 saves American consumers money.

18 One can only wonder what could be possible if
19 we could replicate this collaboration with other
20 sectors.

21 How great would it be if the National
22 Association of Manufacturers would ask the
23 President to set up a similar collaborative effort
24 to address energy efficiency and greenhouse gas
25 emissions and the industrial sector.

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2 Similarly, how much could the nation benefit
3 if the oil industry and the coal industry would
4 also come to the table. The auto industry will
5 know its greenhouse gas commitment through 2025.

6 Imagine how setting a similar pathway for
7 these other sectors could unshackle frozen capital
8 and unleash a new generation of technological
9 development and job creation.

10 If I were the chair of the House Committee on
11 Oversight and Government Reform, I would hold a
12 hearing to honor all of the staff of the DOT and
13 the EPA that worked on this role, and I would thank
14 them for their service to America.

15 I might even suggest that the agencies have
16 their budgets increased so that they could do other
17 good work.

18 Sadly, rather than take that course of action,
19 Chairman Darrell Issa have instead castigated those
20 involved and sent interrogatories to the auto
21 companies that helped produce such a momentous
22 proposal.

23 A far better use of Chairman Issa's time would
24 be for him to encourage the coal, oil, and
25 manufacturing industries to begin a similar

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2 collaboration with the Administration.

3 That would be another big deal. I want to
4 thank you so much for the opportunity to be here.

5 And on behalf of my organization, we really
6 mean thank you. Thank you for your work.

7 MS. KRIGER: I am Linda Kriger. Thank
8 you for listening to all of us come and parade and
9 repeat ourselves, but I hope you get the message
10 that we are very serious about this.

11 The other night my husband and I were at a
12 dinner party with a group of people we didn't know
13 very well.

14 The discussion turned to climate change. The
15 general view at the table was that it was too late;
16 that there was nothing that any of us could do to
17 stem -- literally stem the tide.

18 My husband said what about your grandchildren.
19 That's a low blow, someone answered. That was the
20 end of that conversation.

21 I'm here because I want a cleaner and safer
22 world for my children and our twin granddaughters
23 than we are headed for right now.

24 I don't believe it's too late, and that we
25 can't do anything as individuals. That's why I'm

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2 here.

3 I'm old enough to remember when the EPA was
4 established. It was created with the hope that my
5 generation would not blame our parents and
6 grandparents for the filthy rivers and air
7 pollution clogging and choking our cities and
8 towns.

9 I bought a Toyota Prius -- the Prius seems to
10 take center stage here today -- in 2004, and I've
11 driven one ever since.

12 When my husband asked me to donate my first
13 Prius to one of the kids and offered to buy me
14 another car, I test drove a number of cars.
15 And in the end, I couldn't justify driving any
16 car that got less than 35 miles to the gallon in
17 the city, which was virtually every car I drove.

18
19 It wasn't fair to my pocketbook and it wasn't
20 fair to the environment. But not everyone can
21 afford a new Prius or even a used one.

22 The people with the least money end up driving
23 the most inefficient and expensive cars to gas up
24 because that's all they can afford.

25 Imagine if all the used cars on the road got

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2 50, 60, 70 miles per gallon or better yet including
3 plugged in to the electric socket to run, which
4 will ultimately happen if this regulation moves
5 forward and isn't tampered with.

6 Our dangerous dependence on oil has American
7 families and businesses sending over \$1 billion
8 overseas every single day to the Middle East.

9 We haven't changed the essential mechanics of
10 automobiles since the days of Henry Ford.

11 With our technological know-how, that's
12 inexcusable and speaks to our deeply-rooted,
13 stubborn and irrational dependence on oil.

14 With climate change breathing down our necks,
15 or as Tom Freedman calls it, global weirdness, it's
16 completely appropriate to require car companies to
17 use their best minds to help avert the unthinkable.

18 This is where government should and must move
19 in. When year after year our corporations don't
20 respond to a serious national security threat, it
21 becomes clear that the marketplace isn't meeting
22 the challenges we face.

23 The Obama Administration and the EPA should be
24 applauded for their leadership to end our addiction
25 of oil through these standards.

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2 These rules should be kept free of loopholes.
3 We know that the power of lobbyists that chip away
4 at the effectiveness of regulations they believe
5 threaten their bottom line is a true threat to this
6 regulation.

7 I strongly urge that the EPA keep these
8 regulations air tight. Our nation's national
9 security depends on it, and these regulations are
10 long overdue positive first steps.

11 Thank you.

12 MR. MCKERNAN: Good afternoon. Thank you
13 for having me to make a brief statement in support
14 of fuel efficiency standards.

15 I wanted to bring attention to a recent study
16 by the Centera Institute, which found that
17 inflation-adjusted median income for American
18 families has fallen 6.7 percent since
19 the end of the recession, which was in June of 2009
20 through June 2011.

21 That's compared with the drop of only 3.2
22 percent during the recession that lasted
23 from December 2007 to June 2009, which is for a
24 total loss of nearly ten percent of household
25 income.

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2 Raising the fuel efficiency standards is an
3 important long-term way to provide our families
4 with very real savings.

5 Americans want and need fuel-efficient
6 vehicles. I thank the EPA for their efforts in
7 these regards. Thank you.

8 MS. OGE: Ms. Ward.

9 MS. WARD: My name is Carol Ward. I
10 didn't mention it when I applied to speak, but I do
11 represent about 1,000 retired city employees, white
12 collar.

13 We still have a local because we found out
14 that just because you're retired, you can't just
15 sit down and relax, you have to keep active today.

16 There's so many things on the griddle here.
17 And this is one of them, very important thing.

18 I only wish that I had been in the category to
19 buy a Prius myself last year. I bought a Nissan
20 Sentra, and I thought that was good mileage. But
21 what I'm hearing today, we can do better.

22 In my own way, though, I have condensed my
23 driving, and I do all the errands in one place that
24 I can so I try not. But that's just personal
25 things, but it helps a little bit. I'm going to go

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2 into a little more background here.

3 Since watching the movie -- well, first of
4 all, I'm very thankful to the Sierra Club and to
5 the EPA for giving me the opportunity to speak out
6 on my views on this. The President and
7 you have opened up a vista of opportunity.
8 It will be a milestone in the environmental history
9 of this country.

10 It will be a tough fight. And I'm speaking in
11 terms of my own generation. It will be blood,
12 sweat and tears just like Churchill said before
13 World War II, but it's worth it.

14 Since watching the movie by Al Gore, that
15 movie, An Inconvenient Truth, that really brought
16 it home to me when I could see the whole world
17 perspective on global -- and I still call it global
18 warming, not just climate change.

19 There's two seasons in Philadelphia now:
20 Summer and winter. Or is it fall? I mean, it
21 can't make its mind, can it?

22 One day we wear cottons, and the next day we
23 have to pull out our stronger clothes for the
24 weather.

25 I'm extremely concerned because although I

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2 don't have any children or grandchildren, I have
3 great nieces and nephews. I want them to have the
4 opportunities that my generation did to lead a good
5 life.

6 So we produce 25 percent of the world's
7 greenhouse gases. Does anyone remember the cartoon
8 it was in, I think, the New Yorker?

9 It was the world climate conference and all
10 the cars were in the parking lot, these tiny
11 European cars. And then there was the American
12 car, this great big, humungous Cadillac.

13 Well, you know, this is why your standards are
14 so important. We have to do something.

15 The results of our dependence on oil is very
16 clear and the oil spills, I think, are very
17 concerning to everyone in this room, ruining coast
18 lines, fishing, wildlife, and they keep on
19 happening.

20 So I hope that we can reduce some of this
21 dependence and I would be very happy if we could
22 because, from the information I got, we could
23 eliminate the oil that we import from at least two
24 Middle Eastern countries if your standards go
25 through.

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2 Now in my case, as far as affording gasoline,
3 I'm a retiree on a fixed income, a former
4 librarian. So you know I'm not rich. I really
5 budget very carefully.

6 But I did some estimation. I found out I
7 spend about \$2,000 a year just on gas. That was
8 with a modest amount of driving.

9 I'm sure many of you spend much more than
10 that. So automobiles today contribute to asthma
11 and COPD.

12 Now, as a former person that had -- former
13 asthmatic. Boy, that is a horrible disease.

14 So if we can cut down on the health problems
15 from these emissions, we will be doing a tremendous
16 favor, because it is as if the person has freedom for
17 the first time in their life if they can get over
18 asthma, for example.

19 Anyway, I hope we can move forward with this.
20 We'll have to be careful about the loopholes and
21 careful about oversized vehicles because I think
22 that's where people -- they want these vehicles,
23 you know, it's great to drive this great big
24 vehicle on the expressway and you feel so powerful.
25 But we've got to make things safer, and less

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2 consumptive.

3 Thank you very much.

4 MR. MEDFORD: Thank you very much.

5 MR. VANSTONE: Good afternoon. I am
6 William Vanstone, M.D. I'm a doctor, current
7 resident of Philadelphia, having retired in
8 2010 from the Central Offices of the Departmen
9 of Veterans Affairs in Washington.

10

11 One aspect of these proposed standards that I
12 think cannot be emphasized enough is their
13 potential positive impact on smog and air pollution
14 in our cities.

15 I've read that the greatest contribution to
16 urban air pollution is exhaust fumes from
17 automobiles.

18 If less gasoline is burned under stricter
19 standards, there will be less pollution in the air.

20 As a retired physician, I'm aware of the
21 profound negative impact of foul air on persons
22 with lung ailments, having lived through the red
23 days in Washington, DC, when persons with impaired
24 lungs were advised not even to go out of doors.

25

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2 I know that this is a clear and present danger
3 to a significant portion of our citizen.

4 Having worked in the Veterans Health
5 Administration, I'm also aware of the many older
6 veterans suffering and dying from chronic
7 obstructive pulmonary disease or COPD.

8 I'm sure they would rally behind any action
9 that EPA or the Obama Administration could do that
10 would cut down on smog, though smoking is
11 considered a major cause of COPD.

12 Once the damage to the lungs is there, ongoing
13 air pollution remains an additional and unnecessary
14 hazard to these and future veterans.

15 The Obama Administration's proposed new global
16 warming and fuel efficiency standard for cars and
17 light trucks in model years 2017 through 2025
18 should spur automobile manufacturers to begin
19 creating cars with improved mileage as soon as
20 possible, in order to gain experience in
21 preparation for the looming deadlines. We can all
22 breathe better when they do so.

23 Thank you so much for your time.

24 MR. MEDFORD: JoAnn Seaver.

25 MS. SEEVER: I'm JoAnn Seaver, a retired

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2 educator, Ph.D., from the graduate school of
3 at University of Pennsylvania. And I want to talk
4 about motivation and the importance of setting
5 standards.

6 There seems to be part of our population
7 that's worried about setting regulations and
8 standards, and I'd like to speak up for them
9 because they supply the compelling reason for
10 making the change to clean air.

11 They motivate remediation. There's a category
12 of people who are compelled by a desire and need
13 for cleaner air.

14 This category includes, for example, people or
15 parents of children with asthma or lung disease,
16 people whose livelihood depends on living and
17 working in urban areas.

18 People making a living in agriculture,
19 forestry, fishing or recreation, communities whose
20 lands are threatened by rising sea levels or
21 chronic drought, they have a compelling reason to
22 see some change in our climate for the better.

23 Ironically, those of us in that category find
24 ourselves driving cars or small trucks despite
25 their contribution to pollution.

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2 Our concerns to the effects of pollution is
3 overridden. We are compelled by our sense that
4 driving cars is essential to our daily lives.

5 And what compels car manufacturers? The
6 makers of cars are compelled by the desire and need
7 to be competitive and profitable.

8 Without strong enforced universal standards
9 without loopholes, no company can economically or
10 competitively justify putting time and money into
11 creating fuel-efficient clean cars.

12 Establishing standards for clean cars by 2017
13 through 2025 creates the reason and motivation for
14 all car companies to do what must be done for the
15 health of the living creatures on this planet.

16 Setting clean car standards is the first and
17 essential step. When a standard is set for all car
18 manufacturers to comply with, there's a fair
19 playing field. There is a requirement that defines
20 the task.

21 The car companies can then turn their
22 attention to meeting the goal in the time frame
23 set. They can focus on finding the solution to a
24 defined problem knowing that their competitors face
25 the same requirements.

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By putting in place strong standards and enforcement with no loopholes affecting all car makers, a car company can focus its attention, time and resources without fear of competitive disadvantage.

The standards supply the compelling reason to make the change that previously has been lacking. As far as drivers, we'll drive whatever is put in front of us.

And I thank you for the time that you spend thinking about these standards, working on them, and I hope that you will support us.

MR. MEDFORD: Thank all of you very much. We appreciate your testimony.

- - -

(Whereupon, the Court Reporter was excused at 5:00 p.m.)

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C E R T I F I C A T E

I, Jennifer Miller, a Certified Shorthand Reporter and Notary Public, within and for the Commonwealth of Pennsylvania, do hereby certify that the hearing hereinbefore set forth was duly taken by me and that such hearing is a true record of the testimony given by such witnesses.

I further certify that I am not related to any of the parties to this hearing by blood or marriage and that I am in no way interested in the outcome of this hearing.

IN WITNESS WHEREOF, I have hereunto set my hand this _____ day of _____, 2012.

JENNIFER MILLER, COURT REPORTER

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In The Matter Of:
*Public Hearing for Proposed Greenhouse Gas
Emissions
Standards and Fuel Economy Standards*

January 19, 2012

REPORTING ASSOCIATES, LLC
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PUBLIC HEARING FOR PROPOSED GREENHOUSE GAS EMISSIONS
STANDARDS AND FUEL ECONOMY STANDARDS FOR LIGHT-DUTY
VEHICLES IN MODEL YEARS 2017-2025

JANUARY 19, 2012

PHILADELPHIA, PENNSYLVANIA

EVENING SESSION

REPORTED BY:
Cherilyn M. McCollum
CCR No. 2094, RPR

Sean M. Fallon
CCR No. 840, RPR, RMR

1 TRANSCRIPT of the PUBLIC HEARING,
2 EPA/NHTSA PROPOSAL, GREENHOUSE GAS EMISSIONS
3 STANDARDS AND FUEL ECONOMY STANDARDS FOR LIGHT-DUTY
4 VEHICLES IN MODEL YEARS 2017-2025, held at the
5 Crowne Plaza Philadelphia Downtown, 1800 Market
6 Street, Philadelphia, Pennsylvania, commencing at
7 4:48 p.m., on January 19, 2012, heard before the
8 Government Panel of EPA/NHTSA, reported by Cherilyn
9 M. McCollum, Certified Court Reporter No. 2094, RPR,
10 and Sean M. Fallon, Certified Court Reporter No.
11 840, RPR, RMR.

12
13
14 EPA PANEL MEMBERS:

15 MARGO OGE

16 CHET FRANCE

17 STEVEN SILVERMAN

18
19 NHTSA PANEL MEMBERS:

20 RON MEDFORD

21 JIM TAMM

22 REBECCA YOON
23
24
25

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1 MS. OGE: Okay. We'll start with
2 Mr. Thomas Huynh. Welcome.

3
4 THOMAS HUYNH

5 CITY OF PHILADELPHIA

6 DIRECTOR OF AIR MANAGEMENT PROGRAMS
7

8 MR. HUYNH: Good afternoon. My name
9 is Thomas Huynh. I am a director for the
10 Philadelphia Department of Public Health's Air
11 Management Services division. On behalf of the City
12 Philadelphia I would like to thank the EPA, the
13 National Highway Traffic Safety Administration for
14 holding this public hearing in Philadelphia on joint
15 proposal rule on 2017 and later model years
16 light-duty vehicle greenhouse gas emissions and
17 Corporate Average Fuel Economy Standards.

18 Air Management Services (AMS) is the
19 local pollution control agency for the City of
20 Philadelphia. AMS's mission is to protect the
21 health and quality of life of Philadelphians from
22 adverse health effects of air pollution. It
23 operates under the authority provided by the
24 Philadelphia Code, the Pennsylvania Air Pollution
25 Control Act, and the federal Clean Air Act. AMS'

1 programs include activities directed to prevention
2 and control of air pollution and the air pollution
3 nuisance, as required to achieve and maintain the
4 National Ambient Air Quality Standards, reduce air
5 toxics, and provide healthy air for Philadelphians.

6 In recent years, AMS has participated
7 in cooperative regional initiatives to promote
8 energy efficiency and sustainability. These
9 initiatives include the Cities for Climate
10 Protection Campaign for International Council for
11 Local Environmental Initiatives (ICLEI), the U.S.
12 Mayors' Climate Protection Agreement of U.S.
13 Conference of Mayors, and the Large Cities Climate
14 Leadership Group and Clinton Climate Initiative.

15 The EPA and National Highway Traffic
16 Safety Administration proposed rules will provide
17 significant benefits in term of criteria pollutant
18 emissions reductions, toxic air pollutant emissions
19 reductions, and near-roadway health impacts in
20 Philadelphia.

21 Philadelphia is in compliance with
22 the NAAQS for all criteria air pollutants, with the
23 exception of ozone and fine particulate. For 21
24 days in 2010, the airborne concentration of ozone
25 and fine particulate matter in Philadelphia were

1 high enough to warrant unhealthy rating under the
2 EPA Air Quality Index. The 2005 National Air Toxics
3 Assessment (NATA), released in March of 2011, show a
4 total cancer rate of 58 in a million in
5 Philadelphia. Philadelphia has 18 air toxics that
6 exceed a one in a million risk, cancer risk, based
7 on EPA's 2005 NATA and AMS' 2010 Air Monitoring
8 Data. The top five air toxics include pollutants
9 from mobile source: Formaldehyde, Benzene,
10 Acetaldehyde, 1,3-Butadiene, and Carbon
11 Tetrachloride. Based on the 2008 National Emissions
12 Inventory, emissions from mobile source in
13 Philadelphia account for 27 percent of nitrogen
14 oxides, 21 percent of Volatile Organic Compounds,
15 and 47 percent of carbon monoxide of all emission in
16 Philadelphia. Nationally, we know that emission
17 from mobile source account for 26 percent of total
18 cancer risk. The proposed rule would help reduce
19 the toxic air emissions due to a reduction in fuel
20 uses.

21 Ground level ozone is the pollutant
22 more often responsible for unhealthy air quality in
23 Philadelphia. Exposure to high level of ozone can
24 damage vegetation and can exacerbate cardiovascular
25 and respiratory ailments, and can reduce the life

1 expectancy in humans. The proposed rule will help
2 reduce adverse health impacts near roadways due to
3 reduction in tailpipe emission.

4 Diesel emission are also a
5 significant contributing factor in determining
6 health risk from toxic emission. AMS works to
7 promote emission reductions from diesel vehicles and
8 to bring clean diesel technology to the Philadelphia
9 area through the Philadelphia Diesel Difference, a
10 coalition of diverse stakeholders whose primary
11 purpose is to reduce air pollution associated with
12 diesel-powered engines in the greater Philadelphia
13 area. AMS also works on projects related to
14 sustainability, including anti-idling. The proposed
15 rule will help aid the City's work with the
16 Philadelphia Diesel Difference.

17 Thank you for the opportunity to
18 testify in support of the proposed rule. AMS
19 remains committed to protect the health, well-being,
20 and quality of life for the people who live, work,
21 and visit Philadelphia.

22 Thank you.

23 MS. OGE: Thank you.

24 Ms. Alissa Burger.

25

1 ALISSA BURGER

2 PENN FUTURE ENERGY CENTER

3
4 MS. BURGER: Good afternoon.

5 Citizens for Pennsylvania's Future, also more
6 commonly known as PennFuture, is a statewide public
7 interest membership organization working to enhance
8 Pennsylvania's environment and economy, with offices
9 in Harrisburg, Philadelphia, Pittsburgh, and
10 Wilkes-Barre. The PennFuture Energy Center for
11 Enterprise and the Environment appreciates the
12 opportunity to provide comments on the proposed
13 standards for light-duty vehicles for model years
14 2017-2025.

15 With cars and light trucks accounting
16 for nearly half of U.S. oil consumption and nearly
17 60 percent of all mobile source greenhouse gases,
18 the impact of making these vehicles more efficient
19 will deliver very tangible economic, public health,
20 environmental, and national security improvements,
21 all to the benefit of American citizens. And yet up
22 until 2010 the fuel economy standards for passenger
23 cars had remained stagnant for 24 years. Now is the
24 time to take action, and PennFuture supports the EPA
25 and NHTSA in doing so.

1 If finalized, this rule will
2 stimulate the development of cleaner, more fuel
3 efficient vehicles through innovation in the
4 manufacturing sector as well as technological
5 advances in vehicle components, such as air
6 conditioning units. Such advancements in the
7 automotive industry have the potential to stimulate
8 domestic job growth. More specifically, these
9 standards are anticipated to add 500,000 jobs
10 throughout industry sectors.

11 Transportation sources, including
12 light-duty vehicles, accounted for 28 percent of all
13 U.S. greenhouse gases in 2007, a rate that has
14 substantially increased since the early '90s. In
15 2030 alone greenhouse gas pollution could be reduced
16 by 290 million metric tons, which is equal in impact
17 to removing more than 40 million cars and trucks of
18 today's economy standards off the road for a year.
19 Pollution reduction significantly decreases the
20 number of pollution-related illnesses and death.
21 The net social benefits offered by the continuation
22 of the National Program are undoubtedly significant.

23 These standards would achieve
24 significant strides in reducing our dependence on
25 oil. Since the Carter Administration first dealt

1 with foreign oil embargoes in the 1970s, reducing
2 our dependence on oil from foreign countries has
3 been a national priority. With the second phase of
4 the National Program projected to save approximately
5 4 billion barrels of oil, this is an opportunity the
6 U.S. cannot afford to pass up.

7 In addition to codifying standards
8 for the auto manufacturing industry, generating
9 environmental benefits, and strengthening national
10 security, the extension of the National Program will
11 save American families money. For many Americans,
12 transportation expenses are second to only housing.
13 Over the lifetime of the program, Americans can
14 expect a total of \$1.7 trillion in fuel savings. In
15 passing the proposed standards, individual vehicle
16 owners of model years 2017 to 2025 can anticipate
17 the net savings of \$4,000 over the lifetime of that
18 vehicle, not to mention the savings accrued monthly,
19 as Americans save at the gas pump.

20 While not every policy challenge can
21 be easily addressed and managed, the collaborative
22 and analytical efforts of the EPA, NHTSA, CARB, and
23 other stakeholders are to be commended for looking
24 to continue a program that offers such impactful
25 results. PennFuture strongly encourages EPA and

1 NHTSA to finalize these regulations as they are
2 currently being proposed and not weaken the fuel
3 economy or tailpipe standards in any way.

4 Thank you very much.

5 MS. OGE: Ms. Mary Felley. Good
6 afternoon.

7

8

MARY FELLEY

9

LEAGUE OF WOMEN VOTERS OF PENNSYLVANIA

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MS. FELLEY: Good afternoon. My name
is Mary Felley, and I'm a member of the League of
Women Voters of Pennsylvania. I'm reading a
statement on behalf of the League which was prepared
by Roberta Winters of the State Board, and I thank
you for this opportunity to provide input on this
critical issue.

Based on the League's national
position on air quality, we promote measures to
reduce pollution for mobile and stationary sources.
The proposed strengthening of fuel efficiency and
carbon pollution standards for new cars and trucks
is a significant step in the right direction.

Take a deep breath. The Philadelphia
region and Pennsylvania as a whole have the dubious

1 distinction of being among the smoggiest areas in
2 our nation. Cleaner cars and trucks will make a
3 difference. Their exhaust account for a third of
4 the smog-forming nitrogen oxide emissions in our
5 nation. Air pollution is also not confined by
6 municipal or state boundaries. With road traffic
7 continuing to increase along the Northeast Corridor
8 and with industrial development occurring across
9 rural areas of our commonwealth at a break-neck
10 rate, it is essential that stronger standards be
11 established as soon as possible.

12 The citizens of our commonwealth and
13 the nation are depending on you, the Environmental
14 Protection Agency, and NHTSA to safeguard our air
15 and protect people's health. With the alarming rise
16 of pollution-related asthma attacks, heart attacks,
17 and shortened lifespans, enacting these proposed
18 standards is truly a matter of life and breath.

19 Thank you.

20 MS. OGE: Thank you.

21 Ms. Meredith Montalto.

22

23 MEREDITH MONTALTO

24 PEW CLEAN ENERGY PROGRAM

25

1 MS. MONTALTO: Thank you. My name is
2 Meredith Montalto. I am the Pennsylvania
3 representative for the Pew Clean Energy Program.

