Message

From: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Sent: 2/8/2024 3:59:10 PM
To: Orlin, David [Orlin.David@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: Check-in EDF and EPA

Well, sometimes there is merit to the "heads up that is too late to actually be a heads up" approach.

From: Orlin, David <Orlin.David@epa.gov>
Sent: Thursday, February 8, 2024 10:51 AM
To: Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: RE: Check-in EDF and EPA

Yeah—I don't know if they are following protocol by not asking for her, or if they are communicating on the side, or if they really don't think it's something she needs to be involved in. We could mention it at reg review or something, although by then her calendar might have filled up.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>
Sent: Thursday, February 8, 2024 10:46 AM
To: Orlin, David <Orlin.David@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: RE: Check-in EDF and EPA

Seems like definitely forward to Ryland. I don't know if there is a way to forward it to me as optional. These are Susannah's people, so it seems like if they wanted her ear, they'd reach out to her. (It seems a little weird this came to OTAQ?) Part of me thinks we can give a heads up because why not. But then she'll probably want to come and does that change this meeting somehow? I'm waffling. (Hey, if you get to vent to me, I get to waffle to you.)

From: Orlin, David <Orlin.David@epa.gov>
Sent: Thursday, February 8, 2024 10:07 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>
Subject: RE: Check-in EDF and EPA

Chet France and a couple of EDF lawyers (including Sean Donahue) apparently asked for a meeting to discuss the LMDV (I expect to see if there's anything they can do at this point to bolster the record or support the rule?).

I thought I'd check if you wanted me to forward you the invite or if we should give Susannah a heads up.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

-----Original Appointment-----
From: Moran, Robin <moran.robin@epa.gov>
Sent: Thursday, February 8, 2024 10:00 AM
To: Moran, Robin; Olechiw, Michael; Orlin, David; Chester France; Peter Zalzal; Sean Donahue

Subject: Check-in EDF and EPA
When: Wednesday, February 14, 2024 11:00 AM-12:00 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

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Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 2/12/2024 1:39:02 PM
To: Charmley, William (he/him/his) [charmley.william@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]
CC: Moran, Robin [moran.robin@epa.gov]; Miller, Elizabeth [Miller.Elizabeth@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Mroz, Jessica (she/her/hers) [mroz.jessica@epa.gov]
Subject: RE: Q for Bill: Status update on the HDP3 and LMDV interagency review process: summary of last week (Feb. 5-9) and what's happening this week (Feb. 12-16)

Thanks, Bill. FYI I forwarded these to Susannah and Gautam as well.

David Orlin (he/him
US EPA, Office of General Counsel
(202) 564-1222

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Monday, February 12, 2024 8:35 AM
To: Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>
Cc: Moran, Robin <moran.robin@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Nolbaum, Seth (he/him/his) <Nolbaum.Seth@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>
Subject: RE: Q for Bill: Status update on the HDP3 and LMDV interagency review process: summary of last week (Feb. 5-9) and what's happening this week (Feb. 12-16)

Kathryn –

I just forwarded these two you. I have also included Robin, Mike, Beth and the ARLO team both for their awareness, but also because I don't know if there are other folks on the LMDV team that should be invited.

I think all of these came in during the day this past Friday, and they are unlabeled regarding who it is with, but Jessie received this follow-up information from the Desk Officer.

LMDV Rule Interagency Review Meetings for this week

Monday:, Feb 12

- 9am – OMB OGC
- 12:30pm – Megan Ceronsky (Part 1/2)
- 2pm – DOJ

Wednesday, Feb 14:

- 10:30am – Megan Ceronsky (Part 2/2)

From: Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>
Sent: Monday, February 12, 2024 8:23 AM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>
Subject: Q for Bill: Status update on the HDP3 and LMDV interagency review process: summary of last week (Feb. 5-9) and what's happening this week (Feb. 12-16)

I am not on any of the invitations for interagency review calls on the LMDV rule (i.e., the calls with DOJ, Megan Ceronsky, etc.)
Is that something I should work with (Tuana? Jessie?) on, or do you just want to forward, or…?
Suggestions welcome.

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Monday, February 12, 2024 8:18 AM
To: Dunham, Sarah (she/her/hers) <Dunham.Sarah@epa.gov>
Cc: Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Hengst, Benjamin <Hengst.Benjamin@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>
Subject: Status update on the HDP3 and LMDV interagency review process: summary of last week (Feb. 5-9) and what's happening this week (Feb. 12-16)

Dear Sarah –

Here is a brief status update on the two vehicle rules and the interagency review process for this week.
Thanks
Bill

Last week report-out (week of Feb 5 – 9)

- The LMDV team delivered the RTC draft to OMB via OP on Friday

- We did not have any interagency review meetings on either rule last week

- We did not receive any additional pass-backs on either rule
  - This means we have not received any pass backs on the LMDV rule at all, thought we expect to see something this week
  - For the HDP3 rule, this week and next week the team is focused on turning around the pass-back we received in January

- There were a large number of 12866 meetings last week on both rules. I participated in the EMA, American Truck Dealers, and ATA meetings on the HDP3 rule. Nothing new came up in those 3 meetings. I also attended the NADA meeting on LMDV, which was also uneventful.

This week (week of Feb 12 - 16)

- The HDP3 team will work on the January pass-backs from OMB as well as additional work on the RTC

- Interagency review meetings on the LMDV rule. The light & medium duty rule have several interagency review meetings this week, 3 today, and 1 on Wednesday
  - Monday (today): OMB OGC, Megan Ceronsky meeting 1 of 2, DOJ
  - Wednesday: Megan Ceronsky meeting 2 of 2

- 12866 Meetings this week:
  - LMDV: Renewable Fuels Association, Alliance for Automotive Innovation, ICCT, AFPM, Kia, Moms Clean Air Force, NRDC, API

  - HDP3: Environmental Law & Policy Center, AJW+Affinity Group, EDF, CALSTART, World Resources Institute

Message

From: Fisher, Brian [Fisher.Brian@epa.gov]
Sent: 2/14/2024 12:26:56 AM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: Draft Technical MEMO for OTAQ Vehicle Rule
Attachments: Draft Resource Adequacy Technical MEMO for Vehicle rules (2_15).docx

Hi Ryland,
Following up what I mentioned earlier, here is the draft document and message I sent up the OAR chain tonight (per Rona's request). Just wanted to flag for you – we can all still continue to edit in the live link we have been working on.

"Attached is a clean copy of the current draft Resource Adequacy Technical MEMO pertaining to OTAQ Vehicle Rules. The document reflects active cross-office collaboration amongst OAP, OGC, and OTAQ staff and management. Staff will continue to collaborate, edit for style, and further hone some technical points. The document has come pretty far in addressing cross-office considerations, and we thought this would be an appropriate moment to share a draft with you as it enters its final miles."

Message

From: Fisher, Brian [Fisher.Brian@epa.gov]
Sent: 2/23/2024 8:51:33 PM
To: Charmley, William (he/him/his) [charmley.william@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Birnbaum, Rona [Birnbaum.Rona@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
CC: Lalani, Imran [Lalani.Imran@epa.gov]; McFarland, James [McFarland.James@epa.gov]; Lopez, David [Lopez.David@epa.gov]
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review
Attachments: Draft Resource Adequacy Technical Memo for the Vehicle Rules_February 23 - Clean.docx

Hi Bill,

Attached is a clean updated draft reflecting comments and input received through today. We have shared the document and received input from a broad set of staff and management colleagues in OTAQ, OGC, OAP, OAQPS, OAR and OW. This clean copy is meant for any communication you may have with non-EPA parties. Separately, I'll keep the link to the live draft that we have all been working on active, so we can continue to make updates and incorporate feedback.
Let me know if you have any questions or concerns.

Thanks!

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Wednesday, February 21, 2024 2:36 PM
To: Fisher, Brian <Fisher.Brian@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review

Dear Ryland and Brian –

Thank you both for your responses. Regarding Brian's question on continued refinements, absolutely. We should add a "draft" header to the memo, and there will continue to be an opportunity for changes, at a minimum through next week and perhaps the week after.

Thanks
Bill

From: Fisher, Brian <Fisher.Brian@epa.gov>
Sent: Wednesday, February 21, 2024 1:52 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Moran, Robin

<moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review

Hi Bill,

Yes - we'll have an updated draft by COB Friday that reflects additions in response to the latest round of comments. I agree with Ryland that the document could be shared with interagency counterparts.
I would imagine even after that point, we would continue to take any marginal opportunities we saw for continued refinements (in addition to incorporating interagency feedback) – but let us know if you prefer a hard pens down as of Friday.

I have also been reaching out to counterparts in other EPA offices to verify their comfort level with the document as their Rules are referenced. Let me know if this is redundant with efforts already underway.

Thanks,

Brian

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Wednesday, February 21, 2024 9:03 AM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Stenhouse, Jeb <Stenhouse.Jeb@epa.gov>; Fisher, Brian <Fisher.Brian@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review

Hi Bill, I think we've made a lot of progress on the memo, much thanks to OAP's immense efforts. While important work continues to be done, we are on a good path forward. Gautam and I spoke to Susannah about this yesterday, and I understand she also communicated this with OAR.

I understand from Brian that another draft incorporating the latest comments will be produced this week. In my view, that draft can be shared with interagency. I defer to Brian or others in OAP on the precise timing of that draft and its alignment with the passback timeframes.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787

pronouns: he/him/his

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Wednesday, February 21, 2024 8:17 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Stenhouse, Jeb <Stenhouse.Jeb@epa.gov>; Fisher, Brian <Fisher.Brian@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>
Subject: Time line for submitting the resource adequacy technical memo to OMB for interagency review
Importance: High

Dear all –

I want to share with everyone our remaining time line for the two vehicle rules for OMB clearance. EPA has asked that the heavy-duty vehicle rule be cleared by OMB on March 7 (2 weeks from tomorrow), and the Light & medium-duty vehicle rule on Monday, March 11 (~2.5 weeks from today). In order to hit those milestones, we over the course of the next week we will be submitting major pass-backs of the preambles and RIAs for both rules, starting with the heavy-duty preamble on Friday of this week. I would like to know when we can be prepared to share this memo with OMB. Will it be ready on Friday of this week, so we can send it with the HD preamble? If not I would like it to be ready to be sent next week on Monday or Tuesday.

Rona, Ryland, and Gautam – can you let me know your thoughts on the timeline for the memo with respect to sharing with OMB?

Also – for all of the vehicle rulemaking team members in OTAQ&ARLO – we should be working into the draft final rules our summary/reference to the memo (if we have not already done so) – so the interagency will see that in our next pass back, if at all possible.

I apologize if I have missed anyone on this email – please add as appropriate.

Thanks
Bill

Message

From: Garfinkle, Stacey [garfinkle.stacey@epa.gov]
Sent: 2/26/2024 10:10:11 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Silverman, Steven [Silverman.Steven@epa.gov]
CC: Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]
Subject: Notes from 2/26 HD Call with OMB OGC
Attachments: 22624 HDV Interagency w OMB OGC.docx

CUI//PRIVILEGE

Hi all,

Attached, please find notes from today's HD call with OMB OGC.

David/Kyle—You may want to review for Anuj's points regarding the endangerment finding since those cut across LD as well.

Regards,

Stacey

Stacey Simone Garfinkle
Attorney-Advisor
Air and Radiation Law Office
Office of General Counsel
U.S. Environmental Protection Agency
Direct: (202) 564-3103 | Mobile: (202) 503-6365
garfinkle.stacey@epa.gov
(she/her/hers)

Please note that I may have sent this message outside regular business hours. If you receive this email outside of your normal working hours, please know that I do not expect a response until you are back at work during your normal hours.

Controlled by U.S. Environmental Protection Agency

Message

From: Landgraf, Mike (he/him/his) [Landgraf.Mike@epa.gov]
Sent: 2/27/2024 11:32:16 PM
To: Silverman, Steven [Silverman.Steven@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Jung, Zoltan [Jung.Zoltan@epa.gov]
Subject: RE: OAP memo/grid reliability
Attachments: RE: Update regarding the Resource Adequacy Technical Memo and sending a draft to OMB for interagency review

If this one, sorry for not sharing sooner.

From: Silverman, Steven <Silverman.Steven@epa.gov>
Sent: Tuesday, February 27, 2024 6:23 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Cc: Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>
Subject: OAP memo/grid reliability

I am out of the loop on this, and what we have in 7.1 was intended as a placeholder until memo was ready. Can I get that and any instructions about exactly what we are saying? Zoltan, if this is written up for light duty, can I get that version?

Steve

Message

From: Charmley, William (he/him/his) [charmley.william@epa.gov]
Sent: 2/29/2024 8:54:36 PM
To: Fisher, Brian [Fisher.Brian@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Birnbaum, Rona [Birnbaum.Rona@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Moran, Robin [moran.robin@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; McDonald, Joseph (he/him/his) [McDonald.Joseph@epa.gov]; Jung, Zoltan [Jung.Zoltan@epa.gov]; Wang, Alex (he/him/his) [Wang.Alex@epa.gov]; Swisz-Hall, Naima [swisz-hall.naima@epa.gov]; Cullen, Angela [cullen.angela@epa.gov]; Yanca, Catherine (she/her/hers) [yanca.catherine@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Phillips, Tuana (she/her/hers) [phillips.tuana@epa.gov]; Mroz, Jessica (she/her/hers) [mroz.jessica@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]; Burch, Julia (she/her/hers) [Burch.Julia@epa.gov]; Burke, Susan (she/her/hers) [Burke.Susan@epa.gov]; Landgraf, Mike (he/him/his) [Landgraf.Mike@epa.gov]; Lalani, Imran [Lalani.Imran@epa.gov]; Stenhouse, Jeb [Stenhouse.Jeb@epa.gov]; Hoffman, Howard [hoffman.howard@epa.gov]
Subject: Pass-back on the Resource Adequacy Memo from the interagency review via OMB
Attachments: Draft Resource Adequacy Technical Memo for the Vehicle Rules_EO 12866 Comments.docx

Importance: High

Dear all –

Today we received the attached pass-back.

Rona an Jeb – I think it would make sense for the OAP team to take a first cut at responding to these comments. I also recognize that we may have updates to the memo since we send it to OMB for interagency review. Any suggestions on that?

From a timing perspective, we learned today that we have a few more days on both rulemakings for interagency review. That being said, it would be good if we could respond to these comments, as well as any updates we have made internally, back to OMB mid to late next week.

Thanks,
Bill

From: Charmley, William (he/him/his)
Sent: Wednesday, February 21, 2024 2:36 PM
To: Fisher, Brian <Fisher.Brian@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <mcdonald.joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review

Dear Ryland and Brian –

Thank you both for your responses. Regarding Brian's question on continued refinements, absolutely. We should add a "draft" header to the memo, and there will continue to be an opportunity for changes, at a minimum through next week and perhaps the week after.

Thanks
Bill

From: Fisher, Brian <Fisher.Brian@epa.gov>
Sent: Wednesday, February 21, 2024 1:52 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review

Hi Bill,

Yes - we'll have an updated draft by COB Friday that reflects additions in response to the latest round of comments. I agree with Ryland that the document could be shared with interagency counterparts.
I would imagine even after that point, we would continue to take any marginal opportunities we saw for continued refinements (in addition to incorporating interagency feedback) – but let us know if you prefer a hard pens down as of Friday.

I have also been reaching out to counterparts in other EPA offices to verify their comfort level with the document as their Rules are referenced. Let me know if this is redundant with efforts already underway.

Thanks,

Brian

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Wednesday, February 21, 2024 9:03 AM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Stenhouse, Jeb <Stenhouse.Jeb@epa.gov>; Fisher, Brian <Fisher.Brian@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>
Subject: RE: Time line for submitting the resource adequacy technical memo to OMB for interagency review

Hi Bill, I think we've made a lot of progress on the memo, much thanks to OAP's immense efforts. While important work continues to be done, we are on a good path forward. Gautam and I spoke to Susannah about this yesterday, and I understand she also communicated this with OAR.

I understand from Brian that another draft incorporating the latest comments will be produced this week. In my view, that draft can be shared with interagency. I defer to Brian or others in OAP on the precise timing of that draft and its alignment with the passback timeframes.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Wednesday, February 21, 2024 8:17 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Birnbaum, Rona <Birnbaum.Rona@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Stenhouse, Jeb <Stenhouse.Jeb@epa.gov>; Fisher, Brian <Fisher.Brian@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Burke, Susan (she/her/hers) <Burke.Susan@epa.gov>; Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>
Subject: Time line for submitting the resource adequacy technical memo to OMB for interagency review
Importance: High

Dear all –

I want to share with everyone our remaining time line for the two vehicle rules for OMB clearance. EPA has asked that the heavy-duty vehicle rule be cleared by OMB on March 7 (2 weeks from tomorrow), and the Light & medium-duty vehicle rule on Monday, March 11 (~2.5 weeks from today). In order to hit those milestones, we over the course of the next week we will be submitting major pass-backs of the preambles and RIAs for both rules, starting with the heavy-duty preamble on Friday of this week. I would like to know when we can be prepared to share this memo with OMB. Will it be ready on Friday of this week, so we can send it with the HD preamble? If not I would like it to be ready to be sent next week on Monday or Tuesday.

Rona, Ryland, and Gautam – can you let me know your thoughts on the timeline for the memo with respect to sharing with OMB?

Also – for all of the vehicle rulemaking team members in OTAQ&ARLO – we should be working into the draft final rules our summary/reference to the memo (if we have not already done so) – so the interagency will see that in our next pass back, if at all possible.

I apologize if I have missed anyone on this email – please add as appropriate.

Thanks
Bill

Message

From: Burch, Julia (she/her/hers) [Burch.Julia@epa.gov]
Sent: 3/21/2024 8:44:34 PM
To: Dunham, Sarah (she/her/hers) [Dunham.Sarah@epa.gov]
CC: Charmley, William (he/him/his) [charmley.william@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]; Reiter, Lisa (she/her/hers) [Reiter.Lisa@epa.gov]; Mylan, Christopher [Mylan.Christopher@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: HD rollout plan
Attachments: Heavy Duty FRM 2027+_Rollout Plan draft.docx

Hi Sarah,

Attached is the draft HD rollout plan. Given the timing for this action I've also shared this with John but if you have comments or edits we can certainly get them incorporated.

Thanks!

Regards,

Julia Burch
Policy and Communications Office Supervisor
Office of Transportation and Air Quality
U.S. Environmental Protection Agency
202-564-0961 (desk)
202-853-4701 (cell)
(Pronouns: she/her)

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 3/22/2024 1:01:39 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]
Subject: FW: STATEMENT ROUNDUP: LDVs
Attachments: LDV Statement Round Up - 3.20.24.docx

fyi

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Friday, March 22, 2024 6:19 AM
To: Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>; Safoutin, Mike <safoutin.mike@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>
Subject: FW: STATEMENT ROUNDUP: LDVs

Please share with the entire LMDV team.

Thanks
Bill

From: Nunez, Alejandra <Nunez.Alejandra@epa.gov>
Sent: Thursday, March 21, 2024 10:15 PM
To: Dunham, Sarah (she/her/hers) <Dunham.Sarah@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>
Subject: FW: STATEMENT ROUNDUP: LDVs

From: Cortez Russell, Loni <Russell.Loni@epa.gov>
Sent: Thursday, March 21, 2024 7:14 PM
To: Utech, Dan <Utech.Dan@epa.gov>; Enobakhare, Rosemary <Enobakhare.Rosemary@epa.gov>; Lance, Kathleen <Lance.Kathleen@epa.gov>; Del Monico, Tim <DelMonico.Tim@epa.gov>; Lucey, John <Lucey.John.D@epa.gov>; Arroyo, Victoria <Arroyo.Victoria@epa.gov>; Conger, Nick <Conger.Nick@epa.gov>; Carroll, Timothy <Carroll.Timothy@epa.gov>; Belford, Remmington <Belford.Remmington@epa.gov>; Goffman, Joseph <Goffman.Joseph@epa.gov>; Nunez, Alejandra <Nunez.Alejandra@epa.gov>; Chaudhary, Dimple <Chaudhary.Dimple@epa.gov>; Carbonell, Tomas <Carbonell.Tomas@epa.gov>; Weaver, Susannah <Weaver.Susannah@epa.gov>
Subject: STATEMENT ROUNDUP: LDVs

Statements

Environmental Justice, ENGO, and Public Health, Faith Organizations

Manish Bapna, President and CEO of NRDC (Natural Resources Defense Council) said:

"This is where the rubber meets the road on climate. These commonsense standards will slash the source of a fifth of the nation's carbon footprint.

"Over time, these rules will prevent more carbon pollution than the entire U.S. economy coughs up in a year. They'll save drivers money at the pump and cut tailpipe pollution that endangers public health.

"In the longer journey to confront the climate crisis, these standards take us in the right direction. They signal a commitment to stay the course, build on gathering momentum and see the mission through to its finish. That's what confronting the climate crisis demands." [Statement, March 20]

Margie Alt, Director, Climate Action Campaign:

"This is an important moment in the fight against climate change. President Biden and the EPA have finalized a new standard for Cleaner Cars that will slash climate pollution from the transportation sector. EPA estimates that these new pollution protections will eliminate 7.2 Billion metric tons of climate pollution, the equivalent of removing all tailpipe pollution for four years. This standard by itself will prevent 2500 deaths in 2055 on the way to supercharging the transition to zero-pollution vehicles. President Biden promised to slash climate pollution by at least half by 2035. The transportation sector accounts for 29% of climate pollution in the United States. That number will be significantly reduced with this new pollution standard. President Biden and the EPA under the direction of Administrator Michael Regan are working hard to deliver on this promise. We expect even more from this dynamic duo, including finishing the job with additional standards to clean up transportation and the power sector in the coming months." [Statement, March 20]

Amanda Leland, Executive Director of Environmental Defense Fund, said:

"This is a day to celebrate American achievement. The step EPA is taking today will slash climate pollution and air pollution. It will bring more jobs for workers, more choices and more savings for consumers, and a healthier future for our children.

"The U.S. has leapt forward in the global race to invest in clean vehicles, with $188 billion and nearly 200,000 jobs on the way. Jobs in communities across the country, in places like Michigan, Nevada, and Kentucky. These clean car standards will help supercharge economic expansion and make America stronger. Ask the Air Force veteran who wants a powerful car that doesn't run on foreign oil. Ask the third-generation auto dealer in Michigan who wants to be able to sell made-in-America clean cars. Ask my 76-year-old parents, who drive a clean car because it costs less and will help leave a better world for their grandchildren.

"These new standards will mean more choices. Better, faster, more fun, cheaper clean cars and passenger trucks of all kinds. American ingenuity will give families more options than ever before – and choosing an electric vehicle will save thousands in fuel costs in the process.

"Finally – and most importantly to me, as a mom – these new standards will mean healthier days ahead for us all. Today's action will cut over seven billion tons of climate pollution – that's more than all U.S. greenhouse gas pollution last year. It will slash deadly soot and reduce smog. That means fewer asthma attacks, less heart disease, and longer lives. The reality is clean cars will save kids.

"The future is electric – built on a shared, pollution-free vision grounded in economic prosperity, job growth, and consumer savings. Today we continue our journey toward a cleaner, healthier world. As a mom, I want to thank everyone who made it possible." [Statement, March 20]

Harold Wimmer, President and CEO of American Lung Association said:

"It is crystal clear that cleaning up gasoline- and diesel-fueled vehicles has huge public health benefits and must be a public health priority. We thank the administration for their final rule today to reduce car pollution. People across the country will breathe less harmful pollution as a result of their leadership on this rule. Now, it is urgent that EPA also

finalize stronger cleaner trucks standards to ensure everyone can breathe easier, especially in communities near a major trucking route or port." [Statement, March 20]

Ben Jealous, Executive Director of Sierra Club released the following statement:

"Every single day, millions of Americans suffer under the weight of vehicle pollution, unsustainable gas prices, and the climate crisis, all fueled by tailpipe emissions spewing from gas cars throughout our communities. Today, President Biden, in one of the most significant actions his administration can take on climate change, has put forward standards with benefits extending far beyond reducing greenhouse gas emissions.

"The Biden Administration's new clean car standards will save lives and money for families. And with investments from the Infrastructure Investment and Jobs Act and the Inflation Reduction Act underway, these new standards will only further help U.S. manufacturers in building American-made and union-built zero-emission vehicles." [Statement, March 20]

Gina McCarthy, Managing Co-Chair of America Is All In and former White House national climate advisor and EPA Administrator, America Is All In:

"EPA has taken a big step to ratchet down pollution from fossil fuel vehicles and protect public health that will boost U.S. manufacturing, expand new battery production, and integrate more EVs into the market. The agency is sending a clear signal to the auto industry about the need to accelerate the clean up of the largest carbon-emitting sector in our economy." [Statement, March 20]

Brian Campbell, PhD, Executive Director of Physicians for Social Responsibility:

"Today's final rulemaking on emissions standards for cars is a win for air quality and public health. This decisive action towards a more efficient transportation landscape will reduce pollution that is harmful to our health and our climate, and often impacts our vulnerable communities the most. We thank the EPA for valuing the many voices from the health sector that played a part in advocating for these strong standards. PSR now turns our attention to the EPA's forthcoming rule on heavy-duty vehicles and looks forward to seeing health prioritized moving forward." [Statement, March 20]

Robin Cooper, MD, President Climate Psychiatry Alliance:

"As psychiatrists and physicians who focus on mental health, we are acutely aware of the significant damage that air pollutants cause to the brain, to mental functioning and mood. Those at the extremes of the life cycle, fetuses, babies, children and the elderly are particularly vulnerable to brain damage from pollution. We therefore applaud today's ruling establishing strong standards on car emissions and contributing to cleaner air we breathe. However, we cannot stop here. Heavy duty trucks are a major contributor to the toxic air we breathe by spewing particulate matter as well as contributing to greenhouse gas emissions driving climate change. Strong standards must be set for these vehicles too. So as we celebrate the standards for cars, we urge urgent passage of similar strong standards for trucks so that we can truly have clean safe air for our patients, our communities and for all to breathe." [Statement, March 20]

Katie Huffling, DNP, RN, CNM, FAAN, Executive Director, Alliance of Nurses for Healthy Environments:

"The science is clear - tailpipe pollution poses a significant threat to public health. Nurses are on the frontlines caring for those most impacted by transportation pollution and see its debilitating effects on health, especially for those that live closest to highways and bear the greatest burden from vehicle pollution. The Alliance of Nurses for Healthy Environments applauds the EPA for this life saving standard. These standards are good for health, as they not only help address climate change, but they also provide immediate benefits by cleaning up harmful air pollutants. Now, we urge EPA to finish the job by finalizing its strongest heavy-duty vehicles standards which will provide the most benefits from reducing pollution from the transportation sector." [Statement, March 20]

Kenneth Mendez, President and CEO, Asthma and Allergy Foundation of America:

"Transportation-related emissions are a leading contributor to air pollution. Polluted air from these emissions irritates the lungs of people who have asthma and makes their asthma worse. This pollution also accelerates climate change by trapping warm air in the atmosphere. When temperatures are warmer and air pollution is high, studies have shown that there are more emergency room visits from asthma attacks. By reducing emissions from cars and light trucks, the EPA's new rule will improve the quality of life for the 27 million people in the United States with asthma. We're hopeful additional standards for heavy-duty vehicles will be announced that continue to drive us toward a zero-emissions reality." [Statement, March 20]

Lynda Mitchell, CEO, Allergy & Asthma Network:

"Vehicle emissions are a significant contributor to air pollution worldwide and they impact respiratory health. Car exhaust emissions, which include carbon dioxide and fine particulate matter can be powerful asthma triggers when inhaled. They affect breathing and lung function, especially in children, and can reduce life span. Many people live in areas where pollution levels make the air dangerous to breathe and create a barrier to asthma management. The best solution is to reduce car emissions. We are pleased to see the U.S. Environmental Protection Agency (EPA) set strong standards on vehicle emissions, with the goal of improving air quality and public health." [Statement, March 20]

Lisa Patel, Executive Director, Medical Society Consortium on Climate and Health

"This rule is an important step forward in protecting patients and I value the Administration's leadership on this issue. As a pediatrician, I've seen the health impacts of particulate matter firsthand. Children are particularly vulnerable to this pollution, which causes low-birth weight, asthma, reduced lung capacity, and chronic respiratory diseases down the line. No child should have to experience the detrimental health impacts of pollution, and I am glad that this rule will better protect children in vital stages of their development. Now, there is another important step to take — trucks produce greenhouse gases and particulate matter that harm health as well, and contribute even greater amounts of pollution to our environments, particularly in low-income communities and communities of color. All children deserve to breathe clean air, and I look forward to seeing the finalization of the heavy-duty vehicles standard as well." [Statement, March 20]

Joan Schiller, Chair, Steering Committee of Oncology Advocates United for Climate and Health International

"Emissions from cars spew particulate matter, which causes lung cancer, a debilitating and largely fatal disease. Air pollution is responsible for about 14% of lung cancers worldwide, even in people who have never smoked. As oncology health professionals and advocates, we thank the administration for the passage of rules to reduce air pollution and protect our communities." [Statement, March 20]

Emily Fisher, Executive Vice President, Clean Energy and General Counsel, EEI:

"EEI and our member electric companies have fully embraced a strategy that will deliver resilient clean energy to the customers and communities that we serve. Electrifying the transportation sector will be key to reducing emissions across the economy and to achieving our goals for a carbon-free future. We look forward to working with EPA Administrator Regan to help build the electric vehicle charging infrastructure needed to accelerate the clean energy and electric transportation transition." [Statement, March 20]

Steven Higashide, Director, Clean Transportation Program Union of Concerned Scientists:

"Today's announcement will shift the trajectory of the automobile market and put us on a path to real emissions reductions, with an estimated 7.2 billion tons of global warming pollution avoided by 2055. These rules are the strongest standards ever finalized and vital for meeting U.S. climate goals. This rule is technology-neutral and won't mandate electric vehicles, but it will encourage this growing market. New cars sold in the coming years will be on the road for a decade or more, so it's vital that these rules cut emissions from gasoline cars as well as encourage zero-emission electric cars. However, EPA should have gone even further because we have the technology to be more ambitious. The science is clear on both the urgent need to cut climate-endangering emissions and the fact that we can make the cuts we need. We don't have many opportunities to reduce transportation pollution and it's disappointing that this rule falls short of what's possible. We'll continue to push the administration to create, implement and enforce the strongest rules possible. These standards will help clean up emissions from transportation—the biggest source of global warming pollution in the U.S. To achieve their full potential, these rules must be accompanied by other investments in a cleaner, more accessible transportation system. These investments—many of which are already underway—must build out charging infrastructure for electric vehicles, boost domestic manufacturing, put more renewable power on the electric grid, and expand transit, walking and bicycling options. We need to use every policy tool available to reduce the dangers of climate change and build the transportation system of the future." [Statement, March 20]

Melody Reis, Senior Legislative and Regulatory Policy Manager, Moms Clean Air Force:

"For far too long, cars and trucks have driven us towards a climate and health crisis. We don't have to keep going in that direction. It is far too dangerous. Today's announcement will benefit families across the country, especially those living near highways and busy transportation corridors, who bear the brunt of the effects of toxic tailpipe pollution every day, including increased rates of asthma and other respiratory illnesses. These safeguards are an investment in a more

equitable future, in cleaner air, and a more stable climate. Moms Clean Air Force thanks EPA for taking this critical step toward a safer, healthier future, and will keep pushing for the progress our children deserve." [Statement, March 20]

Andre Delattre, Senior Vice President and Chief Operating Officer for Program for U.S., PIRG Education Fund:

"We've come a long way from the horse and buggy days. Today's consumers can choose from multiple models of clean, reliable electric cars that don't pollute the air or require trips to the gas station. This new rule will help us realize the promise of modern vehicle technology to bring about a safer, healthier and more secure America." [Statement, March 20]

