

United States Senate

July 27, 2021

President Joe Biden
The White House
1600 Pennsylvania Avenue NW
Washington, DC 20500

Dear President Biden:

We write to urge your administration to swiftly revise the nitrogen oxide (NO_x) exhaust emission standards for heavy-duty trucks, which have not been revised in 20 years.

Given your administration's priority of reducing carbon pollution from the transportation sector to fight the climate crisis, protect clean air, and provide environmental justice to communities, we are concerned that the spring 2021 Uniform Regulatory Agenda did not include the Ultra-Low NO_x Emission Standard for Heavy-Duty Trucks in the list of items that the Environmental Protection Agency (EPA) plans to take regulatory action on this year.

Many California communities, especially in Los Angeles, the San Joaquin Valley, and the Bay Area, are burdened by some of the worst air pollution in the country. Emissions from heavy-duty trucking contribute significantly to NO_x in California and threaten many regions' ability to meet upcoming *Clean Air Act* requirements for ozone standards. The health consequences from NO_x emissions are severe and well-documented, and their impact is felt most acutely in environmental justice communities.

Although these regions have already achieved significant emissions reductions through their decades-long implementation of the most stringent stationary and mobile regulatory control programs in the nation, the EPA acknowledges that numerous states will need to obtain significant NO_x emission reductions in order to meet both the 2008 and 2015 ozone standards. Moving forward with the Ultra-Low NO_x Emissions Standard for Heavy-Duty Trucks is a critical component for attaining the national ambient air quality standard for ozone. Absent EPA doing so, California risks federal sanctions that threaten our local economy and communities' right to clean air.

California is committed to adopting and implementing measures to achieve needed reductions of NO_x emissions. For instance, last August the California Air Resources Board approved the adoption of NO_x emissions standards for new highway heavy-duty trucks that are 90 percent more stringent than the current federal NO_x exhaust emission standards. Although those new standards will result in substantial reductions of NO_x, it is

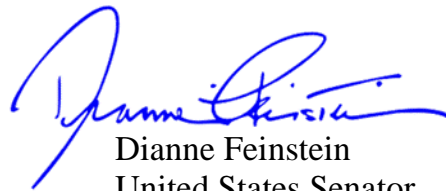
nevertheless critical that EPA timely adopt the Ultra-Low NOx Emissions Standard for Heavy-Duty Trucks because federally certified heavy-duty trucks are responsible for over half of the total vehicles miles traveled and the emissions generated by heavy-duty trucks in California.

Issuing and implementing this rule expeditiously is critical to achieving reductions in NOx and diesel toxics to protect environmental justice communities' right to clean air, and to ensuring that California has a strong federal partner in our collective fight to reduce emissions. It is critical that EPA work in close partnership with the California Air Resources Board in building out this effort. Thank you for your consideration.

Sincerely,



Alex Padilla
United States Senator



Dianne Feinstein
United States Senator

cc: The Honorable Michael Regan, Administrator, Environmental Protection Agency
The Honorable Shalanda Young, Acting Director, Office of Management and Budget
The Honorable Brenda Mallory, Chair, White House Council on Environmental Quality