4 The Pew Charitable Trust is pleased
5 to comment on the proposed joint rule issued by the
6 Environmental Protection Agency and Department of
7 Transportation that would require manufacturers of
8 light-duty vehicles to achieve a fleet-wide average
9 of 54.5 miles per gallon fuel economy and greenhouse
10 gas emission equivalent standard for model year 2025
11 vehicles. The proposed rule would double the
12 passenger vehicle fuel efficiency from the level
13 enacted in 2007, a significant increase that will
14 save consumers money at the pump, blunt the economic
15 and national security threats presented by oil
16 dependence and price volatility, and help American
17 manufacturers develop new technologies that spur
18 investment in research, development, and production
19 of the advanced vehicles.

20 Pew has long supported higher federal
21 fuel economy standards. In 2007 we worked to help
22 achieve overwhelming bipartisan support in Congress
23 on the first fuel economy increase in 30 years. We
24 have also sought to inform the public and
25 policymakers across the nation about the dangers of

1 U.S. oil dependence to our nation's economy,
2 national security, and to the lives of the U.S.
3 servicemen and women who defend oil transit routes
4 and chokepoints around the world. The RAND
5 Corporation estimates that the U.S. military spends
6 between 67 and 83 billion dollars annually defending
7 oil chokepoints around the world.

8 The proposed joint rule for model
9 years 2017 to 2025 incentivizes the introduction of
10 advanced technologies that seek to decrease U.S.
11 dependence on foreign oil. Incentives designed to
12 spur development of electric and hybrid vehicle
13 technologies in the U.S. light-duty fleet provide a
14 clear path for auto manufacturers to invest in
15 research, development, and production, which can
16 improve the competitiveness of U.S. manufacturing
17 and enhance exports to nations with growing demands.
18 Investment in the research, development, production,
19 and deployment of advanced vehicle technologies will
20 help vehicle manufacturers located in the U.S.
21 achieve the proposed standards and present an
22 opportunity for the U.S. to lead in new markets such
23 as advanced batteries, which experts predict could
24 be a \$100 billion in global industry annually by
25 2030. Pew is a strong advocate for the deployment

1 of electric and hybrid vehicles and the necessary
2 charging infrastructure, which could significantly
3 reduce oil consumption and consumer fuel costs.

4 While the proposed requirements set
5 forth by EPA and DOT are aggressive and laudable,
6 Pew strongly urges the agencies not to allow the
7 fuel standards to be weakened during the midterm
8 review period. Pew understands that fuel efficiency
9 standards produced by DOT are limited by statute to
10 five-year increments and also appreciates the value
11 of technological and cost review to ensure the
12 standards are achievable. However, we believe that
13 federal fuel efficiency standards must remain strong
14 in order to enhance American manufacturing
15 competitiveness in the auto industry while
16 protecting consumers and businesses from fuel cost
17 volatility.

18 The public strongly supports reducing
19 U.S. oil dependence through higher fuel economy.
20 Our bipartisan poll commissioned in July 2011 found
21 that 91 percent of Americans identify U.S.
22 dependence on foreign oil as a threat to our
23 national security, and significant bipartisan
24 majorities in every region of the country believe
25 that adopting stronger fuel economy standards is the

1 best way to lessen that dependence. In addition to
2 the petition submitted to President Obama on
3 November 1, 2011 and signed by more than 31,000
4 Americans, Pew has and will continue to highlight
5 the importance of fuel efficiency with auto supply
6 manufacturers, working families, and veterans at
7 events around the nation.

8 Thank you for your consideration at
9 this time.

10 MS. OGE: Thank you.

11 Ms. Janet Cooke.

12

13 JANET COOKE

14 CITIZEN

15

16 I'm Janet Cooke, and I'm here as a
17 citizen and as a member of the Sierra Club, and I
18 want to thank you for this opportunity to speak with
19 you. I'm here to support any and all decisions that
20 you make which will ensure that the earth and its
21 atmosphere will remain viable, clean, and safe for
22 our children.

23 I'm thinking right now of those
24 grandmothers in Detroit because I just became a
25 grandmother three years ago and that's why I'm here,

1 too. I would have loved to have sung a song with
2 them.

3 MR. MEDFORD: It's not too late.

4 MS. COOKE: I can't do it alone.

5 Having grandchildren places one's
6 view of the future into a very clear perspective.
7 It's not like it would be nice to do this or not to
8 support one's future, it becomes imperative that we
9 do everything that we can and know how to do to stop
10 adding poisons and pollutants into the air and water
11 and control destructive procedures and policies that
12 contribute to global warming. Without a healthy
13 earth and atmosphere there can be no future for our
14 grandchildren and their grandchildren and so on.

15 I live in Center City Philadelphia,
16 and I frequently enjoy hanging out in one or another
17 of four squares that were established by William
18 Penn and his city planner, Thomas Holme. They had a
19 vision bright with possibility for their new city of
20 Philadelphia. They created four open spaces that
21 are known today as Washington Square Park, Franklin
22 Park, Logan Circle, and Rittenhouse Square. Here
23 are a few descriptions of what I have seen in Penn's
24 city in the past few months. Three hundred years
25 since the founding of the city, I think he would be

1 pleased, but I wonder how global warming will change
2 things.

3 In Washington Square and Rittenhouse
4 Square with their large, old trees and bench-lined
5 walkways, I watch people chatting with friends and
6 strangers, playing cards, enjoying ice cream cones,
7 listening to street musicians. I once saw four
8 barefoot women rehearsing ballet routines,
9 practicing their jumps over and over again,
10 rehearsing right there on the grass. Young adults
11 often meet and organize volleyball games and croquet
12 games.

13 I loved watching a father one morning
14 who came with a baseball and wearing a catcher's
15 mitt standing several paces across a grassy area
16 from three boys who stood more or less in a line
17 facing him. The boys appeared to be about seven,
18 nine, and ten years old and each of them had his own
19 catcher's mitt. One by one the father tossed the
20 ball to each of the boys who then returned the ball
21 to him. It was spring training for kids.

22 Older people come to the parks with
23 their walkers and motorized wheelchairs, and young
24 families bring their toddlers to take their first
25 step. One fall day in Washington Square Park

1 neighborhood children were jumping into huge piles
2 of leaves that were ready to be picked up in trucks
3 and removed from the park.

4 Washington Square Park and
5 Rittenhouse are especially great for dogs. I see
6 little dogs and big dogs, dogs on leashes, dogs
7 running free, free to catch Frisbees in midair, free
8 to chase balls, squirrels, pigeons, their owners,
9 and other dogs.

10 Franklin Square is for families and
11 families come. Here you can watch parents speaking
12 different languages helping their children and other
13 children enjoy the many sizes of climbing structures
14 and swings in the park. Families bring picnics and
15 enjoy sitting at tables under the big trees. After
16 lunch, some kids ride the beautiful carousel, while
17 others play miniature golf on a course that includes
18 many small copies of famous Philadelphia landmarks,
19 like Independence Hall and the Liberty Bell.

20 Today I'm wondering how will Penn's
21 vision of 300 years ago look 300 years from now?
22 What if global warming continues? Will people young
23 and old want to be outdoors if the air is filled
24 with noxious gases and particulate matter? Will
25 mothers let their children float little boats on

1 ponds where mosquitoes are breeding and algae is
2 growing on the sculptures? I don't think so.

3 We support your work with the
4 Environmental Protection Agency and members of the
5 Obama Administration who share our concerns. Yes,
6 please do pass these new regulations raising the
7 miles per gallon for gas for cars to 54.5 and
8 limiting the CO2 emissions to 163 grams, and do
9 continue to focus attention on what we humans can do
10 to keep our earth beautiful and livable, the place
11 we know it can be.

12 Thank you, and I invite you to take a
13 walk in our lovely city parks.

14 MS. OGE: Thank you.

15 Mr. Thomas Smith. Good evening.

16

17

THOMAS SMITH

18

CITIZEN

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MR. SMITH: Good afternoon, or good
evening, yeah. My name is Thomas Smith, and I am a
resident of Philadelphia. I would like to thank the
EPA and the National Highway Traffic Safety
Administration, NHTSA, for providing this
opportunity to speak in support of the rule-making

1 under consideration.

2 The collaboration of your two
3 agencies in designing and moving this initiative
4 forward is both sensible and laudable. I would add
5 that it reflects the kind of interagency work that
6 we need much more of. I would also like to
7 compliment the flexibility and the variety of
8 incentives the rule-making envisions. This, too, I
9 think will be critical in bringing about the
10 ambitious long-term changes in fuel economy
11 standards you are aiming for.

12 I'm in strong agreement with the
13 speakers who have pointed out the many benefits that
14 increased fuel economy will lead to. Transportation
15 is the basic element of our economic infrastructure.
16 If in the long term we can lower one of its major
17 costs, the positive economic effects, though they
18 may not be easy to quantify, will nonetheless prove
19 to be considerable. So it goes without saying that
20 reducing costs at the pump will have direct and
21 measurable effects on everyone's budget.

22 In addition, lowering greenhouse gas
23 emissions and the positive environmental effects it
24 will lead to is a benefit of fundamental importance
25 to this nation. Wherever one stands on the larger

1 questions of climate change, there can be little
2 doubt that taking ambitious steps now to reduce
3 environmental externalities will pay large dividends
4 down the road.

5 Finally, I think it is important to
6 point out the strategic value of reducing the
7 nation's dependence on foreign oil. It seems
8 unlikely that that dependence ever can entirely end,
9 but by adopting a course of action now to make our
10 vehicles significantly more fuel efficient, we will
11 over time become more self-sufficient and less in
12 the grip of oil sources not always favorably
13 disposed to the U.S.

14 In closing, I again want to commend
15 the EPA and NHTSA for the bold and ambitious
16 approach they're proposing. I do believe the
17 success of these efforts would be significantly
18 enhanced by a large boost in the current federal tax
19 on gasoline, but that is a topic, perhaps, for
20 another venue.

21 Again, thank you for the opportunity
22 to speak.

23 MS. OGE: Thank you.

24 Ms. Jeanette MacNeille. Welcome.

25

1 JEANETTE MacNEILLE

2 MILLBOURNE BOROUGH COUNCIL

3
4 MS. MacNEILLE: Thank you, and thank
5 you for coming to Philadelphia.

6 My name is Jeanette MacNeille. I am
7 president of Millbourne Borough Council in
8 Millbourne, Pennsylvania, just outside the
9 boundaries of Philadelphia and also in the area --
10 in an area which has very poor air quality. I'm a
11 wife; I'm an entrepreneur and business owner; I
12 employ people in three states; and I'm an elected
13 official, as I mentioned.

14 Personally, I drive a Honda Civic
15 Hybrid. It's six years old. My husband and I
16 regularly get 52 or 53 miles per gallon on the
17 highway, and so I think the standards that you
18 proposed are very likely doable, they're possible.
19 It's almost possible today, and given a few more
20 years it should be possible to do.

21 As an elected official myself and our
22 borough council and our residents in our town have
23 worked very hard on energy efficiency. Last year we
24 bought our streetlight system, and it was a big
25 investment. By doing that we're going to save

1 \$6,000 a year. We're upgrading all the lights from
2 mercury vapor to LED and sodium-vapor lights, and
3 we're going to save 20.7 percent of our energy usage
4 compared to last year.

5 In addition, this year we're working
6 on improvements and renovations to Borough Hall,
7 which is our second-highest priority, likewise to
8 improve the energy use, reduce our costs, and reduce
9 our energy use.

10 And thirdly, a third big initiative
11 is that we are working now and are paying for a
12 bicycle and pedestrian plan to improve the options
13 for walking and biking in the town and connecting
14 with public transportation so that people don't need
15 cars quite as much. So we are highly committed to
16 energy efficiency as a town.

17 In addition to that, I myself am a
18 severe asthmatic. I know the inside of almost every
19 emergency room here in Philadelphia, and I know the
20 emergency rooms in a number of towns when I've been
21 traveling for business, or even out of the country
22 when I've had to go. Attacks are unpredictable;
23 they are inconvenient; they are very expensive.
24 When I looked back at my medical records, what I see
25 is that an emergency room visit for me tends to cost

1 somewhere between \$4,500 and \$17,500 each and every
2 time.

3 And in addition to all of that, I
4 assure you that it is utterly unwelcome to have this
5 situation in place. When you can't breathe, when
6 you actually get to a point where you really can't
7 breathe, when you can't -- you have no assurance
8 that you actually are going to take another breath,
9 there isn't anything that is more important. There
10 is no priority that is that high. There is not the
11 signing of our police checks for our police officers
12 in our town, that isn't as important. Making a
13 sales call for my company, gaining another customer,
14 that isn't as important. Or even meeting a
15 commitment to my family, that isn't as important
16 either. When you can't breathe, there is nothing
17 else out there actually for you.

18 So for me and also for millions of
19 people like me here in the United States, I want to
20 ask you to pass the strictest and strongest and
21 highest CAFE standards that you can, because for me
22 automobile efficiency equals less time in the
23 emergency room and it actually really matters.

24 Thank you.

25 MS. OGE: Thank you. Thank you for

1 your testimony.

2 Any questions?

3 I'd like to thank the panel for
4 taking the timing to share your views and to testify
5 for this program. Thank you.

6 MR. MEDFORD: Okay. I think we're
7 ready for the next panel.

8 Ms. Dowell, when you're ready, you
9 can go ahead, please.

10

11

ERICA DOWELL

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SMALL BUSINESS MAJORITY, NETWORK COORDINATOR

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MS. DOWELL: Good evening. My name
is Erica Dowell, and I'm network coordinator with
Small Business Majority. Small Business Majority is
a nonpartisan small business advocacy organization
founded and run by small business owners. We
represent 28 million Americans who are self-employed
or own businesses of up to a hundred employees. Our
organization uses scientific opinion and economic
research to understand and represent the interests
of all small businesses.

Solutions to the country's economic
malaise start with small business. But government

1 must support them if we are to harness their power
2 as job creators. Small businesses have the
3 potential to stimulate the economy, but they still
4 need smart policies to help them do so, such as
5 stronger fuel efficiency standards. By
6 concentrating their efforts on raising the
7 requirements automakers must meet, legislators can
8 help entrepreneurs save money and give them the
9 boost they need to rebuild America. We know this
10 from our research.

11 The rising cost of fuel is a key area
12 where the government can help small businesses. We
13 released a national opinion poll in September of
14 last year that found that 87 percent of small
15 business owners believe it's important for the
16 United States to take action now to increase fuel
17 efficiency in cars and light trucks. A 59 percent
18 majority described this as very important.

19 Moreover, small business owners in the influential
20 automotive states of Michigan, Ohio, and California
21 demonstrated equally strong support of more
22 stringent standards.

23 Our survey also found that 71 percent
24 of small business owners believe that American car
25 companies do not innovate enough and 73 percent

1 believe the federal government should do more to
2 make them innovate. Therefore, it's not surprising
3 that 80 percent of owners support requiring the auto
4 industry to increase fuel efficiency to 60 miles per
5 gallon by 2025, an even higher standard than the
6 54.5 miles per gallon standard the Obama
7 Administration proposed in November.

8 Small business owners know they will
9 benefit from strengthened fuel economy standards.
10 The proposed rules are right on par with what
11 entrepreneurs have told us they want: improved fuel
12 standards that have the power to cut long-term
13 business costs. Stronger standards are a surefire
14 way to help small business owners save money on
15 fuel, invest in their companies, and hire.

16 Of the employers we polled, the
17 rising cost of doing business came in as their top
18 concern, including fuel costs. This helps explain
19 why so many small business owners believe stronger
20 fuel efficiency standards have the potential to
21 boost their bottom line. In fact, 87 percent of
22 small business owners agree that improving
23 innovation and energy efficiency are good ways to
24 increase prosperity for small businesses.

25 If lawmakers are going to meet these

1 entrepreneurs' needs, raising fuel economy standards
2 is a great way to start. Through higher standards
3 the money small business owners and consumers will
4 save on gas will better equip the American public to
5 foster economic growth by patronizing businesses
6 everywhere.

7 We support raising fuel economy
8 standards because they'll be a boon to our small
9 businesses and to our economy. Thank you.

10 MR. MEDFORD: Thank you.

11 Kesaaraa, I'm going to let you tell
12 us how to say your last name.

13

14 KESAARAA WIJEYEWICKREMA

15 SIERRA CLUB

16

17 MS. WIJEYEWICKREMA: Thank you for
18 the opportunity to testify today. My name is
19 Kesaaraa Wijeyewickrema. Don't worry. Everyone
20 gets it wrong.

21 MR. MEDFORD: Thank you.

22 MS. WIJEYEWICKREMA: And I work for
23 the Sierra Club's Green Transportation Campaign.

24 On behalf of Sierra Club's 1.4
25 million members and supporters, I applaud the EPA

1 and NHTSA for proposing to strengthen vehicle fuel
2 efficiency and greenhouse gas standards for model
3 years 2017 through 2025 cars and light trucks to
4 54.5 miles per gallon by 2025.

5 Cars and light trucks drive our
6 addiction to oil. They consume more than 8 million
7 barrels of oil every day and are responsible for
8 nearly 20 percent of U.S. climate-disrupting carbon
9 pollution. To feed our oil addiction we spend as
10 much as \$1 billion overseas every day, costing jobs
11 and threatening our national security.

12 In our efforts to educate the public,
13 our members, the media, and decision makers about
14 the importance of strengthening vehicle standards
15 and cutting our addiction to oil, we helped form a
16 coalition of groups in support of a 60 mpg standard.
17 Through our coalition's efforts, nearly 300,000
18 Americans nationwide took action in support of
19 strengthening vehicle standards from writing letters
20 to their elected representatives to sending in
21 photos supporting cleaner cars. I have brought with
22 me today and would like to submit to the agencies a
23 card that represents these actions, as well as
24 postcards from hundreds of Americans in support of
25 the standards, just to show you the photo that we

1 took.

2 Many of these Americans support a
3 strong standard because they care about the new jobs
4 that come with innovation, curbing global warming,
5 cutting our nation's addiction to oil, and saving
6 billions at the gas pump. Americans want cleaner
7 and more efficient cars and trucks that are better
8 for our environment and our economy. These
9 standards are the biggest single step we can take to
10 end our addiction to oil. Not only will these
11 standards save consumers money at the pump, they
12 will help our American auto industry innovate and
13 thrive in a global economy.

14 Sierra Club applauds the agencies'
15 efforts to raise fuel efficiency standards to 54.5
16 mpg and look forward to final standards later this
17 summer. Thank you.

18 MR. MEDFORD: Thank you very much.

19 Dr. Sarfaty.

20

21 MONA SARFATY, M.D.

22 CITIZEN

23

24 DR. SARFATY: Thank you. My name is
25 Mona Sarfaty and I'm a primary care physician and an

1 associate professor at the Jefferson School of
2 Population Health that's located here in Center
3 City. I'm also on the executive committee of the
4 local Philadelphia College of Physicians and recent
5 past chair of the Medical Care Section of the
6 American Public Health Association, but I'm coming
7 to speak on my own behalf, not on behalf of those
8 organizations.

9 The push to make all vehicles cleaner
10 is supported by strong logic with many valid and
11 convincing arguments. The logic of this
12 presentation is going to come from public health and
13 from individual health.

14 The public's health is already
15 adversely affected in Philadelphia because of
16 deficient air quality. Based on data monitoring
17 carried out by the EPA and made available to the
18 American Lung Association, the population at risk
19 because of poor air quality in this county is very
20 substantial. A colleague of mine participated in an
21 asthma project, the Philadelphia Allies Against
22 Asthma, in collaboration with local hospitals,
23 schools, and several other cities. The project had
24 school nurses coordinate with hospital emergency
25 rooms to identify and then work with families of

1 asthmatic children to help them use every technique
2 available to protect the children from their asthma.
3 The number of asthmatic children in our project
4 schools, which was 82 per school, was the highest of
5 all the cities that participated in this project.

6 Part of my work at Jefferson involves
7 quality improvement in health care. Medical care
8 institutions are under increasing pressure to show
9 improved quality outcomes because of the significant
10 percentage of the national budget that's spent on
11 medical care. In our family practice we have 978
12 individuals who have asthma. Clearly, it undermines
13 the efforts of all the medical institutions in this
14 city when the city report card shows a grade of F
15 both for days of ozone elevation and for 24-hour
16 particle pollution.

17 The medical literature is full of
18 publications from this country and from foreign
19 countries demonstrating that cleaner air leads to
20 improvement in health status for people with lung
21 conditions and chronic diseases. Unfortunately, in
22 our practice, the common wisdom is that all the
23 patients who move to Philadelphia eventually develop
24 asthma, a cough, or allergies. Vehicles that emit
25 less pollution are an important component of a

1 strategy for preventing these health problems.

2 The population that's at special risk
3 of air pollutants because of the underlying medical
4 conditions they have is very large in Philadelphia.
5 It's 679,000 people and it accounts for 40 percent
6 of the population. How could that be so? Well,
7 that total is comprised of 37,000 children and
8 110,000 adults who have asthma, 50,000 people who
9 have chronic bronchitis, 24,000 who have emphysema,
10 413,000 who have cardiovascular disease, and 95,000
11 who have diabetes. All of these people are at
12 greater-than-average risk from ozone and/or particle
13 pollution. Even a limited period of exposure above
14 certain limits can precipitate deterioration for
15 people who have such conditions.

16 I'd like to close with just a few
17 words about my personal experience as a fuel
18 efficient car owner. My husband and I have needed
19 two new cars in the last five years. With the high
20 price of gas and the many miles that my husband
21 drives per week, we looked carefully at fuel economy
22 and safety when we were shopping and bought hybrids
23 both times. We have been very pleased with our
24 vehicles and pleased to contribute to the growth of
25 the green economy.

1 If the American auto companies had
2 heeded the energy cost and health needs of the
3 public in developing their products, they might have
4 been ready for the current economic storm. If
5 energy efficiency and public health guide our
6 planning, we'll be on sounder footing as we go
7 forward. Thank you very much.

8 MR. MEDFORD: Thank you very much.
9 Reverend McClellan.

10
11 REV. ROBERT McCLELLAN
12 TABERNACLE UNITED CHURCH

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14 REV. McCLELLAN: Hi. I'm the
15 Reverend Robert McClellan, pastor of Tabernacle
16 United Church, of Presbyterian Church U.S.A., and
17 United Church of Christ Union Congregation right
18 here in Philadelphia. I come with the endorsement
19 of that congregation, as well as Interfaith Power &
20 Light, and that organization has chapters in 38
21 states serving 14,000 congregations and growing.
22 I'm grateful for the opportunity to speak, and I
23 give thanks to God for the EPA and NHTSA and the
24 Obama Administration for putting forward these bold
25 fuel efficiency standards.

1 I have given my life over to
2 nurturing ways of life that attend to the well-being
3 of all, of all people and indeed all God's creation.
4 I care about a lot -- I care about a lot of
5 different things, but it's been increasingly clear
6 to me that the looming environmental crisis
7 threatens to render every other single issue moot.
8 The time has come for us to be known as leaders in
9 this world again.

10 There is absolute consensus among my
11 sisters and brothers in the scientific community on
12 the fact that global climate change is the result of
13 human activity, in particular greenhouse gas
14 emissions, a huge percentage of which comes from our
15 automobiles. You'll hear lies about that and lies
16 about how caring for our environment through
17 standards will somehow hurt us by taking away jobs
18 or stunting the economy.

19 But there is also absolute consensus
20 in the religious community that lies are bad.

21 The truth is sound environmental
22 policy is sound economic policy is faithful policy.
23 Period. Today's environmental challenges are
24 tomorrow's economic opportunities.

25 I spent significant portions of the

1 past 15 years working with young people. If we
2 don't adopt policies such as these and even stronger
3 ones, what will I tell them about the way their
4 parents acted in a time of need?

5 I was in fifth grade in 1987, a
6 schoolboy in Indiana, when I learned about the
7 greenhouse effect. I have thought about it every
8 single day since. My question is, how many more
9 generations do we have to watch grow up before we
10 decide the time is right to lead again?

11 Thank you for your leadership. Thank
12 you.

13 MR. MEDFORD: Thank you.

14 Colleen Kennedy Nadav.

15

16 COLLEEN KENNEDY

17 CITIZEN

18

19 MS. KENNEDY: I'm actually just
20 Colleen Kennedy. I think that's just a typo.

21 Hi, everybody. My name is Colleen
22 Kennedy, and I'm a 22-year-old resident of Delaware
23 County, Pennsylvania. I stand before you today for
24 a multitude of reasons. Primarily I am here because
25 I want to stress to you how critically life-changing

1 this regulation could be for me if all goes well.

2 I was born with asthma and at the age
3 of three weeks I had a very -- a very bad case of
4 pneumonia and I had to be hospitalized. When I was
5 in elementary school, I had to have four nebulizer
6 treatments every single day. I had to miss class in
7 order to do that.