Lisa Frank, Executive Director of Environment America Research & Policy Center's Washington Office:

"For decades, the convenience promised by cars came at a high price to Americans' health and the environment: air pollution choking our cities, asthma threatening our kids and an ever-warming climate. In 2024, it's possible to power our cars, buses and even pickup trucks with clean electricity. A brighter future without dirty tailpipes is within reach and we applaud the Biden administration for helping to achieve it through investments in EV charging, tax credits and today's actions." [Statement, March 20]

Jeff Alson, Environmental Protection Network volunteer and former Senior Engineer and Policy Advisor, EPA Office of Transportation and Air Quality:

"These new car and SUV pollution standards are truly a historic environmental achievement. The requirement that automakers reduce greenhouse gas emissions two to three times faster than under previous EPA rules, in concert with the electric vehicle and battery tax credits in the Inflation Reduction Act, represents the most important and visionary climate program in U.S. history by far. Automakers now have both the carrots and sticks to develop the next generation of electric vehicles, which will not only protect the planet and save lives but will also protect their international competitiveness and save good-paying jobs." [*link not found – sent by personal email* March 20]

Chris Harto, senior policy analyst for transportation and energy at Consumer Reports:

"This rule will lead to cleaner cars that cost less to fuel, and people can be confident they'll continue to have a large number of choices that meet their individual needs. While the rule isn't as stringent as EPA's original proposal, there's real progress here to reduce emissions and help people save money. Over the past year, it's been debated whether the rule would be too strong or too weak, and whether consumers could see popular choices like pickup trucks and 3-row SUVs fade away. In the end, those concerns were unwarranted. These are practical standards that will eventually result in more vehicle choices that can save people a lot of money, because they use less gas, or no gas at all. Plus, these standards will reduce the emissions that lead to extreme weather, and the air pollution that can harm human health. This is clearly not an 'EV mandate,' or a one-size-fits-all rule. Shoppers will have a diverse selection of cars and trucks. We expect fewer pollutants and fewer trips to the gas pump. [Statement, March 20]

Dan Lashof, Director, United States, World Resources Institute:

"These new standards will speed the adoption of cleaner, more efficient vehicles across America's roads and go a long way to ensuring that all Americans can access the benefits of electric vehicles. The standards will have a direct impact on Americans' lives, improving air quality, cutting people's transportation costs and reducing climate pollution. Today transportation contributes more to the climate crisis than any other sector in the United States. In 2023, Americans purchased a record 1.2 million electric vehicles thanks, in part, to the consumer tax credits established by the Inflation Reduction Act. Investments in new electric vehicle manufacturing facilities are sprouting up across the nation, creating good jobs and boosting local economies. We look forward to the final standards for heavy duty vehicles later this spring and urge federal and state policymakers to defend these standards from attack while continuing to advance additional policies to cut vehicle pollution and make the benefits of electric vehicles available to all Americans." [Statement, March 20]

Nsedu Obot Witherspoon, Executive Director of the Children's Environmental Health Network:

"American children across the country are facing the catastrophic impacts of climate change as well as the health impacts of tailpipe pollution. This is especially true for children in Black and brown communities and communities with lower wealth, who live or attend school or child care near highways and transportation hubs, and who are disproportionately exposed to additional sources of pollution. These children are hit first and worst by these exposures and by climate impacts, and they suffer severe health and economic impacts. With today's adoption of final Cleaner Cars

Standards, the EPA and the Biden Administration are providing another Solution for Pollution that will help protect our children and future generations." [Statement, March 20]

Ann Mesnikoff, Federal Legislative Director, Environmental Law & Policy Center:

"The Environmental Law & Policy Center welcomes the Biden administration's new climate and air pollution standards for light-duty and medium-duty vehicles as an essential step toward slashing the emissions driving the climate crisis and harming public health. We are already seeing the impacts of a changing climate across the Great Lakes region and air pollution from transportation continues to impact communities. These new standards for light and medium-duty vehicles for model years 2027 to 2032 continue to move us toward pollution-free vehicles, from cars to SUVs to pickups and delivery vans. EPA's new strong standards will ensure new car buyers in those years will have increasingly cleaner choices that will also save them money, cut demand for oil, and lead to a safer climate and cleaner air for communities. We need strong actions to protect the climate and avert the worst-case scientific assessments. Climate simply cannot wait. We appreciate the importance of these standards given that transportation is the largest source of climate pollution, however, we must also take a bolder approach to reducing pollution from transportation through robust investments in passenger rail and public transit, and safe biking and walking. We also look forward to EPA issuing strong greenhouse gas standards for heavy-duty trucks and power plants. These rules, along with new standards for methane pollution from the oil and gas industry, will together help deliver important climate action." [Statement, March 20]

Ben Prochazka, Executive Director, Electrification Coalition:

"Today's action provides necessary regulatory certainty and is another opportunity to ensure we end our nation's dependence on oil for transportation. We are seeing strong EV sales growth, with almost five million EVs sold in the U.S. Transportation electrification is no longer a question of 'if' but a question of 'when. Because global oil markets are controlled by bad actors who do not share our democratic values, shifting away from oil and toward electricity makes the U.S. stronger and safer. With this clarity, we have the opportunity to leverage important commitments from the automotive industry, action at the local, state, and federal levels, and powerful technology to accelerate EV adoption. By plugging into a diverse and domestic grid, we are driving electric, building electric, and powering electric, which will create good American jobs and help ensure the U.S. maintains its automotive leadership. We appreciate the Biden-Harris administration's ongoing efforts to advance transportation electrification, including yesterday's U.S. Department of Energy announcement of an updated fuel economy formula for EVs and generational investments through the Bipartisan Infrastructure Law and Inflation Reduction Act." [Statement, March 20]

Kenneth Mendez, President and CEO of AAFA:

"Transportation-related emissions are a leading contributor to air pollution. Polluted air from these emissions irritates the lungs of people who have asthma and makes their asthma worse. This pollution also accelerates climate change by trapping warm air in the atmosphere. When temperatures are warmer and air pollution is high, studies have shown that there are more emergency room visits from asthma attacks. By reducing emissions from cars and light trucks, the EPA's new rule will improve the quality of life for the 27 million people in the United States with asthma. We're hopeful additional standards for heavy-duty vehicles will be announced that continue to drive us toward a zero-emissions reality." [Statement, March 20]

Andrew Reagan, Clean Energy for America's (CE4) Executive Director:

"I applaud these rules, which will spur more job-creating, cost-saving, and pollution-cutting electric vehicles (EVs). More EVs are good for America's consumers and workers. It's that simple. The new light-duty vehicles emission standards from President Biden's EPA will reduce energy costs, create more clean energy jobs, and keep the U.S. auto-industry as a leader worldwide. They'll strengthen the environment, create more clean energy jobs while driving cost savings for communities across the country. There's a lot to celebrate here, and we are celebrating." [Statement, March 20]

Michael Kodransky, Senior Director of Transportation, Ceres:

"We applaud the finalized EPA standards that will help ensure the U.S. is on track to achieve its climate goals. Stronger vehicle emission standards will reduce pollution, save lives and improve air quality across the country, especially in communities located near highways and busy roads, and bring significant economic benefits. These standards will position the U.S. to continue attracting investment to build and deploy clean vehicles and infrastructure with good-paying careers in communities across America. Going forward, Ceres is committed to working with the private sector, as well as state and federal policymakers, to accelerate the transition to zero-emission vehicles in the clean transportation future." [Statement, March 20]

Sara Forni, Director of Electric Vehicles and the Corporate Electric Vehicle Alliance (CEVA), Ceres:

"As corporate demand for zero-emission vehicle fleets increases across the U.S. economy and throughout supply chains, businesses and investors have emerged as strong supporters of EPA vehicle emissions standards that provide a clear and predictable path to a clean transportation system. The EPA's new standards will provide that clarity, expand the availability of the electric models that companies need to meet their climate goals, and enable companies to successfully electrify their light- and medium-duty fleets while reducing fuel and maintenance costs." [Statement, March 20]

Zach Friedman, Director of Federal Policy, Ceres:

Tax credits and other strategic investments passed by Congress have sparked a private sector investment boom that is bringing manufacturing, supply chains, and jobs back to communities across the U.S. Strong vehicle standards provjohn ide U.S. businesses the certainty they need to accelerate the momentum toward an advanced and abundant clean energy future, ensure that the cost-saving technologies of growing domestic and global demand are built in the U.S., and benefit U.S. businesses, workers, communities, and consumers. The U.S. must compete and win in the global race to build the clean cars and trucks of today and tomorrow, and these standards are essential to building the necessary policy environment to maximize investment in America." [Statement, March 20]

Darien Davis, LCV Government Affairs Advocate for Climate & Clean Energy:

"We applaud the Biden-Harris Administration for finalizing cleaner cars rules that advance climate, jobs, and justice. The final rule will slash billions of tons of climate pollution and protect the health of families across the country — particularly those in communities living near busy roads and highways. This rule, in combination with the DOE's Petroleum Equivalency Factor and the hundreds of billions of dollars the Biden-Harris administration has delivered in their affordable clean energy plan, will help to supercharge low and zero-emission vehicle innovation and manufacturing across the country — boosting good family-sustaining jobs and decreasing tailpipe pollution." [Statement, March 20]

Estefany Carrasco-González, Chispa Senior Director:

"Today's cleaner cars rule will help us get closer to a healthier environment for our comunidades, because we all deserve a bright and healthy future. We know Latine communities and communities of color we work with suffer from asthma and other respiratory illnesses disproportionately. Regardless of income level or geographic region, people of color have consistently higher exposure to air pollution, diesel, and particulate matter. Tailpipe pollution contains toxic and harmful compounds that contaminate air quality and harm public health. We're glad EPA has finalized stronger standards for passenger vehicles, and this is one more big step forward in cleaning up the transportation sector to prioritize and protect our health and climate. We look forward to seeing stronger truck and bus standards, too, as we move toward a zero-emission future." [Statement, March 20]

Bentley Johnson, Federal Government Affairs Director for the Michigan League of Conservation Voters:

"The EPA's new strong standard for cars and light-duty trucks will reduce pollution,
protect our health and ultimately save lives. Transportation is the number one source of climate pollution, which is why this much needed rule puts us on a path towards a cleaner future especially in environmental justice communities where tailpipe pollution hurts the most."

Deirdre Nieves, Director Climate Justice and Solutions, West Michigan Environmental Action Council (WMEAC):

"We applaud the President and the U.S. Environmental Protection Agency (EPA) for finalizing the new stronger standards for new cars and light-duty trucks sold after model year 2026. These standards represent another historic step forward in cleaning up the country's transportation sector. By putting us on the path to a zero-pollution transportation future, preventing catastrophic impacts of the climate
crisis, and eliminating billions of metric tons of climate pollution, these standards demonstrate a commitment to environmental justice and public health. We recognize the importance of these standards in addressing the disproportionate harm experienced by low-income and BIPOC communities from vehicle pollution. Transitioning to zero-pollution electric vehicles is not only a win for public health but also for job creation, economic growth, and lowering costs for families."

Jean M Kerver, PhD (Nutrition), MSc (Epidemiology), RD Associate Professor, Depts. Epidemiology & Biostatistics; and Pediatrics & Human Development (Adjunct), College of Human Medicine, Traverse City Campus, Michigan State University Michigan Health Experts:

As an epidemiologist, I strongly support the EPA's new light duty vehicle standards because study after study shows that the air pollution from the nation's current on-road vehicles is leading to health problems that can be prevented through these important policy efforts. Furthermore, these preventable health problems are not equitable—they affect our youngest and our most vulnerable more than the rest of us. These new standards will improve health and health equity.

Dan Becker, Center for the Biological Diversity:

"This rule could've been the biggest single step of any nation on climate, but the EPA caved to pressure from Big Auto, Big Oil and car dealers and riddled the plan with loopholes big enough to drive a Ford F150 through." [Statement, March 20]

Miles Keogh, Executive Director, National Association of Clean Air Agencies:

"NACAA welcomes EPA's strengthening of its multipollutant emission standards for light- and medium-duty vehicles. Today's final rule represents an important step by EPA in fulfilling its obligation to implement meaningful federal regulatory actions to effectively reduce air pollution that endangers public health and the planet. It is also important that EPA has not impeded or slowed the leadership shown by states that are reducing these vehicles' emissions even faster and more deeply. We look forward to future opportunities to work with EPA on other federal measures to cut mobile source emissions nationwide." [Statement, March 20]

Christian Brock, CEO, Elected Officials to Protect America

"President Joe Biden's and the EPA's new clean cars standards will slash 7.2 billion metric tons of climate pollution. That number represents thousands of people who will be given the right to breathe cleaner air, for the first time in their lives. Americans who live in environmental justice areas, often next to freeways, suffer daily from tailpipe pollution. Over 2,500 Americans die prematurely. Children who attend schools or live in areas adjacent to highways breathe in exhaust toxins affecting their cognitive abilities, and worker productivity plummets. Elected Officials to Protect America congratulates the President and EPA for finalizing clean car standards that will give more people who live, work and play in zip codes that have been systematically neglected the ability to live healthier lives." [Statement, March 20]

Cristina Tzintzún Ramirez, President, NextGen America:

"NextGen America commends the Biden administration and EPA for their proactive measures in protecting our future. Through robust emission standards, solidarity with workers, and fostering a resurgence in American manufacturing, the Biden administration is working to ensure that Americans will consistently have access to American-made, union-built, and environmentally friendly vehicles. By equipping the auto industry with the necessary resources, the administration paves the way for its leadership in the global transition towards cleaner transportation, providing a brighter and more sustainable future for generations to come." [Statement, March 20]

Casey Katims, Executive Director, U.S. Climate Alliance:

"The Biden administration and the Alliance's states and territories are propelling America toward a future where our air is cleaner, our communities are healthier, and our economy is booming, It's critical we stay the course, and we welcome EPA's historic action to rapidly curb harmful carbon pollution from passenger cars and trucks." [Statement, March 20]

Rev. Dr. Ambrose Carroll, Founder, Green the Church:

"We congratulate the EPA for issuing the strongest standards ever to cut air and climate pollution from the transportation sector. Today, in another step forward in providing Solutions for Pollution that protect the public from air and climate pollution, the EPA finalized new light-duty vehicle tailpipe pollution standards. Green the Church is pleased that EPA and the Biden administration are continuing their work to cut pollution from the transportation sector. These new clean cars standards are vital to our progress in cutting pollution and cleaning up our air. For all air is not equal, and we recognize the importance of these standards in addressing the disproportionate harm experienced by the African American community from vehicle pollution. Many of our constituents, especially those who live and/or work near highways and transportation hubs where this toxic pollution is concentrated will greatly benefit from this standard. We thank God, and we thank the EPA and the Biden administration for your perseverance toward cleaner air for all!" [Statement, March 20]

Rev. Susan Hendershot, Executive Director of Interfaith Power & Light:

"People of faith and conscience have been eagerly awaiting the newest set of light-duty vehicle emissions standards, and are grateful to see these rules advance us in the right direction. However, the rules do not provide the stringency required to address the emergent climate and public health crises in our country. We have a moral opportunity as a nation, and a sacred task as people of faith, to care for our climate, to advance environmental justice, and to leave a safe and thriving world for current and future generations. The strongest possible clean car standards are a critical part of our work against climate change, and we thank President Biden and EPA Administrator Regan for moving us in the right direction while acknowledging the work that lies ahead." [Statement, March 20]

Terri Eikel, Executive Director of Connecticut Interfaith Power & Light:

"While these standards are a step in the right direction, we acknowledge the continuing work we need to do across the country to ensure equitable access to clean transportation. The strength of state-based vehicle standards is now even more critical to protecting our communities and Sacred Earth." [Statement, March 20]

Susan Stephenson, Executive Director of California Interfaith Power & Light:

"With climate change ravaging our communities with heat waves, fires, and floods, the time for half measures has passed. We need strong clean car standards to cut pollution from our vehicles now. As people of faith called to love our neighbors and protect all of Creation, we are deeply concerned about the impacts of global warming and the risk it poses to the most vulnerable among us. If the federal government won't do it, states like California must step up and take moral action to protect our communities and our world." [Statement, March 20]

Leah Wiste, Executive Director of Michigan Interfaith Power & Light:

"Our climate, our communities, and our conscience compel us to demand the strongest possible clean car standards. While these standards are a step in the right direction, Michiganders need even stronger rules to curb climate pollution and save lives in the next five years. The strength of these standards is critical to advancing environmental justice across the country." [Statement, March 20]

Sister Joan Brown, OSF, Executive Director of New Mexico and El Paso Interfaith Power & Light:

"Nearly forty percent of Americans live in counties with unhealthy levels of air pollution, with people of color being sixty-one percent more likely than white people to live in dangerously polluted areas. As people of faith and conscience, we believe that clean car standards at the national level can rapidly address climate change and pollution. Addressing this climate justice concern by transitioning our transportation system to cleaner fuel is important for our sacred communities and Earth. We have a moral obligation to work to protect people and the planet from the harmful impacts of unmitigated air pollution." [Statement, March 20]

Katie Wright, Executive Director, Climate Mayors:

"The EPA standards are a step in the right direction toward achieving progress in the green transition and improving air quality in communities. Many cities are taking ambitious steps toward decarbonising our transportation systems, and with support from the Biden Administration, we can continue to build on crucial local momentum and deliver for generations to come." [Statement, March 20]

Alex Witt, Senior Advisor, Climate Power:

"President Biden's new clean car standards will slash pollution, create good-paying U.S. jobs, and save Americans money at the pump. President Biden is leading a new American auto manufacturing boom, giving consumers more choices in what they drive and how they spend their hard-earned money. It's a complete 180 from Donald Trump's policies, which shuttered auto factories and let China take the wheel on chip and clean car production. These clean car standards will provide drivers with new, more affordable choices that allow families to keep more of their money instead of padding Big Oil's profits. That's why oil and gas CEOs are fighting the president's clean energy plan tooth and nail. Trump already gave polluters a free pass once by gutting clean car standards in order to benefit his billionaire Big Oil backers – and there's no doubt he'd do so again. The choice could not be clearer: are clean cars going to be made by American workers here at home or will they be made in China? Trump's plans would decimate the auto industry and send auto jobs to China." [Statement, March 20]

Hazel Chandler, Arizona Field Organizer, Moms Clean Air Force:

"Today, we thank the US Environmental Protection Agency for announcing major reductions in tailpipe pollution that are poised to steer us toward a cleaner, greener future. I am a mom, grandmom and, most-recently, a great grandmother living with asthma, respiratory issues, chronic inflammation, immune dysfunction, and stage four cancer. My doctors have repeatedly made the connection between pollution and my health issues. With stronger pollution protections in place, my family is better protected against one day having to face the same medical challenges I have. For me, this is a dream come true." [Statement, March 20]

Elizabeth Hauptman, Michigan Field Organizer, Moms Clean Air Force:

"Today, we thank the EPA for finalizing strong tailpipe pollution standards–a boon to my hometown of Detroit. Manufacturing cleaner, lower emission cars is good for everyone's health, good for creating jobs, good for our economy–and it helps in the fight against climate pollution. But for me, it's also a personal win. My son suffers from asthma, and that's made worse by tailpipe pollution. It's why getting cleaner, more affordable cars and trucks on the road is a win-win for my family—and countless others, especially communities harmed by living close to heavy traffic. Importantly, this new standard goes hand-in-hand with the tax credits and infrastructure investments in President Biden's clean energy plan. From commuter cars to cargo vans, zero-emission solutions benefit people and the air we all breathe." [Statement, March 20]

Tori Goebel, National Organizer and Spokesperson, Young Evangelicals for Climate Action (YECA):

"YECA is grateful for this important step toward a pollution free world. The cost of inaction continues to be paid by already overburdened communities facing a host of challenges and harms, including deadly air pollution. We thank the Biden administration for releasing the strongest standards ever for new cars and light-duty trucks sold after model year 2026, a move that will benefit communities and help address the climate crisis. According to the EPA, this move will eliminate enough climate pollution to be equivalent to eliminating all tailpipe pollution for four years. This is a hopeful and meaningful step forward for a clean energy future, and we look forward to continuing the much-needed work of advocating for a wealth of solutions for pollution." [Statement, March 20]

Garrett Gee, Senior Attorney, Southern Environmental Law Center:

"These rules are a cornerstone of EPA's work to combat climate change and we support the agency's efforts to clean up the transportation sector, Reducing air pollution from cars will have huge benefits for communities in the South and across the nation. These more protective standards put us on the path to eliminating tailpipe pollution. With so many Americans reliant on cars and trucks to move around in their daily lives, we strongly support policies like this that push auto manufacturers to use readily available technology that will make our air cleaner and our communities healthier." [Statement, March 20]

Aunquarius Brown-Reed, Climate, Utilities & Environmental Justice Organizer & Program Coordinator, SOWEGA Rising Coalition:

"That's fantastic news! I'm absolutely thrilled to hear about the recent development where Joe Biden and the EPA have successfully finalized standards for clean cars and air. This is a significant milestone in our collective efforts to combat climate change and improve air quality. By implementing these standards, we can expect to see a positive impact on both the environment and public health. It's truly commendable that the administration is taking proactive steps to promote 16 sustainability and reduce harmful emissions. Kudos to Joe Biden and the EPA for their dedication to creating a greener future for all of us!" [Statement, March 20]

Kate Johnson, Head of US Federal Affairs, C40 Cities:

"Mayors across the United States are implementing exciting projects to cut transportation pollution, create jobs, and protect the health and safety of their residents. The EPA's new rule will accelerate the transition to clean, zero-emissions vehicles in every city and provide critical national support for the local action that will create stronger and healthier communities for all." [Statement, March 20]

Craig Segall. Vice President, Evergreen Action:

"President Biden has taken enormous strides to ensure America leads the world in the transition to clean cars, and the new light-duty vehicles standards are his biggest step yet. Today's announcement is a critical milestone on the path to a 100 percent clean vehicle future with pollution-free roadways for all. "These standards will cover the passenger vehicles

that make up the vast majority ofcars on our roadways and drive a significant portion of the transportation pollution poisoning our air, especially in low-income neighborhoods and communities of color that tend to be closer to high-traffic areas. We have more work ahead to grow America's electric vehicle industry and ensure auto workers reap the full benefits of this transition. But thanks to historic union victories last year and President Biden's all-of-government action to power towards 100 percent clean cars, we're well on our way to building the electric transportation future in America." [Statement, March 20]

Shelbie Swartz, Executive Director, Institute for a Progressive Nevada:

"Nevadans deserve Solutions for Pollution that will give them a bright, clean and healthy future, and these final Cleaner Cars Standards will help get us there with the strongest ever tailpipe pollution limits. President Biden's and EPA's new Cleaner Cars standards will eliminate 7.3 Billion metric tons of climate pollution, the equivalent of eliminating all tailpipe pollution for four years, and the transition to zero pollution vehicles it's expected to spur would eventually prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days. Cleaner cars also have lower operating costs, improve air quality, and fight the climate crisis. We applaud the Biden administration and EPA for making good on its promise to finalize strong pollution standards for passenger vehicles. This is just one more step forward in cleaning up the transportation sector to protect our health and climate. We look forward to continuing the momentum as we move toward a zero-pollution vehicle future." [Statement, March 20]

Patricia Cole, Senior Director of Federal Policy, ZERO TO THREE:

"The Biden Administration and EPA's updates to the Cleaner Car standards are a win for the health and early development of our youngest children and their families. Babies are particularly vulnerable to tailpipe pollutants. Because young children breathe more rapidly than adults, they take in more pollutants that can impair the functioning of their developing lungs increasing the risk for asthma, respiratory infections, leukemia, obesity, and even impaired neurodevelopment. We appreciate the Environmental Protection Agency's efforts to make the United States a better place for young children to grow and thrive." [Statement, March 20]

Shannon Baker-Branstetter, Senior Director, Domestic Climate Policy, Center for American Progress:

"Cleaner cars help protect Americans' health, safeguard the climate, and power the economy. By setting strong emission standards, standing with workers on the picket line, and investing in an American manufacturing renaissance, the Biden administration is making sure that Americans will always have a choice to buy American-made, union-built, clean cars. The administration has given the auto industry every tool it needs to be a global leader in the clean transportation future." [Statement, March 20]

Samantha Grimes and Aryana Wadhwani, National Climate Fellows, Change the Chamber*Lobby for Climate:

"Change the Chamber*Lobby for Climate applauds the Environmental Protection Agency for passing its new Light Duty Vehicle Standard. This standard will ensure cleaner cars and light-duty transportation which limit harmful emissions–lowering healthcare costs and preventing current and future health problems that include premature mortality, aggravated asthma, and heart and lung diseases. The standard will also reduce the impacts of climate change that magnify the impacts of pollutants from transportation, as the transportation sector creates 29% of all greenhouse gas emissions in the US. Transitioning to lower-emission vehicles paves the way for the next generation to thrive. It promises a healthier environment, an economic boost with exciting career paths, and relief from burdensome fuel costs that strain family budgets. This standard will protect low-income, and BIPOC communities that disproportionately undergo negative health impacts from air pollution, and it will ensure current and future generations experience the benefits of cleaner air as they inherit our climate." [Statement, March 20]

Ciaran Gallagher, Energy & Air Manager, Clean Wisconsin:

"With today's adoption of the clean cars rule, the EPA and the Biden Administration are taking another important step to protect the health of all Wisconsinites. Moreover, because Wisconsin has the third largest racial disparity in soot pollution – largely driven by transportation emissions – this stronger standard will particularly benefit people of color who have been overburdened by harmful pollution. We applaud the EPA for continuing to advance strong standards to cut the air and climate pollution from the transportation sector." [Statement, March 20]

Erin Miller, MD:

"As a physician who provides primary care to residents of Detroit, I strongly support the EPA's new light duty vehicle standards because low-income and BIPOC (Black, Indigenous, People of Color) communities experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses. According to the Asthma & Allergy Foundation of America HEAL's report, people of color are 3.7 times more likely to breathe polluted air. The transportation sector is a major contributor to this air pollution. For example, it accounts for approximately 45% of nitrogen oxide emissions, according to the EPA. I can personally attest that many of the adults and children I treat every day struggle with very difficult to control asthma and other chronic lung diseases caused by or complicated by their exposure to air pollution in the city of Detroit. My experience is backed by data: According to a report by the Michigan Department of Health & Human Services: Detroiters were hospitalized for asthma at least four times as often as Michigan residents as a whole between 2017-2019. We have the power to push back against this unequal impact of air pollution, moving toward positive health outcomes for these patients, and for all Americans, by passing the Clean Cars standards for Model Year 2027 and beyond. Strengthening clean car standards will significantly lower the pollution burden impacting communities suffering from decades of disinvestment, solidifying the Biden administration's commitment to environmental justice. I appreciate your consideration." [Statement, March 20]

Elizabeth (Lisa) Del Buono, MD, Founder & President of Michigan Clinicians for Climate Action:

"Michigan Clinicians for Climate Action applaud the new EPA light duty standards because they will protect our patients from both air pollution and health impacts of climate change. By cleaning up tailpipe pollution, we can save lives, avoid asthma attacks, save health care dollars, and improve productivity at work and school, especially in low-income communities of color who experience disproportionate harm from dirty vehicle pollution." [Statement, March 20]

Larry Junck, MD, Ann Arbor, MI:

"I am writing to support EPA's new light-duty vehicle standards. I am a physician with expertise on the effects of air pollution. Among the important reasons I support the standards are the following.

