



May 12, 2022

U.S. Environmental Protection Agency
EPA Docket Center, OAR, Docket EPA-HQ-OAR-2019-0055
Mail Code 28221T, 1200 Pennsylvania Avenue NW
Washington, DC 20460

Re: Docket ID No. EPA-HQ-OAR-2019-0055, Control of Air Pollution from New Motor Vehicles:
Heavy-Duty Engine and Vehicle Standards – EPA Proposed Rule

Dear Administrator Regan,

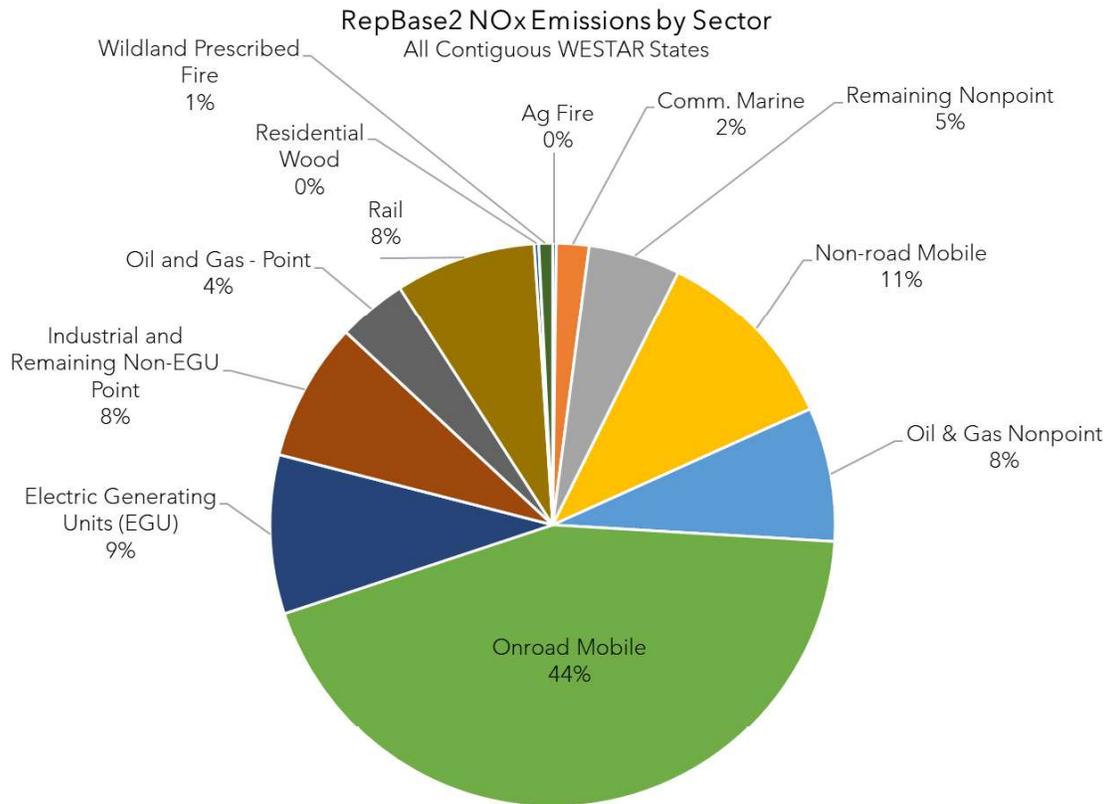
Thank you for taking the time to consider WESTAR's comments regarding the proposed rule, Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards. WESTAR would like to thank EPA for proposing a rule to reduce mobile source emissions. As noted in the proposal, it has been over 20 years since the last revisions to NO_x standards for on-highway heavy-duty trucks and engines, while the total vehicle miles traveled by these mobile sources has steadily increased. We agree that emission control technologies have improved and will continue to improve. Along with implementing better technologies, it is important that EPA accelerate fleet changes so that emissions reductions in both urban and rural vehicle populations benefit state Clean Air Act planning requirements due within the next 10 years.