8 Today I actually have a heart
9 condition called atrial ectopic -- atrial ectopic
10 tachycardia -- still don't have that memorized --
11 that causes my heart rate to speed up randomly and
12 go out of rhythm. I get heart palpitations,
13 horrible chest pain, and dizziness as my body
14 struggles to keep all of my normal bodily functions
15 going, like oxygen going to the rest of my body. I
16 had heart surgery last year to try to correct this
17 defect and it was unsuccessful. I just want to
18 quickly read to you some of the risks that come with
19 this procedure that I had to decide and get the
20 surgery anyway.

21 If you get this procedure there is a
22 chance that you'll have a recurrence of your
23 arrhythmia. There is a chance that you'll form a
24 new horrible -- like worse arrhythmia. There is a
25 chance the surgeons will damage your blood vessels.

1 They could puncture your heart. You can get
2 something called AV block, which I'm not a doctor,
3 but pretty much your electrical circuitry of your
4 heart changes dramatically. I'm sure other people
5 who are doctors can explain it better than me.
6 Sorry about that. You could have a risk of stroke
7 or, obviously, death.

8 This is a decision I had to make at
9 the age of 22, and it's not something that I took
10 lightly, and I will probably have to go through with
11 this surgery once again because it was unsuccessful.

12 I have learned that I can't really
13 control my health, but there are some things that I
14 can control, and one such thing is air quality. Air
15 pollution and the intensifying heat and humidity
16 we've seen over the past decade have a dramatic
17 impact over whether or not I can leave my home.
18 When the weatherman goes on the TV and says, Be
19 careful out there; there is an orange air quality
20 alert today, that's often my cue to stay indoors,
21 losing far too much work and school.

22 As a college student and an active
23 participant in my community, it is an infuriating
24 feeling to have to e-mail a professor or call your
25 boss and tell them that yet again you're going to be

1 staying home. But if I ignore my symptoms and push
2 myself past my limit, within a few hours the
3 dizziness, nausea, and feeling that someone is
4 sitting on my chest returns, and no amount of air
5 conditioning will relieve these symptoms right away.

6 A few months back I attended a
7 congressional town hall with my congressman. Names
8 don't matter, but suffice it to say that after I
9 brought to my representative's attention the
10 struggles that I've had and how we need to take air
11 quality issues into account when making decisions on
12 a local and national level, he changed the subject
13 almost immediately, but not before spewing the same
14 old speech that the EPA makes ridiculous regulations
15 that kill jobs. I wanted to tell him that it would
16 be an awful shame if his kind of attitude killed me
17 in my next surgery while I was trying to avoid the
18 symptoms that could have been circumvented through
19 sensible clean air measures, but a lot of other
20 people had questions of their own, so I held my
21 tongue.

22 I am so thankful to get this
23 opportunity to talk to all of you to remind all of
24 you why the EPA exists. It is there for all of us
25 so we can leave our homes and go about our lives

1 safe and healthy. The work that the EPA and state
2 environmental government agencies do is just as
3 important as the regard we have for defense,
4 education, or any other field. Yet many politicians
5 look at the EPA with disdain because it's a job
6 killer.

7 Do you all remember that
8 almost-bankruptcy we had with our auto industry?
9 Why was that? Was it because for decades the
10 industry ignored prompts from international
11 competition to improve their product, to improve
12 their fuel efficiency? I think so.

13 The EPA, as directed by the Obama
14 Administration, is proposing new fuel efficiency
15 standards for cars in model years 2017-2025. This
16 is the single greatest step our country has taken to
17 tackle global warming and get off oil, all while
18 saving Americans cash at the pump. By the year 2030
19 the proposed standards would cut annual global
20 warming pollution by roughly 280 million metric
21 tons, which would be the near equivalent to shutting
22 down 70 coal-powered plants for an entire year.

23 Here's the kicker, though. My
24 congressman was wrong about the EPA's top-secret
25 plan to destroy our economy. Improving standards

1 within the auto industry will boost sales, improve
2 our international strength as an auto industry
3 against foreign competition, and, most of all,
4 create jobs. And, hey, that's what we're all
5 worried about now, right? I feel like this is a
6 no-brainer and this is definitely an Obama plan that
7 I can get behind heart, lungs, and body.

8 I hope you all see how important this
9 is to our country and to my own family and back our
10 president up along with me.

11 Thank you.

12 MR. MEDFORD: Thank you.

13 Mr. Greene.

14

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PAUL GREENE

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CITIZEN

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MR. GREENE: Thank you for this
opportunity. My name is Paul Greene. I'm an
anthropologist and associate professor at Penn State
University's Brandywine Campus.

22

Can you hear me?

23

24

MR. MEDFORD: Yeah, we can. We can.
We can hear you.

25

MR. GREENE: I'm not an environmental

1 scholar. I'm speaking to you as a concerned
2 citizen. I feel that there are three experiences
3 that motivate me to be here. One is that on our
4 campus we had a discussion of global climate change.
5 We screened An Inconvenient Truth. We invited
6 scholars on both sides of this issue to speak. The
7 experience was -- was very convincing to me. I felt
8 that the evidence was overwhelming and
9 incontrovertible that human beings are responsible
10 for global climate change.

11 The other two experiences are from my
12 travels as an anthropologist. Three years ago I had
13 the opportunity to climb Mount Kilimanjaro. A
14 marvelous experience. But only the last day did I
15 actually encounter glacial ice, and I've seen photos
16 that you can compare to the way this used to look.
17 So this is a place where the effects of global
18 climate change seem to be very dramatically on
19 display.

20 Another experience I had was working
21 with a research assistant in Kathmandu. Kathmandu
22 is -- has much greater fuel emission problems than
23 any city in the United States. Life in Kathmandu
24 for many people involves wearing masks that filter
25 out the air. At the end of a long day of fieldwork

1 I would come back and there would actually be black
2 stuff coming out of -- you know, in my mucus and in
3 my nose and in my throat. These dangers are real
4 and considerable, and I really applaud the EPA for
5 moving ahead with regulations for higher fuel
6 efficiency.

7 In today's political discourse,
8 regulation is beginning to take on a bad name. As
9 we just heard, there is talk about job-killing
10 regulations. There are fears that enhancing
11 regulations on individuals will curtail liberties,
12 that strengthening regulations on corporations will
13 reduce their ability to create jobs. But in the
14 last few years we have seen how lax regulation has
15 led to or contributed to a global economic meltdown
16 from which we are still recovering and what is now
17 clear in hindsight about regulation was not clear
18 before, evidently.

19 Regulation is very important. Many
20 citizens are calling for and asking for regulation.
21 We need to organize ourselves at the largest social
22 levels in order to solve this problem, and
23 regulation is the way to do that. So instead of
24 viewing this as something that curtails or limits
25 us, I think I, and it sounds like other people at

1 this panel, consider this to be a real liberating
2 opportunity.

3 Facing climate change is exactly the
4 sort of issue that we organize government for, to
5 tackle a problem that we can't solve as individuals,
6 nor can we wait for the invisible hand of the
7 economy to solve this problem for us. We need a
8 coordinated effort with consistent and high
9 standards to avert disaster. Let's not allow this
10 time of economic jitters and the vilification of
11 regulation to compromise the obvious public good.
12 This is not a time to make exceptions or create
13 loopholes or special situations for certain
14 corporations or individuals. We need a consistent
15 and thorough regulation at a very high standard to
16 prevent disaster.

17 Future generations will not thank us
18 for creating a few extra jobs now while allowing our
19 planet's climate to change dramatically and
20 permanently for the future.

21 Thank you.

22 MR. MEDFORD: Thank you.

23 Ms. Bergey.

24

25

JOY BERGEY

1 CENTER FOR THE CELEBRATION OF CREATION

2

3 MS. BERGEY: Thank you. My name is
4 Joy Bergey, and just to clarify, I'm also on staff
5 at PennFuture but that testimony's already been
6 given, so I speak in my role as executive director
7 of the Center for the Celebration of Creation. The
8 center is an interreligious program affiliated with
9 Chestnut Hill United Church in Philadelphia. And I
10 just want to thank all of you sitting here through
11 so much testimony today and you're all still awake.
12 That's just wonderful.

13 The Center for the Celebration of
14 Creation applauds President Obama and Secretaries
15 Jackson and LaHood for proposing this strong new
16 rule and we urge that it not be weakened in any way.

17 Climate change looms large. It will
18 hurt first and worst those least able to care for
19 themselves: the old, the young, the sick, the poor.
20 Addressing it is thus an issue of morality, which is
21 why the faith community cares so deeply about this
22 country's energy policies, such as the rule we're
23 considering today.

24 Our current energy policies in this
25 country reflect and enable our national addiction to

1 fossil fuels. Overwhelmingly our policies ignore
2 the issue of climate change. So if we can't wean
3 ourselves off fossil fuels any time soon, then we
4 must devote ourselves to improving vehicle
5 efficiency so we can use less fossil fuels. Cars
6 that are more efficient will mean less oil use.
7 Less oil used means less burned, less global warming
8 pollution, less traditional pollution that attacks
9 our health and shortens too many lives. Less oil
10 used means less money spent by businesses, by
11 governments, by consumers. Less oil used
12 domestically means less oil imported from countries
13 that don't like us and may allow us to avoid some
14 militaristic conflicts. So less oil used is good
15 for our health, our pocketbooks, our national
16 security, our future. All of these are morally
17 sound preferences.

18 This proposed rule would give us a
19 better future than we would have without it, which
20 is why the Center for Celebration of Creation
21 supports it.

22 Thank you all.

23 MR. MEDFORD: Thank you.

24 Any questions for the panel?

25 MS. OGE: I have one.

1 MR. MEDFORD: Yeah, sure.

2 MS. OGE: I have a request.

3 Ms. Erica Dowell, I thank you for your testimony.
4 If the survey that you made the reference is not
5 confidential, we would appreciate if you could place
6 it to our docket for the record.

7 MS. DOWELL: Okay. I'd be glad to.

8 MS. OGE: Okay. Thank you.

9 MR. MEDFORD: We'd like to thank each
10 of you for coming today to testify. We appreciate
11 you making the effort.

12 Our next panel.

13 MS. OGE: Wonderful. So now we're
14 going to Panel 11. I would like to call first Mr.
15 Matt Schwartz with his two lovely daughters.
16 Welcome. I think there are chairs for the two young
17 ladies.

18 Are you going to sit? You can bring
19 them forward so we can all see you.

20 Okay. Mr. Schwartz, we'll start with
21 you. If you can give us your name and also the name
22 of your two daughters for the record. They're the
23 youngest testifiers today, and they have been very
24 patient, so we appreciate that.

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L. MATTHEW SCHWARTZ, M.D.

CITIZEN

DR. SCHWARTZ: Thank you, everybody. I'm very appreciative of the opportunity to speak with you today. My name is Matthew Schwartz. I'm accompanied by my two daughters, Olivia Schwartz and Emily Schwartz. Olivia is eight and Emily is 11 and they're in the third and fifth grade, and they're learning about how to take good care of our environment.

I also want to thank you for working for an organization that holds in esteem our health and our well-being, our environment. It gets too short a shrift I think in decision making at the federal level and state level and I really hope it can be strengthened.

I'm a practicing physician. I'm also a member of the National Advisory Board of the Union of Concerned Scientists. I do not represent them, though. I'm here in the capacity of representing myself. And I just wanted to remind us all that there is overwhelming peer-reviewed scientific evidence that climate change is real and

1 accelerating. This is fact, not debatable,
2 faith-based belief.

3 Over the past few years climate
4 records were broken across the -- excuse me --
5 across the globe. The National Oceanic and
6 Atmospheric Administration has chronicled blizzards,
7 1,000-year floods, and scorching heat on all
8 continents.

9 Air pollution flares asthma and
10 allergies. As a physician, I see how many of my
11 patients must take these medications on a regular
12 basis. And even I, I take excellent care of myself,
13 and I still have postnasal drip, I wake up with
14 crust in my eyes every day. I have allergies and I
15 believe they are environmental and related to
16 pollution.

17 So the EPA must act now with a bold
18 clean-car efficiency standard of 54 1/2 miles a
19 gallon. I wish it could be better. I like higher
20 numbers. I know the technology exists that it could
21 be higher, but we'll settle, and everybody pretty
22 much, in my understanding, has been very pleased
23 with at least starting with 54. If we do, if you
24 do, we'll see the elimination of Saudi oil imports,
25 increasing our national security; we'll see marked

1 reductions in annual CO2 production so that in 2030
2 the equivalent of shuttering 70 coal-fired plants
3 will be realized; we'll see reduced demand for
4 offshore drilling and associated spills, like what
5 we saw in the Gulf this past year; and we'll see the
6 creation of an estimated 500,000 green jobs. Talk
7 about improving the economy. There is the
8 opportunity.

9 But we all know that oil companies
10 want to profit from America's fossil fuel addiction,
11 just like cigarette companies have done from
12 nicotine addiction. They've had their day. The
13 auto industry protested seat belts at the beginning
14 saying that it would ruin our business. Well, it
15 didn't. They also said that fuel efficiency
16 standards in the past, they said that's going to
17 ruin us, too. It never did. But they did flourish
18 until they didn't keep up, and then we saw what
19 happened in 2009, several went bankrupt, because
20 they failed to keep up with the new standards,
21 including fuel efficiency. Essentially Asia ate
22 their lunch. The auto industry can't afford not to
23 improve.

24 Auto dealerships can't keep hybrids
25 and all-electric vehicles in stock. The demand is

1 too great. Even my brother-in-law is selling his
2 Hummer and is buying a hybrid. My Prius, which is
3 the third Prius purchased in the greater
4 Philadelphia area 11 years ago, has saved me a
5 bundle in gas. At 102,000 miles and going strong,
6 the total cost of ownership has been very low.

7 Finally, we need a rule free from
8 loopholes like overly generous corporate welfare for
9 the industry. Let's let them show what they can do
10 and not give them handouts unnecessarily. Please
11 only offer reasonable and necessary incentives. If
12 you need more information, you can visit the Union
13 of Concerned Scientists Web site at ucsusa.org.

14 And remember, the EPA, Environmental
15 Protection Agency, works for we the people, the
16 majority of Americans, not the minority special
17 interests of the oil or auto industries. We're
18 depending upon you, and you're the representatives,
19 you're the messengers perhaps, not the decision
20 makers, but we're depending on the EPA to do its job
21 and represent us.

22 Thank you very much.

23 MS. OGE: Thank you, Mr. Schwartz.

24 Mr. Charlie Bugg.

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1

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CHARLIE BUGG

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CITIZEN

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MR. BUGG: Hi. My name is Charlie Bugg, and I'm about as grass roots as you can be. I'm not a member of any organization that most people have heard of, although I am a dues-paying member of Penn Environment; I am the treasurer of our local Frankford -- Frankford is a neighborhood in Philadelphia -- Garden Club; and a proud member of the Pennsylvania Horticultural Society.

If I can just digress for an instant, we have a fabulous flower show early March each year. Please come. By public transportation, if possible.

I'm also a hiker, a sailor, and a landlord, a low-income landlord. Many of my tenants do get asthma. Many also have to travel by public transportation two or three hours to go to the suburbs to find a job. I took the "el" here from Frankford. The "el" is an elevated train, and that's great, and Philadelphia has a good transportation system. However, even living in Philadelphia I need the car to do things with the

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1 garden. I need the car to go to the Appalachian
2 Trail up in Hamburg, the pinnacle of which is the
3 highest point in Pennsylvania. I need the car to go
4 to the eastern shore of the Chesapeake Bay to sail.
5 There is not public transportation to everywhere
6 that we need to go. I wish it were.

7 But because it isn't, for quite a
8 while regular people like me with no particular
9 problems are going to have to take cars, and I want
10 to take it and use it doing the least amount of harm
11 that it can. So I beg you, please pass this bill,
12 get this -- not pass this bill, but get the
13 regulations in here that are strong enough to make
14 it work.

15 I'm willing to pay a little more --
16 not a lot more -- I'm willing to pay a little bit
17 more if the cars were such that I could enjoy the
18 activities that I enjoy. If maybe some of my
19 tenants could afford a car, instead of having to
20 take two hours to get to their job, they could take
21 maybe 40 minutes. This is important for regular
22 people, too, not just scientists or large
23 organizations.

24 Thank you very much, and I hope you
25 pass a strong bill.

1 MS. OGE: Thank you.

2 Ms. Donna McKee. Good evening.

3

4

DONNA McKEE

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CITIZEN

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7 MS. McKEE: Yes, hello. My name is
8 Donna McKee. I'm a citizen and also a member of
9 Penn Environment. And I'd like to thank you for the
10 opportunity to testify in support of the greater
11 fuel efficiency standards for cars and light trucks
12 that has been proposed by the Obama Administration,
13 and I applaud the EPA and the Department of
14 Transportation for taking this big step.

15 As an environmental advocate and a
16 landscape architect, I see the effects of climate
17 change every day on plant and animal species, and
18 particularly species -- important species like oak,
19 they're being threatened by fungal diseases, just to
20 name one, and amphibians, you know, like frogs and
21 salamanders, who are also threatened by warming as
22 well as increased -- greatly increased spread of
23 fungal diseases and other pathogens, which is
24 connected with global warming and the consequent
25 climate change.

1 But our dependence on oil is, I
2 think, the thing that probably scares me the most in
3 terms of its effect on our society and on the planet
4 and into the future. Our country's dangerous and
5 unwise dependence upon oil, particularly foreign
6 oil, has resulted in Americans sending over a
7 billion dollars mainly to the Middle Eastern
8 countries every year and to the oil cartels, which
9 then fuel wars and conflicts that are really
10 devastating us economically and saddling us with an
11 unsustainable debt burden that I think is not fair
12 for us to pass on to future generations, and at the
13 same time our domestic economy is struggling and
14 making us -- as this is all making us less and less
15 secure every day. And we hear the war drums now
16 that are growing louder and louder for war on Iran,
17 yet another war, and I just wonder, when will the
18 insanity end? I think that it would be closely
19 linked to our commitment, or lack thereof, of
20 tackling this problem and lessening and eventually
21 breaking our dependence and our addiction to oil.

22 The new proposed fuel efficiency
23 standards are an important and long-overdue step
24 towards reducing our dependence on foreign oil, I
25 believe, and beginning to take responsible steps

1 towards reducing global warming, and they'll also
2 save Americans much-needed money. It's estimated
3 that it will save approximately \$330, you know, per
4 year per family.

5 As so many Americans, I want to be
6 able to buy the most fuel efficient vehicle, you
7 know, car or truck possible, but have been
8 frustrated because there are so few available on the
9 market -- the U.S. market, and those few that are
10 available are out of the reach of most Americans
11 because of their high price. And there is really no
12 good reason for this. I mean, the technology has
13 been available for decades and the auto industry has
14 just chosen not to pursue this and provide what the
15 majority of Americans want.

16 So, you know, it's -- even though I
17 would like to see these standards coupled with a
18 gasoline tax, and I think that a gasoline tax would
19 really be the most efficient and quick way to go
20 about achieving this, but there is so much
21 resistance to that because of all the
22 corporate-funded, you know, antitax, you know, kind
23 of propaganda out there or funded ads and things
24 that we hear all the time that it makes it very
25 difficult to pass something like that. But, you

1 know, maybe in the future there could be a gas tax
2 coupled with your increased fuel efficiency
3 standards that would encourage less consumption, and
4 a gas tax could fund much-needed transportation
5 improvements.

6 But I certainly support your proposal
7 as a first -- a very important step, and I urge the
8 EPA to adopt these standards and to guard against
9 allowing loopholes that could undermine the
10 potential benefits and even possibly making them
11 stronger. And this would be loopholes such as
12 overly generous, you know, taxpayer-financed
13 incentives to automakers, who I feel have, you know,
14 more than enough time, you know, decades, to
15 implement these things but have chosen not to do so.
16 And I don't -- I just don't think it's fair really
17 to ask taxpayers that are already heavily burdened
18 to subsidize something that this industry really
19 should have done decades ago.

20 And I think that -- I just want to
21 again applaud you for your efforts and hope that you
22 will pass a very strong law.

23 Thank you.

24 MS. OGE: Thank you.

25 Ms. Rosa, we'll let you give us your

1 last name.

2 ROSA MICHNYA

3 CITIZEN

4

5 MS. MICHNYA: Oh, sure. It's

6 M-i-c-h-n-y-a, Michnya.

7 MS. OGE: Thank you. Welcome.

8 MS. MICHNYA: Thank you. We met in
9 the bathroom.

10 MS. OGE: Oh, we did.

11 MS. MICHNYA: So, first of all, thank
12 you so much for coming once again to my state and to
13 my hometown. And as I said when the EPA was here
14 last May, we need you to come back, at least those
15 of you here today from the EPA, to talk about
16 Marcellus Shale and now, from what I'm hearing,
17 Utica Shale as well.

18 So I live on the other side of U.S.
19 Route 1, the 12-lane highway that runs along the
20 East Coast, known to Philadelphians as Roosevelt
21 Boulevard, or to those of us in its immediate
22 vicinity, simply the Boulevard. And when I say I
23 live on the other side of it, I mean literally.
24 It's the other side of my block, so that if I go out
25 my front door, walk down to the corner and look to

1 the right, for example, there it is at the other end
2 of the block, all 12 lanes plus a turning lane. So
3 near me there are actually 13 lanes, and I'm not
4 superstitious, but this is some bad luck.

5 Although my front door faces a quiet,
6 little, single-lane street, after a snowstorm last
7 winter our glistening white snow was almost
8 immediately covered by tiny, black flecks all over
9 both the front and the back yard. It would be
10 interesting to measure the amount of fossil fuels in
11 my blood. You probably remember about a decade ago
12 when Bill Moyers of PBS had his blood and urine
13 tested. He never worked in heavy industry or had
14 any particular exposure that he could recall. As he
15 himself put it, he was just a TV guy. Yet his tests
16 revealed about 85 chemicals that were never intended
17 to be in the human body in the first place and
18 certainly not in combination there.

19 By the way, Bill Moyers just gave a
20 great speech on the occasion of Ralph Nader's 40
21 years of consumer protection. It's available online
22 and he talks about the difficulty citizens like
23 those of us here today have in today's corporate and
24 political climate in being truly heard, and his
25 speech is really worth being heard itself.

1 But getting back to the fossil fuels
2 that I suspect are in my blood, I can't afford to
3 have my blood tested. Right now I work for an
4 environmental protection nonprofit. You don't get
5 rich that way, as I'm sure you know. So I also
6 couldn't afford to move at this time if my life
7 depended on it, and it might. In addition to many
8 relatives with cancer, we have a history of heart
9 disease in our family. Both my parents died from it
10 after multiple heart attacks and strokes, long and
11 lingering illnesses that were undoubtedly made worse
12 by their proximity to the Boulevard. I moved back
13 into the house I grew up in to help take care of
14 them during that time. They also couldn't afford to
15 move.

16 My dad was an artist. And I mention
17 this because I think part of the point of today's
18 proceedings is to remember that people are more than
19 statistics or the sum of their illnesses, like the
20 young woman with the serious heart condition who
21 spoke on the last panel. My dad was a graduate of
22 the Pennsylvania Academy of Fine Arts and he was
23 really good. We weren't permitted visual aids today
24 or I would have brought a photograph of one of his
25 works to prove it and to make the point that who

1 knows how many more such paintings he could have
2 left the world had he not had so many sick days, how
3 much larger his body of work could have been.

4 As for my mother, a musician, she was
5 the kindest person I've ever known, and it's really
6 best for the world if people like her can get to
7 live as long as possible.

8 As for myself, I was one of thousands
9 of unpaid caretakers in the state of Pennsylvania,
10 and the irony is just off the Boulevard we couldn't
11 afford a car, just car fumes and plenty of it. We
12 got around by public transportation. I still do.
13 And I see lots of houses and apartments in my
14 Northeast Philadelphia neighborhood in an even worse
15 position, right on the Boulevard itself basically.
16 It's their street address. They don't have to walk
17 down to the corner to see it. All they have to do
18 is look out a front window or open their front door.
19 And, of course, going through a heavily residential
20 area as it does, the Boulevard has lots of stopping
21 and starting and traffic lights throughout and major
22 four-way intersections where again there are houses
23 and apartments very close by, just a stone's throw
24 away in many cases. Not such a great spot to raise
25 kids for a number of reasons, but I have to assume

1 that these places, many of which are now occupied by
2 immigrants, are all they can afford as well.

3 Also on my work -- on my way to work
4 each day I see far poorer communities than my own
5 lined up near I-95 as my train goes by, the "el"
6 that he spoke of, and 95 appears to be still worse
7 traffic-wise.