- The new standards will reduce heat-trapping greenhouse gas emissions which make patients sick today via direct heat effects
- They will reduce toxic air pollutants which are a major cause of deaths today from heart disease, stroke, chronic lung disease and other conditions
- They will reduce asthma attacks in adults, which cost many lost work days, and in our children, which cause many lost school days
- The pollution they will reduce is discriminatory, disproportionately affecting low-income and BIPOC (Black, Indigenous, People of Color) communities." [Statement, March 20]

Kindra Weid, RN, MPH, MI Air MI Health, Coalition Coordinator:

"EPA's new light duty vehicle standards are welcome news to me because cleaner cars are necessary to decrease climate pollution and to improve public health. I was raised in Michigan by a nurse and an automotive worker and am now a nurse myself, so I have a longstanding love for cars and measures that improve health. Transportation emissions impact the patients I care for and EPA's new light duty vehicle standards will help us transition to lower and zero-tailpipe emissions protecting public health- and spur innovation for a greener automotive economy in Michigan!" [Statement, March 20]

Melanie Stewart, UM Medical Student and White Coats for Planetary Health Director of Advocacy:

"As a medical student who sees and treats patients across all UM Hospital facilities, I strongly support the EPA's new light duty vehicle standards because in Detroit, asthma rates are higher than most other US cities. Further, low-income and BIPOC (Black, Indigenous, People of Color) communities experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses negatively impacting health equity and worsening existing health disparities in Michigan and beyond." [Statement, March 20]

Jada Robinson, University of Michigan-Flint , Vice President of the Public Health Student Organization:

"As a public health advocate and professional, ensuring that agencies like the EPA implement these standards is a top priority. Our future depends on protection from air pollutants, job insecurity, and unmanageable family costs. We must be prepared to tackle climate through environmental assessment, properly monitoring policies meant to uphold quality

assurance, and training adequate amounts of professionals to manage such issues, especially within frontline communities. Standards like the EPA's New Light Duty Vehicle Standard are a step towards the right direction. As they remain significant for securing a promising livelihood in reference to economy, human life, and much more." [Statement, March 20]

Jeremy Orr, Esq., Michigan NAACP, State Chair, Environmental & Climate Justice:

"The environmental justice and health equity implications of these updated vehicle emissions standards cannot be overstated —especially for our country's most marginalized communities. As a resident of Motor City -Detroit, MI- I know firsthand how the adverse health impacts of vehicle pollution disproportionately affect Black and Brown communities. These standards are a major step forward in preventing the respiratory illnesses and diseases that have plagued our communities for decades." [Statement, March 20]

Dr. Steven Ashmead, Associate Clinical Professor Family Medicine, Michigan State, University College Of Human Medicine:

"As a Family Physician who treats many patients with asthma I strongly support the EPA's new light duty vehicle standards because:

- According to a report by the Michigan Department of Health & Human Services (MDHHS): Detroiters were hospitalized for asthma at least four times as often as Michigan residents as a whole between 2017-2019
- According to Asthma & Allergy Foundation of America HEAL's report POC - 3.7x'es more likely to breathe polluted air (American Lung State of the Air report https://www.lung.org/research/sota/key-findings)
- Black Americans are 5 times more likely to require an ER visit – asthma
- Black Americans are 3 times more likely to die from asthma

By finalizing Clean Cars standards for Model Year 2027 (MY2027) and beyond, the EPA has taken another step forward in its commitment to environmental justice
." [Statement, March 20]

Natalie Baxter, Medical Student at the University of Michigan, Co-Director of White Coats for Planetary Health:

"As a medical student and future physician, I strongly support the EPA's new light duty vehicle standards because they will put us on the path towards zero pollution vehicles. This will prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days over the next 30 years, according to the American Lung Association. The potential benefits for Low-income and BIPOC (Black, Indigenous, People of Color) communities are extensive, as they experience disproportionate harm from dirty vehicle pollution." [Statement, March 20]

Dr. Aisha Harris:

"As a family doctor who treats vulnerable and minority adults and children in Flint Michigan I strongly support the EPA's new light duty vehicle standards. They will put us on the path towards zero pollution vehicles which will prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days over the next 30 years, according to the American Lung Association. I have seen the negative impact of poor environmental regulations and how they cause generational health issues like asthma and heart disease that could have been prevented if there was a cleaner and healthier environment. Heart disease is the number one cause of death in the Flint community and air pollution contributes to these poor health outcomes. By finalizing Clean Cars standards for Model Year 2027 (MY2027) and beyond, the EPA has taken another step forward in its commitment to environmental justice." [Statement, March 20]

Annie Regan, PennFuture:

"Today the Environmental Protection Agency (EPA) finalized new pollution standards for cars and trucks, which will be vital to cutting pollution and improving U.S. air quality. PennFuture applauds the EPA and Biden 15 administration for continuing to create a more sustainable transportation sector — which accounts for 29% of climate pollution produced in the United States. The EPA's light-duty vehicle tailpipe pollution standards rule is a step that will protect Pennsylvanians from the most catastrophic impacts of climate change as well as the health impacts of tailpipe pollution — particularly those living or working near highways and transportation hubs where this toxic pollution is concentrated. President Biden's and EPA's new Cleaner Cars standards will eliminate 7.3 billion metric tons of climate pollution, the equivalent of eliminating all tailpipe pollution for four years. In addition, the new standards are likely to accelerate the

transition to low-emission vehicles, which can prevent 89,000 premature deaths and 2.2 million asthma attacks. We applaud the EPA for issuing the strongest standards ever to cut air and climate pollution from the transportation sector." [Statement, March 20]

The Rev. Dr. Jessica Moerman, President & CEO, Evangelical Environmental Network:

"Scripture speaks of the 'breath of life.' Gas-powered cars, however, bring harmful fumes right to our doorsteps, and it is the most vulnerable–including our children and neighbors living in heavy traffic corridors–who pay the steepest price. Being pregnant while living next to a traffic-filled twelve-lane highway, this is a cost I personally know and that my son has paid for with his health. New innovations in vehicle technology, however, mean we can have the benefits of mobility without the harms of traffic pollution. The Cleaner Cars standard accelerates the pace for zero-pollution cars to hit our roads sooner rather than later and deliver clean air and a healthy future for our children." [Statement, March 20]

Georgia Murray, Senior Scientist, Appalachian Mountain Club:

"EPA's new vehicle regulations are an essential piece of cleaning up greenhouse gasses and ozone forming emissions under the Clean Air Act and will protect our ecosystems, waterways, and provide cleaner, healthier air across the nation. This rule will advance our U.S. fleet of cars, light duty trucks, and SUVs to utilize technology being embraced by the world transitioning to electric vehicles. By utilizing this tool under existing law the Biden Administration is taking significant action to address climate change and improve air quality, the public welfare, advance environmental justice, and safeguard our health." [Statement, March 20]

Abigail Dillen, President of Earthjustice:

"The Environmental Protection Agency has taken a major step forward to clean up tailpipe pollution and address the climate crisis by accelerating the essential transition to clean cars and trucks. These standards make clear what we already know: the future of cars is electric. And there is more work ahead to clean up pollution and modernize our transportation sector. It is critical that our large auto manufacturers take advantage of the extra time EPA has provided to ramp up their investments in clean, zero-emissions vehicles for the sake of our lungs, our health and the climate. The U.S. auto industry cannot afford to fall behind the rest of the world." [Statement, March 20]

Mormon Environmental Stewardship Alliance:

"As members of The Church of Jesus Christ of Latter-day Saints, friends and allies, we join our sisters and brothers across North America and around the world in applauding the Environmental Protection Agency's new standard for cleaner car and light duty vehicle emissions. As our understanding grows about the impacts of human activity on the air we breathe—from the health hazards of air pollution to the disruptions and risks of climate change—we know that we must do more both as individuals and societies to preserve a healthy planet that sustains all life. This is a tremendous opportunity for innovation, where faith becomes action. In a 2018 Earth Day message, leaders of The Church of Jesus Christ stated, "Latter-day Saint teachings are unequivocal—we all have a responsibility to care for God's majestic creation and to use its resources 'with judgment, not to excess, neither by extortion' (see Doctrine & Covenants 59:20). The earth is vulnerable, and we are accountable to God for how we treat and use it. Excessive consumption sullies God's seas; wanton waste blackens His air. The creation groans under the weight of recklessness and indulgence that neglects both the poor earth and the earth's poor. God expects us to care for His glorious creations, including all His children. As beneficiaries of the divine Creation, what shall we do?' asks President Russell M. Nelson, the president of The Church of Jesus Christ of Latter-day Saints. 'We should care for the earth, be wise stewards over it, and preserve it for future generations. And we are to love and care for one another. As these reasonable and important actions are implemented, we know that they will improve air quality and sustain life, and bring hope and healing to our human family." [Statement, March 20]

Nevada Wildlife Federation:

"Reno and Las Vegas are some of the fastest growing cities in the West. The Nevada Wildlife Federation applauds the EPA's Cleaner Cars Standards that will ensure a bright, clean and healthy future for Nevadans." [Statement, March 20]

PennEnvironment:

"The U.S. Environmental Protection Agency (EPA) announced new rules Wednesday that will cut soot pollution, also known as fine particulate matter, from the average car and light-duty truck by 95% compared to current standards. This reduction in soot pollution will reduce the risk of asthma and heart attacks, and premature deaths due to air pollution.

Additionally, the vehicle emission standards are expected to eliminate 7.3 billion metric tons of climate pollution through 2055 - the equivalent of eliminating all tailpipe pollution for four years. Existing state and federal clean car standards have already substantially improved vehicle efficiency and reduced smog and other air pollutants. The average fuel economy of new cars manufactured today has more than doubled from 13.1 miles per gallon in 1975 to 33.3 mpg in 2022, helping save Americans more than 2 trillion gallons of gasoline." [Statement, March 20]

Ellie Kerns, Climate and Clean Energy Associate with PennEnvironment Research & Policy Center:

"From Pittsburgh to Philly air quality levels make it unsafe to breathe the air up to 100 days a year in Pennsylvania. Today's announcement will help put the brakes on chronic air pollution from cars and light trucks. Pennsylvanians should breathe a sigh of relief knowing that today's announcement by the Biden administration will mean that the U.S. has some of the strongest standards anywhere in the world for tailpipe pollution from light-duty vehicles." [Statement, March 20]

The Climate Reality Project:

"We welcome EPA's decision to strengthen light- and medium-duty vehicle emission standards. Transportation is the largest source of US GHG emissions that cost us all in environmental harm and negative health impacts – and cost communities on the front lines most of all. By 2055, these new standards could avoid 7.2 billion tons of carbon dioxide emissions and prevent up to 2,500 premature deaths. All while saving consumers an average of $6,000 over the lifetime of certain vehicles. That's a huge step in slashing emissions and helping us meet our climate goals. Our work continues as we fight for a swift and just transition away from dirty fossil fuels once and for all. The future of our communities and planet depends on it." [Statement, March 20]

Three Rivers Waterkeeper:

"Americans deserve Solutions for Pollution that will give them a bright, clean and healthy future, and these final Cleaner Cars Standards will help get us there with the strongest ever tailpipe pollution limits. Climate change predicts the Pittsburgh region to have more frequent and heavier rainfall which will continue to overwhelm our infrastructure and impair our waterways. Our waterways provide drinking water, critical aquatic habitats, recreation, inspiration, and have been home to many communities for thousands of years. As we face more flooding, pollution, and water contamination, it is imperative to advocate for a transition to renewable energy and clean transportation. The Biden Administration's and EPA's new Cleaner Cars standards will eliminate 7.3 billion metric tons of climate pollution, the equivalent of eliminating all tailpipe pollution for four years, and the transition to zero pollution vehicles it's expected to spur would eventually prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days. Cleaner cars also have lower operating costs, improve air quality, and fight the climate crisis. Three Rivers Waterkeeper applauds the Biden administration and EPA for taking necessary steps to safeguarding our future. This is just one more step forward in cleaning up the transportation sector to protect our health and climate. We look forward to continuing the momentum as we move toward a zero-pollution vehicle future." [Statement, March 20]

Dionna Brown, MAc, Youth EJ Programs, National Director, Young, Gifted & Green:

"As a Gen Z climate advocate deeply rooted in the Flint community and a trusted leader, wholeheartedly endorse the EPA's new light-duty vehicle standard. This initiative signifies a crucial step towards cleaner air, greater consumer choice, and real savings for families in Michigan and all over the country. By prioritizing emissions reductions and encouraging the transition to zero-emission vehicles, we're not only safeguarding public health but also empowering frontline communities disproportionately affected by pollution. This standard is not a 'job killer' but a lifeline for a state where childhood asthma rates are nearly double the national average in Black, Brown, and low-income communities due to industrial pollution. Let's seize this moment to drive progress, protect our environment, and ensure a brighter, more equitable future for all." [Statement, March 20]

Daniel Schoonmaker, Executive Director, Michigan Sustainable Business Forum:

"As Executive Director of Michigan Sustainable Business Forum, I support the EPA's new cleaner car standards for light duty vehicles. This new standard marks a monumental leap forward towards a cleaner future, promising clean air and its emphasis on reducing tailpipe emissions and transitioning to zero-emission vehicles is advantageous for public health and for stimulating job growth and economic prosperity. Michigan businesses are poised to reap considerable benefits from these advancements, aligning well with our state's dedication to sustainability and fostering innovation, charting a course toward a more eco-friendly and economically vibrant future. Through the provisions within this new standard,

we will see improved air quality, fuel efficiency, encouragement of development and adoption of cleaner technologies, and environmental protection, representing a significant step towards a more sustainable and environmentally friendly transportation system, benefitting both individuals and our businesses in Michigan." [Statement, March 20]

Nate Rauh-Bieri, JustAir Solutions, Head of Projects:

"As a Michigan based environmental tech company focused on making localized air quality information more accessible, we have seen how the road to clean air ultimately must travel through transportation. These sensible new standards do exactly that. We applaud the ways they will save many lives and improve environmental health outcomes — especially in communities too long overburdened with dirty air — while at the same time reducing climate pollution and creating economic opportunities and mobility options that don't depend on burning fossil fuels." [Statement, March 20]

Forrest Cohn, Utopian Power:

"We applaud President Biden and EPA Administrator Regan for making good on their promise to finalize strong pollution standards for passenger vehicles," said Forrest Cohn of Utopian Power. "As one of the fastest changing regions in the nation due to climate change , the Great Lakes stands to benefit immensely from cleaning up our transportation sector." [Statement, March 20]

Jake Britton - Wise Bear Creative:

"We know that the transportation sector accounts for 29% of climate pollution — more than any other sector in the U.S. That is why I support the proposed new light duty vehicle standards and the swift climate action by the current administration" said Jake Britton of Wise Bear Creative." [Statement, March 20]

Chris Sack, Great Lakes Tea & Spice Company:

"The Great Lakes region has a highly energy-intensive economy, with per capita emissions of greenhouse gasses 20 percent higher than the national average" said Chris Sack of Great Lakes Tea & Spice Company. "The region also has a large potential to reduce emissions that cause climate change and we need strong federal support to achieve those reductions. We thank the EPA and President Biden for acting on vehicle emissions and cleaning up our economy." [Statement, March 20]

YOLO Lactation and Doula Services:

"The recent water crisis has significantly impacted the families of Flint, placing them at a considerable disadvantage. This situation underscores the urgent need for comprehensive environmental justice, particularly for our Black and Brown communities who are disproportionately affected. A crucial aspect of this endeavor is addressing vehicular air pollution in Flint, historically known as 'Vehicle City.' Enhancing air quality standards for vehicles would not only represent a step towards rectifying past injustices but also crucially contribute to the improvement of reproductive health outcomes in these vulnerable populations. We urge a decisive action in this area to safeguard the well-being of all Flint residents and honor the city's legacy." [Statement, March 20]

Wesley Watson, RISE, Michigan State Director:

"By finalizing Clean Cars standards for Model Year 2027 (MY2027) and beyond, the EPA has taken another step forward in its commitment to environmental justice. These more vital and longer-term clean car standards will help significantly lower vehicle pollution, impacting already overburdened communities: Low-income and BIPOC (Black, Indigenous, People of Color) communities experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses. Young people in Michigan have been making the climate crisis a key issue at the ballot box for many election cycles, which has been the driving force in Michigan, leading the nation in youth voter turnout. This ruling will continue to make climate a driving force at the ballot box." [Statement, March 20]

Rev. Bruce Mulder, Covenant Community Reformed Church, Muskegon Heights, MI:

"As a pastor, I applaud the U.S. EPA and the Biden Administration for taking this huge step forward toward cleaner air and a safer climate. This new standard will defend our communities from dangerous tailpipe pollution that chokes our air and harms public health. As a Christian and Michigan resident I support the EPA's new light duty vehicle standards as future generations will need these actions to live healthy lives. We are called to protect God's creation and leave it for the next generations in better shape than when we found it. This standard is also an act of justice—everyone should have access to clean air." [Statement, March 20]

Dr. Steven Bouma-Prediger, Professor of Religion, Hope College, Holland, MI:
"As a Christian, I believe I am called to care for God's creation by working toward a safe and healthy future. The EPA's cleaner cars standard is an important step forward in lowering climate-warming emissions, saving families money at the pump, and defending our communities from harmful air pollution." [Statement, March 20]

Dr. Janel Curry, former Dean of Research and Professor of Geography and Environmental Studies, Calvin College, Grand Rapids, MI:
"As an environmental scientist I strongly urge the support for this rule. The Clear Cars rule protects our urban communities in particular who often are at a great disadvantage when it comes to air. The care for the environment and the vulnerable is a central concern of the Christian faith." [Statement, March 20]

Jaime Butler, Communications Associate for Young Evangelicals for Climate Action, Grand Rapids, MI:
"As a young Christian, I applaud the U.S. EPA and the Biden Administration for taking this huge step forward toward cleaner air and a safer climate. This new standard will defend our communities from dangerous tailpipe pollution that chokes our air and harms public health. I support the EPA's new light duty vehicle standards because I believe they will help secure a healthy and flourishing future for young people in Michigan." [Statement, March 20]

Industry

John Bozzella, President and CEO, Alliance for Automotive Innovation:
"The future is electric. Automakers are committed to the EV transition – investing enormous amounts of capital and building cutting edge battery electric vehicles, plug-in hybrids, traditional hybrids and fuel cell vehicles that convert petroleum miles to electric miles. Consumers have tons of choices.
"But pace matters. Moderating the pace of EV adoption in 2027, 2028, 2029 and 2030 was the right call because it prioritizes more reasonable electrification targets in the next few (very critical) years of the EV transition.
"These adjusted EV targets – still a stretch goal – should give the market and supply chains a chance to catch up. It buys some time for more public charging to come online, and the industrial incentives and policies of the Inflation Reduction Act to do their thing.
"And the big one? The rules are mindful of the importance of choice to drivers and preserves their ability choose the vehicle that's right for them." [Statement, March 20]

General Motors:
"GM supports the goals of the EPA's final rule and its intention to significantly reduce emissions. Although challenging, we believe our commitments and investments in an all-electric future place GM in an excellent position to contribute to the goals of the final rule. While we review the details, we encourage continued coordination across the U.S. federal government and with the California Air Resources Board to ensure the auto industry can successfully transition to electrification." [Statement, March 20]

Stellantis:
"Electrification is vital to our Dare Forward vision, which includes a genuine commitment to provide our customers with no-compromise driving experiences that also benefit the environment. While the later-year targets remain aggressive, the final rule improves on the proposal by better reflecting the expected trajectory of market demand and enabling infrastructure. It is critical that forthcoming rules align with this proposal so that US manufacturers can effectively comply with a single set of rules." [Statement, March 20]

Ford Motor Company:
"We appreciate EPA's efforts and collaboration in strengthening greenhouse gas emissions standards in ways that reflect the realities of the EV transition. The agency's final rule is ambitious and challenging, and achieving its requirements will take close public-private cooperation. Ford will continue to lower emissions while offering our customers choices across hybrid, plug-in hybrid and fully electric vehicles that are highly functional and fun to drive – including America's best-selling hybrid and fully electric trucks." [Statement, March 20]

Genevieve Cullen, President, Electric Drive Transportation Association:
"EDTA supports the work of the U.S. Environmental Protection Agency (EPA) and the Administration to combat climate change, and we applaud the national commitment to advancing e-mobility. The final rule calling for aggressive light-duty and medium-duty vehicle emissions reductions underscores the potential for greenhouse gas (GHG) reduction through

the entire suite of electric drive technologies, encompassing hybrid electric vehicles, plug-in hybrid EVs, battery EVs, and fuel cell EVs.
"EDTA appreciates the evolution of this rule, which maintains ambitious GHG reduction goals while providing meaningful milestones for the market and essential benefits to consumers and the nation." [Statement, March 20]

Ben Prochazka, Executive Director, Electrification Coalition:

"Today's action provides necessary regulatory certainty and is another opportunity to ensure we end our nation's dependence on oil for transportation. We are seeing strong EV sales growth, with almost five million EVs sold in the U.S. Transportation electrification is no longer a question of 'if' but a question of 'when.'
"Because global oil markets are controlled by bad actors who do not share our democratic values, shifting away from oil and toward electricity makes the U.S. stronger and safer.
"With this clarity, we have the opportunity to leverage important commitments from the automotive industry, action at the local, state, and federal levels, and powerful technology to accelerate EV adoption. By plugging into a diverse and domestic grid, we are driving electric, building electric, and powering electric, which will create good American jobs and help ensure the U.S. maintains its automotive leadership.
"We appreciate the Biden-Harris administration's ongoing efforts to advance transportation electrification, including yesterday's U.S. Department of Energy announcement of an updated fuel economy formula for EVs and generational investments through the Bipartisan Infrastructure Law and Inflation Reduction Act." [Statement, March 20]

Members, Motor and Equipment Manufacturers Association:

"MEMA and its members support the objectives of the EPA to improve national air quality through improvements to light- and medium-duty vehicles and applauds the agency for adopting improvements advocated by MEMA. The supplier industry directly designs and manufactures vehicle components and systems that enable the transformation of the transportation sector. Suppliers play an essential role in providing the technology inherent to advanced internal combustion engine vehicles, plug-in hybrid electric vehicles (PHEVs), battery electric vehicles (BEVs) as well as hydrogen fuel cell vehicles.

The EPA final rule includes an amended and more comprehensive analysis of technological alternatives, such as plug-in hybrid vehicles (PHEV) and additional technologies—an enhancement MEMA strongly urged the EPA to undertake. Such a detailed examination ensures greater regulatory clarity, empowering the industry to move forward with implementation. Further refinements in the analyses address MEMA's concerns regarding the importance of technology neutrality. Consequently, alternatives including hybrid gas/electric and other technologies can serve as viable options within the market mix used to meet overall requirements in the national fleet.

MEMA notes that EPA's selection of Alternative Three will facilitate a more gradual, steady implementation of the stated emissions requirements. This approach will provide global supply chains greater flexibility to adapt to the regulations while reorienting to meet market demands and restructuring needs.

This balanced set of requirements and expectations will foster innovation in a coordinated direction, aligned with U.S. policy, and not mandate application of a narrowly defined technology path to make a positive impact on the country's urgent environmental goals.

The revised analyses also updated and expanded examinations and impacts relating to national infrastructure needs and achievements and the balance that must be struck in pushing for more electrification than may be possible in the near-term. MEMA will review the final regulation as it becomes available and confer with MEMA member companies." [Statement, March 20]

Albert Gore, Executive Director, Zero Emission Transportation Association:

"These standards make clear that securing America's global leadership in manufacturing and securing a better future are 100% aligned." [Statement, March 20]

Harold Wolle, President, National Corn Growers Association:

"We are deeply concerned and disappointed that EPA has chosen to force a one-size-fits-all solution to reduce greenhouse gas emissions and ignore the readily available solution that biofuels like ethanol bring to the table. This decision will not only severely hamper the administration's ability to reach its own climate goals, but it will also hurt

family farms and rural communities that rely heavily on the sale of biofuels. On top of that, it will remove consumer choice from the market." [Statement, March 20]

Paul Miller, Executive Director, Northeast States for Coordinated Air Use Management:

"EPA's action today builds on the success of state programs and is an important step forward in cleaning up the country's transportation sector." [Statement, March 20]

John Boesel, President and CEO, CALSTART:

" These standards provide the crucial regulatory certainty that will allow for long-term infrastructure planning and will spur new investments to further boost the clean transportation sector. For the benefit of the incentives in the IRA to be fully realized, and to spur North American EV manufacturing, we needed a strong market signal in the form of standards. The Biden administration has taken the necessary actions to make U.S. companies globally competitive." [Statement, March 20]

Labor

United Automobile Workers,

"The EPA has made significant progress on its final greenhouse gas emissions rule for light-duty vehicles. By taking seriously the concerns of workers and communities, the EPA has come a long way to create a more feasible emissions rule that protects workers building ICE vehicles, while providing a path forward for automakers to implement the full range of automotive technologies to reduce emissions."

Social Media

OEM - INDUSTRY, Alliance for Automotive Innovation / @autosinnovate

"And the big one? Customer choice… It preserves the ability of consumers to choose the vehicle that's right for them (BEVs, PHEVs, traditional hybrids and fuel cells…)DON'T forget where car buyers should rank in this debate. BOZZELLA's COMMENTARY → https://bit.ly/3TsFCINThe adjusted #electricvehicle targets – still an ambitious stretch goal – should give the market and #supplychains a chance to catch up… It buys some time for more public charging to come online… And the industrial incentives and policies of the IRA to do their thing.

EV - INDUSTRYZero Emission Transportation Association / @zeta_2030

⚡ "These standards make clear that securing America's global leadership in manufacturing and securing a better future are 100% aligned," said Albert Gore, Executive Director of the Zero Emission Transportation Association. "We have everything we need today to meet and exceed this standard, and that means more of the vehicles sold in America will be made in America."https://twitter.com/zeta_2030/status/1770486952459964791

EV - INDUSTRY, Electric Drive Transportation AssociationEDTA / @ElectricDrive

"EDTA supports the work of the EPA and the Administration to combat climate change, and we applaud the national commitment to advancing e-mobility. 1/3The final rule calling for aggressive light-duty and medium-duty vehicle emissions reductions underscores the potential for GHG reduction through the entire suite of electric drive technologies, encompassing hybrid EVs, plug-in hybrid EVs, battery EVs, and fuel cell EVs 2/3EDTA appreciates the evolution of this rule, which maintains ambitious GHG reduction goals while providing meaningful milestones for the market and essential benefits to consumers and the nation. 3/3 (7) EDTA on X: "EDTA supports the work of the EPA and the Administration to combat climate change, and we applaud the national commitment to advancing e-mobility. 1/3" / X (twitter.com)"

EV - INDUSTRY, Electrification Coalition /@ElectricRoadmap3/21/2024

"Let America keep her foot on the accelerator" — @EPAMichaelRegan at yesterday's announcement of new vehicle emissions standards that will advance transportation electrification. Read the EC's response: https://bit.ly/3VrihtrThe EC's Max Turner attending the EPA's announcement of the new emissions standards for light- and medium-duty vehicles. Read the EC's response to the announcement here: https://bit.ly/3Vrihtr

NGO, American Lung Association / @LungAssociation

"We applaud @EPA and @POTUS for today's new cleaner cars rule – it's a crucial step to address climate change & reduce air pollution. We're celebrating the progress it will drive toward a zero-emission future. Now we call on @EPA and @POTUS to urgently finalize its rule to clean up carbon emissions from heavy-duty vehicles, too. We can't protect public health from vehicle pollution without cleaning up trucks!"

NGO, Center for American Progress, American Progress / @amprog

"Today, the U.S. Environmental Protection Agency (EPA) announced its final rule setting new emissions standards for cars and light trucks for model years 2027 through 2032. These standards are a critical component of the Biden administration's strategy to reduce U.S. greenhouse— —gas emissions by 2055 and are projected to cut cumulative carbon dioxide emissions by 7.2 billion metric tons. The standards are also expected to deliver an average of $13 billion in public health benefits per year and save the owner of a model year 2032 vehicle——$6,000, compared with a model year 2026 vehicle, through increased efficiency. In response, @ShannonBB_8 senior director of Domestic Climate and Energy Policy at CAP, issued the following statement: https://www.americanprogress.org/press/statement-caps-shannon-baker-branstetter-praises-epas-final-rule-on-car-and-light-truck-emissions/ 3/20/24"

NGO, Clean Water Action, CHPS, South Ward Clean Water Action

"reposted Michael Regan, U.S. EPA @EPAMichaelRegan·Mar 20 @EPA's vehicle pollution standards will: 🚗 tackle climate pollution 🚗 improve air quality for communities across the country 🚗 save drivers money 🚗 expand consumer choice in clean vehicles"

NGO, Earthjustice, Earthjustice /@Earthjustice

"GREAT NEWS! By advocating for stringent car pollution standards, we're not just fighting for our planet, but for healthier communities and a sustainable future. Let's keep pushing forward. 3/20/24 https://twitter.com/Earthjustice/status/1770559471049117709"

NGO, Environmental Defense FundEDF / @EnvDefenseFund

"HUGE news! The EPA just finalized new clean car standards that will make communities healthier and the economy stronger. Today's action will cut over seven billion tons of climate pollution – that's more than all U.S. greenhouse gas pollution last year. https://bit.ly/4a1u462(7) EDF (@EnvDefenseFund) / X (twitter.com)"

NGO, Environmental Law and Policy Center Environmental Law & Policy Center / @ELPCenter

"@EPA's new standards for light & medium-duty vehicles for model years 2027-2032 continue to move us toward pollution-free vehicles, from cars to SUVs to pickups & delivery vans" - @MesnikoffAnn"

NGO, League of Conservation Voters (LCV)Chispa LCV / @ChispaLcv

"#NEWS! 🚨 @EPA has finalized #CleanerCars standards 🚗 This rule is a big step forward in cleaning up the transportation sector to prioritize and protect the health of our gente and climate. 🟤💚Read our full statement w/@LCVotershttps://twitter.com/ChispaLcv/status/1770486528461967670"

NGO, Moms Clean Air ForceMoms Clean Air Force / @CleanAirMoms

"BREAKING 🔥🔥 @EPA recently finalized protections for #CleanerCars. Tell EPA Administrator Regan THANK YOU via @CleanAirMoms. This is a huge win for the climate & our children. #solutions4pollutionhttps://twitter.com/CleanAirMoms/status/1770533145059725800 "

NGO, Natural Resources Defense Council (NRDC)NRDC 🌎🏠 / @NRDC

"New #CleanerCar standards from @POTUS and the @EPA will slash 7 billion metric tons of carbon emissions and cut dangerous soot pollution from cars by 95%, reducing premature deaths, heart attacks, and respiratory sickness. #SolutionsForPollutionhttps://twitter.com/NRDC/status/1770828984676237808"

NGO, Sierra Club Sierra Club / @SierraClub

"Good news for climate and health! 🏠⚡🚗The @EPA & @POTUS just finalized NEW federal standards to strengthen the nation's emissions requirements for light-duty vehicles! #CleanerCars will help the climate, clean up our air, save lives & save families $https://twitter.com/SierraClub/status/1770477157636075735"

NGO, Union of Concerned Scientists Union of Concerned Scientists / @UCSUSA

Today, the @EPA issued the strongest standards to date to limit emissions from light-duty passenger cars & trucks. This rule will reduce transportation pollution, a key step in a broader effort to create a cleaner transportation system. UCS Statement: https://act.ucsusa.org/3vk0iKR

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What They're Saying: [HYPERLINK "https://www.epa.gov/newsreleases/biden-harris-administration-finalizes-strongest-ever-pollution-standards-cars-position" \h]
Stakeholder Statement Roundup
March 20, 2024

[TOC \o \z \u \h]

Statements

Environmental Justice, ENGO, and Public Health, Faith Organizations

Manish Bapna, President and CEO of NRDC (Natural Resources Defense Council) said:
"This is where the rubber meets the road on climate. These commonsense standards will slash the source of a fifth of the nation's carbon footprint.

"Over time, these rules will prevent more carbon pollution than the entire U.S. economy coughs up in a year. They'll save drivers money at the pump and cut tailpipe pollution that endangers public health.

"In the longer journey to confront the climate crisis, these standards take us in the right direction. They signal a commitment to stay the course, build on gathering momentum and see the mission through to its finish. That's what confronting the climate crisis demands." [[HYPERLINK "https://www.nrdc.org/press-releases/clean-cars-standards-deliver-cleaner-air" \h], March 20]

Margie Alt, Director, Climate Action Campaign:
"This is an important moment in the fight against climate change. President Biden and the EPA have finalized a new standard for Cleaner Cars that will slash climate pollution from the transportation sector. EPA estimates that these new pollution protections will eliminate 7.2 Billion metric tons of climate pollution, the equivalent of removing all tailpipe pollution for four years. This standard by itself will prevent 2500 deaths in 2055 on the way to supercharging the transition to zero-pollution vehicles. President Biden promised to slash climate pollution by at least half by 2035. The transportation sector accounts for 29% of climate pollution in the United States. That number will be significantly reduced with this new pollution standard. President Biden and the EPA under the direction of Administrator Michael Regan are working hard to deliver on this promise. We expect even more from this dynamic duo, including finishing the job with additional standards to clean up transportation and the power sector in the coming months." [[HYPERLINK "https://www.actonclimate.com/post/cacs-margie-alt-on-epas-new-cleaner-cars-standard/" \h], March 20]

Amanda Leland, Executive Director of Environmental Defense Fund, said:

"This is a day to celebrate American achievement. The step EPA is taking today will slash climate pollution and air pollution. It will bring more jobs for workers, more choices and more savings for consumers, and a healthier future for our children.

"The U.S. has leapt forward in the global race to invest in clean vehicles, with $188 billion and nearly 200,000 jobs on the way. Jobs in communities across the country, in places like Michigan, Nevada, and Kentucky. These clean car standards will help supercharge economic expansion and make America stronger. Ask the Air Force veteran who wants a powerful car that doesn't run on foreign oil. Ask the third-generation auto dealer in Michigan who wants to be able to sell made-in-America clean cars. Ask my 76-year-old parents, who drive a clean car because it costs less and will help leave a better world for their grandchildren.

"These new standards will mean more choices. Better, faster, more fun, cheaper clean cars and passenger trucks of all kinds. American ingenuity will give families more options than ever before – and choosing an electric vehicle will save thousands in fuel costs in the process.

"Finally – and most importantly to me, as a mom – these new standards will mean healthier days ahead for us all. Today's action will cut over seven billion tons of climate pollution – that's more than all U.S. greenhouse gas pollution last year. It will slash deadly soot and reduce smog. That means fewer asthma attacks, less heart disease, and longer lives. The reality is clean cars will save kids.

"The future is electric – built on a shared, pollution-free vision grounded in economic prosperity, job growth, and consumer savings. Today we continue our journey toward a cleaner, healthier world. As a mom, I want to thank everyone who made it possible." [[HYPERLINK "https://www.edf.org/media/epa-unveils-clean-car-standards" \h], March 20]

Harold Wimmer, President and CEO of American Lung Association said:

"It is crystal clear that cleaning up gasoline- and diesel-fueled vehicles has huge public health benefits and must be a public health priority. We thank the administration for their final rule today to reduce car pollution. People across the country will breathe less harmful pollution as a result of their leadership on this rule. Now, it is urgent that EPA also finalize stronger cleaner trucks standards to ensure everyone can breathe easier, especially in communities near a major trucking route or port." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-clean-cars-rule-statement" \h], March 20]

Ben Jealous, Executive Director of Sierra Club released the following statement:

"Every single day, millions of Americans suffer under the weight of vehicle pollution, unsustainable gas prices, and the climate crisis, all fueled by tailpipe emissions spewing from gas cars throughout our communities. Today, President Biden, in one of the most significant actions his administration can take on climate change, has put forward standards with benefits extending far beyond reducing greenhouse gas emissions.