Reducing mobile emissions is important to Western states because they are a large part of the emissions inventory in the West. These reductions can be achieved with existing emission control technologies that were funded and fostered through partnerships between EPA, California and other states, and industry. While several western states that adopted California's vehicle standards under Section 177 of the Clean Air Act¹ will benefit from these newer technologies, the greater benefit will be achieved when emissions reductions are implemented through a national rule. Mobile emissions represent approximately 65% of the current NO_x inventory in the 13 contiguous WESTAR states. For clarification, mobile sources include on-road, non-road, rail, and commercial marine. Comparatively, oil and gas sources contribute 11.7% and electrical generating units contribute 9.1%. For additional perspective, percentage contributions from all source sectors are shown in Figure 1. The Western states projected that the mobile source NO_x emissions will still comprise 44.5% of the western inventory in 2028. Most of the reductions in this sector will come from the Tier 3 Motor Vehicle Emission and Fuel Standards program established in 2014². However, the Tier 3 program is projected to be fully implemented by 2025 and it is important to continue reducing

¹ 42 U.S.C. §7507.

² WRAP Technical Support System (TSS); The Western Regional Air Partnership (WRAP) and the Cooperative Institute for Research in the Atmosphere (CIRA), 19 Apr 2022, <http://views.cira.colostate.edu/tssv2>

Figure 1 - Representative baseline emissions by source sector for the 13 contiguous WESTAR states¹



mobile source emissions to reduce particulate matter and ozone concentrations in the west. Additional mobile source emissions reductions will be necessary for western states to continue to improve visibility in Class I areas as well. Of the 156 Mandatory Class I Federal areas, 118 (75 percent) are in the West. Western states have made considerable progress in controlling stationary source emissions. Mobile source emission reductions must be accomplished at a similar pace. Reductions in emissions that can be controlled are particularly important as catastrophic wildfire smoke impacts western states with increasing severity and frequency. A recent study by the National Center for Atmospheric Research shows that the increase in wildfires has begun to reverse the last ten years of clean air gains and is changing the annual pattern of air quality in North America.³

One of EPA’s stated goals with this proposed rule is to help states comply with the ozone NAAQS and improve visibility as part of the Regional Haze program. The proposal states that “The proposed Option 1 standards would significantly decrease ozone concentrations across the country, with a population-weighted average decrease of over 2 ppb in 2045.”⁴ In terms of emissions reductions, EPA estimates that Option 1 would reduce NO_x emissions from heavy-duty vehicles in 2040 by more than 50 percent and by 60 percent in 2045. Most nonattainment areas for the 2008 and 2015 ozone NAAQS are required to attain the standard within the next six years (2028). While the proposed emission reductions are welcome, they

³ Buchholz, R.R., Park, M., Worden, H.M. *et al.* New seasonal pattern of pollution emerges from changing North American wildfires. *Nature Communications* **13**, 2043 (2022). <https://doi.org/10.1038/s41467-022-29623-8>

⁴ Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards, 87 Fed Reg. 17427 (March 28, 2022)

will be too late to impact current ozone nonattainment areas and won't prevent the short-term transport of pollution throughout the western states. For this reason, we encourage EPA to find ways to foster quicker adoption of heavy-duty engine controls and technology within the industry through incentives and the proposed early adoption credits. Though, we caution EPA that the proposed early adoption credit program could undermine some of the benefits of the rule depending on the final design. If credits under the program can be generated from zero emission vehicles (ZEVs) that were already planned for production, those credits could allow more polluting conventional diesels to be manufactured. It is important that any credit system be crafted so that it does not incentivize the continued production of dirtier diesels when the technology exists to make them cleaner. Any benefits from this proposed rule to visibility in mandatory Class I federal areas will likely occur during the third and fourth regional haze planning periods, 2028-2038 and 2038-2048, respectively. It is important to WESTAR that EPA be an active partner in making reasonable progress towards improving visibility in Class I areas. The final rule should reflect the choices and alternatives within the proposal that are technologically available to reduce the most emissions in the shortest period of time.

WESTAR appreciates EPA's commitment to improving air quality in the west through a federal rule regulating heavy-duty engines.

Sincerely,


Ali MIRZAKHALILI (May 15, 2022 14:27 PDT)

Ali Mirzakhali, President
Western States Air Resources Council