8 Speaking of kids, I'm a Head Start
9 volunteer, and many Head Start children live near
10 I-95, and I'm sure you're aware that these children
11 have enough challenges to overcome without health
12 problems and the antisocial behaviors that
13 pollutants can trigger. To touch briefly just on
14 the latter, because the former is so well known, as
15 Dr. Lawrence Wilson wrote in October 2010, lead,
16 cadmium, and mercury can damage children's brains
17 and cause mood swings and violent thoughts. He
18 added, This is not a debatable issue or one that
19 needs more research. It is well known and well
20 studied but generally ignored. And he noted that
21 when the diet is low in vital minerals, as may often
22 be the case with low-income Head Start kids, the
23 body absorbs much more of the toxic metals from the
24 environment and also from their food.

25 By the way, there was a child

1 psychologist from Baltimore here at the last EPA
2 hearing in May who was really fascinating and he
3 offered many specifics on particular pollutants and
4 certain dangerous antisocial behaviors that were
5 directly linked. The head of that EPA panel asked
6 him for his data after he finished, so that should
7 be available to you back home.

8 And because what happens to the
9 smallest among us thanks to pollution will
10 eventually affect us all and because I now care for
11 seven very special rescued animals, I'd like to also
12 note that one of my vets, an internationally known
13 veterinary homeopath, Dr. Don Hamilton, says the
14 animals he treats today have diseases that they just
15 didn't have 30 years ago when he was in vet school.
16 Thyroid disease is just one example, and he
17 attributes this directly to environmental
18 pollutants.

19 So thank you for everything you've
20 already done over the years and for anything and
21 everything you can do now and as quickly as possible
22 to require better fuel economy and to reduce vehicle
23 emissions. My brother thinks that if I just stay in
24 our family home long enough cars will eventually be
25 so clean that it won't matter that the Boulevard is

1 the other side of my block. I'd like to live to see
2 this day. But when it comes to those greenhouse gas
3 emissions, no one knows when the tipping point will
4 finally be reached. I'd rather not live to see that
5 day.

6 Thank you.

7 MS. OGE: Thank you.

8 I have to apologize to the panel. I
9 do have to catch a train to go back to D.C.,
10 but my colleagues will stay here. And thank you
11 again for coming and testifying. We really
12 appreciate it.

13 MR. MEDFORD: Myron Schaefer.

14 MS. SCHAEFER: Miriam.

15 MR. MEDFORD: Miriam. Excuse me.

16 MS. SCHAEFER: So there are two of
17 you left, eh?

18 MR. MEDFORD: Three. We're going to
19 be here for the night, so don't worry.

20

21 MIRIAM SCHAEFER

22 CITIZEN

23

24 MS. SCHAEFER: So my name is Miriam
25 Schaefer, and I'm a citizen of the Commonwealth of

1 Pennsylvania.

2 I watched in horror in the 1990s as
3 our collective love affair with cars, larger and
4 larger cars and less and less fuel efficient cars,
5 hurtled us inevitably to war with its accompanying
6 loss of life of Iraqis and Americans. The adoption
7 of these standards I hope will reduce the need for
8 this kind of war in the future, to say nothing of
9 the cost savings to Americans who depend on
10 automobile transportation for their livelihood.

11 I am also the chief financial officer
12 for the Chemical Heritage Foundation, which is
13 located in historic Old City Philadelphia. And I
14 have to say, listening to my fellow citizens, it's
15 been great hearing all of us tell you all about the
16 great stuff we have in Philadelphia. So Chemical
17 Heritage Foundation is one of those things. And
18 it's a museum and library that studies the history
19 and impact of the chemical sciences on modern life.
20 I'm not a scientist, but working there for the past
21 10 years I have been astounded at the
22 transformations that these scientists have created
23 in human life during the last 150 years.

24 I am old enough to remember when seat
25 belts were going to bankrupt the automobile

1 industry. I am also old enough to remember when
2 reducing lead was going to bankrupt the automobile
3 industry. And yet, as we know, the creativity of
4 the scientists and engineers in the industry easily
5 adapted to these standards.

6 I am delighted to see that the
7 automobile industry has worked with you all to
8 create these standards and which demonstrates their
9 confidence in the creativity and ingenuity of their
10 engineers and scientists to reduce our use of finite
11 resources, while, of course, saving normal Americans
12 hundreds of dollars on their basic costs.

13 I urge you to maintain the proposed
14 standards which underline our faith and the faith of
15 the industry, in our scientists, and which history
16 has shown to be a powerful force for human good.

17 Thank you.

18 MR. MEDFORD: Thank you very much.

19 Jay Butera.

20
21 JAY BUTERA

22 CITIZEN

23
24 MR. BUTERA: Thank you. My name is
25 Jay Butera from Gladwyne, Pennsylvania, just outside

1 of Philadelphia. And I'm here to speak with you as
2 a concerned citizen and as a concerned father of
3 four children in the next generation, and as a
4 concerned business owner. I've built and sold three
5 businesses in this state.

6 I want to express my support for the
7 regulations that you're considering here today from
8 three basic platforms. One, I'd like to speak with
9 you about national security, about economic
10 security, and about the environmental security.

11 On national security, we have heard a
12 lot about that today, one statistic really gives me
13 pause. If you look at the BP survey of world oil,
14 which is the bible for how much oil we have left on
15 the planet, you will see that the United States has
16 approximately 2 percent of the world's oil. And
17 this is 2 percent of a finite, diminishing resource.
18 To me, that's a scary number, because our military
19 strength depends on this oil, our economic strength
20 depends on this oil, and our way of life depends on
21 it. And here we are with just 2 percent of the
22 world's supply. You take the whole supply, we have
23 maybe 50 or 60 years. Geologists will tell you
24 that's about right. If we take the amount of oil
25 that we have in the United States and had to rely on

1 that for our own supply, it would last four years.
2 So I wonder how responsible is it that we let our
3 way of life and our economy cling to that precarious
4 supply, to this dependence on oil from other
5 countries? And we are, as you know, importing a
6 billion dollars of oil a day from countries who are
7 typically petro-dictatorships.

8 I recently heard Admiral James
9 Woolsey, former director of the CIA, say this: If
10 you want to know who is funding terrorists, look in
11 your rearview mirror as you drive, because it is the
12 oil that we are buying to drive these cars that
13 funds terrorists. So national security will be
14 improved by the regulation that you're
15 contemplating.

16 Economic security is another issue
17 I'm concerned about. The regulation will create
18 jobs, as you know; it will stimulate development of
19 new exportable technologies; and it will save money
20 for consumers, and what part of that don't we like?
21 Your estimates, the EPA estimates, are that the
22 vehicles created under this regulation will save a
23 consumer \$6,000 and that the cost of the technology
24 to do that will be \$2,000, making a net savings of
25 about \$4,000 per vehicle.

1 So I look at that and I say, Well,
2 it's saving \$4,000 for the consumer; the \$2,000 that
3 it will cost is actually going into our
4 manufacturing sector. So what you're basically
5 proposing here is the equivalent of a tax cut, a
6 rebate to stimulate consumer spending, and a program
7 to create jobs all wrapped up in the package.

8 And then I ask, Well, who is funding
9 that? This is -- when you think about who is
10 funding it is the foreign petro-dictators whose oil
11 we will not be buying as a result of this
12 regulation. So this is like a tax cut, but it's
13 better because it's funded by saving money for --
14 the nation's saving money. That billion dollars
15 that we are taking out of our economy every day and
16 sending abroad will stay here in the United States
17 with our consumers and with the manufacturing
18 sector, and I think that's good.

19 And now I'd like to talk about
20 environmental security. The threat of climate
21 change and the threat of an unraveling environment
22 is just as serious as any military threat that we
23 face, any threat of terrorism that we face, and we
24 need to take that just as seriously. Climate
25 change -- I feel that any rational, objective person

1 who looks at the science, who looks at the evidence
2 will understand that climate change is very real, a
3 very serious threat, and it's unfolding right before
4 our eyes. We've got the oceans rising; we've got
5 the tundra melting; we've got feedback loops kicking
6 in right now. Climate change is accelerating.

7 This is a startling statistic that I
8 recently heard: The United States Naval Research
9 Institute, who studies the oceans for the Navy,
10 they're now projecting that the polar ice cap, the
11 Arctic ice at the North Pole, will be ice free,
12 melted in summer within the next five years. That
13 is not a prediction from an environmental
14 organization. That is the U.S. Navy. Imagine the
15 globe that we have all looked at for all our lives
16 covered with white, now ice free. Last year a ship
17 transited across the Arctic during the summer and
18 that was the first. These are firsts that we don't
19 want to see in our generation. So I take climate
20 change very seriously.

21 And I'd like to mention that it's not
22 just on behalf of human beings that we need to
23 consider these things. Every living creature on
24 Earth is affected by these changes in climate and
25 affected by pollution. Those polar bears on the

1 Arctic ice who will have nowhere to go when that ice
2 is gone soon, they can't stop the climate change,
3 but we can, and your rule is a good step toward
4 doing that.

5 MR. MEDFORD: Can I ask you to wrap
6 up, Mr. Butera.

7 MR. BUTERA: Yes. I'd like to just
8 say one thing about pollution. The acceptable level
9 for pollution, for putting toxic gases into our
10 atmosphere, the acceptable level is zero. So I
11 think we need to reset our mind on that. We cannot
12 tolerate this. It is just irrational and
13 unacceptable to think that we can put poisons into
14 the air and water. So if that's the goal, this is a
15 good step, I applaud it, I think it's bold, but we
16 can't stop here. My goal is transportation with
17 zero consumption of fossil fuels. And if we think
18 that's idealistic, consider this: This year I hope
19 to buy an electric vehicle, I hope to charge it with
20 the solar panels that I have on my roof, so that
21 will be sunlight into the car's batteries equaling
22 transportation. That is truly zero emissions
23 upstream and downstream. It's achievable with
24 today's technologies.

25 Thank you for considering these

1 comments.

2 MR. MEDFORD: Thank you very much.

3 Steve Harvey.

4
5 STEVE HARVEY

6 CITIZEN

7
8 MR. HARVEY: My name is Steve Harvey.

9 I'm a resident of Philadelphia where I work as a
10 lawyer. I ride my bike back and forth to work every
11 day except in the most extreme weather, when I
12 usually stay home. My wife and I have two children,
13 ages seven and eight. It's largely for the benefit
14 of my children and future generations that I testify
15 today.

16 It seems to me inescapably true that
17 the population on this planet is growing, more and
18 more people here in the United States and throughout
19 the world are driving cars, and the use of oil and
20 its byproduct gasoline to fuel our cars and trucks
21 is creating long-term, serious problems for our
22 environment. At the same time we have serious
23 economic and security issues related to the use of
24 oil, as the worldwide demand for oil increases.

25 In short, we have a bundle of very

1 serious problems related to our use of oil. Doing
2 nothing is not an option. We have to address these
3 issues. If we don't address these issues, in not
4 very many years we will experience very negative
5 effects on our physical health, our economy, and our
6 national security. If we don't address these
7 issues, I fear that the children of today, as well
8 as future generations, will not look back on our
9 generation with the same fondness that we look back
10 on prior generations. If we don't address these
11 issues, no one will call us "The Greatest
12 Generation."

13 The good news, the very hopeful news,
14 is that as a society we are beginning to address the
15 challenges we face, including thinking of ways to
16 decrease the amount of oil we use. And I for one am
17 very grateful that the U.S. EPA is leading the way
18 with its many initiatives and efforts, including
19 with the National Highway Traffic Safety
20 Administration the proposed increase in the fuel
21 efficiency standards for cars and light trucks in
22 model years 2017 to 2025 that brings us here today.

23 I have spoken to many people about
24 the proposed fuel efficiency standards: to family,
25 to friends, to colleagues, and neighbors. The

1 reaction of everyone I have spoken to about this can
2 be summed up in the words of a woman I met in an
3 exercise class this morning: It seems like a
4 no-brainer, she said. That's exactly what this
5 proposal for increased fuel efficiency is, a
6 no-brainer.

7 I know that the EPA and NHTSA can't
8 just call something a no-brainer and make it law, so
9 I appreciate and thank you for holding this hearing
10 and for the very thoughtful way you approach that
11 subject. I sincerely hope that EPA and NHTSA will
12 take this very important step towards decreasing our
13 dependence on oil for the benefit of our children
14 and future generations. And maybe, just maybe, if
15 we take this step and some other similarly prudent
16 and wise steps, those future generations will admire
17 us for thinking ahead and taking prudent action to
18 protect ourselves, our planet, and our way of life
19 by decreasing our dependence on oil.

20 Let me close by thanking you for your
21 attention and let me thank the other panelists. I
22 take real hope knowing that there are so many
23 compelling spokespersons on this issue. This is our
24 generation's time to stand and face the greatest
25 threat of our time.

1 MR. MEDFORD: Thank you.

2 Meryl Wasilewski.

3

4 MERYL WASILEWSKI

5 CITIZEN

6

7 MS. WASILEWSKI: Hello. I was so
8 afraid I was going to knock over the water. I'm
9 terrible at public speaking, so I'm going to
10 precurse with that. I ran away from here for a
11 little bit -- I was here this morning -- because I
12 just couldn't come up here. So it's not that bad
13 now. I'm kind of glad that there is three of you up
14 there, so it's a good thing for me.

15 MR. MEDFORD: We're friends. Don't
16 worry. Think of us as some of your family. You're
17 talking to family.

18 MS. WASILEWSKI: My name is Meryl Ann
19 Wasilewski. I'm an environmental science major at
20 RVCC. You know, it's a pleasure to be here today to
21 listen to everyone. I feel for everyone and what
22 they said, and I can relate, of course, and so can
23 you guys.

24 I came here from New Jersey to
25 address the imbalance that's been taking place in

1 our environment, in our world, in our politics and
2 our economy and everything, but -- so, we obviously
3 have a problem with our use of fossil fuels, and
4 it's resulted in serious health problems, depletion
5 of our natural resources, probably permanent damage
6 to our planet's environmental atmosphere completely
7 and permanently. So our need for fossil fuels has
8 further complicated our issues with other nations on
9 top of that that we already had underlying
10 disagreements with. So now we're plunged into
11 economic crisis and we struggle to pay for gasoline
12 as well as our medical bills, personal experience
13 with my family.

14 So all of this we know is directly
15 caused by our actions, not just fossil fuels, other
16 things, lots of other things. So we should ask, Is
17 there a better way? That should be something we're
18 always striving to get. And I feel that we are not
19 using the best methods of fuel at all, even though
20 we have the advancements and the capabilities to
21 harness them. You know, I understand the forum is
22 not a debate or a session for or against the use of
23 oil, period, but I personally just don't condone it.
24 I know that there are better ways. It's still going
25 to take steps and ways to get there, so I won't

1 pretend I know everything that I'm talking about.
2 I'm still a student. Did I mention that?

3 MR. MEDFORD: Yes, you did.

4 MS. WASILEWSKI: So basically from a
5 logical and professional point of view,
6 sustainability, you have to meet the needs of
7 environmental, social, and economic issues. So you
8 have to make everyone happy. And personally I feel
9 that social and economic issues have been primary
10 for about a hundred years. So the environmental
11 issues or meeting those needs were kept on the back
12 burner for a hundred years. So what are we going to
13 do to change that?

14 I mean, why were automobiles invented
15 to begin with? It's because we wanted to know the
16 best way to get from point A to point B, and our
17 environment and our society and our civilization was
18 speeding up and we also needed a faster way to get
19 from point A to point B. So now that we recognize
20 the harms that our fuel has done to our environment,
21 I think it's safe to say it's not the best way to
22 get from point A to point B anymore.

23 I support your initiative to raise
24 the fuel efficiency standard to 54 point something
25 miles per gallon. But I believe it will just -- it

1 should just be the start of what we need to fix what
2 we've done. And when I say "we," I just mean
3 humans, history sort of thing, so don't be offended.

4 But I just want to point out, I'm
5 going to make this quick because I know you guys are
6 tired, but this whole Earth is our habitat, and I'm
7 sure you know, I'm sure that everyone watches the
8 Science Channel and National Geographic and all
9 those good shows, but our planet has a very strict
10 criteria to allow life at all, so that's extremely
11 significant, extremely important. It made our
12 existence possible. So we can also owe our achieved
13 intelligence and our ability to be as
14 technologically advanced as we are today to having a
15 stable-enough environment to allow that to occur.
16 So I think we owe it to our planet to better
17 ourselves and better everything.

18 And I know people get discouraged
19 like I did before I started speaking today that I'm
20 only one person, how could I ever make a difference,
21 and I felt like everyone has already said what I
22 could say so far. So I just want to say one thing
23 to you guys, because I'm honored to be in front of
24 the EPA and I learn all about it and I follow
25 everything, every action that you guys make and I

1 support you 100 percent, but I'm begging you please
2 don't let it stop here, you know. I think that's
3 great, 54 point something miles per gallon, it's
4 going to make a lot of difference, but there is much
5 more that we need to change.

6 And I know you guys are doing
7 everything you can to do that, and I'm sure you have
8 obstacles as well in your way. It must be really
9 hard to sit in a forum like this all day and hear --
10 I mean, I don't know, I missed most of it because I
11 ran away, but I'm sure a lot -- I don't know if
12 anybody gets up and is angry or anything like that,
13 but I know that's not the case. As individuals I'm
14 sure you guys care about the same exact things that
15 everyone does here, so I thank you for that and I
16 just want to remind you that we don't have the same
17 amount of time to make a difference as we did to get
18 to this point. We don't have that much time.

19 Okay. So thank you for letting me
20 speak.

21 MR. MEDFORD: Thank you. And thank
22 you for coming back. And the truth is that, you
23 know, we all -- at least some of these guys work in
24 Ann Arbor, most of us work in Washington, and it's
25 really refreshing to get out in the country and to

1 hear people who have thoughtful things to say and
2 have real data and knowledge about what we're doing
3 to sort of give us some affirmation that we're all
4 on the right path. So we really appreciate you
5 taking your time and having very thoughtful
6 comments, so thank you very much.

7 Now we're ready to move to Panel 12.

8 Mr. Colgan-Davis, Arreta Keefer, Jim
9 Black, Carol Weinbaum, William Kramer, Andrew Blum,
10 Kathy Wich (sic), Jonathan Katz, and Andrea Farally
11 (sic).

12

13 JOHN COLGAN-DAVIS

14 CITIZEN

15

16 MR. COLGAN-DAVIS: Hi, my name is
17 John Colgan-Davis, and I want to thank you for being
18 here. I love the fact that you have the
19 opportunity, as you just talked about, to hear from
20 people, actual people, who actually deal with the
21 consequences of what the EPA does or doesn't do and
22 who actually have an on-the-ground type of reality
23 to talk about. I want to thank everybody who I've
24 heard here. I've heard some incredible things,
25 both, you know, people's experiences and also about

1 some of the science and some of the facts and
2 numbers.

3 And I'm here in three capacities.
4 One, I'm a history teacher. I teach seventh and
5 eighth grade history. I'm a bird-watcher. I spend
6 a lot of time birding and hiking and all that. And
7 I am also a citizen, and I appreciate the fact that
8 I get a chance to talk to my government. And I know
9 it's corny, but there aren't too many places around
10 the world where I can -- you know, a citizen can
11 just get up and talk to a government agency and know
12 that I'll get up tomorrow in my home, you know. And
13 I do not want to underplay that. I do not want to
14 underplay that because that's very important.

15 As a history teacher, one of the
16 things I teach is ancient history, and one of the
17 things we study is civilizations, and I make a
18 couple of general statements. One general statement
19 that I make is that every civilization ever, whether
20 you're talking about Ancient Sumer, Rome, whatever,
21 or the United States of America in the 21st century,
22 civilization is not an environmentally friendly way
23 of living. And we looked at how in the Indus Valley
24 the Sumer was overdrawn. The crops weren't rotated,
25 the ground wasn't replenished, and as a result Sumer

1 had a problem. We look at how Ancient Rome got
2 dependent on things that came from outside its
3 borders, gems and spices and things from Asia,
4 medicine, people from Africa and other places, and
5 that when those things came in shorter supply, Rome
6 got involved in more and more wars to get access to
7 those resources. And then I try to allow the kids
8 to make the connections and say, Oh, gee, sounds
9 like oil. And that's a very serious thing to me.

10 One of the things I love about being
11 alive at this point in time is that we have a
12 capacity that not a lot of other civilizations, as I
13 look through it, have had in history. We have the
14 capacity to see where we're headed. Think about
15 that for a second. In Ancient Rome they didn't
16 necessarily know what was going to happen. In
17 Ancient Sumer they didn't know, you know, if I get
18 this resource and I become addicted to it, at some
19 point in time it's going to come out -- it's going
20 to run out and I'm going to have to fight someone.
21 They couldn't necessarily think all that through.
22 We have that ability. So it's a wonderful
23 opportunity for us to think largely about what we
24 want to do to our world.

25 And to me, all the arguments that

1 I've spent time looking at, people who are against a
2 lot of the regulations, I've read arguments for the
3 regulations, and the regulations made perfect sense
4 to me. There is no way using less fuel hurts the
5 United States. I mean, I haven't seen anything
6 logically presented that says energy efficiency will
7 hurt the United States, whether economically or
8 otherwise. I'm also the son of someone who was a
9 union member. And I think that it would give the
10 opportunity for new innovation and technology and
11 stuff and bring jobs back here.

12 It's no coincidence that while the
13 American auto industry was holding steady with this
14 20.7 per gallon, whatever, other countries had auto
15 companies that were innovating and looking for
16 efficiency and we lost a lot of auto share to Toyota
17 and to Honda. Well, gee, what companies across the
18 board have the best fuel efficiency? So there is
19 that point.

20 Second point, I'm a birder. I spend
21 a lot of time in woods when I can. I like to get up
22 to mountains, around lakes, and all that type of
23 thing. And one of the things that I've noticed and
24 the whole birding world has noticed over the past 25
25 years is the decline in habitat for species.

1 Numbers of things that when I started birding in
2 1972, when I looked in my, you know, field guide, it
3 said common in this area. Now, if I get a modern
4 field guide, it's uncommon or rare. A lot of that
5 has to do with a lot of what we are building and
6 stuff, and what's fueled a lot of that overbuilding
7 is the automobile.

8 And I think that we need to look at a
9 broader sense of what the effect is of the size of
10 our footprint, and we have a huge footprint. We
11 have an incredibly huge footprint on the planet, and
12 I'm concerned about that.

13 Finally, the thing that drives me
14 here is -- and I was glad to hear the people with
15 the personal talking about it. I'm an
16 African-American. There are tons of health problems
17 in the African-American community, and a lot of them
18 can be tied directly to problems with pollutants,
19 emissions, and that type of thing, and it's almost
20 never talked about. I was so happy to hear several
21 people talk about it. I'm not going to go into any
22 details about it because we have a lot of people
23 here, but I just want to state that that has to be
24 part of the record. This stuff affects people.
25 What we do as a country, as a society, as a culture

1 affects real, live people, not aggregate groups, not
2 statistical norms, people.

3 Thank you.

4 MR. MEDFORD: Thank you very much.
5 Just wanted to -- if you hear a sound, that sound
6 like a doorbell, that means your time is up.

7 Ms. Keefer.

8

9

ARRETTA KEEFER

10

CITIZEN

11

12 MS. KEEFER: Good evening. I'm here
13 in spite of the fact that on Tuesday I happened to
14 break a toe and wasn't able to walk. But I was very
15 determined to be here and have my say and thank all
16 of you with the EPA for doing your job to help
17 protect us from what's been going on.

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When I was young, when my three
sisters and I were growing up in Philadelphia, we
were very fortunate to have parents who cared about
the environment and taught us to appreciate and
respect every living creature on Earth and
everything of natural beauty. They used to pile the
family into the old, yellow Ford station wagon and
away we flied to parks and nature trails throughout

1 Pennsylvania and New Jersey, every weekend. The
2 values that they taught us have remained in our
3 lives throughout our lives. I remember that old
4 Ford V8 engine got up to 15 miles per gallon. Wow.
5 And away we went. And even the gas was like 26
6 cents a gallon. We thought we were doing great.

7 Today, thanks to efficient engines
8 and greater automotive technologies, there are auto
9 manufacturers available who are offering several
10 models that can, if you would believe the hype in
11 their advertising campaigns, they can get up to 40
12 miles per gallon and over, and it's remarkable.
13 However, fuel costs have risen to an all-time high.
14 An action resulting in millions of drivers
15 throughout the world having to forego the vacations
16 and the little trips that they took with their
17 families, as we did when we were young, because of
18 the cost and the rising cost of fuel.

19 It isn't only the continual price
20 gouging of oil that should concern each of us here,
21 it's what all of the emissions of all of those
22 vehicles all those years all over the world has done
23 to our atmosphere, our ozone. That should really
24 concern every one of us.