"The Biden Administration's new clean car standards will save lives and money for families. And with investments from the Infrastructure Investment and Jobs Act and the Inflation Reduction Act underway, these new standards will only further help U.S. manufacturers in building American-made and union-

built zero-emission vehicles." [[HYPERLINK "https://www.sierraclub.org/press-releases/2024/03/taking-major-action-climate-and-health-biden-administration-finalizes-clean" \h], March 20]

Gina McCarthy, Managing Co-Chair of America Is All In and former White House national climate advisor and EPA Administrator, America Is All In:

"EPA has taken a big step to ratchet down pollution from fossil fuel vehicles and protect public health that will boost U.S. manufacturing, expand new battery production, and integrate more EVs into the market. The agency is sending a clear signal to the auto industry about the need to accelerate the clean up of the largest carbon-emitting sector in our economy." [[HYPERLINK "https://www.americaisallin.com/statement-epas-new-car-pollution-standards"], March 20]

Brian Campbell, PhD, Executive Director of Physicians for Social Responsibility:

"Today's final rulemaking on emissions standards for cars is a win for air quality and public health. This decisive action towards a more efficient transportation landscape will reduce pollution that is harmful to our health and our climate, and often impacts our vulnerable communities the most. We thank the EPA for valuing the many voices from the health sector that played a part in advocating for these strong standards. PSR now turns our attention to the EPA's forthcoming rule on heavy-duty vehicles and looks forward to seeing health prioritized moving forward." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Robin Cooper, MD, President Climate Psychiatry Alliance:

"As psychiatrists and physicians who focus on mental health, we are acutely aware of the significant damage that air pollutants cause to the brain, to mental functioning and mood. Those at the extremes of the life cycle, fetuses, babies, children and the elderly are particularly vulnerable to brain damage from pollution. We therefore applaud today's ruling establishing strong standards on car emissions and contributing to cleaner air we breathe. However, we cannot stop here. Heavy duty trucks are a major contributor to the toxic air we breathe by spewing particulate matter as well as contributing to greenhouse gas emissions driving climate change. Strong standards must be set for these vehicles too. So as we celebrate the standards for cars, we urge urgent passage of similar strong standards for trucks so that we can truly have clean safe air for our patients, our communities and for all to breathe." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Katie Huffling, DNP, RN, CNM, FAAN, Executive Director, Alliance of Nurses for Healthy Environments:

"The science is clear - tailpipe pollution poses a significant threat to public health. Nurses are on the frontlines caring for those most impacted by transportation pollution and see its debilitating effects on health, especially for those that live closest to highways and bear the greatest burden from vehicle pollution. The Alliance of Nurses for Healthy Environments applauds the EPA for this life saving standard. These standards are good for health, as they not only help address climate change, but they also provide immediate benefits by cleaning up harmful air pollutants. Now, we urge EPA to finish the job by finalizing its strongest heavy-duty vehicles standards which will provide the most benefits from reducing pollution from the transportation sector." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Kenneth Mendez, President and CEO, Asthma and Allergy Foundation of America:

"Transportation-related emissions are a leading contributor to air pollution. Polluted air from these emissions irritates the lungs of people who have asthma and makes their asthma worse. This pollution also accelerates climate change by trapping warm air in the atmosphere. When temperatures are warmer and air pollution is high, studies have shown that there are more emergency room visits from asthma attacks. By reducing emissions from cars and light trucks, the EPA's new rule will improve the quality of life for the 27 million people in the United States with asthma. We're hopeful additional standards for heavy-duty vehicles will be announced that continue to drive us toward a zero-emissions reality." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Lynda Mitchell, CEO, Allergy & Asthma Network:

"Vehicle emissions are a significant contributor to air pollution worldwide and they impact respiratory health. Car exhaust emissions, which include carbon dioxide and fine particulate matter can be powerful asthma triggers when inhaled. They affect breathing and lung function, especially in children, and can reduce life span. Many people live in areas where pollution levels make the air dangerous to breathe and create a barrier to asthma management. The best solution is to reduce car emissions. We are pleased to see the U.S. Environmental Protection Agency (EPA) set strong standards on vehicle emissions, with the goal of improving air quality and public health." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Lisa Patel, Executive Director, Medical Society Consortium on Climate and Health

"This rule is an important step forward in protecting patients and I value the Administration's leadership on this issue. As a pediatrician, I've seen the health impacts of particulate matter firsthand. Children are particularly vulnerable to this pollution, which causes low-birth weight, asthma, reduced lung capacity, and chronic respiratory diseases down the line. No child should have to experience the detrimental health impacts of pollution, and I am glad that this rule will better protect children in vital stages of their development. Now, there is another important step to take — trucks produce greenhouse gases and particulate matter that harm health as well, and contribute even greater amounts of pollution to our environments, particularly in low-income communities and communities of color. All children deserve to breathe clean air, and I look forward to seeing the finalization of the heavy-duty vehicles standard as well." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Joan Schiller, Chair, Steering Committee of Oncology Advocates United for Climate and Health International

"Emissions from cars spew particulate matter, which causes lung cancer, a debilitating and largely fatal disease. Air pollution is responsible for about 14% of lung cancers worldwide, even in people who have never smoked. As oncology health professionals and advocates, we thank the administration for the passage of rules to reduce air pollution and protect our communities." [[HYPERLINK "https://www.lung.org/media/press-releases/2024-cars-rule-quote-sheet" \h], March 20]

Emily Fisher, Executive Vice President, Clean Energy and General Counsel, EEI:

"EEI and our member electric companies have fully embraced a strategy that will deliver resilient clean energy to the customers and communities that we serve. Electrifying the transportation sector will be

key to reducing emissions across the economy and to achieving our goals for a carbon-free future. We look forward to working with EPA Administrator Regan to help build the electric vehicle charging infrastructure needed to accelerate the clean energy and electric transportation transition." [[HYPERLINK "https://www.epa.gov/newsreleases/what-they-are-saying-strongest-ever-pollution-standards-cars-will-reduce-pollution"], March 20]

Steven Higashide, Director, Clean Transportation Program Union of Concerned Scientists:

"Today's announcement will shift the trajectory of the automobile market and put us on a path to real emissions reductions, with an estimated 7.2 billion tons of global warming pollution avoided by 2055. These rules are the strongest standards ever finalized and vital for meeting U.S. climate goals. This rule is technology-neutral and won't mandate electric vehicles, but it will encourage this growing market. New cars sold in the coming years will be on the road for a decade or more, so it's vital that these rules cut emissions from gasoline cars as well as encourage zero-emission electric cars. However, EPA should have gone even further because we have the technology to be more ambitious. The science is clear on both the urgent need to cut climate-endangering emissions and the fact that we can make the cuts we need. We don't have many opportunities to reduce transportation pollution and it's disappointing that this rule falls short of what's possible. We'll continue to push the administration to create, implement and enforce the strongest rules possible. These standards will help clean up emissions from transportation—the biggest source of global warming pollution in the U.S. To achieve their full potential, these rules must be accompanied by other investments in a cleaner, more accessible transportation system. These investments—many of which are already underway—must build out charging infrastructure for electric vehicles, boost domestic manufacturing, put more renewable power on the electric grid, and expand transit, walking and bicycling options. We need to use every policy tool available to reduce the dangers of climate change and build the transportation system of the future." [[HYPERLINK "https://www.ucsusa.org/about/news/new-epa-light-duty-vehicle-standards-will-reduce-climate-endangering-emissions" \h], March 20]

Melody Reis, Senior Legislative and Regulatory Policy Manager, Moms Clean Air Force:

"For far too long, cars and trucks have driven us towards a climate and health crisis. We don't have to keep going in that direction. It is far too dangerous. Today's announcement will benefit families across the country, especially those living near highways and busy transportation corridors, who bear the brunt of the effects of toxic tailpipe pollution every day, including increased rates of asthma and other respiratory illnesses. These safeguards are an investment in a more equitable future, in cleaner air, and a more stable climate. Moms Clean Air Force thanks EPA for taking this critical step toward a safer, healthier future, and will keep pushing for the progress our children deserve." [[HYPERLINK "https://www.momscleanairforce.org/press-releases/epa-clean-cars-announcement/" \h], March 20]

Andre Delattre, Senior Vice President and Chief Operating Officer for Program for U.S., PIRG Education Fund:

"We've come a long way from the horse and buggy days. Today's consumers can choose from multiple models of clean, reliable electric cars that don't pollute the air or require trips to the gas station. This new rule will help us realize the promise of modern vehicle technology to bring about a safer, healthier and more secure America." [[HYPERLINK "https://environmentamerica.org/center/media-center/statement-new-clean-car-standards-are-a-win-for-consumers-health/"], March 20]

Lisa Frank, Executive Director of Environment America Research & Policy Center's Washington Office:

"For decades, the convenience promised by cars came at a high price to Americans' health and the environment: air pollution choking our cities, asthma threatening our kids and an ever-warming climate. In 2024, it's possible to power our cars, buses and even pickup trucks with clean electricity. A brighter future without dirty tailpipes is within reach and we applaud the Biden administration for helping to achieve it through investments in EV charging, tax credits and today's actions." [[HYPERLINK "https://environmentamerica.org/center/media-center/statement-new-clean-car-standards-are-a-win-for-consumers-health/"], March 20]

Jeff Alson, Environmental Protection Network volunteer and former Senior Engineer and Policy Advisor, EPA Office of Transportation and Air Quality:

"These new car and SUV pollution standards are truly a historic environmental achievement. The requirement that automakers reduce greenhouse gas emissions two to three times faster than under previous EPA rules, in concert with the electric vehicle and battery tax credits in the Inflation Reduction Act, represents the most important and visionary climate program in U.S. history by far. Automakers now have both the carrots and sticks to develop the next generation of electric vehicles, which will not only protect the planet and save lives but will also protect their international competitiveness and save good-paying jobs." [*link not found – sent by personal email* March 20]

Chris Harto, senior policy analyst for transportation and energy at Consumer Reports:

"This rule will lead to cleaner cars that cost less to fuel, and people can be confident they'll continue to have a large number of choices that meet their individual needs. While the rule isn't as stringent as EPA's original proposal, there's real progress here to reduce emissions and help people save money. Over the past year, it's been debated whether the rule would be too strong or too weak, and whether consumers could see popular choices like pickup trucks and 3-row SUVs fade away. In the end, those concerns were unwarranted. These are practical standards that will eventually result in more vehicle choices that can save people a lot of money, because they use less gas, or no gas at all. Plus, these standards will reduce the emissions that lead to extreme weather, and the air pollution that can harm human health. This is clearly not an 'EV mandate,' or a one-size-fits-all rule. Shoppers will have a diverse selection of cars and trucks. We expect fewer pollutants and fewer trips to the gas pump. [[HYPERLINK "https://advocacy.consumerreports.org/press_release/consumer-reports-new-epa-rule-sets-practical-standards-to-deliver-cleaner-cars-and-trucks-with-more-fuel-cost-saving-choices-for-consumers/" \h], March 20]

Dan Lashof, Director, United States, World Resources Institute:

"These new standards will speed the adoption of cleaner, more efficient vehicles across America's roads and go a long way to ensuring that all Americans can access the benefits of electric vehicles. The standards will have a direct impact on Americans' lives, improving air quality, cutting people's transportation costs and reducing climate pollution. Today transportation contributes more to the climate crisis than any other sector in the United States. In 2023, Americans purchased a record 1.2 million electric vehicles thanks, in part, to the consumer tax credits established by the Inflation Reduction Act. Investments in new electric vehicle manufacturing facilities are sprouting up across the nation, creating good jobs and boosting local economies. We look forward to the final standards for heavy duty vehicles later this spring and urge federal and state policymakers to defend these standards

from attack while continuing to advance additional policies to cut vehicle pollution and make the benefits of electric vehicles available to all Americans." [[HYPERLINK "https://www.wri.org/news/statement-us-epa-issues-new-pollution-standards-passenger-vehicles"], March 20]

Nsedu Obot Witherspoon, Executive Director of the Children's Environmental Health Network:

"American children across the country are facing the catastrophic impacts of climate change as well as the health impacts of tailpipe pollution. This is especially true for children in Black and brown communities and communities with lower wealth, who live or attend school or child care near highways and transportation hubs, and who are disproportionately exposed to additional sources of pollution. These children are hit first and worst by these exposures and by climate impacts, and they suffer severe health and economic impacts. With today's adoption of final Cleaner Cars Standards, the EPA and the Biden Administration are providing another Solution for Pollution that will help protect our children and future generations." [[HYPERLINK "https://cehn.org/" \h], March 20]

Ann Mesnikoff, Federal Legislative Director, Environmental Law & Policy Center:

"The Environmental Law & Policy Center welcomes the Biden administration's new climate and air pollution standards for light-duty and medium-duty vehicles as an essential step toward slashing the emissions driving the climate crisis and harming public health. We are already seeing the impacts of a changing climate across the Great Lakes region and air pollution from transportation continues to impact communities. These new standards for light and medium-duty vehicles for model years 2027 to 2032 continue to move us toward pollution-free vehicles, from cars to SUVs to pickups and delivery vans. EPA's new strong standards will ensure new car buyers in those years will have increasingly cleaner choices that will also save them money, cut demand for oil, and lead to a safer climate and cleaner air for communities. We need strong actions to protect the climate and avert the worst-case scientific assessments. Climate simply cannot wait. We appreciate the importance of these standards given that transportation is the largest source of climate pollution, however, we must also take a bolder approach to reducing pollution from transportation through robust investments in passenger rail and public transit, and safe biking and walking. We also look forward to EPA issuing strong greenhouse gas standards for heavy-duty trucks and power plants. These rules, along with new standards for methane pollution from the oil and gas industry, will together help deliver important climate action." [[HYPERLINK "https://elpc.org/news/epas-clean-car-standards-moves-transportation-sector-in-right-direction/"], March 20]

Ben Prochazka, Executive Director, Electrification Coalition:

"Today's action provides necessary regulatory certainty and is another opportunity to ensure we end our nation's dependence on oil for transportation. We are seeing strong EV sales growth, with almost five million EVs sold in the U.S. Transportation electrification is no longer a question of 'if' but a question of 'when. Because global oil markets are controlled by bad actors who do not share our democratic values, shifting away from oil and toward electricity makes the U.S. stronger and safer. With this clarity, we have the opportunity to leverage important commitments from the automotive industry, action at the local, state, and federal levels, and powerful technology to accelerate EV adoption. By plugging into a diverse and domestic grid, we are driving electric, building electric, and powering electric, which will create good American jobs and help ensure the U.S. maintains its automotive leadership. We appreciate

the Biden-Harris administration's ongoing efforts to advance transportation electrification, including yesterday's U.S. Department of Energy announcement of an updated fuel economy formula for EVs and generational investments through the Bipartisan Infrastructure Law and Inflation Reduction Act." [[HYPERLINK "https://electrificationcoalition.org/epa-vehicle-emissions-standards-provide-opportunity-to-advance-evs-end-oil-dependency/"], March 20]

Kenneth Mendez, President and CEO of AAFA:

"Transportation-related emissions are a leading contributor to air pollution. Polluted air from these emissions irritates the lungs of people who have asthma and makes their asthma worse. This pollution also accelerates climate change by trapping warm air in the atmosphere. When temperatures are warmer and air pollution is high, studies have shown that there are more emergency room visits from asthma attacks. By reducing emissions from cars and light trucks, the EPA's new rule will improve the quality of life for the 27 million people in the United States with asthma. We're hopeful additional standards for heavy-duty vehicles will be announced that continue to drive us toward a zero-emissions reality." [[HYPERLINK "https://aafa.org/aafa-statement-on-epa-cars-rule/"], March 20]

Andrew Reagan, Clean Energy for America's (CE4) Executive Director:

"I applaud these rules, which will spur more job-creating, cost-saving, and pollution-cutting electric vehicles (EVs). More EVs are good for America's consumers and workers. It's that simple. The new light-duty vehicles emission standards from President Biden's EPA will reduce energy costs, create more clean energy jobs, and keep the U.S. auto-industry as a leader worldwide. They'll strengthen the environment, create more clean energy jobs while driving cost savings for communities across the country. There's a lot to celebrate here, and we are celebrating." [[HYPERLINK "https://www.ceforamerica.org/news/clean-energy-for-americas-statement-on-new-epa-clean-car-standardsnbsp"], March 20]

Michael Kodransky, Senior Director of Transportation, Ceres:

"We applaud the finalized EPA standards that will help ensure the U.S. is on track to achieve its climate goals. Stronger vehicle emission standards will reduce pollution, save lives and improve air quality across the country, especially in communities located near highways and busy roads, and bring significant economic benefits. These standards will position the U.S. to continue attracting investment to build and deploy clean vehicles and infrastructure with good-paying careers in communities across America. Going forward, Ceres is committed to working with the private sector, as well as state and federal policymakers, to accelerate the transition to zero-emission vehicles in the clean transportation future." [[HYPERLINK "https://www.ceres.org/news-center/press-releases/new-epa-vehicle-standards-will-help-ensure-us-leads-clean-transportation"], March 20]

Sara Forni, Director of Electric Vehicles and the Corporate Electric Vehicle Alliance (CEVA), Ceres:

"As corporate demand for zero-emission vehicle fleets increases across the U.S. economy and throughout supply chains, businesses and investors have emerged as strong supporters of EPA vehicle emissions standards that provide a clear and predictable path to a clean transportation system. The EPA's new standards will provide that clarity, expand the availability of the electric models that companies need to meet their climate goals, and enable companies to successfully electrify their light- and medium-duty fleets while reducing fuel and maintenance costs." [[HYPERLINK

"https://www.ceres.org/news-center/press-releases/new-epa-vehicle-standards-will-help-ensure-us-leads-clean-transportation"], March 20]

Zach Friedman, Director of Federal Policy, Ceres:

Tax credits and other strategic investments passed by Congress have sparked a private sector investment boom that is bringing manufacturing, supply chains, and jobs back to communities across the U.S. Strong vehicle standards provjohn ide U.S. businesses the certainty they need to accelerate the momentum toward an advanced and abundant clean energy future, ensure that the cost-saving technologies of growing domestic and global demand are built in the U.S., and benefit U.S. businesses, workers, communities, and consumers. The U.S. must compete and win in the global race to build the clean cars and trucks of today and tomorrow, and these standards are essential to building the necessary policy environment to maximize investment in America." [[HYPERLINK "https://www.ceres.org/news-center/press-releases/new-epa-vehicle-standards-will-help-ensure-us-leads-clean-transportation"], March 20]

Darien Davis, LCV Government Affairs Advocate for Climate & Clean Energy:

"We applaud the Biden-Harris Administration for finalizing cleaner cars rules that advance climate, jobs, and justice. The final rule will slash billions of tons of climate pollution and protect the health of families across the country — particularly those in communities living near busy roads and highways. This rule, in combination with the DOE's Petroleum Equivalency Factor and the hundreds of billions of dollars the Biden-Harris administration has delivered in their affordable clean energy plan, will help to supercharge low and zero-emission vehicle innovation and manufacturing across the country — boosting good family-sustaining jobs and decreasing tailpipe pollution." [[HYPERLINK "https://www.lcv.org/media-center/lcv-and-chispa-lcv-applauds-the-biden-administrations-clean-vehicle-rules/"], March 20]

Estefany Carrasco-González, Chispa Senior Director:

"Today's cleaner cars rule will help us get closer to a healthier environment for our comunidades, because we all deserve a bright and healthy future. We know Latine communities and communities of color we work with suffer from asthma and other respiratory illnesses disproportionately. Regardless of income level or geographic region, people of color have consistently higher exposure to air pollution, diesel, and particulate matter. Tailpipe pollution contains toxic and harmful compounds that contaminate air quality and harm public health. We're glad EPA has finalized stronger standards for passenger vehicles, and this is one more big step forward in cleaning up the transportation sector to prioritize and protect our health and climate. We look forward to seeing stronger truck and bus standards, too, as we move toward a zero-emission future." [[HYPERLINK "https://www.lcv.org/media-center/lcv-and-chispa-lcv-applauds-the-biden-administrations-clean-vehicle-rules/"], March 20]

Bentley Johnson, Federal Government Affairs Director for the Michigan League of Conservation Voters:

"The EPA's new strong standard for cars and light-duty trucks will reduce pollution, protect our health and ultimately save lives. Transportation is the number one source of climate pollution, which is why this much needed rule puts us on a path towards a cleaner future especially in environmental justice communities where tailpipe pollution hurts the most."

Deirdre Nieves, Director Climate Justice and Solutions, West Michigan Environmental Action Council (WMEAC):

"We applaud the President and the U.S. Environmental Protection Agency (EPA) for finalizing the new stronger standards for new cars and light-duty trucks sold after model year 2026. These standards represent another historic step forward in cleaning up the country's transportation sector. By putting us on the path to a zero-pollution transportation future, preventing catastrophic impacts of the climate crisis, and eliminating billions of metric tons of climate pollution, these standards demonstrate a commitment to environmental justice and public health. We recognize the importance of these standards in addressing the disproportionate harm experienced by low-income and BIPOC communities from vehicle pollution. Transitioning to zero-pollution electric vehicles is not only a win for public health but also for job creation, economic growth, and lowering costs for families."

Jean M Kerver, PhD (Nutrition), MSc (Epidemiology), RD Associate Professor, Depts. Epidemiology & Biostatistics; and Pediatrics & Human Development (Adjunct), College of Human Medicine, Traverse City Campus, Michigan State University Michigan Health Experts:

As an epidemiologist, I strongly support the EPA's new light duty vehicle standards because study after study shows that the air pollution from the nation's current on-road vehicles is leading to health problems that can be prevented through these important policy efforts. Furthermore, these preventable health problems are not equitable—they affect our youngest and our most vulnerable more than the rest of us. These new standards will improve health and health equity.

Dan Becker, Center for the Biological Diversity:

"This rule could've been the biggest single step of any nation on climate, but the EPA caved to pressure from Big Auto, Big Oil and car dealers and riddled the plan with loopholes big enough to drive a Ford F150 through." [[HYPERLINK "https://www.politico.com/newsletters/power-switch/2024/03/20/biden-brings-on-the-clean-cars-00148067"], March 20]

Miles Keogh, Executive Director, National Association of Clean Air Agencies:

"NACAA welcomes EPA's strengthening of its multipollutant emission standards for light- and medium-duty vehicles. Today's final rule represents an important step by EPA in fulfilling its obligation to implement meaningful federal regulatory actions to effectively reduce air pollution that endangers public health and the planet. It is also important that EPA has not impeded or slowed the leadership shown by states that are reducing these vehicles' emissions even faster and more deeply. We look forward to future opportunities to work with EPA on other federal measures to cut mobile source emissions nationwide." [[HYPERLINK "https://www.4cleanair.org/wp-content/uploads/NACAA-LDV-MDV-Statement-3_20_2024.pdf" \h], March 20]

Christian Brock, CEO, Elected Officials to Protect America

"President Joe Biden's and the EPA's new clean cars standards will slash 7.2 billion metric tons of climate pollution. That number represents thousands of people who will be given the right to breathe cleaner air, for the first time in their lives. Americans who live in environmental justice areas, often next to freeways, suffer daily from tailpipe pollution. Over 2,500 Americans die prematurely. Children who attend schools or live in areas adjacent to highways breathe in exhaust toxins affecting their cognitive abilities, and worker productivity plummets. Elected Officials to Protect America

congratulates the President and EPA for finalizing clean car standards that will give more people who live, work and play in zip codes that have been systematically neglected the ability to live healthier lives." [Statement, March 20]

Cristina Tzintzún Ramirez, President, NextGen America:

"NextGen America commends the Biden administration and EPA for their proactive measures in protecting our future. Through robust emission standards, solidarity with workers, and fostering a resurgence in American manufacturing, the Biden administration is working to ensure that Americans will consistently have access to American-made, union-built, and environmentally friendly vehicles. By equipping the auto industry with the necessary resources, the administration paves the way for its leadership in the global transition towards cleaner transportation, providing a brighter and more sustainable future for generations to come." [Statement, March 20]

Casey Katims, Executive Director, U.S. Climate Alliance:

"The Biden administration and the Alliance's states and territories are propelling America toward a future where our air is cleaner, our communities are healthier, and our economy is booming, It's critical we stay the course, and we welcome EPA's historic action to rapidly curb harmful carbon pollution from passenger cars and trucks." [[HYPERLINK "https://usclimatealliance.org/press-releases/epa-final-cars-rule-mar-2024/"], March 20]

Rev. Dr. Ambrose Carroll, Founder, Green the Church:

"We congratulate the EPA for issuing the strongest standards ever to cut air and climate pollution from the transportation sector. Today, in another step forward in providing Solutions for Pollution that protect the public from air and climate pollution, the EPA finalized new light-duty vehicle tailpipe pollution standards. Green the Church is pleased that EPA and the Biden administration are continuing their work to cut pollution from the transportation sector. These new clean cars standards are vital to our progress in cutting pollution and cleaning up our air. For all air is not equal, and we recognize the importance of these standards in addressing the disproportionate harm experienced by the African American community from vehicle pollution. Many of our constituents, especially those who live and/or work near highways and transportation hubs where this toxic pollution is concentrated will greatly benefit from this standard. We thank God, and we thank the EPA and the Biden administration for your perseverance toward cleaner air for all!" [Statement, March 20]

Rev. Susan Hendershot, Executive Director of Interfaith Power & Light:

"People of faith and conscience have been eagerly awaiting the newest set of light-duty vehicle emissions standards, and are grateful to see these rules advance us in the right direction. However, the rules do not provide the stringency required to address the emergent climate and public health crises in our country. We have a moral opportunity as a nation, and a sacred task as people of faith, to care for our climate, to advance environmental justice, and to leave a safe and thriving world for current and future generations. The strongest possible clean car standards are a critical part of our work against climate change, and we thank President Biden and EPA Administrator Regan for moving us in the right direction while acknowledging the work that lies ahead." [[HYPERLINK "https://interfaithpowerandlight.org/blog/2024/03/20/faith-leaders-support-light-duty-vehicle-standards/"], March 20]

Terri Eikel, Executive Director of Connecticut Interfaith Power & Light:

"While these standards are a step in the right direction, we acknowledge the continuing work we need to do across the country to ensure equitable access to clean transportation. The strength of state-based vehicle standards is now even more critical to protecting our communities and Sacred Earth." [[HYPERLINK "https://interfaithpowerandlight.org/blog/2024/03/20/faith-leaders-support-light-duty-vehicle-standards/"], March 20]

Susan Stephenson, Executive Director of California Interfaith Power & Light:

"With climate change ravaging our communities with heat waves, fires, and floods, the time for half measures has passed. We need strong clean car standards to cut pollution from our vehicles now. As people of faith called to love our neighbors and protect all of Creation, we are deeply concerned about the impacts of global warming and the risk it poses to the most vulnerable among us. If the federal government won't do it, states like California must step up and take moral action to protect our communities and our world." [[HYPERLINK "https://interfaithpowerandlight.org/blog/2024/03/20/faith-leaders-support-light-duty-vehicle-standards/"], March 20]

Leah Wiste, Executive Director of Michigan Interfaith Power & Light:

"Our climate, our communities, and our conscience compel us to demand the strongest possible clean car standards. While these standards are a step in the right direction, Michiganders need even stronger rules to curb climate pollution and save lives in the next five years. The strength of these standards is critical to advancing environmental justice across the country." [[HYPERLINK "https://interfaithpowerandlight.org/blog/2024/03/20/faith-leaders-support-light-duty-vehicle-standards/"], March 20]

Sister Joan Brown, OSF, Executive Director of New Mexico and El Paso Interfaith Power & Light:

"Nearly forty percent of Americans live in counties with unhealthy levels of air pollution, with people of color being sixty-one percent more likely than white people to live in dangerously polluted areas. As people of faith and conscience, we believe that clean car standards at the national level can rapidly address climate change and pollution. Addressing this climate justice concern by transitioning our transportation system to cleaner fuel is important for our sacred communities and Earth. We have a moral obligation to work to protect people and the planet from the harmful impacts of unmitigated air pollution." [[HYPERLINK "https://interfaithpowerandlight.org/blog/2024/03/20/faith-leaders-support-light-duty-vehicle-standards/"], March 20]

Katie Wright, Executive Director, Climate Mayors:

"The EPA standards are a step in the right direction toward achieving progress in the green transition and improving air quality in communities. Many cities are taking ambitious steps toward decarbonising our transportation systems, and with support from the Biden Administration, we can continue to build on crucial local momentum and deliver for generations to come." [[HYPERLINK "https://www.c40.org/news/climate-mayors-and-c40-support-another-step-towards-decarbonising-the-u-s-transportation-sector/"], March 20]

Alex Witt, Senior Advisor, Climate Power:

"President Biden's new clean car standards will slash pollution, create good-paying U.S. jobs, and save Americans money at the pump. President Biden is leading a new American auto manufacturing boom, giving consumers more choices in what they drive and how they spend their hard-earned money. It's a complete 180 from Donald Trump's policies, which shuttered auto factories and let China take the wheel on chip and clean car production. These clean car standards will provide drivers with new, more affordable choices that allow families to keep more of their money instead of padding Big Oil's profits. That's why oil and gas CEOs are fighting the president's clean energy plan tooth and nail. Trump already gave polluters a free pass once by gutting clean car standards in order to benefit his billionaire Big Oil backers – and there's no doubt he'd do so again. The choice could not be clearer: are clean cars going to be made by American workers here at home or will they be made in China? Trump's plans would decimate the auto industry and send auto jobs to China." [[HYPERLINK "https://climatepower.us/news/climate-power-statement-on-president-bidens-leadership-on-clean-cars-trumps-plans-to-send-american-auto-jobs-to-china/"], March 20]

Hazel Chandler, Arizona Field Organizer, Moms Clean Air Force:

"Today, we thank the US Environmental Protection Agency for announcing major reductions in tailpipe pollution that are poised to steer us toward a cleaner, greener future. I am a mom, grandmom and, most-recently, a great grandmother living with asthma, respiratory issues, chronic inflammation, immune dysfunction, and stage four cancer. My doctors have repeatedly made the connection between pollution and my health issues. With stronger pollution protections in place, my family is better protected against one day having to face the same medical challenges I have. For me, this is a dream come true." [[HYPERLINK "https://www.momscleanairforce.org/press-releases/epa-clean-cars-arizona/"], March 20]

Elizabeth Hauptman, Michigan Field Organizer, Moms Clean Air Force:

"Today, we thank the EPA for finalizing strong tailpipe pollution standards–a boon to my hometown of Detroit. Manufacturing cleaner, lower emission cars is good for everyone's health, good for creating jobs, good for our economy–and it helps in the fight against climate pollution. But for me, it's also a personal win. My son suffers from asthma, and that's made worse by tailpipe pollution. It's why getting cleaner, more affordable cars and trucks on the road is a win-win for my family—and countless others, especially communities harmed by living close to heavy traffic. Importantly, this new standard goes hand-in-hand with the tax credits and infrastructure investments in President Biden's clean energy plan. From commuter cars to cargo vans, zero-emission solutions benefit people and the air we all breathe." [[HYPERLINK "https://www.momscleanairforce.org/press-releases/epa-clean-cars-michigan/"], March 20]

Tori Goebel, National Organizer and Spokesperson, Young Evangelicals for Climate Action (YECA):

"YECA is grateful for this important step toward a pollution free world. The cost of inaction continues to be paid by already overburdened communities facing a host of challenges and harms, including deadly air pollution. We thank the Biden administration for releasing the strongest standards ever for new cars and light-duty trucks sold after model year 2026, a move that will benefit communities and help address the climate crisis. According to the EPA, this move will eliminate enough climate pollution to be equivalent to eliminating all tailpipe pollution for four years. This is a hopeful and meaningful step

forward for a clean energy future, and we look forward to continuing the much-needed work of advocating for a wealth of solutions for pollution." [[HYPERLINK "https://yecaction.org/blog/overview.html/article/2024/03/20/yeca-celebrates-finalized-cleaner-cars-standard"], March 20]

Garrett Gee, Senior Attorney, Southern Environmental Law Center:

"These rules are a cornerstone of EPA's work to combat climate change and we support the agency's efforts to clean up the transportation sector, Reducing air pollution from cars will have huge benefits for communities in the South and across the nation. These more protective standards put us on the path to eliminating tailpipe pollution. With so many Americans reliant on cars and trucks to move around in their daily lives, we strongly support policies like this that push auto manufacturers to use readily available technology that will make our air cleaner and our communities healthier." [[HYPERLINK "https://www.southernenvironment.org/press-release/epa-unveils-clean-car-standards-for-light-duty-vehicles/"], March 20]

Aunquarius Brown-Reed, Climate, Utilities & Environmental Justice Organizer & Program Coordinator, SOWEGA Rising Coalition:

"That's fantastic news! I'm absolutely thrilled to hear about the recent development where Joe Biden and the EPA have successfully finalized standards for clean cars and air. This is a significant milestone in our collective efforts to combat climate change and improve air quality. By implementing these standards, we can expect to see a positive impact on both the environment and public health. It's truly commendable that the administration is taking proactive steps to promote 16 sustainability and reduce harmful emissions. Kudos to Joe Biden and the EPA for their dedication to creating a greener future for all of us!" [[HYPERLINK "https://www.facebook.com/SOWEGARising?ref=embed_page"], March 20]

Kate Johnson, Head of US Federal Affairs, C40 Cities:

"Mayors across the United States are implementing exciting projects to cut transportation pollution, create jobs, and protect the health and safety of their residents. The EPA's new rule will accelerate the transition to clean, zero-emissions vehicles in every city and provide critical national support for the local action that will create stronger and healthier communities for all." [[HYPERLINK "https://www.c40.org/news/climate-mayors-and-c40-support-another-step-towards-decarbonising-the-u-s-transportation-sector/"], March 20]

Craig Segall. Vice President, Evergreen Action:

"President Biden has taken enormous strides to ensure America leads the world in the transition to clean cars, and the new light-duty vehicles standards are his biggest step yet. Today's announcement is a critical milestone on the path to a 100 percent clean vehicle future with pollution-free roadways for all. "These standards will cover the passenger vehicles that make up the vast majority ofcars on our roadways and drive a significant portion of the transportation pollution poisoning our air, especially in low-income neighborhoods and communities of color that tend to be closer to high-traffic areas. We have more work ahead to grow America's electric vehicle industry and ensure auto workers reap the full benefits of this transition. But thanks to historic union victories last year and President Biden's all-of-government action to power towards 100 percent clean cars, we're well on our way to building the electric transportation future in America." [Statement, March 20]

Shelbie Swartz, Executive Director, Institute for a Progressive Nevada:

"Nevadans deserve Solutions for Pollution that will give them a bright, clean and healthy future, and these final Cleaner Cars Standards will help get us there with the strongest ever tailpipe pollution limits. President Biden's and EPA's new Cleaner Cars standards will eliminate 7.3 Billion metric tons of climate pollution, the equivalent of eliminating all tailpipe pollution for four years, and the transition to zero pollution vehicles it's expected to spur would eventually prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days. Cleaner cars also have lower operating costs, improve air quality, and fight the climate crisis. We applaud the Biden administration and EPA for making good on its promise to finalize strong pollution standards for passenger vehicles. This is just one more step forward in cleaning up the transportation sector to protect our health and climate. We look forward to continuing the momentum as we move toward a zero-pollution vehicle future." [Statement, March 20]

Patricia Cole, Senior Director of Federal Policy, ZERO TO THREE:

"The Biden Administration and EPA's updates to the Cleaner Car standards are a win for the health and early development of our youngest children and their families. Babies are particularly vulnerable to tailpipe pollutants. Because young children breathe more rapidly than adults, they take in more pollutants that can impair the functioning of their developing lungs increasing the risk for asthma, respiratory infections, leukemia, obesity, and even impaired neurodevelopment. We appreciate the Environmental Protection Agency's efforts to make the United States a better place for young children to grow and thrive." [Statement, March 20]

Shannon Baker-Branstetter, Senior Director, Domestic Climate Policy, Center for American Progress:

"Cleaner cars help protect Americans' health, safeguard the climate, and power the economy. By setting strong emission standards, standing with workers on the picket line, and investing in an American manufacturing renaissance, the Biden administration is making sure that Americans will always have a choice to buy American-made, union-built, clean cars. The administration has given the auto industry every tool it needs to be a global leader in the clean transportation future." [Statement, March 20]

Samantha Grimes and Aryana Wadhwani, National Climate Fellows, Change the Chamber*Lobby for Climate:

"Change the Chamber*Lobby for Climate applauds the Environmental Protection Agency for passing its new Light Duty Vehicle Standard. This standard will ensure cleaner cars and light-duty transportation which limit harmful emissions–lowering healthcare costs and preventing current and future health problems that include premature mortality, aggravated asthma, and heart and lung diseases. The standard will also reduce the impacts of climate change that magnify the impacts of pollutants from transportation, as the transportation sector creates 29% of all greenhouse gas emissions in the US. Transitioning to lower-emission vehicles paves the way for the next generation to thrive. It promises a healthier environment, an economic boost with exciting career paths, and relief from burdensome fuel costs that strain family budgets. This standard will protect low-income, and BIPOC communities that disproportionately undergo negative health impacts from air pollution, and it will ensure current and future generations experience the benefits of cleaner air as they inherit our climate." [Statement, March 20]

Ciaran Gallagher, Energy & Air Manager, Clean Wisconsin:

"With today's adoption of the clean cars rule, the EPA and the Biden Administration are taking another important step to protect the health of all Wisconsinites. Moreover, because Wisconsin has the third largest racial disparity in soot pollution – largely driven by transportation emissions – this stronger standard will particularly benefit people of color who have been overburdened by harmful pollution. We applaud the EPA for continuing to advance strong standards to cut the air and climate pollution from the transportation sector." [Statement, March 20]

Erin Miller, MD:

"As a physician who provides primary care to residents of Detroit, I strongly support the EPA's new light duty vehicle standards because low-income and BIPOC (Black, Indigenous, People of Color) communities experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses. According to the Asthma & Allergy Foundation of America HEAL's report, people of color are 3.7 times more likely to breathe polluted air. The transportation sector is a major contributor to this air pollution. For example, it accounts for approximately 45% of nitrogen oxide emissions, according to the EPA. I can personally attest that many of the adults and children I treat every day struggle with very difficult to control asthma and other chronic lung diseases caused by or complicated by their exposure to air pollution in the city of Detroit. My experience is backed by data: According to a report by the Michigan Department of Health & Human Services: Detroiters were hospitalized for asthma at least four times as often as Michigan residents as a whole between 2017-2019. We have the power to push back against this unequal impact of air pollution, moving toward positive health outcomes for these patients, and for all Americans, by passing the Clean Cars standards for Model Year 2027 and beyond. Strengthening clean car standards will significantly lower the pollution burden impacting communities suffering from decades of disinvestment, solidifying the Biden administration's commitment to environmental justice. I appreciate your consideration." [Statement, March 20]

Elizabeth (Lisa) Del Buono, MD, Founder & President of Michigan Clinicians for Climate Action:

"Michigan Clinicians for Climate Action applaud the new EPA light duty standards because they will protect our patients from both air pollution and health impacts of climate change. By cleaning up tailpipe pollution, we can save lives, avoid asthma attacks, save health care dollars, and improve productivity at work and school, especially in low-income communities of color who experience disproportionate harm from dirty vehicle pollution." [Statement, March 20]

Larry Junck, MD, Ann Arbor, MI:

"I am writing to support EPA's new light-duty vehicle standards. I am a physician with expertise on the effects of air pollution. Among the important reasons I support the standards are the following.

- The new standards will reduce heat-trapping greenhouse gas emissions which make patients sick today via direct heat effects
- They will reduce toxic air pollutants which are a major cause of deaths today from heart disease, stroke, chronic lung disease and other conditions
- They will reduce asthma attacks in adults, which cost many lost work days, and in our children, which cause many lost school days

- The pollution they will reduce is discriminatory, disproportionately affecting low-income and BIPOC (Black, Indigenous, People of Color) communities." [Statement, March 20]

Kindra Weid, RN, MPH, MI Air MI Health, Coalition Coordinator:

"EPA's new light duty vehicle standards are welcome news to me because cleaner cars are necessary to decrease climate pollution and to improve public health. I was raised in Michigan by a nurse and an automotive worker and am now a nurse myself, so I have a longstanding love for cars and measures that improve health. Transportation emissions impact the patients I care for and EPA's new light duty vehicle standards will help us transition to lower and zero-tailpipe emissions protecting public health- and spur innovation for a greener automotive economy in Michigan!" [Statement, March 20]

Melanie Stewart, UM Medical Student and White Coats for Planetary Health Director of Advocacy:

"As a medical student who sees and treats patients across all UM Hospital facilities, I strongly support the EPA's new light duty vehicle standards because in Detroit, asthma rates are higher than most other US cities. Further, low-income and BIPOC (Black, Indigenous, People of Color) communities experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses negatively impacting health equity and worsening existing health disparities in Michigan and beyond." [Statement, March 20]

Jada Robinson, University of Michigan-Flint , Vice President of the Public Health Student Organization:

"As a public health advocate and professional, ensuring that agencies like the EPA implement these standards is a top priority. Our future depends on protection from air pollutants, job insecurity, and unmanageable family costs. We must be prepared to tackle climate through environmental assessment, properly monitoring policies meant to uphold quality assurance, and training adequate amounts of professionals to manage such issues, especially within frontline communities. Standards like the EPA's New Light Duty Vehicle Standard are a step towards the right direction. As they remain significant for securing a promising livelihood in reference to economy, human life, and much more." [Statement, March 20]

Jeremy Orr, Esq., Michigan NAACP, State Chair, Environmental & Climate Justice:

"The environmental justice and health equity implications of these updated vehicle emissions standards cannot be overstated —especially for our country's most marginalized communities. As a resident of Motor City -Detroit, MI- I know firsthand how the adverse health impacts of vehicle pollution disproportionately affect Black and Brown communities. These standards are a major step forward in preventing the respiratory illnesses and diseases that have plagued our communities for decades." [Statement, March 20]

Dr. Steven Ashmead, Associate Clinical Professor Family Medicine, Michigan State, University College Of Human Medicine:

"As a Family Physician who treats many patients with asthma I strongly support the EPA's new light duty vehicle standards because:

- According to a report by the Michigan Department of Health & Human Services (MDHHS): Detroiters were hospitalized for asthma at least four times as often as Michigan residents as a whole between 2017-2019
- According to Asthma & Allergy Foundation of America HEAL's report POC - 3.7x'es more likely to breathe polluted air (American Lung State of the Air report https://www.lung.org/research/sota/key-findings)
- Black Americans are 5 times more likely to require an ER visit – asthma
- Black Americans are 3 times more likely to die from asthma

By finalizing Clean Cars standards for Model Year 2027 (MY2027) and beyond, the EPA has taken another step forward in its commitment to environmental justice
." [Statement, March 20]

Natalie Baxter, Medical Student at the University of Michigan, Co-Director of White Coats for Planetary Health:

"As a medical student and future physician, I strongly support the EPA's new light duty vehicle standards because they will put us on the path towards zero pollution vehicles. This will prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days over the next 30 years, according to the American Lung Association. The potential benefits for Low-income and BIPOC (Black, Indigenous, People of Color) communities are extensive, as they experience disproportionate harm from dirty vehicle pollution." [Statement, March 20]

Dr. Aisha Harris:

"As a family doctor who treats vulnerable and minority adults and children in Flint Michigan I strongly support the EPA's new light duty vehicle standards. They will put us on the path towards zero pollution vehicles which will prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days over the next 30 years, according to the American Lung Association. I have seen the negative impact of poor environmental regulations and how they cause generational health issues like asthma and heart disease that could have been prevented if there was a cleaner and healthier environment. Heart disease is the number one cause of death in the Flint community and air pollution contributes to these poor health outcomes. By finalizing Clean Cars standards for Model Year 2027 (MY2027) and beyond, the EPA has taken another step forward in its commitment to environmental justice." [Statement, March 20]

Annie Regan, PennFuture:

"Today the Environmental Protection Agency (EPA) finalized new pollution standards for cars and trucks, which will be vital to cutting pollution and improving U.S. air quality. PennFuture applauds the EPA and Biden 15 administration for continuing to create a more sustainable transportation sector — which accounts for 29% of climate pollution produced in the United States. The EPA's light-duty vehicle tailpipe pollution standards rule is a step that will protect Pennsylvanians from the most catastrophic impacts of climate change as well as the health impacts of tailpipe pollution — particularly those living or working near highways and transportation hubs where this toxic pollution is concentrated. President Biden's and EPA's new Cleaner Cars standards will eliminate 7.3 billion metric tons of climate pollution, the equivalent of eliminating all tailpipe pollution for four years. In addition, the new standards are likely to accelerate the transition to low-emission vehicles, which can prevent 89,000 premature deaths and 2.2

million asthma attacks. We applaud the EPA for issuing the strongest standards ever to cut air and climate pollution from the transportation sector." [Statement, March 20]

The Rev. Dr. Jessica Moerman, President & CEO, Evangelical Environmental Network:

"Scripture speaks of the 'breath of life.' Gas-powered cars, however, bring harmful fumes right to our doorsteps, and it is the most vulnerable–including our children and neighbors living in heavy traffic corridors–who pay the steepest price. Being pregnant while living next to a traffic-filled twelve-lane highway, this is a cost I personally know and that my son has paid for with his health. New innovations in vehicle technology, however, mean we can have the benefits of mobility without the harms of traffic pollution. The Cleaner Cars standard accelerates the pace for zero-pollution cars to hit our roads sooner rather than later and deliver clean air and a healthy future for our children." [Statement, March 20]

Georgia Murray, Senior Scientist, Appalachian Mountain Club:

"EPA's new vehicle regulations are an essential piece of cleaning up greenhouse gasses and ozone forming emissions under the Clean Air Act and will protect our ecosystems, waterways, and provide cleaner, healthier air across the nation. This rule will advance our U.S. fleet of cars, light duty trucks, and SUVs to utilize technology being embraced by the world transitioning to electric vehicles. By utilizing this tool under existing law the Biden Administration is taking significant action to address climate change and improve air quality, the public welfare, advance environmental justice, and safeguard our health." [Statement, March 20]

Abigail Dillen, President of Earthjustice:

"The Environmental Protection Agency has taken a major step forward to clean up tailpipe pollution and address the climate crisis by accelerating the essential transition to clean cars and trucks. These standards make clear what we already know: the future of cars is electric. And there is more work ahead to clean up pollution and modernize our transportation sector. It is critical that our large auto manufacturers take advantage of the extra time EPA has provided to ramp up their investments in clean, zero-emissions vehicles for the sake of our lungs, our health and the climate. The U.S. auto industry cannot afford to fall behind the rest of the world." [Statement, March 20]

Mormon Environmental Stewardship Alliance:

"As members of The Church of Jesus Christ of Latter-day Saints, friends and allies, we join our sisters and brothers across North America and around the world in applauding the Environmental Protection Agency's new standard for cleaner car and light duty vehicle emissions. As our understanding grows about the impacts of human activity on the air we breathe—from the health hazards of air pollution to the disruptions and risks of climate change—we know that we must do more both as individuals and societies to preserve a healthy planet that sustains all life. This is a tremendous opportunity for innovation, where faith becomes action. In a 2018 Earth Day message, leaders of The Church of Jesus Christ stated, "Latter-day Saint teachings are unequivocal—we all have a responsibility to care for God's majestic creation and to use its resources 'with judgment, not to excess, neither by extortion' (see Doctrine & Covenants 59:20). The earth is vulnerable, and we are accountable to God for how we treat and use it. Excessive consumption sullies God's seas; wanton waste blackens His air. The creation groans under the weight of recklessness and indulgence that neglects both the poor earth and the earth's poor. God expects us to care for His glorious creations, including all His children. As beneficiaries of the divine Creation, what shall we do?' asks President Russell M. Nelson, the president of The Church of Jesus

Christ of Latter-day Saints. 'We should care for the earth, be wise stewards over it, and preserve it for future generations. And we are to love and care for one another. As these reasonable and important actions are implemented, we know that they will improve air quality and sustain life, and bring hope and healing to our human family." [Statement, March 20]

Nevada Wildlife Federation:

"Reno and Las Vegas are some of the fastest growing cities in the West. The Nevada Wildlife Federation applauds the EPA's Cleaner Cars Standards that will ensure a bright, clean and healthy future for Nevadans." [Statement, March 20]

PennEnvironment:

"The U.S. Environmental Protection Agency (EPA) announced new rules Wednesday that will cut soot pollution, also known as fine particulate matter, from the average car and light-duty truck by 95% compared to current standards. This reduction in soot pollution will reduce the risk of asthma and heart attacks, and premature deaths due to air pollution. Additionally, the vehicle emission standards are expected to eliminate 7.3 billion metric tons of climate pollution through 2055 - the equivalent of eliminating all tailpipe pollution for four years. Existing state and federal clean car standards have already substantially improved vehicle efficiency and reduced smog and other air pollutants. The average fuel economy of new cars manufactured today has more than doubled from 13.1 miles per gallon in 1975 to 33.3 mpg in 2022, helping save Americans more than 2 trillion gallons of gasoline." [[HYPERLINK "https://environmentamerica.org/pennsylvania/media-center/statement-new-clean-car-standards-are-a-win-for-health-environment/"], March 20]

Ellie Kerns, Climate and Clean Energy Associate with PennEnvironment Research & Policy Center:

"From Pittsburgh to Philly air quality levels make it unsafe to breathe the air up to 100 days a year in Pennsylvania. Today's announcement will help put the brakes on chronic air pollution from cars and light trucks. Pennsylvanians should breathe a sigh of relief knowing that today's announcement by the Biden administration will mean that the U.S. has some of the strongest standards anywhere in the world for tailpipe pollution from light-duty vehicles." [Statement, March 20]

The Climate Reality Project:

"We welcome EPA's decision to strengthen light- and medium-duty vehicle emission standards. Transportation is the largest source of US GHG emissions that cost us all in environmental harm and negative health impacts – and cost communities on the front lines most of all. By 2055, these new standards could avoid 7.2 billion tons of carbon dioxide emissions and prevent up to 2,500 premature deaths. All while saving consumers an average of $6,000 over the lifetime of certain vehicles. That's a huge step in slashing emissions and helping us meet our climate goals. Our work continues as we fight for a swift and just transition away from dirty fossil fuels once and for all. The future of our communities and planet depends on it." [Statement, March 20]

Three Rivers Waterkeeper:

"Americans deserve Solutions for Pollution that will give them a bright, clean and healthy future, and these final Cleaner Cars Standards will help get us there with the strongest ever tailpipe pollution limits. Climate change predicts the Pittsburgh region to have more frequent and heavier rainfall which will

continue to overwhelm our infrastructure and impair our waterways. Our waterways provide drinking water, critical aquatic habitats, recreation, inspiration, and have been home to many communities for thousands of years. As we face more flooding, pollution, and water contamination, it is imperative to advocate for a transition to renewable energy and clean transportation. The Biden Administration's and EPA's new Cleaner Cars standards will eliminate 7.3 billion metric tons of climate pollution, the equivalent of eliminating all tailpipe pollution for four years, and the transition to zero pollution vehicles it's expected to spur would eventually prevent 89,000 premature deaths, 2.2 million asthma attacks, and 10.7 million lost work days. Cleaner cars also have lower operating costs, improve air quality, and fight the climate crisis. Three Rivers Waterkeeper applauds the Biden administration and EPA for taking necessary steps to safeguarding our future. This is just one more step forward in cleaning up the transportation sector to protect our health and climate. We look forward to continuing the momentum as we move toward a zero-pollution vehicle future." [Statement, March 20]

Dionna Brown, MAc, Youth EJ Programs, National Director, Young, Gifted & Green:

"As a Gen Z climate advocate deeply rooted in the Flint community and a trusted leader, wholeheartedly endorse the EPA's new light-duty vehicle standard. This initiative signifies a crucial step towards cleaner air, greater consumer choice, and real savings for families in Michigan and all over the country. By prioritizing emissions reductions and encouraging the transition to zero-emission vehicles, we're not only safeguarding public health but also empowering frontline communities disproportionately affected by pollution. This standard is not a 'job killer' but a lifeline for a state where childhood asthma rates are nearly double the national average in Black, Brown, and low-income communities due to industrial pollution. Let's seize this moment to drive progress, protect our environment, and ensure a brighter, more equitable future for all." [Statement, March 20]

Daniel Schoonmaker, Executive Director, Michigan Sustainable Business Forum:

"As Executive Director of Michigan Sustainable Business Forum, I support the EPA's new cleaner car standards for light duty vehicles. This new standard marks a monumental leap forward towards a cleaner future, promising clean air and its emphasis on reducing tailpipe emissions and transitioning to zero-emission vehicles is advantageous for public health and for stimulating job growth and economic prosperity. Michigan businesses are poised to reap considerable benefits from these advancements, aligning well with our state's dedication to sustainability and fostering innovation, charting a course toward a more eco-friendly and economically vibrant future. Through the provisions within this new standard, we will see improved air quality, fuel efficiency, encouragement of development and adoption of cleaner technologies, and environmental protection, representing a significant step towards a more sustainable and environmentally friendly transportation system, benefitting both individuals and our businesses in Michigan." [Statement, March 20]

Nate Rauh-Bieri, JustAir Solutions, Head of Projects:

"As a Michigan based environmental tech company focused on making localized air quality information more accessible, we have seen how the road to clean air ultimately must travel through transportation. These sensible new standards do exactly that. We applaud the ways they will save many lives and improve environmental health outcomes — especially in communities too long overburdened with dirty air — while at the same time reducing climate pollution and creating economic opportunities and mobility options that don't depend on burning fossil fuels." [Statement, March 20]

Forrest Cohn, Utopian Power:

"We applaud President Biden and EPA Administrator Regan for making good on their promise to finalize strong pollution standards for passenger vehicles," said Forrest Cohn of Utopian Power. "As one of the fastest changing regions in the nation due to climate change , the Great Lakes stands to benefit immensely from cleaning up our transportation sector." [Statement, March 20]

Jake Britton - Wise Bear Creative:

"We know that the transportation sector accounts for 29% of climate pollution — more than any other sector in the U.S. That is why I support the proposed new light duty vehicle standards and the swift climate action by the current administration" said Jake Britton of Wise Bear Creative." [Statement, March 20]

Chris Sack, Great Lakes Tea & Spice Company:

"The Great Lakes region has a highly energy-intensive economy, with per capita emissions of greenhouse gasses 20 percent higher than the national average" said Chris Sack of Great Lakes Tea & Spice Company. "The region also has a large potential to reduce emissions that cause climate change and we need strong federal support to achieve those reductions. We thank the EPA and President Biden for acting on vehicle emissions and cleaning up our economy." [Statement, March 20]

YOLO Lactation and Doula Services:

"The recent water crisis has significantly impacted the families of Flint, placing them at a considerable disadvantage. This situation underscores the urgent need for comprehensive environmental justice, particularly for our Black and Brown communities who are disproportionately affected. A crucial aspect of this endeavor is addressing vehicular air pollution in Flint, historically known as 'Vehicle City.' Enhancing air quality standards for vehicles would not only represent a step towards rectifying past injustices but also crucially contribute to the improvement of reproductive health outcomes in these vulnerable populations. We urge a decisive action in this area to safeguard the well-being of all Flint residents and honor the city's legacy." [Statement, March 20]

Wesley Watson, RISE, Michigan State Director:

"By finalizing Clean Cars standards for Model Year 2027 (MY2027) and beyond, the EPA has taken another step forward in its commitment to environmental justice. These more vital and longer-term clean car standards will help significantly lower vehicle pollution, impacting already overburdened communities: Low-income and BIPOC (Black, Indigenous, People of Color) communities[HYPERLINK "https://www.lung.org/getmedia/13248145-06f0-4e35-b79b-6dfacfd29a71/zeroing-in-on-healthy-air-report-2022" \h]experience disproportionate harm from dirty vehicle pollution, leading to increased rates of asthma and other respiratory illnesses. Young people in Michigan have been making the climate crisis a key issue at the ballot box for many election cycles, which has been the driving force in Michigan, leading the nation in youth voter turnout. This ruling will continue to make climate a driving force at the ballot box." [Statement, March 20]

Rev. Bruce Mulder, Covenant Community Reformed Church, Muskegon Heights, MI:

"As a pastor, I applaud the U.S. EPA and the Biden Administration for taking this huge step forward toward cleaner air and a safer climate. This new standard will defend our communities from dangerous tailpipe pollution that chokes our air and harms public health. As a Christian and Michigan resident I

support the EPA's new light duty vehicle standards as future generations will need these actions to live healthy lives. We are called to protect God's creation and leave it for the next generations in better shape than when we found it. This standard is also an act of justice—everyone should have access to clean air." [Statement, March 20]

Dr. Steven Bouma-Prediger, Professor of Religion, Hope College, Holland, MI:
"As a Christian, I believe I am called to care for God's creation by working toward a safe and healthy future. The EPA's cleaner cars standard is an important step forward in lowering climate-warming emissions, saving families money at the pump, and defending our communities from harmful air pollution." [Statement, March 20]

Dr. Janel Curry, former Dean of Research and Professor of Geography and Environmental Studies, Calvin College, Grand Rapids, MI:
"As an environmental scientist I strongly urge the support for this rule. The Clear Cars rule protects our urban communities in particular who often are at a great disadvantage when it comes to air. The care for the environment and the vulnerable is a central concern of the Christian faith." [Statement, March 20]

Jaime Butler, Communications Associate for Young Evangelicals for Climate Action, Grand Rapids, MI:
"As a young Christian, I applaud the U.S. EPA and the Biden Administration for taking this huge step forward toward cleaner air and a safer climate. This new standard will defend our communities from dangerous tailpipe pollution that chokes our air and harms public health. I support the EPA's new light duty vehicle standards because I believe they will help secure a healthy and flourishing future for young people in Michigan." [Statement, March 20]

Industry

John Bozzella, President and CEO, Alliance for Automotive Innovation:
"The future is electric. Automakers are committed to the EV transition – investing enormous amounts of capital and building cutting edge battery electric vehicles, plug-in hybrids, traditional hybrids and fuel cell vehicles that convert petroleum miles to electric miles. Consumers have tons of choices.

"But pace matters. Moderating the pace of EV adoption in 2027, 2028, 2029 and 2030 was the right call because it prioritizes more reasonable electrification targets in the next few (very critical) years of the EV transition.

"These adjusted EV targets – still a stretch goal – should give the market and supply chains a chance to catch up. It buys some time for more public charging to come online, and the industrial incentives and policies of the Inflation Reduction Act to do their thing.

"And the big one? The rules are mindful of the importance of choice to drivers and preserves their ability choose the vehicle that's right for them." [[HYPERLINK "https://www.autosinnovate.org/posts/press-release/epa-greenhouse-gas-emissions-and-criteria-pollutant-rules-statement" \h], March 20]

General Motors:

"GM supports the goals of the EPA's final rule and its intention to significantly reduce emissions. Although challenging, we believe our commitments and investments in an all-electric future place GM in an excellent position to contribute to the goals of the final rule. While we review the details, we encourage continued coordination across the U.S. federal government and with the California Air Resources Board to ensure the auto industry can successfully transition to electrification." [[HYPERLINK "https://www.epa.gov/newsreleases/what-they-are-saying-strongest-ever-pollution-standards-cars-will-reduce-pollution"], March 20]

Stellantis:

"Electrification is vital to our Dare Forward vision, which includes a genuine commitment to provide our customers with no-compromise driving experiences that also benefit the environment. While the later-year targets remain aggressive, the final rule improves on the proposal by better reflecting the expected trajectory of market demand and enabling infrastructure. It is critical that forthcoming rules align with this proposal so that US manufacturers can effectively comply with a single set of rules." [[HYPERLINK "https://www.epa.gov/newsreleases/what-they-are-saying-strongest-ever-pollution-standards-cars-will-reduce-pollution"], March 20]

Ford Motor Company:

"We appreciate EPA's efforts and collaboration in strengthening greenhouse gas emissions standards in ways that reflect the realities of the EV transition. The agency's final rule is ambitious and challenging, and achieving its requirements will take close public-private cooperation. Ford will continue to lower emissions while offering our customers choices across hybrid, plug-in hybrid and fully electric vehicles that are highly functional and fun to drive – including America's best-selling hybrid and fully electric trucks." [[HYPERLINK "https://www.epa.gov/newsreleases/what-they-are-saying-strongest-ever-pollution-standards-cars-will-reduce-pollution"], March 20]

Genevieve Cullen, President, Electric Drive Transportation Association:

"EDTA supports the work of the U.S. Environmental Protection Agency (EPA) and the Administration to combat climate change, and we applaud the national commitment to advancing e-mobility. The final rule calling for aggressive light-duty and medium-duty vehicle emissions reductions underscores the potential for greenhouse gas (GHG) reduction through the entire suite of electric drive technologies, encompassing hybrid electric vehicles, plug-in hybrid EVs, battery EVs, and fuel cell EVs.

"EDTA appreciates the evolution of this rule, which maintains ambitious GHG reduction goals while providing meaningful milestones for the market and essential benefits to consumers and the nation." [[HYPERLINK "https://electricdrive.org/ht/d/ReleaseDetails/id/160638" \h], March 20]

Ben Prochazka, Executive Director, Electrification Coalition:

"Today's action provides necessary regulatory certainty and is another opportunity to ensure we end our nation's dependence on oil for transportation. We are seeing strong EV sales growth, with almost five million EVs sold in the U.S. Transportation electrification is no longer a question of 'if' but a question of 'when.'

"Because global oil markets are controlled by bad actors who do not share our democratic values, shifting away from oil and toward electricity makes the U.S. stronger and safer.

“With this clarity, we have the opportunity to leverage important commitments from the automotive industry, action at the local, state, and federal levels, and powerful technology to accelerate EV adoption. By plugging into a diverse and domestic grid, we are driving electric, building electric, and powering electric, which will create good American jobs and help ensure the U.S. maintains its automotive leadership.

“We appreciate the Biden-Harris administration’s ongoing efforts to advance transportation electrification, including yesterday’s U.S. Department of Energy announcement of an updated fuel economy formula for EVs and generational investments through the Bipartisan Infrastructure Law and Inflation Reduction Act.” [[HYPERLINK "https://electrificationcoalition.org/epa-vehicle-emissions-standards-provide-opportunity-to-advance-evs-end-oil-dependency/" \h], March 20]

Members, Motor and Equipment Manufacturers Association:

“MEMA and its members support the objectives of the EPA to improve national air quality through improvements to light- and medium-duty vehicles and applauds the agency for adopting improvements advocated by MEMA. The supplier industry directly designs and manufactures vehicle components and systems that enable the transformation of the transportation sector. Suppliers play an essential role in providing the technology inherent to advanced internal combustion engine vehicles, plug-in hybrid electric vehicles (PHEVs), battery electric vehicles (BEVs) as well as hydrogen fuel cell vehicles.

The EPA final rule includes an amended and more comprehensive analysis of technological alternatives, such as plug-in hybrid vehicles (PHEV) and additional technologies—an enhancement MEMA strongly urged the EPA to undertake. Such a detailed examination ensures greater regulatory clarity, empowering the industry to move forward with implementation. Further refinements in the analyses address MEMA's concerns regarding the importance of technology neutrality. Consequently, alternatives including hybrid gas/electric and other technologies can serve as viable options within the market mix used to meet overall requirements in the national fleet.

MEMA notes that EPA’s selection of Alternative Three will facilitate a more gradual, steady implementation of the stated emissions requirements. This approach will provide global supply chains greater flexibility to adapt to the regulations while reorienting to meet market demands and restructuring needs.

This balanced set of requirements and expectations will foster innovation in a coordinated direction, aligned with U.S. policy, and not mandate application of a narrowly defined technology path to make a positive impact on the country’s urgent environmental goals.