25 I myself grew up with chronic

1 bronchitis. I lost a mother to emphysema, my father
2 and my grandmother died of cancer, and I have
3 another sister who died of diabetes, and one who
4 also has diabetes today. That's not by accident.
5 And we were very careful.

6 A few short years ago in 2006, in
7 spite of the skepticism against his views, Vice
8 President Al Gore wrote a book and turned it into a
9 award-winning documentary titled "An Inconvenient
10 Truth," for which he won the Nobel Peace Prize the
11 following year, 2007. Until that film forced
12 everyone to take a long, hard look at the
13 overwhelming facts, the majority of the world's
14 population was still in denial. They simply
15 wouldn't believe that they, we, were responsible for
16 the drastic results from all of the pollution we had
17 created within the past century, whether that was
18 the industrial waste and toxic emissions released
19 into the atmosphere or lakes and oceans, the massive
20 expulsion of diesel- and gas-propelled vehicles
21 throughout the world, or the mindless destruction of
22 natural habitat in favor of building more and more
23 homes and businesses without regard for the land or
24 the protection and preservation of ecological
25 balance. We were all to blame.

1 While we can never hope to undo that
2 which has been done, there still remains hope for
3 our planet's future. We cannot now afford to not
4 get involved personally because we don't have a
5 choice if you want to preserve our planet for future
6 generations to enjoy.

7 On December 2, 1970 the EPA was
8 created to consolidate in one agency a variety of
9 federal research, monitoring, standard setting, and
10 enforcement activities to ensure environmental
11 protection. Since its inception, the EPA has been
12 working tirelessly for a cleaner, healthier
13 environment for the American people. We need to
14 show the EPA that we demand cleaner and greener
15 transportation, as well as creation and enforcement
16 of laws protecting our woodlands, parks, wilderness,
17 and every creature that inhabits them.

18 I'm sadly aware that there is great
19 apathy among the masses who have lost faith in the
20 power of the people. They believe that their vote
21 does not count, that no one person can change the
22 world. They've forgotten about men like Washington,
23 Lincoln, Martin Luther King, and, yes, Al Gore. To
24 these people I would like to leave a visual image to
25 remind them.

1 Imagine if you would a bucket of
2 water in your yard. Imagine a single raindrop
3 hitting that water. And what happens? You see from
4 that single drop circles radiating from that center,
5 from the source, each one bigger than the next until
6 it stops only when it reached the bucket itself.
7 Imagine an ocean being bombarded not by one drop of
8 rain, but an entire rainstorm. The result is
9 exactly the same as what happens in that bucket, but
10 the impact becomes infinite.

11 This is what happens when we all
12 believe in and support a common goal or action. In
13 this case, we are all here to tell the EPA that we
14 are counting upon it to protect our future by
15 enforcing the automobile manufacturers' stronger,
16 more-accountable program for a cleaner, greener
17 transportation.

18 And thank you for allowing me to have
19 my say.

20 MR. MEDFORD: Thank you very much.

21 Mr. Black.

22

23 JIM BLACK

24 CITIZEN

25

1 MR. BLACK: Yes. Thank you. My name
2 is Jim Black, and I'm the founder of the Partnership
3 for Sustainability. We are a Delaware-based
4 environmental organization. And I'm going to forget
5 the notes that I wrote here because other people
6 have covered everything I was going to say much more
7 eloquently.

8 But what I'd like to offer is I have
9 a friend who works for one of the two refineries
10 that are left in the Delaware Valley that's still
11 scheduled to stay open. He's an environmental
12 engineer there. And one of the things that he
13 always tells groups that I find is illuminating is
14 he always asks, What industry did the oil industry
15 put out of business? And the answer is the whaling
16 industry. The whaling industry didn't collapse
17 because they ran out of whales, though they were
18 getting close to doing that. It ended because
19 petroleum could produce the lubricants and the fuels
20 that we needed much more cheaply. And the reason
21 why I'm bringing this up is the rule that you're
22 proposing is going to drive exactly the kind of
23 innovation that we need to find what is the next
24 industry to replace the oil industry. So with that,
25 I'll help us to catch up on our time.

1 Thank you.

2 MR. MEDFORD: Thank you very much.

3 Ms. Weinbaum.

4

5 CAROL WEINBAUM

6 CITIZEN

7

8 MS. WEINBAUM: Hi, I'm Carol Weinbaum
9 speaking as a citizen of Philadelphia, and thank you
10 for coming. Thank you for coming to a Center City
11 location which we could access by public
12 transportation.

13 Speaking as a concerned citizen of
14 our city, I'm someone who is a joiner of groups, the
15 Sierra Club and the League of Women Voters being
16 among my favorites. I support actions and
17 legislation based not in self-interests nor in
18 economic gain, but in benefit to all Americans.
19 Your efforts on behalf of reducing the use of
20 automobile fuel and stressing the value of its
21 economies are much appreciated. It is my belief
22 that too many of us use too much gas, spend too much
23 time in our cars, think too little about the
24 consequences of these actions. And if we do not
25 voluntarily reduce the usage, then we must have

1 governmental regulation, this legislative action, to
2 enforce the value of such reduction.

3 The League of Women Voters last July
4 studied the effect of gasoline emissions and other
5 pollutants on air quality and we issued a Clean Air
6 Promise. I won't read it right now, but I have it
7 here for you of record. We must promise to clean up
8 the air however we can. We indicate that good
9 health of all citizens is impacted by poor air
10 quality and we know that emissions of motor vehicles
11 are responsible for a hefty portion of that
12 unhealthy air. Efforts must be made now and in the
13 future to reduce those bad effects.

14 I've also got a publication from the
15 AARP. It indicates many ways in which auto travel
16 is costly. Last year the AARP finds households
17 spent \$3,235 on gas, which was \$700 more than in
18 2010. In a time of tight budgets, low interest on
19 savings, and so many home mortgage foreclosures,
20 don't we wish that expenditure would be going down
21 instead of up? Shouldn't the current high price of
22 a gallon of gas be motivation enough to buy more
23 economical vehicles? Shouldn't we discourage the
24 purchase of large vehicles, such as minivans,
25 crossovers, and trucks, which guzzle gas even though

1 we make the proposed goals for economy?

2 Licensing fees on large cars and
3 trucks ought to be significantly high so that
4 potential owners would balance their real need for
5 such cars with the cost of ownership. Perhaps the
6 price of gas alone doesn't do it. Most drivers
7 commute alone in a car every day.

8 We could also discuss the use of
9 large amounts of gasoline as the balance of payment
10 issue. Let's not forget, much of the fuel comes
11 from other countries. The top five, according to my
12 sources, are Canada, Saudi Arabia, Mexico,
13 Venezuela, and Nigeria. Is it wise for us to
14 continue to let dollars flow out to those countries?
15 Some of them have political systems we do not
16 support with our words, but we do so with our
17 wealth.

18 All the concerns I express are those
19 of me, an ordinary citizen. I have no expertise in
20 chemistry. I don't understand hydrofluorocarbons or
21 CO2 emissions or scientifically measuring air
22 quality, nor do I know much about the issues of
23 climate change, ozone layer depletion, or the harm
24 to future generations if we leave these matters
25 unchecked. I leave those matters to you, to the

1 experts in our government, to agencies to whom we
2 entrust our decision making on matters too difficult
3 for all of us to fully comprehend. Please note
4 there are many Philadelphians who did not come here
5 today who are likewise concerned and whose health
6 and economic well-being is tied up in these issues.

7 Thank you for listening.

8 MR. MEDFORD: Thank you very much.

9 Mr. Kramer.

10
11 WILLIAM KRAMER

12 SIERRA CLUB

13
14 MR. KRAMER: Good evening. My name
15 is William Kramer, and I'm an organizer with the
16 Sierra Club here in Philadelphia. And just like
17 everybody else has told their personal story, I
18 don't drive very much and I mostly take the train.
19 My wife and I share one car, mainly because we have
20 a five-year-old son. And, actually, I hate cars. I
21 lived in Los Angeles and really learned to hate
22 cars, so my wife does all the driving.

23 A lot of you have heard today about a
24 lot of facts and figures about why it's important to
25 mandate higher fuel efficiency standards, so I'm not

1 going to dwell on data. For me, climate change is a
2 very personal issue for three reasons. For one, I
3 speak as a father of a five-year-old named Noah, and
4 if you read the bible, you know what Noah's job was
5 back then. So when I read about global warming
6 predictions explaining extreme weather, floods,
7 drought, wars, and food fights that are anticipated
8 in 2035 and 2050, I do the math and realize that my
9 son will be 29 and 44 years old during those time
10 periods. His generation will suffer the bulk of the
11 consequences of our failure to act today.

12 I also speak as an internationalist.
13 I think that perspective hasn't been brought up
14 enough today. We Americans have responsibility to
15 other parts of the world, too, as the largest
16 climate emitter historically.

17 Before coming to the Sierra Club, I
18 also worked with peasant farmers. And if you don't
19 know who they are, they are about 40 to 50 percent
20 of the world's population from around the world.
21 These include people from Africa, Bangladesh,
22 Bolivia, Guatemala, India, and Mexico, and in some
23 of these countries 70 to 80 percent of their
24 population are peasant farmers. Climate science
25 tells us people from these countries, and especially

1 the rural communities, will be most affected by
2 climate change. Some of these people are my friends
3 based on working with them for years, and I feel
4 compelled to act in support of their struggles.

5 Finally, I also recognize that
6 addressing climate change means creating jobs for
7 the unemployed and working people in the United
8 States, the 99 percent. In short, those who have
9 the most to lose from climate change in our country,
10 the poor and working people, have the most to gain
11 from the creation of green jobs.

12 Climate scientists tell us that we're
13 in a period of profound and potentially catastrophic
14 warming. However, they also tell us that if we act
15 together globally, but particularly industrialized
16 nations like the United States with its historical
17 role of producing greenhouse gas emissions, we may
18 be able to stave off the worst of these changes. We
19 have the technology and the manufacturing
20 capabilities to dramatically reduce our carbon
21 emissions. What has been lacking until recently has
22 been the political will.

23 The climate talks in Durban were a
24 big disappointment, especially the poor countries in
25 Africa and other developing countries in island

1 nations, but also to environmental groups and many
2 others in the United States. The fact that the EPA
3 is holding this hearing and so many people are here
4 in Philadelphia coming out to support this standard
5 represents for me the hope that we really can do
6 what it takes to protect our planet before it's too
7 late.

8 Thank you for your time.

9 MR. MEDFORD: Thank you very much.

10 Mr. Blum.

11

12 ANDREW BLUM

13 CONSERVATION PENNSYLVANIA

14

15 MR. BLUM: My name is Andrew Blum.

16 I'm here on behalf of Conservation Pennsylvania.

17 And I think one of the things that gets overlooked

18 is just the current state of fuel efficiency and how

19 much that impacts social mobility in the world. So

20 I have a -- I'm going to try to convert what is an

21 image into statistics for you.

22 So I think this basically -- and I'm

23 going to go over this very briefly -- this takes the

24 assumption that your one-way commute is about 19

25 miles in mixed hot traffic. The IRS would estimate

1 the total cost of driving to be about 51 cents per
2 mile. We would estimate that your 19-mile commute
3 would take about 40 minutes each way. So let's see
4 what happens when we multiply those numbers over 10
5 years.

6 So 38 miles per day times 50 cents a
7 gallon, \$19 a day direct driving and car ownership
8 costs. So if you drove your car to lunch, make it
9 an even 20. If you're in your car 80 minutes every
10 day, I think a lot of people who have to get to jobs
11 are, that's the equivalent amount of time the
12 average person drives. So the dual-commuting
13 household at \$19 a day times 10 years times two
14 vehicles, the two people that live in that house,
15 costs roughly \$125,000, and that's over 10 years.
16 Eighty minutes per day over 10 years is the
17 equivalent of 1.6 working years. That's over 10
18 years you're going to spend that much time
19 commuting. Most 30-year-old couples today 10 years
20 into adulthood don't even have \$125,000 in net
21 worth, and they probably drive around quite a bit in
22 expensive financed cars mostly as a part of a
23 self-imposed commute.

24 These facts are directly related. If
25 you take 80 minutes per day times 10 years, it's 1.6

1 work years in revenue you're losing. Eighty minutes
2 a day times 6 hours and 40 minutes a week, almost
3 another full day. Times 50 weeks, 330 hours and 20
4 minutes. That's the essential of eight weeks.
5 Multiply that by 10 years, 333,000 hours and 20
6 minutes. That's the equivalent of eight work months
7 over 10 years.

8 So some people would say, Well, I
9 drive a Prius. Buy the right car for \$5,000 you
10 might be able to squeeze \$100,000 out of it with no
11 major repairs in the case the car depreciation is 5
12 cents a mile. Car depreciation at 5 cents a mile,
13 gas at 3.50 a gallon at 35 miles per gallon, which I
14 think is a very liberal estimation, equals about 10
15 cents a mile. Your tires are going to be about .6
16 cents a mile and oil is going to be about half a
17 cent a mile; miscellaneous maintenance will be \$200
18 for every 20 miles.

19 The ultimate driving in a paid-off
20 economy car is 17 cents a mile plus insurance.
21 Let's split the difference and say you don't have a
22 hybrid but you have a standard car. Assuming the
23 cost of driving is 34 cents a mile and your salary
24 is \$25 an hour, which is, again, very nice if you
25 can get that these days, a mile commute at each

1 distance each way, 500 miles a year is going to cost
2 you \$170. Six minutes, which is a three-minute
3 drive each way, 25 hours per year is going to cost
4 you \$625. If you add these two numbers together,
5 then you find that each mile you live from work
6 costs you about \$800 in commuting expenses per year.

7 Now, if we take that \$795 per year,
8 that pays the interest on a \$16,000 home at
9 5 percent interest rate. The amount extra you could
10 afford to spend on work that's 30 miles closer to
11 your home over the course of 10 years is almost
12 \$500,000. So essentially it's the equivalent, if
13 you live 30 miles closer to home, of owning a
14 \$16,000 house and half-a-million-dollar house. For
15 a double-commuting couple, these numbers are a
16 \$31,800 house and almost a million-dollar house.

17 Adapting the numbers for minimum
18 wage, if you make 7.50 an hour, that makes the mile
19 of car commuting to \$1.90 for your workday, and if
20 you drive 10 miles to a five-hour work shift, your
21 effective hourly wage if you were already making
22 minimum wage after subtracting car costs and adding
23 drive time is \$5.32.

24 And I think if you look at some of
25 these numbers and you look at the social mobility

1 that a car gives you in getting a job and
2 developing, you know, your career, all environmental
3 issues aside, which, of course, I'm very passionate
4 about, I'm a field director for an environmental
5 organization, just from the fiscal side you can tell
6 this is damaging social mobility and really making
7 it harder for people who want to break through to
8 get the kind of job that they can afford and the
9 house that they want.

10 MR. MEDFORD: Thank you very much.
11 Katy Wich.

12
13 KATY WICH
14 CITIZEN

15
16 MS. WICH: Thank you so much for
17 having me here today. I'm also a concerned citizen.
18 I live here in Philadelphia, but I actually grew up
19 in the countryside, so I'm a part of the population
20 who doesn't necessarily -- or was part of the
21 population that didn't necessarily have a choice but
22 to have a car. And so I see the adoption of new
23 global warming and fuel efficiency standards for
24 cars and light trucks to be a win-win situation for
25 someone like me.

1 So, first of all, I actually love to
2 drive. It's very strange. I grew up in the
3 countryside and we had no choice but to drive to get
4 places, and my car was my social lifeline and my
5 means to get to work. But overall I also just love
6 driving. You put me on the open road, I love to
7 cruise down, or any curvy, woodsy lane I feel right
8 at home.

9 On the other hand, I love to walk and
10 hike through the great outdoors, and I spent many
11 years hiking in Pennsylvania and New Hampshire and
12 in all types of seasons. But now that I live in
13 Philadelphia and I don't need my car for my social
14 life or to get to work, I will actually walk
15 everywhere, and I couldn't be happier because I do
16 understand that driving has a huge impact on the
17 environment.

18 So I'm thinking with the tighter fuel
19 efficiency standards and global warming rules these
20 two loves of mine will be even better, because I am
21 actually very concerned about what's going on. So
22 while I walk around this city in rain or shine, hot
23 and cold, I'm constantly thinking about the amount
24 of fuel drivers are wasting as they whiz past me
25 from stop sign to stop sign. I also think about how

1 our dependency on and overuse of oil and all that it
2 takes to process it, like the oil that's extracted
3 from the tar sands in Canada, how it's impacting our
4 climate. I don't want my winter hikes in New
5 Hampshire to feel like my winter hikes in
6 Pennsylvania or my winter hikes in Pennsylvania to
7 feel like my winter hikes in South Carolina.

8 So I wholeheartedly support the new
9 fuel efficiency and global warming rules as part of
10 an overall effort to combat global climate change.
11 And even though I don't need a car for everyday
12 activities, I actually still have one, and it's on
13 its very last leg. It's a 1996 and it's got almost
14 200,000 miles. It's done well, but it's about to
15 go. One of my top concerns right now is fuel
16 economy, but like many people, I can't actually
17 afford a hybrid or an electric car. So right now
18 I'm going to have to settle for a good used car,
19 probably a Japanese model, for about 35 miles per
20 gallon. But in the future years with these changes
21 I will actually be able to afford a new car and
22 maybe it won't be a hybrid or electric either, but a
23 new car that gets 45 to 50 miles per gallon.

24 What I like about these standards is
25 they aren't just about smaller cars, hybrids, and

1 electrics, but they are really putting average
2 Americans like me closer to the chance of having a
3 car with great fuel economy for not exorbitant
4 prices. Who knows, in about five years I could have
5 two kids and a dog and I'll need a bigger car, but
6 that will probably just be a sedan, and I'll
7 definitely appreciate the money that I'm saving in
8 gas, and that money will probably go right back into
9 the economy, because again, people, average
10 Americans, once we get it back in our pockets, we
11 are spending it.

12 So I just wanted to thank you for
13 your time.

14 MR. MEDFORD: Thank you.

15 MS. WICH: Thank you for coming up
16 here or out here.

17 MR. MEDFORD: Thank you very much.

18 Mr. Katz.

19

20 JONATHAN KATZ

21 CITIZEN

22

23 MR. KATZ: I'd like to thank you for
24 the opportunity to speak today. My name is Jonathan
25 Katz. I'm a physician and researcher at the

1 University of Pennsylvania. I'm a Philadelphia
2 resident and the father of two girls, Alison, age
3 eight, and Rachel, age five, soon to be six.

4 Improving fuel efficiency standards
5 is not something we should do, it's something we
6 must do, and I applaud you for this program.

7 I'd like to also give you a parallel
8 from my line of work. In 1990 the U.S. Department
9 of Energy and the National Institutes of Health
10 began an effort to sequence the complete human
11 genome. The Human Genome Project took 13 years at a
12 cost of nearly \$3 billion. This project has been
13 widely hailed as a success, and it's clear that it
14 will benefit biological research in human health for
15 years to come. So as I said, think about those
16 figures, 13 years, which was actually two years
17 early, and \$3 billion. Now, two California
18 companies, Illumina and Life Technology, have built
19 machines that will sequence an entire human genome
20 in a day at a cost of \$1,000. So we've gone from
21 1990 at the start of this program to now and have
22 been able to cut that cost in that time.

23 To say that U.S. automakers can't
24 make dramatic improvements in fuel efficiency
25 standards is to insult their American ingenuity.

1 The effects of these changes for fuel efficiency,
2 like the Human Genome Project, will benefit human
3 health and our children's health for years to come.

4 Thank you.

5 MR. MEDFORD: Thank you.

6 And last I -- I know we have the
7 spelling wrong, so I'm stretching my eyes to see.
8 Is it Finally or --

9 MS. FARALLY: Farally.

10 MR. MEDFORD: Farally. Thank you.

11

12

ARDRA FARALLY

13

CITIZEN

14

15

16 MS. FARALLY: My name is Ardra
17 Farally and good evening. Thank you for taking time
18 out of your busy schedule to listen to us go on
19 about our personal lives. I'm sure you've had a
20 very long day, so I will attempt to keep this brief.
21 I actually just marked off about three paragraphs of
22 what I was going to say, so if you'd like to read
23 it, everybody has a copy.

24

25

I have the immense privilege of not
only visiting all 48 continental states but also to
live in six of them. In chronological order it's

1 Washington state, Alabama, Wisconsin, where I
2 received my bachelor's in chemistry, Kentucky,
3 Tennessee, and finally Pennsylvania, where I met my
4 husband, earned my master's degree in chemistry from
5 Temple, and started a family. One thing I've
6 learned from living all over the country is that
7 while each region has its own personality, people
8 are fundamentally the same: We all work hard, love
9 good food, are always looking to save a few dollars,
10 and, most importantly, love our country and want it
11 to be the best.

12 The harsh reality is that we are
13 falling behind the rest of the world in major
14 factors such as education, health care, income
15 equality, and the topic of this hearing, green
16 energy. I applaud the current efforts of the Obama
17 Administration, as well as the hard work and
18 dedication of the auto industry, their unions, the
19 environmental advocates to draft this very important
20 legislation. But the battle has been going on for
21 much longer than that. Back in 1979, when president
22 Jimmy Carter brazenly had solar panels installed on
23 the White House, encouraged people to wear a
24 sweater, and turn down the heat, it was a huge push
25 forward by a country that was accustomed to being

1 first. At the dedication ceremony he said, "A
2 generation from now, this solar heater can either be
3 a curiosity, a museum piece, an example of a road
4 not taken or it can be a small part of one of the
5 greatest and most exciting adventures ever
6 undertaken by the American people."

7 Yet instead of praise, one would have
8 thought that he was King Louis XVI suggesting that
9 the starving Frenchmen eat potatoes. Didn't he know
10 that they were poison? So too were the American
11 people aghast at the suggestion that we give up our
12 right to turn up the heat and use as much energy as
13 we pleased. To that end, President Carter lost his
14 re-election campaign and President Reagan promptly
15 ripped out the solar panels and reinstalled the oil
16 tanks. America continued its love affair with
17 fossil fuels and a school in Maine received some
18 lovely, gently used solar panels that were used
19 until 2005. I am ashamed to say that the former
20 part of his prediction has come true. The solar
21 panels now are in museums in D.C., Virginia, and
22 China. It became the road not traveled.

23 Despite President Carter's failure to
24 sell the American people on green energy, this
25 incident shows how important the conviction of the

1 Commander in Chief can be. While solar, wind, and
2 other forms of green technology have certainly come
3 a long way since 1979, they still seem to be losing
4 the battle with oil, natural gas, and coal. A
5 recent study performed by the Yale Project on
6 Climate Change found that while 63 percent of adults
7 believe that climate change is real, only 54 percent
8 of teens agreed. That means that we're doing a poor
9 job of convincing the next generation that which
10 scientists know to be true; climate change is real
11 and the burning of fossil fuels is a contributing
12 factor. Dr. Neil deGrasse Tyson recently put it
13 best when he said, "The good thing about science is
14 that it's true whether or not you believe in it."
15 Unfortunately, scientists are notoriously lousy
16 salesmen.

17 President Obama certainly has an
18 uphill battle selling this regulation. But, being
19 an eternal optimist, I have hope. The U.S. military
20 has started using portable solar panels in theater
21 to help power generators and communications. The
22 Navy has promised to utilize non-fossil fuels for
23 50 percent of their power by 2020. Since the
24 Pentagon is the country's largest consumer of fossil
25 fuels, this move towards green energy should

1 stabilize the energy -- the industry and help move
2 it forward. Although the military insists that it
3 is a dollars and cents issue, the positive impact on
4 the environment is just a bonus. Either way, it's
5 another huge win for green technology.

6 The mantra that we keep hearing from
7 Big Oil and the auto industry is that the high gas
8 prices and increased vehicle prices are mostly due
9 to the EPA and other government regulations; that
10 more regulations will simply continue to increase
11 costs that they will pass on to the consumer. But
12 the solution isn't to reduce those regulations, but
13 to encourage more fuel efficient cars, more fuel
14 efficient roads, update our infrastructure and
15 invest in public transportation. This isn't just
16 about me and my family saving a few dollars, but
17 it's about all of us progressing as a nation and
18 continuing to make this country and this world a
19 better place to live.

20 I do not envy the effort that you
21 will require to convince the public that this is the
22 right path, but you have my full and enthusiastic
23 support. I hope that President Obama and his
24 administration continue to lead by example and work
25 for a better future for all of us, not just those

1 with an oil well. I dream about what the country
2 would be like if we had continued on the path that
3 Present Carter began. I like to think that we'd be
4 closer to the cars promised to us by Back to the
5 Future, a flying DeLorean that runs on garbage.

6 Thank you for your time.

7 MR. MEDFORD: Thank you. Thank each
8 of you. Thank you very much.

9 We are ready for the next panel.

10 Charlotte Glauser, Marja Kaisla,
11 David Henderson, Cathie Forman, John Comella,
12 Lynnette Saunders, Beatrice Santorini, Mary Alice
13 Cicerale, Diane Pugh, Larry Arrigale.

14

15 LARRY ARRIGALE

16 (READING TESTIMONY OF REV. DOUGLAS B. HUNT)

17

18 MR. ARRIGALE: Good evening. My name
19 is Larry Arrigale and I'm reading the testimony of
20 Reverend Douglas B. Hunt, board member of
21 Pennsylvania Interfaith Power & Light. Reverend
22 Hunt is out of town on a family emergency. The
23 remarks I'll read have been edited for length, but
24 I'm submitting paper copies of Reverend Hunt's full
25 testimony. His words follow:

1 "I endorse this proposal because my
2 faith traditions tell me that doing justice for
3 people and our planet is our moral obligation, and
4 people are already suffering the first effects of
5 climate change. I have two granddaughters whose
6 future I want to be in a world as beautiful,
7 bountiful, and hospitable as the one passed to me.

8 "The majority of the world's
9 scientists tell us human-caused global climate
10 change is unquestionable and that there -- and that
11 we no longer have decades to act. We must act now.

12 "In 2008 Pennsylvania made cataloging
13 the level of greenhouse gas emissions a legal
14 requirement. Unfortunately, no requirements for
15 reducing the use of fossil fuels or emission of GHGs
16 has followed, and Pennsylvania is the third-worst
17 state for global warming pollution.

18 "This proposed rule should reduce
19 greenhouse gas emissions by 10 percent. I urge we
20 modify the rule to bring it into effect sooner than
21 2017. The technology to make these changes already
22 exists.

23 "In 2009 climate change has already
24 seriously affected hundreds of millions of people
25 globally and were killing at least 300,000 per year.

1 In the next 20 years those affected will likely more
2 than double. It is a moral outrage that we have the
3 means, the technology, and the resources but have
4 not chosen to take the strong and necessary actions.
5 People of all faiths must prayerfully make changes
6 in our own lives to slow climate change and the
7 growing desperation of so many around the world.
8 But prayers and individual actions are not enough.
9 We need strong and effective policies and laws.

10 "This proposal is a step in that
11 direction that I wholeheartedly endorse."

12 Thank you.

13 MR. MEDFORD: Thank you.

14 Now we can begin down at the far end,
15 and if you'd state your name and affiliation.

16

17 CHARLOTTE GLAUSER

18 CITIZEN

19

20 MS. GLAUSER: My name is Charlotte
21 Glauser, and I live in Philadelphia, two blocks from
22 here. I want to applaud the issue of requiring
23 higher mileage for cars in the next few years, but
24 it should be sooner rather than later. Although I
25 am a member of organizations that are concerned

1 about energy usage and climate change, I'm here to
2 speak for myself.

3 Raising the mileage standards for
4 cars is truly a no-brainer. In fact, I'm surprised
5 that only one person mentioned that. The advertised
6 standards today are mostly a sad joke. My 1999
7 Subaru did better than most vehicles. I was getting
8 occasionally 36 miles to the gallon on the road, and
9 I drove many miles in that car. I no longer own
10 that car or any other car. I gave my car to my
11 grandson about four years ago and he is still using
12 it.

13 Living in Center City just a few
14 blocks from here, I am a pedestrian most of the time
15 and use public buses, subway, and suburban trains.
16 Walking in the city is more than a pastime. There
17 are places to go and cultural events to enjoy.

18 Conservation is more than a virtue.
19 Higher mileage requirements on cars will save money
20 for the driver, since fuel is a major expense. It
21 will save our diminishing oil reserves. It may
22 result in more limited driving in general,
23 especially if there are alternative means of
24 transportation, like we have in Philadelphia.

25 The federal government subsidizes the

1 highways traveled and the least the government can
2 do is try to conserve the energy used to get cars on
3 those roads, to raise minimum standards for
4 efficiency of the vehicles using it.

5 There is an added cost to
6 achieving -- if there is an added cost, and there
7 is, to getting more efficient use of the fuel, it
8 should be a huge saving in operation in the long
9 term, and several of the people who spoke here had
10 pointed that out. The -- another benefit of higher
11 mileage standards is better air quality, especially
12 in crowded cities, such as Philadelphia. Any means
13 of curtailing car use would result in more
14 breathable air.

15 We are blessed with an excellent
16 public transportation system in the Philadelphia
17 region. I keep hoping that more people who work in
18 the city will avail themselves of it and not drive
19 into the city. With gas prices higher now and
20 parking costs rising as well, our SEPTA system has
21 now increased its patronage, and I think that's
22 great. For those who cannot access public
23 transportation, increased mileage standards will
24 certainly be a benefit. I don't know if it's likely
25 to happen, but a higher tax on gas with the revenue

1 devoted to public transportation would be a big
2 plus. In most developed countries the railroads are
3 well subsidized so that long drives between cities
4 are unnecessary. The high cost of gasoline is
5 another disincentive to driving any distance. I
6 keep hoping that there will be better subsidies to
7 all kinds of transportation, but I particularly like
8 the railroads.

9 The technology for higher efficiency
10 has been available for some years now. It's long
11 since time to require enforcement by regulation.

12 Thank you.

13 MR. MEDFORD: Thank you very much.

14 Okay. Next speaker, please.

15

16 LYNNETTE SAUNDERS

17 CITIZEN

18

19 MS. SAUNDERS: My name is Lynnette
20 Saunders. I'm a resident of Hatboro, and I just
21 want to thank you for this opportunity to comment on
22 this important proposed rule.

23 I'm sure you know that we'll have a
24 lot of advantages both economically and for the
25 environment, for our country. Speaking personally,

1 I haven't owned an American car in quite some time
2 because I've always been concerned about gas
3 mileage, and American cars just haven't kept up. I
4 would like to own an American car. I really would.
5 And I think implementing these standards would make
6 that much more likely. I think that would also help
7 the American car industry, because I know I'm not
8 alone. Since gas prices continue to rise, this is
9 going to continue to be a problem, and I think more
10 and more people, as GM I think found out, are
11 interested in lower gas -- or in more fuel efficient
12 cars.

13 Also better gas mileage will, of
14 course, reduce the amount of pollutants that are
15 going into the air. We often talk about what it
16 will cost to reduce greenhouse gases. Rarely do we
17 talk about what it will cost not to reduce
18 greenhouse gases. I've actually done research on
19 algae in ecosystems and I know it's really important
20 we do something now.

21 Also, if we reduce air pollutants, we
22 will reduce health care costs for the average family
23 and the consumer will put more money in their
24 pockets and help the environment and economy at the
25 same time.

1 Again, I thank you for this ruling
2 and having the courage and forward thinking to
3 propose these standards.

4 Thank you.

5 MR. MEDFORD: Thank you.

6

7

MARY ALICE CICERALE

8

CITIZEN

9

10 MS. CICERALE: Good evening. My name
11 is Mary Alice Cicerale. I'm a long-time librarian.
12 I'm a Philadelphia resident and a member of both the
13 Sierra Club and the American Association of Retired
14 Persons. Thank you for this opportunity to meet
15 with you tonight.

16 I am like every American. I want to
17 breathe clean air, use and drink clean water, and
18 enjoy unpolluted lands. That's why I support
19 environmental organizations that work to ensure a
20 healthy Earth for present and future generations.
21 Although I am not a grandparent myself, I care for
22 grandchildren everywhere and for the future
23 generations we speak of, and I care for all my
24 friends and relative, young or old, active or not.
25 We all share a common need with all of humanity:

1 clean air. Enjoying the outdoors requires clean
2 air, but it is just not always there. Just recently
3 I could not hike with one of my best friends in
4 Phoenix because he has health issues and the smog
5 index was too high.

6 When I was a child, I only wanted to
7 be outdoors. Coming inside, even in winter, was a
8 trial. It felt like an unfair exile or punishment.
9 Today, going outside, hiking, and being outdoors in
10 general is still very important to me.

11 Last summer I was happy to see that
12 the new standards for vehicles sold this year
13 through 2016 were set, a sensible 35.5 miles per
14 gallon and 250 grams of carbon pollution per mile.
15 And this November I was even happier to see that the
16 Environmental Protection Agency and the National
17 Highway Traffic Safety Administration upheld the
18 White House-proposed standards for new passenger
19 cars and trucks sold from 2017 through 2025. These
20 proposed fuel efficiency standards are important
21 steps in the right direction. They are also some of
22 the biggest steps we can take to reduce our
23 dependence on oil and significantly cut carbon
24 pollution.

25 I joined the Sierra Club because I

1 care so much about being outdoors and holding on to
2 that one natural joy of childhood. But today with
3 this testimony, the Club also gives me a chance to
4 make a personal difference. Americans who cannot be
5 here tonight say with us we applaud your efforts to
6 ensure clean air, unpolluted land, and fresh water
7 on this lovely North American continent. We all
8 share these basic passion and concerns: clean air
9 and unpolluted water.

10 Please continue to uphold the
11 integrity of the final standards. Do not allow
12 loopholes, credits, and flexibilities to undermine
13 the stringency of vehicle standards. Please have
14 the best interests of our future at heart and
15 continue to work for transportation guidelines that
16 protect everyone.

17 Thank you.

18 MR. MEDFORD: Thank you very much.

19 Next.

20

21 DAVID HENDERSON

22 CITIZEN

23

24 MR. HENDERSON: My name is David

25 Henderson, and I appreciate the opportunity to speak

1 in favor of higher auto standard -- fuel efficiency
2 standards today.

3 I'm not a climate expert, economist,
4 or politician. I come here today as a father, as a
5 concerned citizen, and a chemical engineer that has
6 worked in the field of alternative energy for over
7 10 years. I believe that climate change is no
8 longer an issue of scientific inquiry, but one of
9 political will. Many corporate interests benefit
10 from denial of climate change. They continue to
11 profit from business as usual while the true costs
12 of pollution these industries create is borne by
13 society. By continuing to enter into a debate over
14 climate change we allow the groups that profit from
15 the status quo to control the dialogue.

16 The overwhelming consensus from the
17 scientific community is that global warming is
18 occurring and that human activities are contributing
19 to it. As a society, the conversation you need to
20 be having is not whether global warming is occurring
21 but what we are going to do to prevent it.

22 Some may argue that it is not the
23 government's role to tell automakers how efficient
24 to make cars; the free market will correct itself.
25 I strongly disagree with this argument for a number

1 of reasons. One, the free market has failed to
2 address the problem so far, even though many climate
3 experts believe significant climate change is now
4 already inevitable.

5 Two, when it comes to pollution, and
6 specifically global warming, we can't afford to be
7 reactive. It's far easier and cheaper to prevent
8 pollution before it occurs than to perform
9 remediation. Usually remediation is just expensive
10 damage control, speaking of the BP oil spill, for
11 example. We cannot return the environment to a
12 pristine state.

13 And, three, perhaps the most
14 compelling reason that the free market is
15 ineffective in regulating pollution is that the true
16 cost of pollution is almost always external to the
17 market. For example, in Pennsylvania we currently
18 get over 50 percent of our electricity from
19 coal-fired power plants. Free market economics
20 would view paying your electric bill in Pennsylvania
21 as a win-win where both the consumer and the power
22 plant owner benefit from the exchange. The free
23 market does not consider externalities such as the
24 estimated 24,000 lives that are shortened each year
25 due to the pollutants submitted by coal-fired power

1 plants. The free market does not include the cost
2 of deforestation due to acid rain. The free market
3 does not include -- consider the mercury that ends
4 up in our fish and our birds or the damage caused by
5 mountaintop removal.

6 A similar argument can be made when a
7 consumer purchases an automobile and then fills up
8 the tank. Though the impact of CO2 emissions are
9 hard to quantify, rising sea levels, malaria,
10 drought, famine, and more extreme weather are often
11 cited as examples.

12 One of the important roles of
13 government is to regulate the negative externalities
14 of economic transactions. I believe that increasing
15 the CAFE standards is a step in the right direction,
16 and I urge you to make it happen.

17 Thank you.

18 MR. MEDFORD: Thank you very much.

19

20

MARJA KAISLA

21

CITIZEN

22

23

24

25

MS. KAISLA: Good evening. My name
is Marja Kaisla, and I'm a citizen of the United
States as well as Finland. And I've lived in the

1 United States for over 20 years and I've created a
2 personal life here and a professional life as a
3 concert pianist and played all over the country.
4 Although I've lived here so long, I still continue
5 to look at the United States from the outside as a
6 European and especially that as a Scandinavian. So
7 in that spirit, my statement will be more about the
8 philosophy of decision making for issues impacting
9 the environment in this country rather than stating
10 facts and numbers.

11 First, though, I want to say that the
12 current administration proposal to reduce greenhouse
13 gases and to increase vehicle fuel efficiency
14 drastically is not only the right thing to do, but
15 it is the only responsible thing to do. And again
16 looking at these issues as a European, one of the
17 disappointing characteristics I've seen in the way
18 U.S. oftentimes had conducted its business is lack
19 of pragmatic, long-term planning and improvising
20 short-term solutions or rushing to new situations
21 without careful planning and thorough understanding
22 of ramifications of its actions or relying on biased
23 opinions influenced by politics or money that can be
24 seen in many areas, from positions to go to war to
25 big business bailout decisions, and attempts to

1 improve education. That's why it's very encouraging
2 and welcoming to see the EPA proposing these new
3 regulations and at least reaching into the semi-far
4 future.

5 Having grown up in Finland I've seen
6 the enormous benefits of long-term planning and
7 commitment extending from education reform to
8 infrastructure improvements to energy efficiency and
9 environmental protection. As is the case in
10 Finland, one can implement green standards also on a
11 smaller scale and governmental agencies can lead by
12 example.

13 Just to give you one example, the
14 Finnish Embassy in Washington, D.C., for example,
15 which received the prestigious LEED certification by
16 the U.S. Green Building Council last year, has cut
17 its electricity use by 50 percent and gas
18 consumption by 65 percent, resulting in annual
19 savings of more than \$150,000 in utility costs. The
20 Embassy has also implemented rigorous policies to
21 ensure sustainable practices in all of the building
22 operations. Reflecting in the similar commitment to
23 energy efficiency, the Finnish Consulate General's
24 residence in Los Angeles was recently retrofitted
25 with solar panels and other energy-saving measures,

1 and as a result of these changes, the building
2 procedures -- the building produces as much energy
3 as it's consuming in the next 20-plus years.

4 I hope this serves as a good example
5 of the commitment the country can make also on a
6 smaller scale on many different energy-saving levels
7 and then combined with others doing the same it will
8 have a major positive impact on the environment and
9 energy consumption.

10 And on a side note, in Finland, which
11 is -- we're having the presidential election also
12 going on right now and, as a matter of fact, I ran
13 the presidential election of the -- the advanced
14 presidential election here in Philadelphia this past
15 weekend, and so I'm directly impacting both of, you
16 know, Finland and the United States in this
17 surprising way. And the second-most popular
18 candidate in the presidential election is the
19 candidate for the Green Party. And it's no secret
20 that I voted for him. Finns are known to be very
21 honest and open.

22 So, anyway, moving on, getting back
23 to the United States, making vehicles vastly more
24 fuel efficient, however, is only one of several
25 measures that the federal government must address in

1 order to reduce greenhouse gases in the years and
2 decades to come.

3 As for improving public
4 transportation to reduce pollution levels and to
5 become more energy efficient, public transportation
6 needs to be greatly improved in the suburbs and
7 between cities. Bike lanes should be made more
8 manage -- should be made mandatory in the new
9 streetscape construction in cities. State and
10 government agencies should lead by their own example
11 by using hybrid vehicles in their own fleet and
12 offering incentives to employees to walk, bike, and
13 use public transportation.

14 As the EPA has stated, one of the
15 goals of setting higher fuel efficiency for vehicles
16 is to make the U.S. less reliant on foreign oil.
17 But how, for example, do the aging and inefficient
18 oil refineries in the U.S. help that goal? Look at,
19 for example, the immediate shutdown announced just
20 yesterday of the oil refinery, Hovensa, in St. Croix
21 and the U.S. Virgin Islands. I go up there to do
22 educational work and play concerts in the Caribbean,
23 so I'm very familiar with that situation. Two
24 Pennsylvania refineries were recently shut down,
25 too, and there is another one waiting to be closed,

1 bringing the total shutdowns in the past three years
2 or so to over 18 here and in Europe, which have
3 totaled more than 2 million barrels of oil per day.
4 The refineries have not been able to compete with
5 modern refineries built in India, China, and the
6 Middle East. So the EPA needs to address the
7 inefficiencies of the remaining oil refineries
8 because they themselves result in higher fuel
9 imports from other countries.

10 It's interesting that one of these
11 three public hearings is taking place in
12 Pennsylvania. Among all the states, Pennsylvania's
13 coal-fired power plants are some of the highest
14 carbon dioxide emitters and Pennsylvania contributes
15 about 1 percent of all manmade greenhouse gas
16 emission in the world, which they, unfortunately,
17 have great impact on the pollution levels in the
18 entire world.

19 There is a need for strong federal
20 regulation, because as we see in these states like
21 New Jersey and Pennsylvania, many decision makers,
22 including governors, in these states may too easily
23 side with big businesses possibly at the expense of
24 safe air, water, and food supply for the public. It
25 frightens me to think that a politician would

1 disregard people's safety for the sake of
2 strengthening one's own political profile.

3 Governor Christie said he pulled New
4 Jersey out of the multi-state Regional Greenhouse
5 Gas Initiative about half a year ago because he
6 stated the past carbon emission permits cost the
7 state too much.

8 MR. MEDFORD: Can you wrap up in the
9 interest of time?

10 MS. KAISLA: Yes. Finishing on that
11 thought, that the problem of politicians making
12 decisions based on businesses is -- continues, as I
13 said, to be frightening to me.

14 And I can finish by saying what the
15 past-Governor Rendell said two years ago when he
16 signed the Climate Change Action Plan in
17 Pennsylvania, that climate change could be
18 absolutely devastating to Pennsylvania. It
19 threatens virtually every aspect of our lives. Our
20 infrastructure was designed around a stable climate.
21 Many industries like agriculture depend on
22 variations in the seasons, and new diseases that
23 once could not survive here will now be able to
24 flourish in warmer temperatures.

25 We need to reduce greenhouse gas

1 emissions. The need to reduce greenhouse gas
2 emissions is clear, and I personally hope individual
3 states and federal government will think about the
4 impact its decisions have on the citizens in the
5 world now and well into the future. Politicians
6 have been elected to look after our well-being --

7 MR. MEDFORD: Okay. Thank you.

8 MS. KAISLA: -- so I appreciate your
9 time.

10 MR. MEDFORD: Thank you.

11 I can now read the name tags.

12 Ms. Forman.

13 CATHIE FORMAN

14 CITIZEN

15

16 MS. FORMAN: Well, I'm very nervous.

17 MR. MEDFORD: Okay. Please don't be.

18 MS. FORMAN: And I was asked to
19 speak. I was encouraged -- I'm a parent of two
20 children, two teenagers. I'm a school social
21 worker. I've worked with students from kindergarten
22 up to the age of 21 in special education. I live in
23 Southampton, Bucks County. I'm a proud owner of a
24 2006 Prius. And I applaud you and encourage you to
25 stand firm and raise the standards for -- for miles

1 per gallon. And I -- I just really jotted down a
2 couple of thoughts, so I won't take a lot of your
3 time, so it's more of a kind of emotional and
4 impassioned plea.

5 I do what I do. I eat organics; I
6 drive a Prius; I went green and got rid of my oil
7 tank; I do electric and solar, and I feel very
8 lonely. And I think this is what my plea is: I
9 want to live in a country again where I am part of
10 the majority, not the minority. Where I feel like I
11 have to defend that environmentalism is not
12 Communism or being lefty or liberal. It's just
13 loving the Earth, loving what's living in it, loving
14 the children that we're raising in it and wanting to
15 protect it for generations to come.

16 And I guess my plea is, is that I
17 defend this country a lot, but I'm finding it harder
18 and harder with leadership cowering and giving in to
19 money. And I understand money is needed to run and
20 campaign and win elections, including our dear
21 president, but there has got to be a point where our
22 conscience comes first. So that's my plea to you.

23 A lot of people make fun of me,
24 including my brother, who is very affluent and owns
25 a Porsche. His Porsche was in disrepair, he needed

1 to borrow my car, and he loved my Prius and couldn't
2 believe he got all the way through Pennsylvania up
3 to Maine on like one tank and he raved. And so what
4 I say to you, you know it's a cute little story, is
5 that we in America do have ingenuity; we do have
6 scientists; we do have brilliant people. Let's
7 support them to make us leaders in the way I want to
8 walk into Europe or Israel or anywhere in the Middle
9 East or South America and feel good about what our
10 country is doing.

11 Oh, the one last thing is -- like
12 there is this -- I do this a lot in groups when I
13 work, especially with teenagers, and I say the
14 responsibility of our generation is what a lot of
15 Native Americans felt, which is to do things as if
16 it was going to affect the seventh generation after
17 you. You probably have heard this today, so I don't
18 want to be repetitive.

19 MR. MEDFORD: That's okay.

20 MS. FORMAN: But I feel the need for
21 us to take that seriously so there can be a seventh
22 generation.

23 MR. MEDFORD: Thank you. Thank you
24 for your remarks.

25 MS. FORMAN: You're welcome.

1 MR. MEDFORD: Mr. Comella.

2 JOHN COMELLA

3 CITIZEN

4
5 MR. COMELLA: My name is John
6 Comella, and although I was born and raised in
7 Motown, Detroit, Michigan, I've lived most of my
8 life in Massachusetts and for the last year and a
9 half here in Philadelphia. I strong -- full
10 disclosure, I own 373-plus shares of General Motors
11 stock, pre-bankruptcy. I paid \$11,900 for it and it
12 is currently worth zero.

13 I strongly support the proposal to
14 improve the energy -- the mileage efficiency of
15 automobiles. It saves people money, but that's not
16 too important; it reduces the pollutants in the
17 atmosphere, which is very important, especially to
18 my asthmatic wife; and it reduces the amount of
19 carbon dioxide which produces -- is one of the main
20 producers of the -- the greenhouse effect and global
21 warming. That is very important. It also reduces
22 our dependence on foreign oil and leaves more oil in
23 the ground for my two daughters and any children
24 that they may have. We're always going to need some
25 oil and gas, and the longer we leave it in the

1 ground, the better off we are. The people of Ohio
2 probably would very strongly agree with that after
3 the several earthquakes they've had, which have been
4 attributed to the fracking.

5 A recent report has stated that if we
6 don't lower our CO2 emissions from where they are now
7 today from 380 parts per million down to less than
8 350 within five years, we may pass the tipping point
9 beyond which it will be impossible to stop the
10 global warming. That could easily be the most
11 catastrophic event in the history of the world.

12 By the way, this is not the first
13 time that I have advocated for increasing energy
14 efficiency of cars. In the first OPEC oil crisis,
15 which I think was nearly 40 years ago, I sent a
16 letter to the chairman of General Motors, who I knew
17 personally from having been a General Motors scholar
18 at the University of Detroit where he was the
19 liaison. He was a lowly vice president. He later
20 became the CEO. So I sent him the letter and I
21 asked him to increase the mileage efficiency,
22 everybody would benefit. I was getting off easy
23 because I had at the time the Volkswagen Beetle,
24 which got about 35 miles a gallon when I wasn't
25 thinking about it and about 42 miles per gallon when

1 I was. And it wasn't because I had modern -- the
2 technology in the car. I actually had ancient
3 technology. It was called a clutch, and I could --
4 I could do things with that that greatly improved my
5 mileage.

6 Some years later we lived in the
7 People's Republic of Massachusetts and I repeated
8 that with a Geo Metro, which is a Kia or something
9 like that, and I drove that Geo Metro from just
10 outside of Boston all the way down to Brooklyn and
11 back on eight gallons of gas. It can be done.

12 So part of it is we've got to raise
13 the requirements for mileage efficiency in cars.
14 We've also got to teach people how they can squeeze
15 more out of their cars.

16 MR. MEDFORD: Can we wrap up?

17 MR. COMELLA: Yeah. Our next
18 crisis -- I told the CEO of GM that the crisis that
19 we were in was caused by the OPEC, and I said our
20 next crisis may very well lead to a resource issue.
21 We are running out of oil and it is not
22 reproducible, so we should be keeping it in the
23 ground as long as we can and that's important.