The revised analyses also updated and expanded examinations and impacts relating to national infrastructure needs and achievements and the balance that must be struck in pushing for more electrification than may be possible in the near-term. MEMA will review the final regulation as it becomes available and confer with MEMA member companies.” [[HYPERLINK "https://www.mema.org/news/mema-applauds-epas-final-rule-light-and-medium-duty-vehicle-emission-standards" \h], March 20]

Albert Gore, Executive Director, Zero Emission Transportation Association:
"These standards make clear that securing America's global leadership in manufacturing and securing a better future are 100% aligned." [[HYPERLINK "https://www.epa.gov/newsreleases/what-they-are-saying-strongest-ever-pollution-standards-cars-will-reduce-pollution"], March 20]

Harold Wolle, President, National Corn Growers Association:
"We are deeply concerned and disappointed that EPA has chosen to force a one-size-fits-all solution to reduce greenhouse gas emissions and ignore the readily available solution that biofuels like ethanol bring to the table. This decision will not only severely hamper the administration's ability to reach its own climate goals, but it will also hurt family farms and rural communities that rely heavily on the sale of biofuels. On top of that, it will remove consumer choice from the market." [[HYPERLINK "https://ncga.com/stay-informed/media/in-the-news/article/2024/03/corn-growers-epa-s-new-tailpipe-standard-will-hurt-family-farms"], March 20]

Paul Miller, Executive Director, Northeast States for Coordinated Air Use Management:
"EPA's action today builds on the success of state programs and is an important step forward in cleaning up the country's transportation sector." [[HYPERLINK "https://www-f.nescaum.org/documents/nescaum-statement-on-epas-multi-pollutant-emissions-standards-for-model-years-2027-and-later-light-duty-and-medium-duty-vehicles"], March 20]

John Boesel, President and CEO, CALSTART:
" These standards provide the crucial regulatory certainty that will allow for long-term infrastructure planning and will spur new investments to further boost the clean transportation sector. For the benefit of the incentives in the IRA to be fully realized, and to spur North American EV manufacturing, we needed a strong market signal in the form of standards. The Biden administration has taken the necessary actions to make U.S. companies globally competitive." [[HYPERLINK "https://calstart.org/new-federal-vehicle-standards-reduce-nations-largest-source-climate-pollution-spur-growth-us-clean-transportation-industry/"], March 20]

Labor

United Automobile Workers,
"The EPA has made significant progress on its final greenhouse gas emissions rule for light-duty vehicles. By taking seriously the concerns of workers and communities, the EPA has come a long way to create a more feasible emissions rule that protects workers building ICE vehicles, while providing a path forward for automakers to implement the full range of automotive technologies to reduce emissions."

Social Media

OEM - INDUSTRY, Alliance for Automotive Innovation / @autosinnovate

"And the big one? Customer choice… It preserves the ability of consumers to choose the vehicle that's right for them (BEVs, PHEVs, traditional hybrids and fuel cells…)DON'T forget where car buyers should rank in this debate. BOZZELLA's COMMENTARY → https://bit.ly/3TsFCINThe adjusted #electricvehicle targets – still an ambitious stretch goal – should give the market and #supplychains a chance to catch up… It buys some time for more public charging to come online… And the industrial incentives and policies of the IRA to do their thing.

EV - INDUSTRYZero Emission Transportation Association / @zeta_2030

"These standards make clear that securing America's global leadership in manufacturing and securing a better future are 100% aligned," said Albert Gore, Executive Director of the Zero Emission Transportation Association. "We have everything we need today to meet and exceed this standard, and that means more of the vehicles sold in America will be made in America."https://twitter.com/zeta_2030/status/1770486952459964791

EV - INDUSTRY, Electric Drive Transportation AssociationEDTA / @ElectricDrive

"EDTA supports the work of the EPA and the Administration to combat climate change, and we applaud the national commitment to advancing e-mobility. 1/3The final rule calling for aggressive light-duty and medium-duty vehicle emissions reductions underscores the potential for GHG reduction through the entire suite of electric drive technologies, encompassing hybrid EVs, plug-in hybrid EVs, battery EVs, and fuel cell EVs 2/3EDTA appreciates the evolution of this rule, which maintains ambitious GHG reduction goals while providing meaningful milestones for the market and essential benefits to consumers and the nation. 3/3 (7) EDTA on X: "EDTA supports the work of the EPA and the Administration to combat climate change, and we applaud the national commitment to advancing e-mobility. 1/3" / X (twitter.com)"

EV - INDUSTRY, Electrification Coalition /@ElectricRoadmap3/21/2024

"Let America keep her foot on the accelerator" — @EPAMichaelRegan at yesterday's announcement of new vehicle emissions standards that will advance transportation electrification. Read the EC's response: https://bit.ly/3VrihtrThe EC's Max Turner attending the EPA's announcement of the new emissions standards for light- and medium-duty vehicles. Read the EC's response to the announcement here: https://bit.ly/3Vrihtr

NGO, American Lung Association / @LungAssociation

"We applaud @EPA and @POTUS for today's new cleaner cars rule – it's a crucial step to address climate change & reduce air pollution. We're celebrating the progress it will drive toward a zero-emission future. Now we call on @EPA and @POTUS to urgently finalize its rule to clean up carbon emissions from heavy-duty vehicles, too. We can't protect public health from vehicle pollution without cleaning up trucks!"

NGO, Center for American Progress, American Progress / @amprog

"Today, the U.S. Environmental Protection Agency (EPA) announced its final rule setting new emissions standards for cars and light trucks for model years 2027 through 2032. These standards are a critical component of the Biden administration's strategy to reduce U.S. greenhouse— —gas emissions by 2055 and are projected to cut cumulative carbon dioxide emissions by 7.2 billion metric tons. The standards are also expected to deliver an average of $13 billion in public health benefits per year and save the owner of a model year 2032 vehicle——$6,000, compared with a model year 2026 vehicle, through increased efficiency. In response, @ShannonBB_8 senior director of Domestic Climate and Energy Policy at CAP, issued the following statement: https://www.americanprogress.org/press/statement-caps-shannon-baker-branstetter-praises-epas-final-rule-on-car-and-light-truck-emissions/ 3/20/24"

NGO, Clean Water Action, CHPS, South Ward Clean Water Action

"reposted Michael Regan, U.S. EPA @EPAMichaelRegan·Mar 20 @EPA's vehicle pollution standards will: 🚗 tackle climate pollution 🚗 improve air quality for communities across the country 🚗 save drivers money 🚗 expand consumer choice in clean vehicles"

NGO, Earthjustice, Earthjustice /@Earthjustice

"GREAT NEWS! By advocating for stringent car pollution standards, we're not just fighting for our planet, but for healthier communities and a sustainable future. Let's keep pushing forward. 3/20/24 https://twitter.com/Earthjustice/status/1770559471049117709"

NGO, Environmental Defense FundEDF / @EnvDefenseFund

"HUGE news! The EPA just finalized new clean car standards that will make communities healthier and the economy stronger. Today's action will cut over seven billion tons of climate pollution – that's more than all U.S. greenhouse gas pollution last year. https://bit.ly/4a1u462(7) EDF (@EnvDefenseFund) / X (twitter.com)"

NGO, Environmental Law and Policy Center Environmental Law & Policy Center / @ELPCenter

"@EPA's new standards for light & medium-duty vehicles for model years 2027-2032 continue to move us toward pollution-free vehicles, from cars to SUVs to pickups & delivery vans" - @MesnikoffAnn"

NGO, League of Conservation Voters (LCV)Chispa LCV / @ChispaLcv

"#NEWS! 🚨 @EPA has finalized #CleanerCars standards 🚗 This rule is a big step forward in cleaning up the transportation sector to prioritize and protect the health of our gente and climate. 🟢💚Read our full statement w/@LCVotershttps://twitter.com/ChispaLcv/status/1770486528461967670"

NGO, Moms Clean Air ForceMoms Clean Air Force / @CleanAirMoms

"BREAKING 🔥🔥 @EPA recently finalized protections for #CleanerCars. Tell EPA Administrator Regan THANK YOU via @CleanAirMoms. This is a huge win for the climate & our children. #solutions4pollutionhttps://twitter.com/CleanAirMoms/status/1770533145059725800 "

NGO, Natural Resources Defense Council (NRDC)NRDC 🌎🏢 / @NRDC

"New #CleanerCar standards from @POTUS and the @EPA will slash 7 billion metric tons of carbon emissions and cut dangerous soot pollution from cars by 95%, reducing premature deaths, heart attacks,

and respiratory sickness.
#SolutionsForPollutionhttps://twitter.com/NRDC/status/1770828984676237808”

NGO, Sierra Club Sierra Club / @SierraClub

“Good news for climate and health! ⏰⚡🚗The @EPA & @POTUS just finalized NEW federal standards to strengthen the nation’s emissions requirements for light-duty vehicles! #CleanerCars will help the climate, clean up our air, save lives & save families $https://twitter.com/SierraClub/status/1770477157636075735”

NGO, Union of Concerned Scientists Union of Concerned Scientists / @UCSUSA

Today, the @EPA issued the strongest standards to date to limit emissions from light-duty passenger cars & trucks. This rule will reduce transportation pollution, a key step in a broader effort to create a cleaner transportation system. UCS Statement: https://act.ucsusa.org/3vk0iKR

Message

From: Yanca, Catherine (she/her/hers) [yanca.catherine@epa.gov]
Sent: 4/25/2024 8:06:11 PM
To: Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Moran, Robin [moran.robin@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]; Charmley, William (he/him/his) [charmley.william@epa.gov]; Wang, Alex (he/him/his) [Wang.Alex@epa.gov]; Swisz-Hall, Naima [swisz-hall.naima@epa.gov]; Mitchell, George [Mitchell.George@epa.gov]; Cullen, Angela [cullen.angela@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Bolon, Kevin [Bolon.Kevin@epa.gov]; Ellies, Ben [ellies.ben@epa.gov]; Miller, Elizabeth [Miller.Elizabeth@epa.gov]
CC: Durch, Kyle [Durch.Kyle@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Choi, David [Choi.David@epa.gov]; Sherwood, Todd [sherwood.todd@epa.gov]
Subject: RE: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

Adding on to the "I would like to participate but don't schedule around me" group – thanks!

From: Garfinkle, Stacey <garfinkle.stacey@epa.gov>
Sent: Thursday, April 25, 2024 3:41 PM
To: Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Cc: Durch, Kyle <Durch.Kyle@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Choi, David <Choi.David@epa.gov>; Sherwood, Todd <sherwood.todd@epa.gov>
Subject: RE: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

Same, I would like to be included on the invite in case I'm available to attend, but please don't schedule around me. Thanks!

From: Carrillo, Andrea <Carrillo.Andrea@epa.gov>
Sent: Thursday, April 25, 2024 2:59 PM
To: Orlin, David <Orlin.David@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Cc: Durch, Kyle <Durch.Kyle@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Choi, David <Choi.David@epa.gov>; Sherwood, Todd <sherwood.todd@epa.gov>
Subject: RE: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

I would as well if I am in the office but please do not feel the need to work around my calendar.

From: Orlin, David <Orlin.David@epa.gov>
Sent: Thursday, April 25, 2024 2:58 PM
To: Moran, Robin <moran.robin@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima

<swisz-hall.naima@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Cc: Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Choi, David <Choi.David@epa.gov>; Sherwood, Todd <sherwood.todd@epa.gov>
Subject: RE: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

I'd also like to be included. thanks

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Moran, Robin <moran.robin@epa.gov>
Sent: Thursday, April 25, 2024 2:57 PM
To: Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Cc: Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Choi, David <Choi.David@epa.gov>; Sherwood, Todd <sherwood.todd@epa.gov>
Subject: RE: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

For the LMDV topic, please include Todd (in addition to folks that Kathryn already mentioned). I would also like to participate, and suggest that Mike O and Kevin Bolon also join.

Robin

From: Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>
Sent: Thursday, April 25, 2024 1:13 PM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Cc: Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Choi, David <Choi.David@epa.gov>
Subject: RE: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

My suggestions (others should feel free to overrule) for HDP3 EGU and Refinery Emissions Analysis (Ch 4.2.4 and 4.2.5) would be Molly Zawacki, Evan Graham-Murray, and Lester Wyborny.
I'll let others make suggestions for the other two items.

I am happy to listen to the actual meeting, but as I will be out for a few weeks, I'm assuming it will happen while I'm gone.

From: Charmley, William (he/him/his) <charmley.william@epa.gov>
Sent: Thursday, April 25, 2024 10:46 AM
To: Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Bolon, Kevin <Bolon.Kevin@epa.gov>; Ellies, Ben <ellies.ben@epa.gov>; Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Cc: Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Choi, David <Choi.David@epa.gov>
Subject: Request for a meeting from EDF to discuss several analysis topics from the HDP3 final rule RIA, and the LMDV final rule RIA

Dear all –

I received a request from EDF to meet with the EPA technical staff to discuss several sections of the HDP3 final RIA, and also similar analysis sections of the LMDV final rule RIA.

Here are the sections EDF has identified which they would like to ask the EPA staff some questions regarding:

HD Phase 3 Final Rule RIA

- Section 4.2.4, "EGU Emissions Analysis Methodology"
- Section 4.2.5, "Refinery Emissions Analysis and Methodology"
- Section 6.5 "Oil Imports and Electricity and Hydrogen Consumption"

LMDV Final Rule RIA

- Section 8.6.2, "Calculating Refinery Emission Rates in OMEGA"

I would like us to accommodate this request, and as a starting point I would like to know who among the team leaders and technical staff are the correct folks to start with given these various sections of the RIAs, so I can than search calendars and work with EDF to set up a meeting.

If folks could get back with me later today or on Friday that would be great, and I will look for some meeting time options for later next week or the following.

Thanks
Bill

Message

From: Weaver, Susannah [Weaver.Susannah@epa.gov]
Sent: 3/12/2024 10:02:46 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Subject: RTC on classes
Attachments: RTC on classes.docx

CUI//PRIVILEGE

Hi Ryland,

Attached is a straw proposal that I think would address the WHC/DOJ concerns on the HDV RTC. I know you are working on this and don't want to preempt you, but rather see if I can be helpful. If you want me just to react to what you've done when you're done that's totally fine too. Happy to discuss. My cell is 202-819-6517.

Thanks,
Susannah

Susannah Landes Weaver
Deputy General Counsel
Office of General Counsel
Environmental Protection Agency
(202) 564-1928 (office)
(202) 819-6517 (mobile)

Please note that I may have sent this note outside regular business hours. If you receive this email outside of your normal working hours, please know that I do not expect a response until you are back at work during your normal hours.

Controlled by U.S. Environmental Protection Agency

Message

From: Miller, Elizabeth [Miller.Elizabeth@epa.gov]
Sent: 3/13/2024 1:57:18 PM
To: LMDV 2027+Rule Team [LMDV_2027_Rule_Team@epa.gov]
CC: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: urgent - LMDV RIA
Attachments: Clean RIA 03112024.pdf

OK all. I think I got it. If this did not work, I will send you a word version....

From: Miller, Elizabeth <Miller.Elizabeth@epa.gov>
Sent: Wednesday, March 13, 2024 9:16 AM
To: LMDV 2027+Rule Team <LMDV_2027_Rule_Team@epa.gov>
Cc: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: RE: urgent - LMDV RIA

SORRY ALL! That file is messed up...I am working on a fix now

---

From: Miller, Elizabeth
Sent: Wednesday, March 13, 2024 9:06 AM
To: LMDV 2027+Rule Team <LMDV_2027_Rule_Team@epa.gov>
Cc: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: urgent - LMDV RIA
Importance: High

Team,

BY NOON TODAY AT THE LATEST!!!

We discovered yesterday that some of the last minute edits for the RIA did not make it into the package. We need you to skim your sections in the attached document and contact Joe and I ASAP if you think there may be an issue with your section.

Thank you.

Dr. Elizabeth (Beth) Miller
Economist, HEBTC
ASD, OTAQ, Office of Air and Radiation
U.S. Environmental Protection Agency
Phone: (734) 214-4703
Please note my email address: Miller.Elizabeth@epa.gov
(If you send it to 'Miller.Beth', I will likely not receive it)

Message

From: Brakora, Jessica [Brakora.Jessica@epa.gov]
Sent: 4/25/2024 7:19:56 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Regassa, Kedir [regassa.kedir@epa.gov]
Subject: RE: Sharepoint file issues
Attachments: RTC_02_StandardsAuthority_01-30_unreadable.docx; RTC_02_StandardsAuthority_01-31_fixed.docx; HDP3_RTC_FRM_ForSignature.docx

Kedir,
Several files are attached.

The final document, **HDP3_RTC_FRM_ForSignature**, includes 29 sections plus appendices. We drafted each section in individual files to avoid the lag in Word responsiveness and other issues we've experienced relating to having large files and multiple editors. At the point where we created this "for signature" file, only one or two people were in the file cleaning up formatting. We did experience lag, but no unreadable content errors or missing data.

RTC_02 is one of the larger sections and eventually we even split this section into two separate files. The **01-30 file** has "unreadable content", which is an error we frequently had in the files. This was often a comment that went missing and occasionally a footnote that was deleted, but still linked in the main paragraph. Allowing Word to "repair" the unreadable content did not consistently fix the problem and we often restored previous files through version history. In restoring the previous version, we were able to pinpoint the user who accessed the file last and triggered the unreadable content. Frequently, that person opened the file in their browser and there was some conflict in the autosave there. Eventually, we asked our team to avoid opening files in the browser and exclusively opening in the Word app.

The second **RTC_02 file from 01-31** is one instance where we did have Word repair the document.

I do not have a version of the file where content went missing. We have had that happen at times too. In these cases, we ultimately attributed it to autosave being turned on and someone opening the file who had not been in the document in a long time. Their computer then autosaved an older version over what others had drafted more recently. For this, we were recommending that our team turn OFF autosave before they closed out, and then, when they opened the file again, letting Word give a notification that there were updates available in the file and manually saving to get the latest version before turning autosave back on.

I will continue to search for other examples. The team was not consistent in creating major versions around these issues, so it can be hard to find them.

Happy to implement any suggestions you have for future documents.
Jessica

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Thursday, April 25, 2024 2:44 PM
To: Brakora, Jessica <Brakora.Jessica@epa.gov>
Cc: Regassa, Kedir <regassa.kedir@epa.gov>
Subject: Sharepoint file issues

Jess – Kedir (copied) is the EISD staff I spoke with yesterday. He is asking for links to files where we experienced issues like file corruption, files being slow, etc. I am, incidentally, having some

issues with Sharepoint right now, so I am hoping you can send him some documents. Maybe the compiled RTC, one of the working section files, and a file that was corrupted?

Ryland Shengzhi Li
Assistant General Counsel for Mobile Sources and Fuels
U.S. Environmental Protection Agency
Office of General Counsel, Air and Radiation Law Office
tel: (202) 564-6787 | em: li.ryland@epa.gov | desk: WJC-N 7409G
mail: USEPA (2344A), 1200 Pennsylvania Ave. NW, Washington, DC 20460
pronouns: he/him/his

Message

From: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]
Sent: 5/9/2024 1:58:06 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Dickinson, David [Dickinson.David@epa.gov]; Oliver, Hunter (NHTSA) [hunter.oliver@dot.gov]; Kuppersmith, Michael (NHTSA) [michael.kuppersmith@dot.gov]; Hendrixson, Erin (OST) [erin.hendrixson@dot.gov]
CC: Dertke, Daniel (ENRD) [Daniel.Dertke@usdoj.gov]; Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]
Subject: FW: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230
Attachments:91793043.docx

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

SAFE 1 team –

I talked to California; they are going to file the attached document with the court today in satisfaction of our obligation to file motions to govern in SAFE 1. This is just an FYI, not a request for review, as they plan to file with solo our consent rather than as a joint motion – though, to that end, they agreed to change the title to just call it a response (rather than petitioners' response) so the court doesn't think there are other responses coming from the parties.

We expect the extension will be entered quickly and then we can all sort this out over the next 60 days.

Thanks,
Chloe

From: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Sent: Thursday, May 9, 2024 12:49 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi there,

Sorry for not being clear. We were thinking we'd file for our group of petitioners since we are the ones who need more time. I'm attaching our draft. Happy to have it be joint, if you prefer or think it will be odd if the US files nothing. But I was thinking the fact that we say everyone consents covers that?

Thanks,

Elaine

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Wednesday, May 8, 2024 2:51 PM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

EXTERNAL EMAIL: This message was sent from outside DOJ. Please do not click links or open attachments that appear suspicious.

Hi Elaine -

Is California planning to circulate a draft motion? If it is going to be joint I need some time to circulate it here first.

Thanks,
Chloe

On May 3, 2024, at 6:10 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Thanks, all. We appreciate the prompt responses.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Thursday, May 2, 2024 11:47 AM
To: McArthur, Eric <emcarthur@sidley.com>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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The Ohio-coalition intervening States have no objection.

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image002.png>
<image003.png>

<image004.png>

<image012.jpg>

From: McArthur, Eric <emcarthur@sidley.com>
Sent: Thursday, May 2, 2024 10:50 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine,

AFPM also consents.

Thanks,
Eric

ERIC D. MCARTHUR

SIDLEY AUSTIN LLP
+1 202 736 8018
emcarthur@sidley.com

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 2, 2024 10:41 AM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@ohioago.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; McArthur, Eric <emcarthur@sidley.com>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine -

The United States would consent to a 60-day extension.

Thanks,
Chloe

On May 1, 2024, at 11:38 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Dear counsel,

The Petitioners have conferred. The State and Local Government Petitioners intend to seek an additional 60 days to inform the Court how we would like to proceed with these consolidated cases. Several members of our coalition need additional time for internal discussion and approval processes. The other Petitioners have no objection to this approach and may join our filing or indicate consent to it. If Respondents and Respondent-Intervenors likewise have no objection—and it sounds like the State Respondent-Intervenors do not—we could file an unopposed motion, indicating your consent. And I do not believe anyone else would have to file anything. Does anyone object to this approach?

Thanks,
Elaine

From: Elaine Meckenstock
Sent: Friday, April 26, 2024 1:41 PM
To: 'Michael Hendershot' <Michael.Hendershot@OhioAGO.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Cecere, Ian@ARB (Ian.Cecere@arb.ca.gov) <Ian.Cecere@arb.ca.gov>; emcarthur@sidley.com; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <BTomasovic@aqmd.gov>
Subject: FW: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Michael,

Your email below was forwarded to me. Could you please ensure that future communications about *Union of Concerned Scientists* or *Ohio* include representatives for State Petitioners in the former and State Respondent-Intervenors in the latter—specifically, myself and my colleague Caitlan McLoon? There are several other petitioner groups in *Union of Concerned Scientists* that I think were missing from your email, as well. I've attempted to cover them here.

In answer to your question below, the Petitioners are conferring amongst themselves and with each other. The State Petitioners anticipate being able to propose a response to the order seeking motions to govern early next week.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Friday, April 26, 2024 3:52 PM
To: chloe.kolman@usdoj.gov; Doniger, David <ddoniger@nrdc.org>; egreen@clf.org; emcarthur@sidley.com; jguzman@democracyforward.org; mgoldenkrasner@biologicaldiversity.org; pcort@earthjustice.org; rmichaels@elpc.org; sean@donahuegoldberg.com; snelson@citizen.org; sue.chen@usdoj.gov
Subject: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

All,

I am writing to see if anyone has put together a document to file in response to the Court's request that we offer it a suggestion about what to do with this case after the decision in *Ohio v. EPA*. As intervenors in this case, we defer to a party leading the response. And as Petitioners in the *Ohio* case, I can tell you that we are seriously considering a cert. petition there. From our perspective, it makes the most sense to continue to hold that case on ice while any further review plays out in *Ohio*.

Best,

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576

Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image013.png>
<image014.png>

<image015.png>

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****
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If you are not the intended recipient, please delete the e-mail and any attachments and notify us immediately.

****

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Message

From: Oliver, Hunter (NHTSA) [hunter.oliver@dot.gov]
Sent: 5/9/2024 2:11:29 PM
To: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Dickinson, David [Dickinson.David@epa.gov]; Kuppersmith, Michael (NHTSA) [michael.kuppersmith@dot.gov]; Hendrixson, Erin (OST) [erin.hendrixson@dot.gov]
CC: Dertke, Daniel (ENRD) [Daniel.Dertke@usdoj.gov]; Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Thanks, Chloe. I appreciate the update.

Hunter B. Oliver
National Highway Traffic Safety Administration
Office: 202-366-8875

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 9, 2024 9:58 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: FW: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

SAFE 1 team –

I talked to California; they are going to file the attached document with the court today in satisfaction of our obligation to file motions to govern in SAFE 1. This is just an FYI, not a request for review, as they plan to file with solo our consent rather than as a joint motion – though, to that end, they agreed to change the title to just call it a response (rather than petitioners' response) so the court doesn't think there are other responses coming from the parties.

We expect the extension will be entered quickly and then we can all sort this out over the next 60 days.

Thanks,
Chloe

From: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Sent: Thursday, May 9, 2024 12:49 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi there,

Sorry for not being clear. We were thinking we'd file for our group of petitioners since we are the ones who need more time. I'm attaching our draft. Happy to have it be joint, if you prefer or think it will be odd if the US files nothing. But I was thinking the fact that we say everyone consents covers that?

Thanks,
Elaine

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Wednesday, May 8, 2024 2:51 PM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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Thanks, all. We appreciate the prompt responses.

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From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Thursday, May 2, 2024 11:47 AM
To: McArthur, Eric <emcarthur@sidley.com>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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The Ohio-coalition intervening States have no objection.

<image001.png>
Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image002.png>
<image003.png>
<image004.png>
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Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine,

AFPM also consents.

Thanks,
Eric

ERIC D. MCARTHUR

SIDLEY AUSTIN LLP
+1 202 736 8018
emcarthur@sidley.com

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To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
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Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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From: Elaine Meckenstock
Sent: Friday, April 26, 2024 1:41 PM
To: 'Michael Hendershot' <Michael.Hendershot@OhioAGO.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Cecere, Ian@ARB (Ian.Cecere@arb.ca.gov) <Ian.Cecere@arb.ca.gov>; emcarthur@sidley.com; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <BTomasovic@aqmd.gov>
Subject: FW: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Friday, April 26, 2024 3:52 PM
To: chloe.kolman@usdoj.gov; Doniger, David <ddoniger@nrdc.org>; egreen@clf.org; emcarthur@sidley.com; jguzman@democracyforward.org; mgoldenkrasner@biologicaldiversity.org; pcort@earthjustice.org; rmichaels@elpc.org; sean@donahuegoldberg.com; snelson@citizen.org; sue.chen@usdoj.gov
Subject: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

All,

I am writing to see if anyone has put together a document to file in response to the Court's request that we offer it a suggestion about what to do with this case after the decision in *Ohio v. EPA*. As intervenors in this case, we defer to a party leading the response. And as Petitioners in the *Ohio* case, I can tell you that we are seriously considering a cert. petition there. From our perspective, it makes the most sense to continue to hold that case on ice while any further review plays out in *Ohio*.

Best,

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
<image001.png> Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image013.png>
<image014.png>

<image015.png>

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****
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****

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Message

From: Fisher, Brian [Fisher.Brian@epa.gov]
Sent: 3/21/2024 3:31:04 PM
To: Landgraf, Mike (he/him/his) [Landgraf.Mike@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Orlin, David [Orlin.David@epa.gov]
CC: Mitchell, George [Mitchell.George@epa.gov]; Silverman, Steven [Silverman.Steven@epa.gov]; Jung, Zoltan [Jung.Zoltan@epa.gov]; McDonald, Joseph (he/him/his) [McDonald.Joseph@epa.gov]
Subject: RE: Updated Technical MEMO
Attachments: Resource Adequacy Technical MEMO_Heavy-Duty Vehicle.pdf

Hi Michael,

Attached is the clean PDF version of the Technical MEMO for the HDP3. Let me know if you have any questions.

Thanks

From: Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>
Sent: Wednesday, March 20, 2024 1:18 PM
To: Fisher, Brian <Fisher.Brian@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Orlin, David <Orlin.David@epa.gov>
Cc: Mitchell, George <Mitchell.George@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>
Subject: FW: Updated Technical MEMO

Thanks to all for the effort that has produced this memo.
Can someone please share the final title for our HD version? If we ended up with one that covers both LD and HD, that works as well.
Is the HD version available now for docketing? Monday the 25th is our final day for docketing. Please share a final copy with me so I can enter it in the HD docket or let me know if someone has this handled. Thank you,

Michael Landgraf
Heavy Duty Onroad & Nonroad Center

Office of Transportation and Air Quality
U.S. Environmental Protection Agency
2000 Traverwood Drive
Ann Arbor, MI 48105
(734) 214-4033 (office and routes to cell)
landgraf.mike@epa.gov

From: Jung, Zoltan <Jung.Zoltan@epa.gov>
Sent: Thursday, March 14, 2024 12:17 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Fisher, Brian <Fisher.Brian@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>; McFarland, James <McFarland.James@epa.gov>; Lopez, David <Lopez.David@epa.gov>
Cc: Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>
Subject: RE: Updated Technical MEMO

Thank you, Ryland, for keeping us on the straight and narrow.

I will review the document for the LMDV Team and will keep you posted.

Thank you and good day,

Zoltan

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Thursday, March 14, 2024 12:14 PM
To: Fisher, Brian <Fisher.Brian@epa.gov>; McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; McFarland, James <McFarland.James@epa.gov>; Lopez, David <Lopez.David@epa.gov>
Cc: Landgraf, Mike (he/him/his) <Landgraf.Mike@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>
Subject: RE: Updated Technical MEMO

Thank you for sharing this memo, Brian. I am very happy with it and so grateful for the tremendous efforts you all in OAP have given this document.

I have completed my review. I left various line edits and comment bubbles, which **Brian** should take a look at. To facilitate your easily finding my new input, I accepted track changes before I started, and I also tagged you in all bubbles. Please let me know what you think.

OTAQ team, Given that HD will be released later than LD, I believe we need a separate memo for each of the two rules, with slight differences in wording. I have made changes throughout to make this version the LD memo. I have also indicated in comment bubbles where we should replace text for the HD version of this memo. I have done my best to be thorough, but given how many references there are to the proposed vs final HDP3 rule, additional proofreading would be helpful. **After Brian/OAP is done, I suggest that someone from the LD team proofread the LD version with this change in mind and that someone from the HD team do the same for the HD version.**

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Fisher, Brian <Fisher.Brian@epa.gov>
Sent: Wednesday, March 13, 2024 9:05 PM
To: McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; McFarland, James <McFarland.James@epa.gov>;

Lopez, David <Lopez.David@epa.gov>
Subject: Updated Technical MEMO

Hi Joe,

Per our conversation earlier, I wanted to provide a clean PDF of the latest Technical MEMO and a redline compare doc that tracks changes made since the 2/23 submittal to OMB.
The changes incorporate feedback from OMB, DOE, OP, OTAQ, OGC, OAR during that period.

I know there are some critical staff who have been slammed with other rules that may still wish to give this a final review tomorrow (Ryland mentioned he was interested in doing so), so I would not suggest docketing this version (at least not yet). For anyone still reviewing, feel free to make any last changes in the same sharepoint version we have been working in.