24 And I'll close up by asking the
25 members who are on the Environmental Protection

1 Agency, you have another assignment, should you
2 accept it. Do the same thing to building heating
3 and cooling. When we moved into our house in
4 Massachusetts, the previous owner was spending about
5 \$800 a year on heating oil. Within a year I had
6 knocked that down to half of that and I did it. My
7 wife hated it. The bubble pack on the windows is
8 not popular with the women, but it did the job of
9 keeping the heat inside the house. And so I
10 recommend that you go after housing costs and that's
11 important.

12 But I appreciate the work that you're
13 doing now, even though it's not going to be in time
14 to meet that five-year deadline, and if
15 we -- to meet that deadline we would have to work
16 dozens of times harder than we are working right
17 now.

18 MR. MEDFORD: Thank you very much.

19 Ms. Pugh.

20

21 DIANE PUGH

22 PENN ENVIRONMENT

23

24 MS. PUGH: My name is Diane Pugh. I

25 have a BS in medical technology. I reside in

1 Pennsylvania. I have five children between the ages
2 of 21 and 28. I'm an IT professional and I
3 specialize in project and management consulting.
4 I'm a certified first aid trainer and a professional
5 white water river guide, so I have a real interest
6 in the environment. But mostly I'm an American
7 concerned about the future, financially,
8 environmentally, politically, and socially.

9 I strongly support these new
10 standards for automobiles. Americans want cleaner,
11 more fuel efficient cars because they cost less to
12 run, have a smaller carbon footprint, they decrease
13 air pollution, and they'll help curb our nation's
14 reliance on oil. Reducing our reliance on both
15 imported and domestic oil is critical. For decades
16 our reliance on imported oil has put America at risk
17 from a dependence on countries whose values we do
18 not share and whose political agendas are often
19 opposed to our own.

20 In recent years, efforts to increase
21 domestic oil and natural gas have led us to fracking
22 and plans for additional pipelines. Neither of
23 these seem to be the correct solution to the
24 problem.

25 Why am I here tonight instead of at

1 home having dinner with my family relaxing after a
2 full day of work? The EPA doesn't need me to tell
3 you about studies and facts. I'm not a fuel expert
4 or an environmental expert. I'm not an engineer.
5 I'm here because it matters to me, my children, my
6 friends, Americans, and all inhabitants of the
7 Earth. I'm here to encourage the passage of these
8 new standards, and I want to applaud the Obama
9 Administration for proposing them.

10 I want to talk about some things that
11 happened to me as a child. I went to the New York
12 World's Fair and it was like a fairy tale. Soon,
13 very soon they said, any day now, we'll have
14 telephones that you can just see the person on the
15 other end. I thought they meant next week. Well,
16 it happened, finally. I mean, we're living it now.

17 A close friend of the family, a very
18 intelligent man, he worked for NASA and he worked
19 with the federal government on alternative energy
20 policies in the '70s, regaled me with all of these
21 wonderful things that soon, very soon, we would see:
22 alternative energy, cars that didn't need gas. I
23 hoped that it wasn't like the promise of the video
24 phone, that it wouldn't take forever, but here we
25 are still having that same debate.

1 Anyway, studies consistently suggest
2 that 54.5 miles per gallon is a reasonable goal, and
3 it can be done, it could be done easily. Some
4 people are afraid that what that means is that
5 everyone's going to have to drive a tiny, little
6 car. But separate categories -- separate targets
7 for each category of car means that's not going to
8 happen.

9 Why do I bring that up? Well, it
10 matters to me because my family has a number of
11 vehicles, each with a specific purpose, and we would
12 be hard-pressed to live without them. To my IT job
13 I drive a compact car because it gets good mileage.
14 It gets me from place to place. It's not fancy and
15 it's not very big. To my river guide work I try to
16 use that same car whenever I can because it gets the
17 best mileage, but that doesn't work if I need to
18 carry my kayak or I need to carpool with another
19 person. We run out of room. So we have a larger
20 vehicle, a pickup truck. We use it for work
21 pallets, multiple kayaks, lawn supplies, or camping.
22 We also have an SUV. We use it as a tow vehicle for
23 the cords of wood we use to heat our house. And,
24 lastly, a Harley Davidson, mostly just for fun, but
25 it sure gets good gas mileage. Our next vehicle

1 will likely be a hybrid or an electric vehicle or
2 maybe something we haven't even seen yet. I hope.
3 I keep waiting to see that fairy tale dream come
4 true.

5 There is lots of other reasons why I
6 support these standards. You know, the world that I
7 grew up in is not the world that my kids are growing
8 up in. They're facing a different America. Before
9 I even graduated from college, I had an offer of a
10 full-time job in my field waiting for me. I was
11 able to obtain employment, establish a household,
12 and support myself immediately after graduation from
13 college. Yet despite four of my children being
14 college graduates, I see them struggling to obtain
15 employment related to their degrees and continuing
16 to share housing with friends or living at home
17 because they just can't afford it.

18 I'm old enough to remember the first
19 Earth Day, April 22, 1970. It was the height of
20 hippie and flower child culture. Protest was what
21 everybody talked about, but it wasn't about the
22 environment. Nobody thought about the environment
23 or cared about them. But with increasing public
24 awareness, Earth Day was founded, and with that
25 increasing awareness became public pressure, public

1 pressure on lawmakers to enact federal guidelines --
2 federal guidelines like this one. As much as we'd
3 like to all think that each individual can make a
4 difference, it's guidelines that come from the
5 federal government that effect the biggest and most
6 important changes.

7 I also remember the gas rationing --

8 MR. MEDFORD: Can you wrap up?

9 MS. PUGH: Sure. Okay. Again, in
10 1979 we had gas rationing here in Pennsylvania, and
11 Jimmy Carter passed regulations that helped us, but
12 we fell behind. As individuals we're limited in
13 what we can do. We have a duty to act responsibly,
14 but we can't make big changes.

15 I'm proud to work for a company
16 that's actively engaged in environmentally sound
17 practices. The white water outfitter that I work
18 for already funds cash credits to offset all of
19 their impacts and offers to match guest
20 contributions to their own cash input. They have a
21 goal to plant 5,000 trees, recycle 50,000 cans, and
22 this is great. But even if every company in America
23 decided to do a portion of this, it would no -- not
24 come anywhere as close as what this standard can do.

25 MR. MEDFORD: Okay. Can you wrap up?

1 MS. PUGH: Thank you for your time.

2 MR. MEDFORD: Thank you very much.

3 Ms. Santorini.

4

5

BEATRICE SANTORINI

6

CITIZEN

7

8 MS. SANTORINI: Can you hear me?

9

MR. MEDFORD: Yes.

10

MS. SANTORINI: My name is Beatrice
11 Santorini, and I work at the University of
12 Pennsylvania, although I do not represent that
13 institution, and my line of work is historical
14 syntax, which has nothing to do with anything you
15 guys do. So I'm here as a private citizen.

16

I appreciate the opportunity that
17 you, the EPA, is giving the public to respond to the
18 new fuel efficiency standards proposed by the Obama
19 Administration. There are many reasons that these
20 new standards are important, and to my mind they are
21 all related to health in one form or another: the
22 health of our bodies, the health of the environment,
23 the health of the U.S. and the global economy more
24 generally, and the health of our political process,
25 specifically here in the United States, which has

1 suffered tremendously recently from the
2 unprecedented degree of subordination to the
3 interest of Big Oil. I feel very strongly about
4 that last point, and I consider and continue to
5 consider the 2003 invasion of Iraq as a violation of
6 the rule of International law.

7 So in this context it's an important
8 fact that by the year 2030 the proposed standards
9 would cut annual oil consumption in the United
10 States by nearly 23 billion gallons, which is
11 roughly equivalent to U.S. imports from Saudi Arabia
12 and Iraq in 2010.

13 Beyond this welcome, at least welcome
14 to me, the new fuel standards hold the promise of
15 improving the health of our economy, the health of
16 the environment, and the health of our bodies as
17 well. First, the standards are expected to create
18 jobs that depend on innovative technologies.
19 Second, the standards call for reduced -- for
20 serious reduction of greenhouse gas emissions, as we
21 have heard other people talk about. And third,
22 using less oil in our cars and trucks means less
23 pollution in the air that finds its way into our
24 lungs and this is a point that again resonates
25 particularly strongly with me as my family has a

1 history of respiratory troubles, especially asthma.
2 My mom really suffered seriously and my nephew, they
3 both suffered seriously from asthma. I'm not saying
4 that's related necessarily to -- it could be mold in
5 the house or whatever, but certainly bad air quality
6 is not going to help.

7 This point about air quality is also
8 a point that should resonate strongly with everybody
9 in Pennsylvania, as when last I checked last night
10 on the Internet, Pennsylvania is the second-worst --
11 we heard third-worst earlier, but my sources say
12 second-worst air quality of any state in the United
13 States, and we're right after Texas. So it's very
14 appropriate that of the three hearings that are
15 taking place in San Francisco and Detroit and
16 Philadelphia, one of the hearings is taking place in
17 Pennsylvania.

18 The Obama Administration, and
19 specifically you from the EPA, have taken an
20 important step in the right direction with these
21 standards, and my hope is that the public support
22 for them that you are seeing here will help you
23 politically, because not everybody is a friend of
24 these new standards and there will be a tax on them.
25 So my hope is that you can use all of our public

1 testimony as evidence that the public really
2 supports you. Thank you.

3 MR. MEDFORD: Thank you and thank
4 everyone on the panel for your indulgence and your
5 testimony. Thank you for staying so late to provide
6 it.

7 We're going to change court reporters
8 now, so we're going to take a 10-minute break and
9 we'll be back with the next panel.

10 (Recess at 7:57 p.m.)

11 (Resumed at 8:18 p.m.)

12 MR. MEDFORD: Okay, Ms. Varley.

13

14 RITA VARLEY

15 CITIZEN

16

17 Thank you.

18 I'm Rita Varley, and thank you for
19 offering this opportunity to us to testify. My
20 presentation is very short, less than a page. I'm
21 going to just start by describing where I'm coming
22 from.

23 I belong to the Sierra Club and a
24 number of other organizations in the city that are
25 working on being green. I've become involved in the

1 Transition Philadelphia group. I don't know if
2 you've heard of Transition Town, but the premise is
3 that the group seeks to help the city power down
4 from fossil fuels in every possible way by
5 developing the community to support -- so that
6 people buy from each other, support each other
7 economically by buying locally, growing local food
8 and avoiding the cost of fuel going to big
9 agriculture and to the shipping of food, by
10 developing green energy sources and green jobs, and
11 by developing co-ops, improving public transit
12 systems, and increasing bike paths, walkways and
13 parks.

14 Philadelphia is blessed with a
15 government that is interested in taking strong steps
16 towards a green economy. With these good things
17 going for us, and with so many of us trying so very
18 hard to respond to the economic and ecological
19 crisis at hand with as much creativity as we can
20 elicit, it is important to have the support of
21 government to encourage the auto industry to do its
22 part.

23 Now, I have explored the web to see
24 what the auto industry is doing in other countries,
25 especially in Europe. I was amazed to read that

1 many car brands are already selling the same model
2 cars in Europe with much better mileage than the
3 same models here, and I've got some lists of stuff.
4 I'm not going to read any of this, but these are
5 some of the web things that I found.

6 On this list a U.S. Mazda will get 31
7 miles a gallon and in Europe the same car will get
8 up to 57 miles per gallon. This and several other
9 web pages I found lead me to believe that asking the
10 auto industry to muster 54.5 miles per gallon
11 minimum within 12 years is reasonable and perhaps
12 very easy to achieve for us -- it's reasonable for
13 us to demand that. And this must be done without
14 loopholes to weaken the requirements.

15 Meanwhile, I believe that what we are
16 doing to the climate and to the economy with fossil
17 fuels is the largest crisis our human society faces,
18 perhaps in the history of human society, and that it
19 is utterly imperative that we take strong steps
20 toward cutting the damage as fast as possible. Our
21 country must do the right thing, no matter who else
22 on the planet does it or not. The sooner we take
23 the strongest action possible, the easier it will be
24 for all of us. Waiting will only greatly increase
25 the pain of dealing with the consequences.

1 I could add, I have a '97 Toyota
2 which gets about 30 miles to a gallon and, when I
3 looked for a new car of the same kind last year, it
4 was doing about the same thing, 15 years later. So
5 I'm waiting, and I don't want to buy a car until
6 it's actually an improvement over that.

7 Thank you.

8 MR. MEDFORD: Thank you very much.

9 Sister Mary Clark.

10 MR. LAWSON: Good evening. My name
11 is Virgil Lawson --

12 MR. MEDFORD: I think Sister Mary
13 Clark is next and then you.

14 MR. LAWSON: Oh.

15

16 SR. MARY ELIZABETH CLARK

17 CITIZEN

18

19 My name is Sister Mary Elizabeth
20 Clark, and I'm a Sister of St. Joseph of
21 Philadelphia. I'm one of the 25 ambassadors of the
22 U.S. Catholic Bishops Climate Change coalition. I
23 minister at Chestnut Hill College as assistant to
24 the president for sustainability and as director of
25 our Earth Center.

1 Working with many other people of
2 faith, I'm here to urge you to keep an ethical,
3 moral perspective as a lens for your deliberations.
4 Thank you for this opportunity. As people of faith,
5 we believe that the atmosphere that supports life on
6 earth is God-given. We must respect and protect it,
7 as I'm sure I don't need to be telling you. It
8 unites us as one human family. If we harm the
9 atmosphere, we dishonor our Creator and the gift of
10 creation. The values of our faith call us to
11 humility, sacrifice, and a respect for life, and the
12 natural gifts God has provided.

13 In 2001 the United States Catholic
14 Bishops said, "At its core, global climate change is
15 not about economic theory or political platforms,
16 nor about partisan advantage or interest group
17 pressures; it is about the future of God's creation
18 and the one human family. It's about protecting
19 both the human environment and the natural
20 environment."

21 Since I'm representing those who see
22 this issue from a faith perspective, I want to be
23 clear that I trust the Sierra Club and its
24 scientific expertise. From their research I believe
25 this regulation to be the single biggest step in our

1 country to tackle global warming and, therefore, I
2 urge you to accept the President's proposal without
3 loopholes.

4 For more than four billion years our
5 planet earth has sustained itself and life as we
6 know it, and in my own lifetime I've experienced an
7 appalling growth in our dependency on oil. My
8 father had solar panels in the '70s, and I am his
9 daughter and believe in the alternative energy
10 sources.

11 From the millions of tons of plastic
12 filling landfills to the polluting burning of fossil
13 fuels beyond our imagining, we've built a
14 relationship with oil similar to an addict with an
15 abused substance. As a result, our precious earth
16 cannot continue to sustain life as we know it. As
17 people of faith, we see this as a moral tragedy.

18 There are ways we can diminish the
19 effects of our polluting the air by reducing gas
20 emissions now. The sisters in my house carpool.
21 We've made some decisions about insulation and
22 keeping the heat down. What can we say to the next
23 generation if, knowing what we know, we refuse to do
24 something? As we take personal and communal action
25 in our places of worship to mitigate the effects of

1 global climate change, it is not possible to make a
2 significant difference without your taking the
3 necessary systemic action in our federal government.

4 We call on you, as our federal
5 protection, to approve this proposal of President
6 Obama. The amount suggested by our President is not
7 enough. It is a beginning, a necessary beginning.
8 Please think carefully about the consequences of
9 your decision. By the year 2030 the proposed
10 standards would cut annual oil consumption by nearly
11 23 billion gallons, roughly equivalent to the U.S.
12 imports from Saudi Arabia and Iraq in 2010.
13 Although we need to do more, how can we not do the
14 minimum.

15 MR. MEDFORD: Thank you very much.

16 Mr. Lawson.

17
18 VIRGIL LAWSON

19 CITIZEN

20
21 Yes. Good evening. My name is
22 Virgil Lawson. I am a veteran, I served as a --
23 both gas service -- an electrician and gas service
24 mechanic in the U.S. Navy. I've been in three wars,
25 I am a graduate of Chestnut Hill College, and I just

1 completed my Master's in child care planning at West
2 Chester University.

3 I currently drive a 2007 Toyota Yaris
4 and that's my -- one of the things that I'm doing to
5 cut down my carbon footprint, but I think it's time
6 for our society to look into something that's kind
7 of new, but also something that has already been
8 done, and that is hemp seed oil. A lot can be
9 produced with hemp seed oil, such as plastics, and
10 also cars can run off of it. Actually, Henry Ford's
11 first car that he designed actually ran off of hemp
12 seed oil.

13 So I think, with today's technology,
14 we can produce this instead of adding ethanol as an
15 alternative to fuel, because I think ethanol is not
16 the way to go. I think that ethanol contributes to
17 global hunger, and the amount of corn used to make
18 ethanol last year could have fed every American for
19 a whole year. So I think this is the time that we
20 explore something beyond what we are using now. So
21 my whole thing is, yes, we do need higher emissions
22 rates for our cars. However, I think we also need
23 to eventually take steps into ending fuel
24 consumption as a whole.

25 And, I'm sorry, but I have to go

1 right now, but thank you for having me.

2 MR. MEDFORD: Thank you very much.

3 I can't see the name tag, but we'll
4 just continue here. It looks like Lynn. If you
5 could give your name and begin your testimony.

6 Thank you.

7

8

LYNN GODMILOW

9

CITIZEN

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My name is Lynn Godmilow. I'm here representing myself. I'm a retired geneticist. I was a psychiatric social worker initially and then became involved in genetics, and my claim to fame with regard to the environmental issues had to do with the fact that my job was explaining to people what specific genes they had and what problems they might expect for themselves and their family, and we always mentioned the fact that genes didn't operate in isolation, that they also were impacted by the environment. And I'm old enough to remember when people with asthma or children with asthma were advised to move to Arizona where it was sunny and warm and dry. I'm not so sure that anybody would recommend that anyone move to Arizona these days,

1 but just to give you an idea of the time frame and
2 the difference.

3 It seems to me, and I'm no expert,
4 that the issue is very simple. Those opposing new
5 standards in miles per gallon and carbon emissions
6 represent the automobile industry, and they should
7 have focused on making lots of much smaller cars a
8 long time ago.

9 My first car, in 1965, was a VW Bug.
10 And, when I traveled to Europe later that year and
11 the following year, I was very impressed with the
12 very large number of very small cars. London,
13 Amsterdam and Rome were filled with very small cars.
14 Even the taxi cabs in everywhere except London were
15 very small. There were very few of the large cars
16 that were popular in the United States at that time.

17 If the three big American car makers
18 had stopped making large sedans and SUVs and
19 minivans, but much smaller cars that use less gas,
20 but with a higher miles per gallon, we'd be way
21 ahead of the curve now. Of course, the CEOs would
22 not have made so much money, but that can hardly be
23 seen as a bad thing.

24 The other thing that's very obvious
25 about Europe and automobiles is the cost of

1 gasoline. The taxes are much, much higher than they
2 are in this country, and that keeps people
3 interested in driving small cars and minimizing the
4 amount of time they spend on the road. My husband
5 has been saying for years that one of the things we
6 need to do in this country is raise significantly
7 the tax rate on gasoline, and oil, for that matter.

8 In my humble opinion, this whole
9 issue, this whole business, is all about money.
10 And, if the Republicans get elected, you guys may be
11 out of work because, if I'm not mistaken, there has
12 been a lot of discussion by the Republicans running
13 for office that the EPA needs to go, and that's
14 because their best friends are the oil moguls in
15 Texas and the car manufacturers.

16 This is not about what's right for
17 our environment. I don't think they care what's
18 right for our environment. What they care about is
19 money, and money don't make by increasing the miles
20 per gallon and trying to get the car manufacturers
21 to make smaller cars.

22 Americans have -- we have been
23 convinced for the last 30 or 40 years that we have
24 it all, that we can do whatever we want, we can
25 drive great big cars, we can drive, you know,

1 minivans and SUVs and with no impact on anything,
2 and that's just not the way it is, but I have a lot
3 of trouble -- I inherited the gene from my mother
4 for the glass is half empty, and, so, I have a lot
5 of trouble seeing that things are going to get
6 better. I think the country is way too big, and
7 what might work if we make changes in Pennsylvania
8 isn't going to work in California or isn't going to
9 work in Nebraska. So we've got a problem with, you
10 know, figuring out what will work everywhere for
11 everyone, and I think that we've got a long way to
12 go to figure that out.

13 But, in the meantime, if we have a
14 government that's willing to say "Let's raise the
15 miles per gallon requirement," I say I'm all for it,
16 but let's make it happen sooner. Why do we have to
17 wait until 2017?

18 Thank you for giving me a chance to
19 get that off my chest.

20 MR. MEDFORD: Thank you. I just want
21 to make sure you are aware that, since President
22 Obama has been in office, there have been -- this is
23 the third set of fuel economy and greenhouse gas
24 standards that he has administered. So first the
25 2011 rule went into effect, and there is a rule now

1 for raising CAFE standards through -- '12 through
2 '16 to 35, and then these standards, which go
3 through -- all the way through 2025, so that there
4 really are standards that he's worked on during this
5 period that go from 2011 through 2025.

6 So there are three sets of standards
7 that have been done in the little more than three
8 years he's been president.

9 MS. GODMILOW: But isn't it sad
10 that -- I mean, I got 35 miles to a gallon in my VW
11 Bug, and that was in 1965.

12 MR. MEDFORD: Yes. We understand. I
13 also want to say thank you. I understand that you
14 have waited patiently -- or waited for at least two
15 and a half hours to testify, so thank you very much
16 for being patient.

17 MS. GODMILOW: You're welcome.

18 MR. MEDFORD: Okay. So I think now
19 that's Katie Margillo.

20

21 KATIE MARGILLO

22 CITIZEN

23

24 Hi. My name is Katie Margillo, and
25 I'm an environmental organizer and also a citizen of

1 Philadelphia. Thank you very much for taking the
2 time today to listen to the input from so many
3 passionate Pennsylvanians about the proposed CAFE
4 standards, which are so essential for a number of
5 reasons and for which I stand in support.

6 I see health as a basic human right
7 and, with that, access to clean water and clean air
8 as essential to the health of all humans. I
9 originally got involved in environmental issues
10 because I thought working to tackle the biggest
11 environmental problems would impact public health in
12 a way that one-on-one interaction simply cannot.

13 Thus, voicing my support for
14 standards that will not only provide cleaner air,
15 but also be the biggest step this county has ever
16 taken to combat climate change and get off of oil is
17 a win/win for me. And, frankly, the standards are a
18 win/win for Americans, in the sense that they cut
19 our dependence on oil and present a huge win for
20 national security.

21 The standards cut prices at the gas
22 pump and save the average family \$330 per year and
23 cut global warming pollution by 200 million metric
24 tons, or the annual emissions of 70 coal-fired
25 powerplants. This is a theme that we've heard a lot

1 today, but there is an old saying that goes, "You do
2 not inherit the earth from your ancestors; you
3 borrow it from your children."

4 And, so, I urge you to keep that in
5 mind and to implement the proposed CAFE standards.
6 Thank you.

7 MR. MEDFORD: Thank you very much.
8 Zachary Monteith.

9
10 ZACHARY MONTEITH

11 CITIZEN

12
13 Good evening. Thank you all so much
14 for giving us the opportunity to speak on these new
15 standards.

16 My name is Zachary Monteith, and I've
17 been a Philadelphia resident since I graduated from
18 college. As soon as I moved here I sold my car,
19 partially to save on parking costs and insurance,
20 but also because of the cost of gasoline and the
21 fuel efficiency my car had.

22 I'm lucky enough to live here in
23 Philly where we have an excellent, comprehensive
24 public transportation system, but only a tiny
25 fraction of American citizens have the same access

1 that we have here, and don't have the option of
2 getting rid of their cars to cut down on their
3 carbon footprint and to save money.

4 I frequently have to rent cars for my
5 job, and too frequently the brand new 2012 models
6 that I'm renting get 18 miles per gallon or even
7 fewer. This both forces me to spend my gas budget
8 at three times the rate that I would like to, and
9 contributes to dangerous air pollution, global
10 warming gases and our dependence on petroleum taken
11 from more and more dangerous sources at three times
12 the rate I should have to.

13 I applaud the leadership that the
14 Obama Administration has taken on this issue and I'm
15 exceedingly hopeful that these standards will become
16 law.

17 Thanks.

18 MR. MEDFORD: Good. Thank you very
19 much.

20 Ms. Rosen.

21

22 LISA ROSEN

23 CITIZEN

24

25 Hello. Thank you for being here

1 tonight, thank you for giving up so much of your
2 evening and traveling to be here.

3 I'm Lisa Rosen, I'm a fundraising
4 consultant to a small nonprofit, and I'm a resident
5 of Center City Philadelphia, United States, the
6 world. I'm here to provide my perspective on this
7 issue of setting dramatically -- reasonably
8 increased standards of fuel efficiency for autos and
9 I do hope also for buses and trucks. The air was
10 never cleaner than when we had a bus strike here.

11 I'm married, but we don't have
12 children, so I have no personal investment in the
13 future health of our air and water, so I shouldn't
14 care, but I do. I am 52 years old, I was recently
15 diagnosed with ovarian cancer. My health is good
16 for now, but my life expectancy greatly shortened,
17 so I may not be here to reap the benefits that many
18 of the fuel efficiency standards can bring us, and I
19 shouldn't care, but I do.

20 Like the former speaker, I live in
21 Center City, but most of my clients and friends are
22 here, and a huge array of cultural offerings that I
23 walk to or take public transit 90 percent of the
24 time. I only use my car to leave town. And, so, my
25 tires now suffer from dry rot from disuse of my car.

1 So all the money that could be saved with all of
2 these fuel efficiency standards really doesn't
3 affect me -- I think I refill once a month -- so I
4 shouldn't care, but I do. I care deeply.

5 The bulk of the proven remaining oil
6 reserves in the world today are located in the
7 Middle East. Our nation's security is put at risk
8 when we must indulge rogue nations or help prop up
9 heinous dictators all to pander for unfettered
10 access to their oil.

11 When we elect representatives, we
12 hope they are going to stand up for our highest
13 ideals and to put up great resistance to the forces
14 that work contrary to the public interest. It's
15 challenging, but we hope that, when it matters, as
16 this issue does, we will rally and stand behind them
17 to strengthen the resolve.

18 Past wars and wars in our future have
19 been fought over resources. Hundreds of years ago
20 it was over peppercorn, which had a value of money
21 and currency. For a hundred years or more we've
22 been fighting over oil and access to oil. Coming
23 wars will be over oil as the reserves dwindle and
24 demand increases, and over water, and we will be
25 battered in the winds over these battles when we

1 should be aspiring to our higher ideals.

2 I'm not going to be called to serve
3 in those wars, nor will my children or
4 grandchildren, so I shouldn't care, but I really do,
5 and I care what happens to the innocent citizens of
6 those nations who are unfortunate enough to have
7 large oil reserves. If we do not, each of us, with
8 or without a personal stake in the future, with or
9 without a political objective in this issue, stand
10 up for our higher ideals, we will not achieve a
11 better world.

12 When I was very young I decided I
13 wanted to go to an excellent college. Had I put off
14 applying myself or just plodded along and hoped for
15 the best, it probably would not have come about.
16 You can't just knuckle down in your senior year and
17 hope that Harvard will come beating on your door.
18 So my dream was to go to Yale. So I took courses
19 and added extracurriculars and worked and worked and
20 passed the many social issues, and there were many
21 forces trying to pull me off my course in my family,
22 among my friends, tempting things, but I stayed the
23 course and I fell short of my mark. I didn't get
24 into Yale, but I got into Smith and I got an
25 excellent education.

1 So, if we set high standards and we
2 fall even slightly short of the mark, we will still
3 have achieved something excellent, something
4 wonderful, something that will benefit us and future
5 generations and something to make all of us proud of
6 not caving in to the forces that try to derail those
7 forces.

8 When cars came into being, the horse
9 and buggy people really tried like crazy to keep
10 them off the road, to set up obstacles, to set
11 onerous, onerous rules of use, all to try to
12 preserve and hang on to the status quo. Well, we
13 are all the beneficiaries of that today, so what
14 will we do to help advance our society into the
15 future?

16 I can't thank you enough for your
17 hearings on these issues, and I do hope that they
18 respond to the will of the people, the majority of
19 whom absolutely want these standards. That, even if
20 we fall ever so slightly short, we'll still have
21 achieved something great.

22 Thank you.

23 MR. MEDFORD: Thank you, and thank
24 you for caring.

25 Mr. Blumenstock.

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JIM BLUMENSTOCK

CITIZEN

Hi. My name is Jim Blumenstock.
It's very impressive and even intimidating to listen
to some of these testimonies.

I'm a resident of Haverford Township
in Delaware County outside of Philadelphia. I am
not, as others, an environmental engineer, a
scientist, or a politician, but I come here tonight
as a father of three and a concerned citizen.

I want my kids to inherit a clean,
green, healthy country and planet, and we, in our
own way, try to have an impact. In our family we
have purchased fuel efficient cars, we have upgraded
our systems in windows and heating in our house to
be more efficient, and most recently, in March, we
took the step to install solar energy, 28 panels on
our roof, to reduce our electric needs by
75 percent. It helps, but it's the big changes that
we really need. That's why I'm here tonight.

I support and applaud the Obama
Administration to continue to raise the fuel
efficiency standards for cars and light trucks to

1 this 54.5 miles per gallon standard. The time has
2 come to aggressively pursue these positive changes
3 and improvements with these goals to improve our
4 environment, reduce our carbon emissions, stimulate
5 our economy, and reduce our dependence on foreign
6 oil supplies.

7 Everywhere we turn we see the effects
8 of global warming, whether it's more weather events,
9 reduction of icecaps and glaciers, the shifting of
10 weather patterns, or even the adverse health effects
11 on individuals. The technology to improve fuel
12 efficiency is and has been available, but just not
13 realized. We need to work together to make these
14 technological improvements a reality.

15 I have a real short personal story,
16 in that my daughter is currently a participant in
17 something that is very unique and special called the
18 Green Corps Movement, and it's basically a
19 fellowship that's offered every year to about 30
20 young individuals who display an incredible
21 commitment and passion with their work in individual
22 communities around the country to advocate for
23 environmental issues and causes, and these young
24 professionals work around the clock, they are
25 working 12 to 14 hours a day, on a very small

1 stipend income, but what it drives home is that they
2 shouldn't have the corner on passion and commitment;
3 it should be something we all have and something we
4 all display, from our small communities to our
5 federal government.

6 This issue of energy efficiency and
7 regulation often seems to turn political somehow,
8 but it shouldn't be. It's common sense and it's
9 about the future of our communities, our country,
10 and our planet. It's time -- more than time for
11 America to step up and be a leader in protecting our
12 planet.

13 I appreciate the time and the ability
14 to contribute tonight. Thank you.

15 MR. MEDFORD: Thank you, and
16 congratulations on the passion in the environment
17 that you've instilled in your kids. It's pretty
18 obvious. Thank you.

19 Next I believe is Ms. Mershon.
20

21 GAIL MERSHON

22 CITIZEN
23

24 Yes. My name is Gail Mershon, and
25 forgive me if I trip over my words a little bit, and

1 I will be brief.

2 I wanted to speak first as a
3 grandmother. I have one-and-a-half,
4 three-and-a-half and 14-year-old grandchildren, and
5 I am deeply concerned that my generation is leaving
6 a really unsolvable mess for them, and of course I'm
7 speaking mostly of climate change. I see increasing
8 frequency and severity of catastrophic and near
9 catastrophic climate events in my life, especially
10 in the last ten years, but I'm also speaking about
11 the political and economic fallout from our
12 dependence on oil, and then the very real danger of
13 more catastrophic accidents coming from our attempts
14 to procure and transport the oil. And I don't think
15 I'm overstating using the word "catastrophic" three
16 times in one sentence. I don't think that's an
17 overstatement.

18 These accidents foul the earth, kill
19 wildlife and cost us billions of dollars. I don't
20 know what to say to my 14-year-old grandchild when
21 he says to me, "Grammy, what are we doing to fix the
22 earth?" That's what he says. "What are we doing?"
23 I don't know what to say to him.

24 I'd also like to speak as an
25 occupational therapist who works here in

1 Philadelphia County with three to five-years-olds in
2 home and community-based settings, and many of these
3 little children have asthma and other respiratory
4 conditions, and it's really impacting their lives
5 greatly. It impacts their sleep, their growth, and
6 ultimately their ability to learn, and I want to
7 speak for them because they can't speak for
8 themselves, and I want to know, you know, what I
9 could say to them. I want them to be able to live
10 in a world that is clean and safe.

11 So, in summary, I just want to
12 applaud you and President Obama for this proposal
13 that will increase fuel economy for cars and trucks
14 and -- and decrease our dependence on foreign oil,
15 hopefully, and to my grandchildren -- you know, for
16 me this is a no-brainer, this proposal, it's an
17 absolute no-brainer, but to my grandchildren, I want
18 to say to them it's the least we can do for you.

19 Thank you.

20 MR. MEDFORD: Thank you, and I think
21 you do have something now to tell your
22 grandchildren. You were here tonight to almost 9:00
23 o'clock giving your views. Thank you.

24 Mr. O'Malley.
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DOUG O'MALLEY
ENVIRONMENT NEW JERSEY
FIELD DIRECTOR

Thank you. My name is Doug O'Malley. I'm the field director with Environment New Jersey. We are a nonprofit citizen advocacy group representing over 60,000 citizens and members across the Garden State.

I guess I just wanted to start off by saying that the panelists, all of you, should get medals, because I believe you've probably been here since 9:00 a.m.

MR. MEDFORD: No. It started at 10:00 -- well, we came early this morning from Washington, but, yes, we started at 10:00.

MR. O'MALLEY: So certainly a long day.

MR. MEDFORD: A long day.

MR. O'MALLEY: Thank you for listening to this testimony and also thank you for not cutting people off at two-minute increments, which I've certainly seen in other testimonies.

I also want to thank all the panelists here -- obviously, I only had a chance to

1 hear ten or 15 of us. I mean, this is what I don't
2 hear in Trenton at the State House. We do not get a
3 chance to hear from the public on the environment,
4 partially because the state has those meetings at,
5 you know, 10:00 a.m. and 1:00 p.m., when most people
6 can't get there.

7 Listening to these stories, I'm
8 reminded why these clean car regulations are so
9 critical. You've heard again and again that these
10 regulations will be the biggest step ever to reduce
11 global warming pollution, and that alone should be
12 reason enough to move ahead with these regulations.
13 But I -- you obviously know, you know, the ins and
14 outs of these regulations very, very, very well.

15 I actually want to take a step back
16 in time and, for that matter, step across the river.
17 Obviously a lot of folks here tonight and a lot of
18 people you've talked with tonight are from
19 Pennsylvania and from the greater Philadelphia area.
20 Now New Jersey, so close by, has eight and a half
21 million people and nearly as many cars. We are the
22 most densely populated state in the country. We are
23 also the first state in America to pass clean car
24 legislation legislatively, not administratively, and
25 that was a battle.

1 That was a world that is a different
2 one from the one we've seen. It's a world where GM
3 flew out lobbyists to Trenton to testify against
4 these standards. It's a world where hybrid cars
5 were literally, you know, front page news because no
6 one had seen them before. People asked, can they
7 work, will they die? Obviously that's not true now.

8 It's also a world where auto
9 manufacturers said there will be no demand for clean
10 cars, where they literally drove golf carts around
11 the State House saying, "This is what you'll get if
12 you get clean car standards." This was ten years
13 ago.

14 We now, obviously, are in a much
15 different world, a world that, as you noted, two
16 years ago the car manufacturers testified in support
17 of the current clean car standards. This is a world
18 where consumers are demanding clean cars, demanding
19 cars that have higher fuel efficiency, and this is
20 also a world where, some time down the line, but
21 obviously very forward thinking policy of the
22 California clean cars policy of the zero emissions
23 vehicle are -- that policy has come into reality by
24 looking at the Volt and the Leaf, and obviously
25 there will be more electric cars soon to join them.

1 Now, I think it's important to know
2 that this is not just -- these protections are not
3 just something that environmentalists are calling
4 for. I imagine most people you've heard from
5 tonight would call themselves environmentalists.
6 It's important to know that in New Jersey our
7 legislature is green. It's green because the public
8 is green. There are 23 lawmakers who, over the
9 course of this summer, called on the EPA and the
10 president to adopt these standards.

11 Those legislators came from both
12 sides of the aisle, from both Republicans and
13 Democrats. The Senate President, Steve Sweeney, a
14 Democrat, called for stronger standards, as well as
15 the minority leader of the State Senate, Tom Kean,
16 Jr., who ran for the Republican Senate seat in 2006.
17 And the reason therefore is not only because of the
18 facts; it's because the public in New Jersey is
19 demanding it. There has been thousands of comments
20 for stronger clean car standards. And I think it's
21 important to note that this call -- you know, our
22 legislation was passed when gas was less than \$2 a
23 gallon.

24 And I just want to return quickly to
25 kind of the reason why these standards are so

1 important. I'll just start with one of the most
2 obvious ones for the average American, and that's
3 the fact that these standards will save money. As
4 you have noted in the description of these
5 standards, either the very conservative estimate
6 that you make that 14 years from now gas will be
7 relatively at the same level -- I'd be certainly
8 willing to bet anyone in this room -- not \$10,000
9 like Mitt Romney, but a ten spot -- that gas will be
10 a lot more expensive 14 years from now. But let's
11 say it does stay the same. The savings are immense.
12 Just New Jersey alone, \$727 million goes straight
13 into consumers' pockets. The average savings, as
14 you well know, between three and over \$4,000.

15 Let me just conclude by talking about
16 something that the average American doesn't think
17 about, and that's the savings from global warming
18 pollution. You've heard time and again that this
19 regulation will be equivalent to shutting down 70
20 coal-fired powerplants. In New Jersey it's even
21 more important. Half of our global warming
22 pollution comes from our cars and our trucks. We
23 cannot meet our state global warming standard
24 without this regulation.

25 And in New Jersey our economy is

1 based upon the shore -- I'll wrap up -- is based
2 upon the shore, which is a \$38 billion economy. Sea
3 level rise will be incredibly detrimental to all
4 states, but especially our state.

5 Thank you again.

6 MR. MEDFORD: Great. Thank you very
7 much for your testimony.

8 So I think those panelists who have
9 given their testimony can leave and we'll get the
10 final panelists up for final testimony.

11 (Pause.)

12 MR. MEDFORD: Okay. Introduce
13 yourself and begin your testimony.

14
15 MIKE TINKER

16 CITIZEN

17
18 My name is Michael Tinker, I am a
19 retired engineer, and I want to talk to you tonight
20 as somebody who lives on the planet and somebody who
21 exists in the United States and somebody who has a
22 family.

23 I think that many of the folks out
24 there don't realize quite how fragile we are. The
25 earth takes up .03 percent of the mass of the solar

1 system. Not the galaxy, not the universe; just the
2 solar system. That's 3/10,000ths of the mass of the
3 solar system. We are a very small rock, and we live
4 in an atmosphere that represents about 1/1,000th of
5 the diameter of the earth. It's very fragile, it's
6 easily hurt, as we know from things like the
7 explosion of Krakatoa and the way it affected the
8 climate and, if we hurt it, it's going to hurt us
9 back.

10 As Ms. Rosen mentioned, we are
11 running out of water and we are running out of
12 energy, and we are going to be in really deep
13 sneakers if we don't do something about both of
14 those actually, but, in particular, what you're
15 addressing here tonight is the energy, and we can
16 reduce our energy dependence. Which brings me to
17 being a citizen of the United States. We are a
18 major consumer of energy in the world now, and we
19 can't fight our way into energy. I think we found
20 that out in Iraq. George W. Bush, our previous
21 President, went to the Saudis and said, "Please pump
22 more oil," and they thumbed their noses at him.
23 There was a time when people didn't thumb their
24 noses at the United States, but we are very
25 vulnerable. It's a much greater threat to our

1 security than terrorists are. We are going to find,
2 as we run out of water and run out of energy, that
3 we are really incredibly vulnerable.

4 I've been hanging out with the same
5 lady for about half century now and I've been
6 married to her for 46 years, and she has asthma. So
7 does our older daughter. Both of them take heavy
8 medication and it's under control, but -- and here
9 is another anecdote that somebody mentioned
10 earlier -- you can't move to Arizona anymore. I
11 have a friend who moved to Arizona because his
12 mother-in-law had breathing problems. It's just as
13 polluted in Chandler, Arizona now as it is anywhere
14 else. It didn't help her to move.

15 We can control energy if we want to,
16 we can control pollution and cut down on the
17 diseases associated with it, if we want to, if we
18 have the will to act.

19 And thank you very much for being
20 here this evening for a very long day, and let us
21 hope that the Administration goes forward with these
22 standards and future standards. Thank you very
23 much.

24 MR. MEDFORD: Thank you very much.

25 Our next speaker, please.

1

2

DON HALBERT

3

CITIZEN

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Good evening. My name is Don Halbert, and I'm a retired veteran of 35 years in the rail industry, and I came with some remarks prepared, but I think I'm going to just make it short and say, having spent that long in an overregulated industry, I know a little bit about regulation and what overregulation can do. It can do a lot of harm.

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These standards are not overregulation. They are simply a natural outgrowth of our profligate use of fuel and highways. We drove the rail industry -- after they showed their greed in the late 19th century, we drove them to the point where they were on their knees. That was the result of regulation. What I'm trying say is that the government has a role and sometimes they over -- they are too heavy handed.

The Highway Act of 1953 produced the best highway system in the world, and our fathers gave us that, but, you know, we've kind of run with it, and I think today we are just too -- well, we

1 have to have something to drive down the use of oil,
2 and I believe these standards will do that.

3 I have two sons and five
4 grandchildren, and I want them to be able to say
5 that we did something on the order of what our
6 ancestors did for us.

7 So I thank you very much for the
8 opportunity to speak and thank you for being here.

9 MR. MEDFORD: Thank you very much for
10 coming.

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RICH POSMONTEIR

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CITIZEN

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My name is Rich Posmonteir. I'm a
father, a small business owner, and an avid hiker
and a walker. I've spent many hours hiking in our
local beautiful park here in Philadelphia called the
Wissahickon Valley with my son who has asthma. I'm
here supporting the higher fuel efficiency standards
for cars and light trucks. I'm here because I'd
like to be able to help secure a future, a future
where I can continue to walk in the Wissahickon
Valley with my son and not fear that he will have an
asthma attack.

1 I see more and more children with
2 asthma and suspect that it's related to air quality.
3 I'm not an expert in the field, but my life
4 experience has shown me that most people don't make
5 difficult changes because it's the right thing to
6 do. They need to be -- I've observed that often
7 change comes with financial incentive.

8 And you -- I'm sure you know these
9 facts. The New York Times has reported that the
10 National Highway Transportation and Safety
11 Administration has estimated that the higher fuel
12 standards will cause vehicle prices to rise about
13 \$2,000 a vehicle, and yet the average consumer will
14 save about \$6,600 in fuel costs over the life of the
15 car. And they also report that the proposed rules
16 will create 484,000 jobs and cut oil consumption by
17 1.5 billion -- million barrels a day by 2030.
18 That's according to the GO60mpg coalition, an
19 association of environmental advocacy groups that
20 support the proposal.

21 I feel that the new rules, they are
22 very doable, as other people have said, they are a
23 no-brainer, it's a win/win. Less oil consumed,
24 better security for our country, and cleaner air.
25 The larger issue also is that I think the United

1 States has an ethical and moral obligation to set an
2 example for the rest of the industrialized world and
3 not succumb to the financial pressures of large
4 corporations.

5 I thank you for listening.

6 MR. MEDFORD: Thank you very much.

7
8 NOAH VAN NIEL

9 CITIZEN

10
11 Good evening. My name is Noah Van
12 Niel. I'm a young professional here in Philadelphia
13 and I wouldn't consider myself an activist, but,
14 when I saw this was an opportunity to come and lend
15 my voice to the discussion, I thought it was the
16 least I can do, as some people have said. I thank
17 you for the opportunity, I thank you again, as many
18 people have said, for surviving this long day and
19 listening to us all.

20 I believe that the proposed fuel
21 efficiency standards of the 54.5 miles per gallon
22 for cars and light trucks in the model years 2017 to
23 2025 is not only a good idea, but it is a necessity.
24 My reasoning is three fold -- and it won't come as
25 any shock -- economic, environmental and

1 international.

2 You don't need to be an expert to
3 know that in the past decade filling up your car at
4 the pump has become a major expense. Personal
5 experience bears that out as well as any chart or
6 graph. Gas prices are high and trending higher, and
7 they are weighing down our family's finances, thus
8 adding one more drag to an already sagging economy.

9 One way to solve this problem is to
10 lower gas prices, but I recognize that this is a
11 complex and difficult thing to do. So the other way
12 to solve this problem would be to increase the
13 distance that each car could go per gallon of gas,
14 so the number of times people had to fill up at the
15 pump was less, and the money they were spending per
16 month, per year would be less as well. It seems
17 pretty straightforward and, as many people have
18 said, by 2030 this could save \$45 billion annually,
19 and that's about \$330 per family, which, if we are
20 still in an economic slump in 2030, that better do a
21 little bit of good.

22 Environmentally -- I may betray a
23 bias, but I have no problem doing that. I believe
24 that global warming is real and I believe that it's
25 happening now. I think approving higher standards

1 for fuel efficiency would cut annual global warming
2 pollution by, as we've heard, 280 million metric
3 tons, like shutting down 70 coal-fired powerplants
4 for a year, which wouldn't be a bad idea, either.

5 By combating global warming and it's
6 negative effects on our planet and the health of
7 future generations, these standards would do a lot
8 of good for our own country and for the world.

9 Internationally, one of the most
10 interesting things I found about the Arab Spring
11 uprising as they affected life here in America were
12 how directly our foreign policy relations with
13 countries in that tumultuous region were tied to our
14 imports of their oil. Not only is it dangerous to
15 allow ourselves to be beholden to regimes which take
16 the idea of human rights as a suggestion rather than
17 a mandate, but it sends mixed messages about our own
18 devotion to those same principles.

19 It also undermines our national
20 security because we are sending over a billion
21 dollars a year into a region where we have a very
22 limited level of control over what happens to it.
23 These new standards would help to liberate us from
24 that destructive tangle of relationships we are
25 holding on to in spite of ourselves. By the year

1 2030, we could cut the annual oil consumption of
2 about what we take in from -- or took in from Saudi
3 Arabia and Iraq in 2010.

4 It is for these reasons that I think
5 that passing these standards is a no-brainer, it is
6 good for us now and good for us in the future and,
7 in my humble opinion, is the kind of thing that a
8 government should be doing for its people.

9 Thank you.

10 MR. MEDFORD: Thank you.

11 Last but not least.

12

13 DEBORAH McILVAINE

14 CITIZEN

15 Hi. I'm Debbie McIlvaine. I've
16 lived in Philadelphia all my life, and I'm an
17 administrative assistant at a Quaker school in
18 Philadelphia, and there are lots of reasons why I
19 support this legislation.

20 I also have a son who has asthma, and
21 I think he would have an improved quality of life if
22 the air were cleaner. I think this is the
23 responsible thing to do, for our country to do, to
24 safeguard our world for future generations, as a lot
25 of people here have talked about tonight, and also

1 to make an attempt to mitigate against the harmful
2 effects of pollution and global warming on wildlife.
3 For example, the polar bears' habitat being
4 destroyed. And there are countless examples.

5 I have visited many beautiful places
6 in our country: The Grand Canyon, the Shenandoah
7 Mountains, the Adirondacks, and mountains in New
8 Hampshire, Vermont and Maine, and the beautiful
9 Jersey shore, but, wherever I go, I'm looking at
10 these magnificent sights through a veil of smog. It
11 heart-sickens me to see how human activity has
12 masked the beauty of our natural wonders.

13 And that's very true in Philadelphia,
14 especially in the summer. It's a beautiful city,
15 but not when you are looking at it through a lot of
16 smog.

17 I think these standards represent
18 policy that is rational and not just focused on
19 short-term gains, and that's something that I feel,
20 as a citizen, I see too little of in public policy.
21 Public policy seems so driven by what is politically
22 expedient for public officials rather than what is
23 in the best interest of the public and what makes
24 rational sense.

25 These standards make sense in so many

1 ways. They make economic sense. It would benefit
2 families and our country to spend less money on gas.
3 It would benefit industry to upgrade and modernize
4 and would create jobs. It would also make economic
5 sense in terms of reducing health care costs in
6 diseases related to the harmful effects of
7 pollution.

8 And these standards make rational
9 sense in terms of our energy policy, from an energy
10 perspective. It would reduce our reliance on oil,
11 most importantly foreign oil. And they make sense
12 from a human perspective. Government has a duty to
13 protect the public from the harmful effects of
14 pollution.

15 I think that our public officials
16 have an awesome responsibility to protect the public
17 and preserve our earth for the future -- for future
18 generations, and I hope that they won't treat that
19 responsibility with cynicism.

20 Thank you very much.

21 MR. MEDFORD: Thank you, and thanks
22 to the four of you for staying so late and
23 expressing your views. We very much appreciate it.

24 The hearing is now adjourned.

25 (9:12 p.m.)

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