Thanks,

Message

From: Fisher, Brian [Fisher.Brian@epa.gov]
Sent: 3/14/2024 1:04:55 AM
To: McDonald, Joseph (he/him/his) [McDonald.Joseph@epa.gov]; Lalani, Imran [Lalani.Imran@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Jung, Zoltan [Jung.Zoltan@epa.gov]; McFarland, James [McFarland.James@epa.gov]; Lopez, David [Lopez.David@epa.gov]
Subject: Updated Technical MEMO
Attachments: Compare doc (redline of technical MEMO updates post OMB submittal).docx; Resource Adequacy Technical MEMO (3_13).pdf

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Per our conversation earlier, I wanted to provide a clean PDF of the latest Technical MEMO and a redline compare doc that tracks changes made since the 2/23 submittal to OMB.
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Message

From: Charmley, William (he/him/his) [charmley.william@epa.gov]
Sent: 3/14/2024 3:28:26 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: Resource adequacy memo for OMB review - can you flag anything I should remove
Attachments: Resource Adequacy TSD - Clean, for OMB 3.14.2024.docx

Importance: High

Ryland –

Here is the clean version I would have the team send to OMB. Can you flag for me what I should undo, regarding the topic of 1 memo for LD and 1 memo for HD

Thanks
Bill

Message

From: Charmley, William (he/him/his) [charmley.william@epa.gov]
Sent: 3/15/2024 12:41:20 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Fisher, Brian [Fisher.Brian@epa.gov]
CC: Jung, Zoltan [Jung.Zoltan@epa.gov]; Moran, Robin [moran.robin@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; McDonald, Joseph (he/him/his) [McDonald.Joseph@epa.gov]; Yanca, Catherine (she/her/hers) [yanca.catherine@epa.gov]; Swisz-Hall, Naima [swisz-hall.naima@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Wang, Alex (he/him/his) [Wang.Alex@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]
Subject: Comments on Resource Adequacy Memo from OMB (which we do not need to accept)
Attachments: EPA Draft Resource Adequacy Memo for OMB 3.14.2024-12866 Comments.docx

Dear Ryland and Brian –

We only got 1 comment from OMB review yesterday, it's in the attached. We can take it if we want.

I understand from speaking with Ryland yesterday is because of the timing, we will need 2 memos, probably one with a title on LMDV and the LMDV docket number, and one with the title for HDP3 and the HDP3 docket number.

Ryland – is that correct?

Thanks
Bill

Message

From: Schwartz, Adan [Schwartz.Adan@epa.gov]
Sent: 4/11/2024 1:10:12 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]
Subject: RE: Waivers background reading
Attachments: 8-21-08EPAresponsetoARTBApetition.pdf

Kyle (and Ryland),

I found 209 waivers challenging to get up to speed on, mainly because it's different from everything else. It is it's own little eddy of legal issues. To pick an example, the very important "whole program" versus "standard by standard" review debate revolves around sparse and enigmatic language in the statute that is susceptible to better or worse readings, but never fully coheres as a logical construct (that's my opinion, anyway).

This is all by way of saying to Kyle, be patient and give this stuff a chance to sink in (but do it quickly! Ha). I think it's useful to read explanations that come from different angles. The FR notices can be rather stilted and formalistic. Legal briefs are much clearer, but are necessarily condensed versions. I found the attached petition response regarding nonroad authorizations to be a helpful entry point, worth reading not only for the particulars but for its explanation of the program in general. I'm guessing maybe it was written by Michael Horowitz (an important OGC attorney in this area for many years}?

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Wednesday, April 10, 2024 11:41 AM
To: Durch, Kyle <Durch.Kyle@epa.gov>
Cc: Schwartz, Adan <Schwartz.Adan@epa.gov>
Subject: Waivers background reading

Kyle (and copying Adan as FYI),

I hit send too quickly. I've attached a few things that may be helpful background reading as you get up to speed. Adan may have more ideas.

One is the Ohio opinion that just came out. The background section contains a very helpful reiteration of basic waiver principles and history.

EPA's brief in Ohio discusses many of the hot issues in the major waiver actions (and most of which were not addressed in the opinion). These issues largely remain live for ACT and ACC2.

The ACT waiver is the last onroad waiver we granted. LSI is a recent nonroad waiver we granted.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Li, Ryland (Shengzhi)
Sent: Wednesday, April 10, 2024 11:32 AM

To: Durch, Kyle <Durch.Kyle@epa.gov>
Subject: Waivers

Ryland Shengzhi Li
Assistant General Counsel for Mobile Sources and Fuels
U.S. Environmental Protection Agency
Office of General Counsel, Air and Radiation Law Office
tel: (202) 564-6787 | em: li.ryland@epa.gov | desk: WJC-N 7409G
mail: USEPA (2344A), 1200 Pennsylvania Ave. NW, Washington, DC 20460
pronouns: he/him/his

Message

From: Stahle, Susan [Stahle.Susan@epa.gov]
Sent: 4/15/2024 5:20:56 PM
To: Keeler, Isaiah [Keeler.Isaiah@epa.gov]; Feldman, Angelina [Feldman.Angelina@epa.gov]; Patulski, Meg [patulski.meg@epa.gov]; Anderson, Robert [Anderson.Robert@epa.gov]; Burkholder, Dallas [burkholder.dallas@epa.gov]; Hengst, Benjamin [Hengst.Benjamin@epa.gov]; Weihrauch, John [Weihrauch.John@epa.gov]; Charmley, William (he/him/his) [charmley.william@epa.gov]; Bunker, Byron [bunker.byron@epa.gov]; Manners, Mary [manners.mary@epa.gov]; Machiele, Paul [machiele.paul@epa.gov]; Borgert, Kyle [borgert.kyle@epa.gov]; Burch, Julia (she/her/hers) [Burch.Julia@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]; Michaels, Lauren (she/her/hers) [Michaels.Lauren@epa.gov]; Parsons, Nick [Parsons.Nick@epa.gov]; Gustafson, Kurt [Gustafson.Kurt@epa.gov]; Larson, Ben [Larson.Ben@epa.gov]; Greenglass, Nora [Greenglass.Nora@epa.gov]; Mylan, Christopher [Mylan.Christopher@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Herbolsheimer, Courtney [herbolsheimer.courtney@epa.gov]; Mroz, Jessica (she/her/hers) [mroz.jessica@epa.gov]; Pastorkovich, Anne-Marie [Pastorkovich.Anne-Marie@epa.gov]; Kim, Jung [Kim.Jung@epa.gov]; Delity, Akshay (he/him/his) [Delity.Akshay@epa.gov]; Simon, Karl [Simon.Karl@epa.gov]; Miller, Meredith [Miller.Meredith@epa.gov]; Sarver, Benjamin (he/him/his) [Sarver.Benjamin@epa.gov]; Okoye, Winifred [Okoye.Winifred@epa.gov]; Dong, Jaimee [Dong.Jaimee@epa.gov]; Phillips, Tuana (she/her/hers) [phillips.tuana@epa.gov]; Manu, Adelaide [Manu.Adelaide@epa.gov]; Gibson, Monica [Gibson.Monica@epa.gov]; Tweedie, Melissa [Tweedie.Melissa@epa.gov]; Sopata, Joe [Sopata.Joe@epa.gov]; Reiter, Lisa (she/her/hers) [Reiter.Lisa@epa.gov]; Wills, Anita [Wills.Anita@epa.gov]; May, Lucas [May.Lucas@epa.gov]; Levy, Aaron [Levy.Aaron@epa.gov]; Smithson, Arlene (she/her/hers) [smithson.arlene@epa.gov]; Ramig, Christopher (he/him/his) [Ramig.Christopher@epa.gov]; Gomez, Erin (she/her/hers) [Gomez.Erin@epa.gov]; Galloway, Jordan [Galloway.Jordan@epa.gov]; Holly, Don [Holly.Don@epa.gov]; Tanner, Daniel (he/him/his) [Tanner.Daniel@epa.gov]; Kapichak, Rudolph [kapichak.rudolph@epa.gov]
CC: Anwar, Hrm [Anwar.Hrm@epa.gov]
Subject: Two fuels team related oral arguments tomorrow - information in attached email
Attachments: Oral arguments tomorrow in two cases - challenges to 2022 SRE Denial Actions and 2022 Compliance Actions

Please see attached for information about our two SRE related oral arguments tomorrow in the D.C. Circuit, including links to listen to the arguments live or information on attending in person.

Apologies to those getting this email multiple times.

Susan Stahle
OGC/ARLO
(202) 564-1272

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 4/15/2024 7:54:04 PM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: 22-1031 State of Texas, et al v. EPA, et al "Letter Filed" (EPA-86FR74434)
Attachments: 2024.04.15 EPA 28(j) letter FILE STAMPED.pdf

FYI, attached is the 28j letter that DOJ filed in the Texas vehicles litigation about the Ohio decision.

thanks

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Sent: Monday, April 15, 2024 3:40 PM
To: Orlin, David <Orlin.David@epa.gov>
Subject: FW: 22-1031 State of Texas, et al v. EPA, et al "Letter Filed" (EPA-86FR74434)

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

fyi

Sue Chen
U.S. Department of Justice
Environment & Natural Resources Division
Environmental Defense Section
202.305.0283

From: ecfnoticing@cadc.uscourts.gov <ecfnoticing@cadc.uscourts.gov>
Sent: Monday, April 15, 2024 3:38 PM
To: Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: 22-1031 State of Texas, et al v. EPA, et al "Letter Filed" (EPA-86FR74434)

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United States Court of Appeals for District of Columbia Circuit

Notice of Docket Activity

The following transaction was entered on 04/15/2024 at 3:38:13 PM Eastern Daylight Time and filed on 04/15/2024

Case Name: State of Texas, et al v. EPA, et al
Case Number: 22-1031

Document(s): Document(s)

Docket Text:
LETTER [2049612] pursuant to FRAP 28j advising of additional authorities filed by EPA and Michael S. Regan in 22-1031, EPA in 22-1032, 22-1033, 22-1034, 22-1036, 22-1038 [Service Date: 04/15/2024] [22-1031, 22-1032, 22-1033, 22-1034, 22-1036, 22-1038] (Chen, Sue)

Notice will be electronically mailed to:

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Hannah Yindra: hannah.yindra@vermont.gov

Mr. John A. Sheehan, Attorney: john.sheehan@earthandwatergroup.com (*daily summary*)
Jessica Barclay-Strobel, Counsel: Jessica.BarclayStrobel@doj.ca.gov, joyce.aguins@doj.ca.gov (*daily summary*)
Tiffany Bates, Attorney: tiffany@consovoymccarthy.com (*daily summary*)
Tim Duncheon: tduncheon@cov.com (*daily summary*)

Notice will be stored in the notice cart for:

Mr. David Paul Wendelowsk Orlin

The following document(s) are associated with this transaction:
Document Description: Letter Filed
Original Filename: 2024.04.15 EPA 28(j) letter FILING version.pdf
Electronic Document Stamp:
[STAMP acecfStamp_ID=1109186823 [Date=04/15/2024] [FileNumber=2049612-0]
[646ae3bb61ed91fbaa09a9fa563c94005788279bb80acfe3368c1b7ae08bae599fd9720a9961803dc9080d9a58aea
39b2bf1e61d5d2e00bccfdeda62faa4eb56]]

Message

From: Koppel, Joshua M. (CIV) [Joshua.M.Koppel@usdoj.gov]
Sent: 4/16/2024 9:07:23 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Stern, Mark (CIV) [Mark.Stern@usdoj.gov]; Sandberg, Jeffrey E. (CIV) [Jeffrey.E.Sandberg@usdoj.gov]
Subject: Iowa v. Granholm (8th Cir.) - petition for review of DOE rule
Attachments: 2024-04-05 Briefing schedule.pdf; 2024-04-05 Petition for review.pdf

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Hi Ryland,

Several states and the American Free Enterprise Chamber of Commerce filed a petition for review of the Department of Energy's rule establishing a petroleum-equivalency factor, which is used by EPA in determining automakers' compliance with NHTSA's corporate average fuel economy standards. I'm not sure what, if any, role EPA had in the rulemaking, but because EPA uses the petroleum-equivalency factor in performing its measurements for NHTSA, it has been named as a respondent.

Mark, Jeff, and I will be handling the litigation for DOJ. I've attached the petition and briefing schedule, under which our brief is due on June 28. Has this case been assigned to anyone at EPA?

(I've sent this email to a couple others at EPA but haven't heard back, so apologies if this request makes its way to you multiple times.)

Best,
Josh

Joshua Koppel
Civil Division, Appellate Staff
U.S. Department of Justice
(202) 514-4820

Message

From: Fisher, Brian [Fisher.Brian@epa.gov]
Sent: 3/18/2024 10:57:11 PM
To: McDonald, Joseph (he/him/his) [McDonald.Joseph@epa.gov]
CC: Charmley, William (he/him/his) [charmley.william@epa.gov]; Stenhouse, Jeb [Stenhouse.Jeb@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Lalani, Imran [Lalani.Imran@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Jung, Zoltan [Jung.Zoltan@epa.gov]; McFarland, James [McFarland.James@epa.gov]; Lopez, David [Lopez.David@epa.gov]
Subject: RE: Updated Technical MEMO
Attachments: Resource Adequacy Analysis Technical MEMO.pdf

Joe,

See attached. Let me know if you have any questions.

Thanks

From: McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>
Sent: Monday, March 18, 2024 6:38 PM
To: Fisher, Brian <Fisher.Brian@epa.gov>
Cc: Charmley, William (he/him/his) <charmley.william@epa.gov>; Stenhouse, Jeb <Stenhouse.Jeb@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; McFarland, James <McFarland.James@epa.gov>; Lopez, David <Lopez.David@epa.gov>
Subject: RE: Updated Technical MEMO
Importance: High

Brian,

The administrator's signature on the LMDV package will be tomorrow. We urgently need the final version of the Resource Adequacy Memo so that we can have it docketed in time. If you could please send it to me first thing in the morning, with a CC to Zoltan Jung, it would be greatly appreciated.

Best regards,

Joe

From: Fisher, Brian <Fisher.Brian@epa.gov>
Sent: Wednesday, March 13, 2024 9:05 PM
To: McDonald, Joseph (he/him/his) <McDonald.Joseph@epa.gov>; Lalani, Imran <Lalani.Imran@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Jung, Zoltan <Jung.Zoltan@epa.gov>; McFarland, James <McFarland.James@epa.gov>; Lopez, David <Lopez.David@epa.gov>
Subject: Updated Technical MEMO

Hi Joe,

Per our conversation earlier, I wanted to provide a clean PDF of the latest Technical MEMO and a redline compare doc that tracks changes made since the 2/23 submittal to OMB.
The changes incorporate feedback from OMB, DOE, OP, OTAQ, OGC, OAR during that period.

I know there are some critical staff who have been slammed with other rules that may still wish to give this a final review tomorrow (Ryland mentioned he was interested in doing so), so I would not suggest docketing this version (at least not yet). For anyone still reviewing, feel free to make any last changes in the same sharepoint version we have been working in.

Thanks,

Message

From: Fisher, Brian [Fisher.Brian@epa.gov]
Sent: 3/21/2024 2:22:35 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: title question
Attachments: Resource Adequacy Technical MEMO_Heavy-Duty Vehicle.pdf

Great, here is the PDF version I will share for docketing (incorporates all of your comment bubbles for HDP3 version change).

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Wednesday, March 20, 2024 2:22 PM
To: Fisher, Brian <Fisher.Brian@epa.gov>
Subject: RE: title question

Hi Brian, I would go with the following (modified from your option 1). Thanks!

Technical Memorandum for Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3

Docket ID Number EPA-HQ-OAR-2022-0985

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Fisher, Brian <Fisher.Brian@epa.gov>
Sent: Wednesday, March 20, 2024 1:55 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: title question

Hi Ryland,

I can respond to Michael, but had wanted to check with you when back what the preferred title was (I wasn't quite clear from the email chain which of the two options below was preferred)?

Option 1:

Technical Memorandum for Multi-Pollutant Emissions Standards

for Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3

Docket ID Numbers EPA-HQ-OAR-2022-0985

Option 2:

Technical Memorandum for Multi-Pollutant Emissions Standards

for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles, and Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles – Phase 3

Docket ID Numbers EPA–HQ–OAR–2022–0829 and EPA-HQ-OAR-2022-0985

Message

From: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Sent: 5/28/2024 1:16:01 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: ACC1 revocation litigation

Fine here.

++++++++++++++
(202) 695-6287
he/him/his

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Tuesday, May 28, 2024 9:05 AM
To: Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>
Subject: ACC1 revocation litigation

Gautam,

California is interested in seeking dismissal of their petition for review of the ACC1 waiver revocation action (i.e., the action that was later superseded by the ACC1 waiver restoration, which was the subject of the recent Ohio opinion). DOJ sees no basis to oppose the dismissal. I plan to tell DOJ that we are fine with that as well. If you think differently, please let me know as soon as possible.

Note Adan is recused from this case.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Friday, May 24, 2024 7:28 PM
To: Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

SAFE 1 team –

Apologies for the Friday-evening-before-a-holiday email, but California has now asked for our position on a stipulated dismissal of the SAFE 1 case. They plan to circulate a (boilerplate) stipulation to their coalition on Tuesday to begin getting approvals. I told CA we wouldn't be able to get them a position until after the holiday, but we should confirm asap next week.

As we've discussed with some of you, we don't see any basis for standing in the way of dismissal, so our normal course would be to stipulate here. Let me know if you think we need further discussion on that or if we can proceed to confirming our willingness to stipulate to dismissal here.

Thanks,
Chloe

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Sent: Thursday, May 9, 2024 4:11 PM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Thanks, Chloe. I appreciate the update.

Hunter B. Oliver
National Highway Traffic Safety Administration
Office: 202-366-8875

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 9, 2024 9:58 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: FW: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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SAFE 1 team –

I talked to California; they are going to file the attached document with the court today in satisfaction of our obligation to file motions to govern in SAFE 1. This is just an FYI, not a request for review, as they plan to file with solo our consent rather than as a joint motion – though, to that end, they agreed to change the title to just call it a response (rather than petitioners' response) so the court doesn't think there are other responses coming from the parties.

We expect the extension will be entered quickly and then we can all sort this out over the next 60 days.

Thanks,
Chloe

From: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Sent: Thursday, May 9, 2024 12:49 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi there,

Sorry for not being clear. We were thinking we'd file for our group of petitioners since we are the ones who need more time. I'm attaching our draft. Happy to have it be joint, if you prefer or think it will be odd if the US files nothing. But I was thinking the fact that we say everyone consents covers that?

Thanks,
Elaine

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Wednesday, May 8, 2024 2:51 PM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

EXTERNAL EMAIL: This message was sent from outside DOJ. Please do not click links or open attachments that appear suspicious.

Hi Elaine -

Is California planning to circulate a draft motion? If it is going to be joint I need some time to circulate it here first.

Thanks,
Chloe

On May 3, 2024, at 6:10 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Thanks, all. We appreciate the prompt responses.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Thursday, May 2, 2024 11:47 AM
To: McArthur, Eric <emcarthur@sidley.com>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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The Ohio-coalition intervening States have no objection.

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image002.png>
<image003.png>

<image004.png>

<image012.jpg>

From: McArthur, Eric <emcarthur@sidley.com>
Sent: Thursday, May 2, 2024 10:50 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine,

AFPM also consents.

Thanks,
Eric

ERIC D. MCARTHUR

SIDLEY AUSTIN LLP
+1 202 736 8018
emcarthur@sidley.com

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 2, 2024 10:41 AM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@ohioago.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; McArthur, Eric <emcarthur@sidley.com>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine -

The United States would consent to a 60-day extension.

Thanks,

Chloe

On May 1, 2024, at 11:38 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Dear counsel,

The Petitioners have conferred. The State and Local Government Petitioners intend to seek an additional 60 days to inform the Court how we would like to proceed with these consolidated cases. Several members of our coalition need additional time for internal discussion and approval processes. The other Petitioners have no objection to this approach and may join our filing or indicate consent to it. If Respondents and Respondent-Intervenors likewise have no objection—and it sounds like the State Respondent-Intervenors do not—we could file an unopposed motion, indicating your consent. And I do not believe anyone else would have to file anything. Does anyone object to this approach?

Thanks,
Elaine

From: Elaine Meckenstock
Sent: Friday, April 26, 2024 1:41 PM
To: 'Michael Hendershot' <Michael.Hendershot@OhioAGO.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Cecere, Ian@ARB (Ian.Cecere@arb.ca.gov) <Ian.Cecere@arb.ca.gov>; emcarthur@sidley.com; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <BTomasovic@aqmd.gov>
Subject: FW: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Michael,

Your email below was forwarded to me. Could you please ensure that future communications about *Union of Concerned Scientists* or *Ohio* include representatives for State Petitioners in the former and State Respondent-Intervenors in the latter—specifically, myself and my colleague Caitlan McLoon? There are several other petitioner groups in *Union of Concerned Scientists* that I think were missing from your email, as well. I've attempted to cover them here.

In answer to your question below, the Petitioners are conferring amongst themselves and with each other. The State Petitioners anticipate being able to propose a response to the order seeking motions to govern early next week.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Friday, April 26, 2024 3:52 PM
To: chloe.kolman@usdoj.gov; Doniger, David <ddoniger@nrdc.org>; egreen@clf.org; emcarthur@sidley.com; jguzman@democracyforward.org; mgoldenkrasner@biologicaldiversity.org; pcort@earthjustice.org; rmichaels@elpc.org; sean@donahuegoldberg.com; snelson@citizen.org; sue.chen@usdoj.gov
Subject: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

All,

I am writing to see if anyone has put together a document to file in response to the Court's request that we offer it a suggestion about what to do with this case after the

decision in *Ohio v. EPA*. As intervenors in this case, we defer to a party leading the response. And as Petitioners in the *Ohio* case, I can tell you that we are seriously considering a cert. petition there. From our perspective, it makes the most sense to continue to hold that case on ice while any further review plays out in *Ohio*.

Best,

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

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<image015.png>

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Message

From: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]
Sent: 5/28/2024 1:27:20 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Oliver, Hunter (NHTSA) [hunter.oliver@dot.gov]; Dickinson, David [Dickinson.David@epa.gov]; Kuppersmith, Michael (NHTSA) [michael.kuppersmith@dot.gov]; Hendrixson, Erin (OST) [erin.hendrixson@dot.gov]
CC: Dertke, Daniel (ENRD) [Daniel.Dertke@usdoj.gov]; Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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Thank you, Ryland.

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Tuesday, May 28, 2024 3:20 PM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
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Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Chloe,

EPA concurs with your suggested approach. Thanks.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Friday, May 24, 2024 7:28 PM
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Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Thanks, Chloe. I appreciate the update.

Hunter B. Oliver
National Highway Traffic Safety Administration
Office: 202-366-8875

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Sent: Thursday, May 9, 2024 9:58 AM
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Chloe

From: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Sent: Thursday, May 9, 2024 12:49 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi there,

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Sent: Wednesday, May 8, 2024 2:51 PM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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Thanks,
Chloe

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Thanks, all. We appreciate the prompt responses.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Thursday, May 2, 2024 11:47 AM
To: McArthur, Eric <emcarthur@sidley.com>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock

<Elaine.Meckenstock@doj.ca.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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The Ohio-coalition intervening States have no objection.

<image001.png>
Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

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Sent: Thursday, May 2, 2024 10:50 AM
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Cc: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine,

AFPM also consents.

Thanks,
Eric

ERIC D. MCARTHUR

SIDLEY AUSTIN LLP
+1 202 736 8018
emcarthur@sidley.com

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 2, 2024 10:41 AM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@ohioago.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein

(ifein@nrdc.org) <ifein@nrdc.org>; McArthur, Eric <emcarthur@sidley.com>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine -

The United States would consent to a 60-day extension.

Thanks,
Chloe

On May 1, 2024, at 11:38 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Dear counsel,

The Petitioners have conferred. The State and Local Government Petitioners intend to seek an additional 60 days to inform the Court how we would like to proceed with these consolidated cases. Several members of our coalition need additional time for internal discussion and approval processes. The other Petitioners have no objection to this approach and may join our filing or indicate consent to it. If Respondents and Respondent-Intervenors likewise have no objection—and it sounds like the State Respondent-Intervenors do not—we could file an unopposed motion, indicating your consent. And I do not believe anyone else would have to file anything. Does anyone object to this approach?

Thanks,
Elaine

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Sent: Friday, April 26, 2024 1:41 PM
To: 'Michael Hendershot' <Michael.Hendershot@OhioAGO.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Cecere, Ian@ARB (Ian.Cecere@arb.ca.gov) <Ian.Cecere@arb.ca.gov>; emcarthur@sidley.com; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <BTomasovic@aqmd.gov>
Subject: FW: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Michael,

Your email below was forwarded to me. Could you please ensure that future communications about *Union of Concerned Scientists* or *Ohio* include representatives for State Petitioners in the former and State Respondent-Intervenors in the latter—specifically, myself and my colleague Caitlan McLoon? There are several other petitioner groups in *Union of Concerned Scientists* that I think were missing from your email, as well. I've attempted to cover them here.

In answer to your question below, the Petitioners are conferring amongst themselves and with each other. The State Petitioners anticipate being able to propose a response to the order seeking motions to govern early next week.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Friday, April 26, 2024 3:52 PM
To: chloe.kolman@usdoj.gov; Doniger, David <ddoniger@nrdc.org>; egreen@clf.org; emcarthur@sidley.com; jguzman@democracyforward.org; mgoldenkrasner@biologicaldiversity.org; pcort@earthjustice.org; rmichaels@elpc.org; sean@donahuegoldberg.com; snelson@citizen.org; sue.chen@usdoj.gov
Subject: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

All,

I am writing to see if anyone has put together a document to file in response to the Court's request that we offer it a suggestion about what to do with this case after the decision in *Ohio v. EPA*. As intervenors in this case, we defer to a party leading the response. And as Petitioners in the *Ohio* case, I can tell you that we are seriously considering a cert. petition there. From our perspective, it makes the most sense to continue to hold that case on ice while any further review plays out in *Ohio*.

Best,

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image013.png>
<image014.png>
<image015.png>

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Message

From: Oliver, Hunter (NHTSA) [hunter.oliver@dot.gov]
Sent: 5/28/2024 1:42:08 PM
To: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Dickinson, David [Dickinson.David@epa.gov]; Kuppersmith, Michael (NHTSA) [michael.kuppersmith@dot.gov]; Hendrixson, Erin (OST) [erin.hendrixson@dot.gov]
CC: Dertke, Daniel (ENRD) [Daniel.Dertke@usdoj.gov]; Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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This approach sounds good to us as well. Hope everyone had a great weekend!

Hunter B. Oliver
National Highway Traffic Safety Administration
Office: 202-366-8875

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Tuesday, May 28, 2024 9:27 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
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Thank you, Ryland.

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Tuesday, May 28, 2024 3:20 PM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
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(ENRD) <Sue.Chen@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Chloe,

EPA concurs with your suggested approach. Thanks.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Friday, May 24, 2024 7:28 PM
To: Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
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Thanks,
Chloe

From: Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>
Sent: Thursday, May 9, 2024 4:11 PM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
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Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Thanks, Chloe. I appreciate the update.

Hunter B. Oliver
National Highway Traffic Safety Administration
Office: 202-366-8875

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 9, 2024 9:58 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: FW: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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SAFE 1 team –

I talked to California; they are going to file the attached document with the court today in satisfaction of our obligation to file motions to govern in SAFE 1. This is just an FYI, not a request for review, as they plan to file with solo our consent rather than as a joint motion – though, to that end, they agreed to change the title to just call it a response (rather than petitioners' response) so the court doesn't think there are other responses coming from the parties.

We expect the extension will be entered quickly and then we can all sort this out over the next 60 days.

Thanks,
Chloe

From: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Sent: Thursday, May 9, 2024 12:49 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi there,

Sorry for not being clear. We were thinking we'd file for our group of petitioners since we are the ones who need more time. I'm attaching our draft. Happy to have it be joint, if you prefer or think it will be odd if the US files nothing. But I was thinking the fact that we say everyone consents covers that?

Thanks,
Elaine

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Wednesday, May 8, 2024 2:51 PM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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Hi Elaine -

Is California planning to circulate a draft motion? If it is going to be joint I need some time to circulate it here first.

Thanks,
Chloe

On May 3, 2024, at 6:10 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Thanks, all. We appreciate the prompt responses.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Thursday, May 2, 2024 11:47 AM
To: McArthur, Eric <emcarthur@sidley.com>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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The Ohio-coalition intervening States have no objection.

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image002.png>
<image003.png>

<image004.png>

<image012.jpg>

From: McArthur, Eric <emcarthur@sidley.com>
Sent: Thursday, May 2, 2024 10:50 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine,

AFPM also consents.

Thanks,
Eric

ERIC D. MCARTHUR

SIDLEY AUSTIN LLP
+1 202 736 8018
emcarthur@sidley.com

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Subject: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

All,

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Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
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Lovely, thank you all. I'll let California know we will stipulate to dismissal of the SAFE 1 litigation.

Chloe

From: Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>
Sent: Tuesday, May 28, 2024 3:42 PM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
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Thank you, Ryland.

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US EPA, Office of General Counsel
(202) 564-6787
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From: Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>
Sent: Thursday, May 9, 2024 4:11 PM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Thanks, Chloe. I appreciate the update.

Hunter B. Oliver
National Highway Traffic Safety Administration
Office: 202-366-8875

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 9, 2024 9:58 AM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>; Kuppersmith, Michael (NHTSA) <michael.kuppersmith@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: FW: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

SAFE 1 team –

I talked to California; they are going to file the attached document with the court today in satisfaction of our obligation to file motions to govern in SAFE 1. This is just an FYI, not a request for review, as they plan to file with solo our consent rather than as a joint motion – though, to that end, they agreed to change the title to just call it a response (rather than petitioners' response) so the court doesn't think there are other responses coming from the parties.

We expect the extension will be entered quickly and then we can all sort this out over the next 60 days.

Thanks,
Chloe

From: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Sent: Thursday, May 9, 2024 12:49 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi there,

Sorry for not being clear. We were thinking we'd file for our group of petitioners since we are the ones who need more time. I'm attaching our draft. Happy to have it be joint, if you prefer or think it will be odd if the US files nothing. But I was thinking the fact that we say everyone consents covers that?

Thanks,

Elaine

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Wednesday, May 8, 2024 2:51 PM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

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Hi Elaine -

Is California planning to circulate a draft motion? If it is going to be joint I need some time to circulate it here first.

Thanks,
Chloe

On May 3, 2024, at 6:10 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Thanks, all. We appreciate the prompt responses.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Thursday, May 2, 2024 11:47 AM
To: McArthur, Eric <emcarthur@sidley.com>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

EXTERNAL EMAIL: This message was sent from outside DOJ. Please do not click links or open attachments that appear suspicious.

The Ohio-coalition intervening States have no objection.

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576
Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image002.png>
<image003.png>
<image004.png>
<image012.jpg>

From: McArthur, Eric <emcarthur@sidley.com>
Sent: Thursday, May 2, 2024 10:50 AM
To: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: RE: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine,

AFPM also consents.

Thanks,
Eric

ERIC D. MCARTHUR

SIDLEY AUSTIN LLP
+1 202 736 8018
emcarthur@sidley.com

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, May 2, 2024 10:41 AM
To: Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov>
Cc: Michael Hendershot <Michael.Hendershot@ohioago.gov>; Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Ian Fein (ifein@nrdc.org) <ifein@nrdc.org>; McArthur, Eric <emcarthur@sidley.com>; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <btomasovic@aqmd.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Subject: Re: [EXTERNAL] RE: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Elaine -

The United States would consent to a 60-day extension.

Thanks,
Chloe

On May 1, 2024, at 11:38 PM, Elaine Meckenstock <Elaine.Meckenstock@doj.ca.gov> wrote:

Dear counsel,

The Petitioners have conferred. The State and Local Government Petitioners intend to seek an additional 60 days to inform the Court how we would like to proceed with these consolidated cases. Several members of our coalition need additional time for internal discussion and approval processes. The other Petitioners have no objection to this approach and may join our filing or indicate consent to it. If Respondents and Respondent-Intervenors likewise have no objection—and it sounds like the State Respondent-Intervenors do not—we could file an unopposed motion, indicating your consent. And I do not believe anyone else would have to file anything. Does anyone object to this approach?

Thanks,
Elaine

From: Elaine Meckenstock
Sent: Friday, April 26, 2024 1:41 PM
To: 'Michael Hendershot' <Michael.Hendershot@OhioAGO.gov>
Cc: Caitlan McLoon <Caitlan.McLoon@doj.ca.gov>; Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>; Cecere, Ian@ARB (Ian.Cecere@arb.ca.gov) <Ian.Cecere@arb.ca.gov>; emcarthur@sidley.com; Sean Donahue <sean@donahuegoldberg.com>; Poloncarz, Kevin <KPoloncarz@cov.com>; Stacey.VanBelleghem@lw.com; Brian Tomasovic <BTomasovic@aqmd.gov>
Subject: FW: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

Hi Michael,

Your email below was forwarded to me. Could you please ensure that future communications about *Union of Concerned Scientists* or *Ohio* include representatives for State Petitioners in the former and State Respondent-Intervenors in the latter—specifically, myself and my colleague Caitlan McLoon? There are several other petitioner groups in *Union of Concerned Scientists* that I think were missing from your email, as well. I've attempted to cover them here.

In answer to your question below, the Petitioners are conferring amongst themselves and with each other. The State Petitioners anticipate being able to propose a response to the order seeking motions to govern early next week.

Best,
Elaine

From: Michael Hendershot <Michael.Hendershot@OhioAGO.gov>
Sent: Friday, April 26, 2024 3:52 PM
To: chloe.kolman@usdoj.gov; Doniger, David <ddoniger@nrdc.org>; egreen@clf.org; emcarthur@sidley.com; jguzman@democracyforward.org; mgoldenkrasner@biologicaldiversity.org; pcort@earthjustice.org; rmichaels@elpc.org; sean@donahuegoldberg.com; snelson@citizen.org; sue.chen@usdoj.gov
Subject: Union of Concerned Scientists v. NHTSA, D.C. Cir. No. 19-1230

All,

I am writing to see if anyone has put together a document to file in response to the Court's request that we offer it a suggestion about what to do with this case after the decision in *Ohio v. EPA*. As intervenors in this case, we defer to a party leading the response. And as Petitioners in the *Ohio* case, I can tell you that we are seriously considering a cert. petition there. From our perspective, it makes the most sense to continue to hold that case on ice while any further review plays out in *Ohio*.

Best,

<image001.png>

Michael J. Hendershot
Chief Deputy Solicitor General
Office of Ohio Attorney General Dave Yost
Office number: 614-644-0576

Fax number: 866-502-7760
Cell 419-348-4189
Michael.Hendershot@OhioAGO.gov

<image013.png>
<image014.png>

<image015.png>

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Message

From: Schwartz, Adan [Schwartz.Adan@epa.gov]
Sent: 5/29/2024 12:58:28 AM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: Comments and CTA vs SCAQMD SJM Denial Attachments
Attachments: FR Notice for NPRM.pdf; 20231113_POLB Comments on EPA Notice of Proposed Rulemaking - Comment #11 .pdf; CARB comment letter on U_S_EPA approval of the South Coast rule 2305 (2) - Comment #8.pdf; CLNE WAIRE EPA Comment Letter - Comment #5.pdf; Comment for Admin Law - Comment #3.docx; CR Comments to EPA re_ ISR Authorization (1) - Comment #7.pdf; IWLA Comments on SCAQMD Rule 2305 - Comment #4.pdf; WAIRE BAR 20231109 - Comment #1.docx; WAIRE Program Public Comment - Comment #12.pdf; Jonathan Torres.docx; 2023-11-13 FINAL Airlines for America Comments on EPA Proposed Approval - Comment #10.pdf; EPA-R09-OAR-2023-0494-0045_attachment_1.pdf; 2023_11_13 comments on proposed approval Rule 2305 FINAL - Comment #9.pdf; 2023-1113 Coalition Comment Letter to EPA re Warehouse ISR v1652 - Comment #15.pdf; Attachment1_SCAQMD Comment re Docket No_ EPA-R09-OAR-2023-0494 (11-13-23) - Comment #6.pdf; FINAL US EPA Comment Letter re SCAQMD R2305 SIP approval 11_13_2023 - Comment #14.pdf

Ryland, I'm assuming you want to be in the loop on this for preemption purposes.

From: Evans-Hopper, La Kenya <EvansHopper.LaKenya@epa.gov>
Sent: Tuesday, May 28, 2024 6:43 PM
To: Dickinson, David <Dickinson.David@epa.gov>; Wilcox, Geoffrey <wilcox.geoffrey@epa.gov>; Kapichak, Rudolph <kapichak.rudolph@epa.gov>; Schwartz, Adan <Schwartz.Adan@epa.gov>; Perez Ortiz, Yasmin <perez-ortiz.yasmin@epa.gov>; Leffert, Kaitlyn (she/her/hers) <Leffert.Kaitlyn@epa.gov>; O'Kelly, Jeremy <OKelly.Jeremy@epa.gov>; Vijayan, Abi <Vijayan.Abi@epa.gov>
Cc: Wehling, Jefferson <Wehling.Jefferson@epa.gov>; Lo, Doris <Lo.Doris@epa.gov>
Subject: Comments and CTA vs SCAQMD SJM Denial Attachments

Hello Everyone,

Thank you for meeting with us today to talk about the NFRM for SCAQMD ISR 2305. I have attached the NPRM (for your reference), comment letters, and the court decision. I hope this will make the review of the NFRM a little easier. Please let me know if you have any questions or need anything.

Sincerely,

La Kenya Evans-Hopper (Ph.D)
Rules Office, Air and Radiation Division
Life Scientist
U.S. EPA Region 9
75 Hawthorne Street, San Francisco, 94105
Office: (415) 972-3245

Message

From: Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]
Sent: 7/5/2024 4:04:45 PM
To: Dickinson, David [Dickinson.David@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Schwartz, Adan [Schwartz.Adan@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Marks, Matthew [Marks.Matthew@epa.gov]
CC: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]; Carter, Elisabeth (ENRD) [Elisabeth.Carter@usdoj.gov]
Subject: Cert. petition in California Wavier cases
Attachments: Calfiornia waiver cert. petition.pdf

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Folks,

We just became aware that shortly before the holiday, the fuel industry petitioners unfortunately elected to file the attached cert. petition contesting the D.C. Circuit's standing decision in *Ohio v. EPA*. The petition urges the court to proceed to review the merits of the statutory interpretation questions as well and indicates that the red state petitioners will be filing a separate cert. petition raising the equal sovereignty issue. Let's plan to touch base next week on our game plan here.

Eric Hostetler
Senior Counsel for Appellate Matters
Environmental Defense Section
United States Department of Justice
(202) 305-2326

Message

From: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]
Sent: 7/9/2024 9:48:14 PM
To: Dickinson, David [Dickinson.David@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: Fwd: SAFE 1: joint stipulation to dismiss
Attachments: 2024.07.09 joint stipulation to dismiss FILE STAMPED.pdf

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FYI the stipulated dismissal was filed today in SAFE 1.

Begin forwarded message:

From: "Chen, Sue (ENRD)" <Sue.Chen@usdoj.gov>
Date: July 9, 2024 at 10:55:14 PM GMT+2
To: "Oliver, Hunter (NHTSA)" <hunter.oliver@dot.gov>
Cc: "Kolman, Chloe (ENRD)" <Chloe.Kolman@usdoj.gov>
Subject: SAFE 1: joint stipulation to dismiss

Hi Hunter,
I just got your voicemail. Here's the joint stipulation of dismissal that just got filed.
Let me know if you need anything else,
Sue

Sue Chen
U.S. Department of Justice
Environment & Natural Resources Division
Environmental Defense Section
202.305.0283

From: Cisco Unity Connection Messaging System <unityconnection@djjmdcmd01uvm01.gov>
Sent: Tuesday, July 9, 2024 3:51 PM
To: Sue Chen <202-305-0283@djjmdcmd01uvm01.gov>
Subject: Message from WIRELESS CALLER (92025782378)

Message

From: Stahle, Susan [Stahle.Susan@epa.gov]
Sent: 7/15/2024 1:41:20 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: OFR publication practices - revise and republish - questions on reopening and N&C - emails
Attachments: RE: OFR publication best practices; RE: OFR publication best practices

Hi –

Attached are the emails on this – the first one is the entire email chain, the second is mostly duplicative but includes the PDF files that Mark shared in his email.

I also forgot to mention a potential N&C question we also raised that we will also talk through with them (can circle back on that too).

Thanks,

Susan Stahle
Air and Radiation Law Office
Office of General Counsel
(202) 564-1272

From: Ellen Robo <erobo@edf.org>
Sent on: Friday, September 29, 2023 7:28:31 PM
To: Sui, Lang <Sui.Lang@epa.gov>; Nelson, Brian <nelson.brian@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>; Ray Minjares <ray@theicct.org>; Miller, Neil (he/him/his) <Miller.Neil@epa.gov>
Subject: RE: [EXTERNAL] EPA-ICCT-EDF Follow-Up Discussion on Adoption Curves

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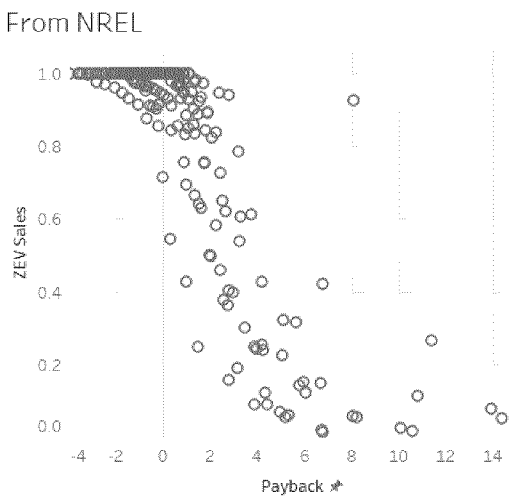
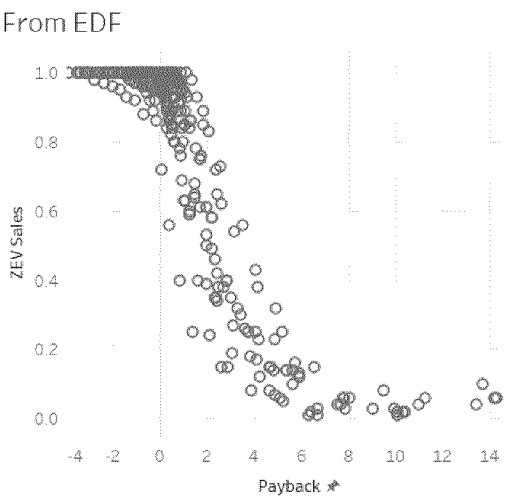
Hi Lang,
Glad you were able to plot the charts!
They are fairly close but its odd they are not more similar. Given the similarity in approaches and presumably the same data now, I would think they would be more closely aligned. I agree with you that the "From NREL" plot is generally wider.
Were there many BEVs with higher annual costs that had non-zero adoption levels? In the analysis I did, there are plenty of ZEVs with higher annual costs but they just had zero sales so they did not impact the results. Also, in looking at the plots, I wonder about the data point at 8 yr of payback and 90% adoption?
Have a wonderful weekend!
Ellen

From: Sui, Lang <Sui.Lang@epa.gov>
Sent: Friday, September 29, 2023 2:09 PM
To: Ellen Robo <erobo@edf.org>; Nelson, Brian <nelson.brian@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>; Ray Minjares <ray@theicct.org>; Miller, Neil (he/him/his) <Miller.Neil@epa.gov>
Subject: RE: [EXTERNAL] EPA-ICCT-EDF Follow-Up Discussion on Adoption Curves
Yes! That's what I actually did, but for some reason didn't type it in the equation. Maybe I need more coffee!
On a side note, I was able to plot the charts. One thing I noticed, is that there are more vehicles with higher annual cost for BEVs compared to ICEs (therefore more vehicles that got cut out). The overall profile looks a bit wider, but it's closer?





From: Ellen Robo <erobo@edf.org>
Sent: Friday, September 29, 2023 1:38 PM
To: Sui, Lang <Sui.Lang@epa.gov>; Nelson, Brian <nelson.brian@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>; Ray Minjares <ray@theicct.org>; Miller, Neil (he/him/his) <Miller.Neil@epa.gov>
Subject: RE: [EXTERNAL] EPA-ICCT-EDF Follow-Up Discussion on Adoption Curves

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Hi Lang,
It should be: payback_n*sales_n instead of payback_n/sales_n in order to get a sales weighted average for payback period. But otherwise, the formula looks correct.
If you have any additional questions down the line, I am happy to help if I am able to.
Thanks!
Ellen

From: Sui, Lang <Sui.Lang@epa.gov>
Sent: Friday, September 29, 2023 12:18 PM
To: Ellen Robo <erobo@edf.org>; Nelson, Brian <nelson.brian@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Mitchell, George <Mitchell.George@epa.gov>; Silverman, Steven <Silverman.Steven@epa.gov>; Ray Minjares <ray@theicct.org>; Miller, Neil (he/him/his) <Miller.Neil@epa.gov>
Subject: RE: [EXTERNAL] EPA-ICCT-EDF Follow-Up Discussion on Adoption Curves
Hi Ellen,
Thank you (and Ray) for taking the time to meet with us yesterday and walking through the calculations for payback and adoption rates. And thank you for sending the spreadsheet with the values for the chart and the explanation for the payback for negative annual cost. Just a quick question regarding the sales-weighted ZEV payback below is the equation I used for this calculation, please let me know if it is the same equation you used:

$$Sales\ Weighted\ Payback = \frac{\frac{PB_{EV150}}{S_{EV150}} + \frac{PB_{EV300}}{S_{EV300}} + \frac{PB_{EV500}}{S_{EV500}} + \frac{PB_{FCEV}}{S_{FCEV}}}{S_{EV150} + S_{EV300} + S_{EV500} + S_{FCEV}}$$

Message

From: Cullen, Angela [cullen.angela@epa.gov]
Sent: 3/26/2024 10:07:55 PM
To: Yanca, Catherine (she/her/hers) [yanca.catherine@epa.gov]; Cullen, Angela [cullen.angela@epa.gov]; Kopin, Amy [kopin.amy@epa.gov]; Nelson, Brian [nelson.brian@epa.gov]; Caffrey, Cheryl (she/her/hers) [caffrey.cheryl@epa.gov]; Miller, Neil (he/him/his) [Miller.Neil@epa.gov]; Cherry, Jeff [Cherry.Jeff@epa.gov]; Schaefer, Ron [schaefer.ron@epa.gov]; Wright, Ryleigh [wright.ryleigh@epa.gov]; Burke, Susan (she/her/hers) [Burke.Susan@epa.gov]; Daniels, Jessica (she/her/hers) [daniels.jessica@epa.gov]; Bunker, Amy (she/her/hers) [Bunker.Amy@epa.gov]; Junga, Eric (he/him/his) [Junga.Eric@epa.gov]; Stevens, JeffreyA [Stevens.JeffreyA@epa.gov]; Mitchell, George [Mitchell.George@epa.gov]; St. Peter, Marie [StPeter.Marie@epa.gov]; Healy, Stephen [healy.stephen@epa.gov]; Ramig, Christopher (he/him/his) [Ramig.Christopher@epa.gov]; Patrie, Mitchell [patrie.mitchell@epa.gov]; Sanchez, James [sanchez.james@epa.gov]; Ludlam, Scott [Ludlam.Scott@epa.gov]; Caldwell, Robert (he/him/his) [Caldwell.Robert@epa.gov]; Chang, Ray [Chang.Ray@epa.gov]; Hawkins, Julie [Hawkins.Julie@epa.gov]; Brakora, Jessica [Brakora.Jessica@epa.gov]; Han, Jaehoon [han.jaehoon@epa.gov]; Zawacki, Margaret (she/her/hers) [zawacki.margaret@epa.gov]; Davidson, Ken [Davidson.Ken@epa.gov]; Kamal, Ali [Kamal.Ali@epa.gov]; Miller, Elizabeth [Miller.Elizabeth@epa.gov]; Bailey, Chad [bailey.chad@epa.gov]; Swisz-Hall, Naima [swisz-hall.naima@epa.gov]; Revelt, Jean Marie [revelt.jean-marie@epa.gov]; Houston, Michelle [houston.michelle@epa.gov]; Boettcher, Madison (she/they) [Boettcher.Madison@epa.gov]; Kearns, Denise [kearns.denise@epa.gov]; Wang, Alex (he/him/his) [Wang.Alex@epa.gov]; Graham-Murray, Evan (he/him/his) [GrahamMurray.Evan@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Jackman, Dana [jackman.dana@epa.gov]; Phillips, Tuana (she/her/hers) [phillips.tuana@epa.gov]; Landgraf, Mike (he/him/his) [Landgraf.Mike@epa.gov]; Lennox, Maria [Lennox.Maria@epa.gov]; Geidosch, Justine (she/her/hers) [Geidosch.Justine@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Hartin, Corinne [Hartin.Corinne@epa.gov]; Shelby, Michael [Shelby.Michael@epa.gov]; Sherwood, Todd [sherwood.todd@epa.gov]; Stout, Alan [stout.alan@epa.gov]; Laroo, Chris [laroo.chris@epa.gov]; Payne, Matthew [payne.matthew@epa.gov]; Silverman, Steven [Silverman.Steven@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Clarke, Deirdre [clarke.deirdre@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]; Tanner, Daniel (he/him/his) [Tanner.Daniel@epa.gov]; Charmley, William (he/him/his) [charmley.william@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: SIGNED: Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles - Phase 3
Attachments: 8952-02-OAR Heavy-Duty Phase 3 FRM 20240326_ADMIN.docx

Wahoo!! We did it! Thank you everyone for all of your hard work!

Angela

From: Weyer, Erica <weyer.erica@epa.gov>
Sent: Tuesday, March 26, 2024 6:01 PM
To: Pritchard, Eileen <Pritchard.Eileen@epa.gov>
Cc: AO_Special_Assistants <AO_Special_Assistants@epa.gov>; Hooper, Daniel (he/him/his) <hooper.daniel@epa.gov>; Senter, Stephen <Senter.Stephen@epa.gov>; Truesdell, Rod (he/him/his) <Truesdell.Rod@epa.gov>; Haman, Patricia <Haman.Patricia@epa.gov>; Millett, John <Millett.John@epa.gov>; Wachter, Eric <Wachter.Eric@epa.gov>; Gaines, Cynthia <Gaines.Cynthia@epa.gov>; Carroll, Timothy <Carroll.Timothy@epa.gov>; Widener, Charles (Chuck) <Widener.Charles@epa.gov>; Muellerleile, Caryn <Muellerleile.Caryn@epa.gov>; Conger, Nick <Conger.Nick@epa.gov>; Drinkard, Andrea <Drinkard.Andrea@epa.gov>; Carter-Jenkins, Shakeba <Carter-Jenkins.Shakeba@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>; Mroz, Jessica (she/her/hers) <mroz.jessica@epa.gov>; Herbolsheimer, Courtney <herbolsheimer.courtney@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Brakora, Jessica <Brakora.Jessica@epa.gov>
Subject: SIGNED: Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles - Phase 3

Good evening,

Please see the attached final rule, *Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles - Phase 3*, digitally signed by the Administrator.

Regards,

Erica Weyer (she/her)
Special Assistant for Air
Office of the Administrator
U.S. Environmental Protection Agency

Phone: 202-566-2793
Mobile: 202-579-5751

Message

From: Koppel, Joshua M. (CIV) [Joshua.M.Koppel@usdoj.gov]
Sent: 7/19/2024 1:24:39 AM
To: Mumme, Bettina [bettina.mumme@hq.doe.gov]; Mathews, Joseph [Joseph.Mathews@hq.doe.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Stern, Mark (CIV) [Mark.Stern@usdoj.gov]; Sandberg, Jeffrey E. (CIV) [Jeffrey.E.Sandberg@usdoj.gov]
Subject: PEF litigation: near-final draft
Attachments: PEF response brief 7-18-24.docx

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All,

Thank you for everyone's very helpful comments on the draft brief! We haven't been able to incorporate all suggestions, but we have certainly incorporated most, including the ones that I think were most important to the agencies.

Attached is a near-final draft. Please send any showstopper comments by tomorrow (Friday) COB. If there's anything we should discuss, I can be available for a call at 3:00 or 5:15.

Thank you,
Josh

Joshua Koppel
Civil Division, Appellate Staff
U.S. Department of Justice
(202) 514-4820

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 7/29/2024 7:36:09 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

I think that makes sense. Thanks

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Monday, July 29, 2024 3:33 PM
To: Orlin, David <Orlin.David@epa.gov>
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

David, See Susannah's note about discussing this order. I would think we could wait until next week, after Sue Chen is back and we've all had some time to think about this? I could suggest that to her, and if she wants to do it this week, I guess we could spend 10 min at hot issues if you're available then?

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Marks, Matthew <Marks.Matthew@epa.gov>
Sent: Monday, July 29, 2024 3:28 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: Re: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

Let me know how much time a conversation on this will take as hot issues is getting full. Susannah also wants to talk RFS, so it might be that we need a couple separate meetings Wednesday or Thursday.

Matthew C. Marks
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Air and Radiation Law Office
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On Jul 29, 2024, at 3:21 PM, Weaver, Susannah <Weaver.Susannah@epa.gov> wrote:

No rest for the weary. We should also find time to talk about this soon.

From: Greenfield, Meghan <Greenfield.Meghan@epa.gov>
Sent: Monday, July 29, 2024 3:15 PM
To: Weaver, Susannah <Weaver.Susannah@epa.gov>
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

The pending light duty vehicle case...

From: Weaver, Susannah <Weaver.Susannah@epa.gov>
Sent: Monday, July 29, 2024 3:14 PM
To: Greenfield, Meghan <Greenfield.Meghan@epa.gov>
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

Which case is this?

From: Greenfield, Meghan <Greenfield.Meghan@epa.gov>
Sent: Monday, July 29, 2024 3:13 PM
To: Weaver, Susannah <Weaver.Susannah@epa.gov>
Subject: FW: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

Did you see this?

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Sent: Monday, July 29, 2024 12:28 PM
To: Greenfield, Meghan <Greenfield.Meghan@epa.gov>
Subject: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

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United States Court of Appeals for District of Columbia Circuit

Notice of Docket Activity

The following transaction was entered on 07/29/2024 at 12:26:25 PM Eastern Daylight Time and filed on 07/29/2024

Case Name:	State of Texas, et al v. EPA, et al
Case Number:	22-1031
Document(s):	Document(s)

Docket Text:
PER CURIAM ORDER [2067052] filed, on the court's own motion, that the parties file simultaneous,

supplemental briefs addressing (1) to what extent, if any, the court's decision in Ohio v. EPA, 98 F.4th 288 (D.C. Cir. 2024), is relevant to petitioners' standing to bring their petitions for review in these cases; and (2) to what extent, if any, the Supreme Court's decision in Loper Bright Enterprises v. Raimondo, 144 S. Ct. 2244 (2024), is relevant to the issues of statutory interpretation presented in these cases. The parties' supplemental briefs, not to exceed 3,900 words, are due 21 days from the date of this order. Supplemental reply briefs, not to exceed 1,950 words, may be filed 10 days thereafter. Before Judges: Srinivasan, Katsas and Pan. [22-1031, 22-1032, 22-1033, 22-1034, 22-1036, 22-1038, 22-1080, 22-1144, 22-1145]

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Message

From: Weaver, Susannah [Weaver.Susannah@epa.gov]
Sent: 7/29/2024 8:34:42 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Marks, Matthew [Marks.Matthew@epa.gov]
CC: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Orlin, David [Orlin.David@epa.gov]
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

Flag: Follow up

Thanks Ryland. Next week makes sense, after you've had time to confer with DOJ, including Sue.

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Monday, July 29, 2024 4:28 PM
To: Weaver, Susannah <Weaver.Susannah@epa.gov>; Marks, Matthew <Marks.Matthew@epa.gov>
Cc: Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Orlin, David <Orlin.David@epa.gov>
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

Susannah,

Adding David who has been in touch with DOJ regarding this and who may have further thoughts. It may be most productive for us to discuss with you next week as we have until 8/19 to file and Sue Chen is also out of the office this week. But if you prefer we talk at hot topics, we can take 10 min to share initial thoughts then.

Separately, you may recall we have previously filed a 28j regarding Ohio. See the attached.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Weaver, Susannah <Weaver.Susannah@epa.gov>
Sent: Monday, July 29, 2024 3:21 PM
To: Marks, Matthew <Marks.Matthew@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Cc: Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>
Subject: FW: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

No rest for the weary. We should also find time to talk about this soon.

From: Greenfield, Meghan <Greenfield.Meghan@epa.gov>
Sent: Monday, July 29, 2024 3:15 PM
To: Weaver, Susannah <Weaver.Susannah@epa.gov>
Subject: RE: 22-1031 State of Texas, et al v. EPA, et al "Per Curiam Order Filed (Complex Panel)" (EPA-86FR74434)

The pending light duty vehicle case…

From: Weaver, Susannah <Weaver.Susannah@epa.gov>
Sent: Monday, July 29, 2024 3:14 PM

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Which case is this?

From: Greenfield, Meghan <Greenfield.Meghan@epa.gov>
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United States Court of Appeals for District of Columbia Circuit

Notice of Docket Activity

The following transaction was entered on 07/29/2024 at 12:26:25 PM Eastern Daylight Time and filed on 07/29/2024

Case Name:	State of Texas, et al v. EPA, et al
Case Number:	22-1031
Document(s):	Document(s)

Docket Text:
PER CURIAM ORDER [2067052] filed, on the court's own motion, that the parties file simultaneous, supplemental briefs addressing (1) to what extent, if any, the court's decision in Ohio v. EPA, 98 F.4th 288 (D.C. Cir. 2024), is relevant to petitioners' standing to bring their petitions for review in these cases; and (2) to what extent, if any, the Supreme Court's decision in Loper Bright Enterprises v. Raimondo, 144 S. Ct. 2244 (2024), is relevant to the issues of statutory interpretation presented in these cases. The parties' supplemental briefs, not to exceed 3,900 words, are due 21 days from the date of this order. Supplemental reply briefs, not to exceed 1,950 words, may be filed 10 days thereafter. Before Judges: Srinivasan, Katsas and Pan. [22-1031, 22-1032, 22-1033, 22-1034, 22-1036, 22-1038, 22-1080, 22-1144, 22-1145]

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[STAMP acecfStamp_ID=1109186823 [Date=07/29/2024] [FileNumber=2067052-0] [31d2bbf55b544368461fbfb32f86439ceccabdbf7c540d2a203758d3a47d1bf92e7d997b73a56391176d0c7a6f9b18ab32faaff11f4a9745bc3a64a1b5d9afd2]]
Recipients:

- Emma Akrawi, Assistant Attorney General
- Alphonse Michael Alfano
- Robert Alt
- Ryan Baasch
- Jessica Barclay-Strobel, Counsel
- James A. Barta
- Tiffany Bates, Attorney
- Mr. Joshua Aries Berman, Senior Attorney
- Mr. Jonathan Andrew Berry
- Mr. Michael James Bostrom
- Mr. Nicholas J. Bronni, Deputy Solicitor General
- Mr. Peter A. Bruland, Attorney
- Michael Burger, Attorney
- Mr. Michael B. Buschbacher
- Sue Si Chen, Trial Attorney
- Ms. Yueh-Ru Chu, Section Chief Affirmative Litigation
- Sara A. Colangelo
- Christian Brian Corrigan
- Daniel R. Dertke
- Ruthanne Mary Deutsch, Attorney
- Joshua Divine, Assistant Attorney General
- Sean H. Donahue

- Mr. David D. Doniger, Counsel
- Alexandria K. Doolittle
- Stuart A. Drake
- Ms. Elizabeth Dubats
- Tim Duncheon
- Shelby Leigh Dyl
- Ian Fein
- Mr. Daniel Jacob Feith, Attorney
- Mr. David Fotouhi
- Brian Rene Frazelle
- Mr. Paul Andrew Garrahan
- Mr. Frank D. Garrison, Attorney
- Mr. Garry M. Gaskins, II
- Sarah Goetz
- Donald L. R. Goodson
- Mr. Neil David Gordon
- Edward James Gorman, Senior Litigation Attorney
- Ms. Brianne Jenna Gorod
- Eric Philip Gotting
- Mr. William G. Grantham, Assistant Attorney General
- Emily Green
- Eric Hamilton
- Micaela Harms, Deputy Attorney General
- Alice Henderson
- Ms. Cara Ann Horowitz
- Peter Huffman
- Ms. Hyland Hunt, Attorney
- Matthew Ireland, Assistant Attorney General
- Andrea Issod
- Mr. Dylan L. Jacobs, Assistant Solicitor General
- Mr. Jason E. James
- Mr. Gabe Johnson-Karp
- Ms. Ann R. Johnston, Sr. Deputy Attorney General
- Robb William Kapla, Attorney
- Vanessa L. Kassab, Deputy Attorney General
- Mr. Scott Allen Keller
- Kevin J. Kennedy
- Christopher Gene King, Assistant Corporation Counsel
- Samara Lackman Kline

- Joshua Michael Koppel
- Mr. Scott Norman Koschwitz, Assistant Attorney General
- Mr. Matthew Franklin Kuhn
- Mr. Edmund Gerard LaCour, Jr.
- Theodore Lamm
- Mr. Lyle T. Leonard, Deputy Assistant Attorney General
- Sean A. Lev, Attorney
- Rachel Levick
- Mr. Matthew Ivan Levine, Assistant Attorney General
- Mr. Martin Levy, Attorney
- Ms. Jennifer L. Lewis
- Justin L. Matheny, Deputy Solicitor
- Mr. Eric Dean McArthur, Attorney
- Mr. Gavin Geraghty McCabe, Deputy Attorney General
- Mr. Thomas Ryan McCarthy, Attorney
- Theodore McCombs
- Caitlan L. McLoon, Deputy Attorney General
- Margaret Elaine Meckenstock
- Mr. Robert Michaels
- Ms. Lisa Jo Morelli
- Mr. Patrick J. Morrisey
- Mr. Matthew W. Morrison, Counsel
- Jessica Morton
- Ms. Kathleen Moriarty Mueller
- Mrs. Elizabeth Baker Murrill, Assistant Attorney General
- Mr. Scott Lawrence Nelson
- Steven Novick
- Devin O'Connor
- Mr. John Caviness O'Quinn
- Mr. David Paul Wendelowsk Orlin
- Ms. Vera P. Pardee
- Ms. Vickie Lynn Patton
- Ms. Brittany M. Pemberton, Attorney
- Rafe Petersen
- Douglas Peterson, Attorney General
- Lanora Christine Pettit, Deputy Solicitor
- Mr. Kevin James Poloncarz, Attorney
- Stanford Purser
- Morgan L. Ratner

- Mr. Christopher Huriaux Reitz, Assistant Attorney General
- Stephanie Lee Safdi
- Mr. Matthew J. Sanders
- Mr. Max Sarinsky
- Seth Gardner Schofield, Assistant Attorney General
- Michael Benjamin Schon, Attorney
- Ms. Lindsay S. See
- Joshua Segal
- Mr. John A. Sheehan, Attorney
- Deborah A. Sivas
- Mr. James Emory Smith, Jr., Assistant Attorney General
- Joanne Marie Spalding
- Mr. Asher Paris Spiller, Assistant Attorney General
- Ms. Mathura Sridharan
- Scott Steinbrecher, Assistant Attorney General
- Mrs. Heidi Parry Stern, Solicitor
- Mark B. Stern, Attorney
- Mr. Judd E. Stone, II
- Michael F. Strande, Assistant Attorney General
- Mr. Andrew Philip Su
- Peter Surdo, Special Assistant Attorney General
- Mr. Robert Donald Swanson
- Mr. Gary Edward Tavetian, Attorney
- Garrison Todd
- Judith Vale
- Caroline S. Van Zile, Deputy Solicitor General
- Stacey Lynn VanBelleghem
- Nicholas M. Vaz
- Patrick Francis Veasy
- Mr. James K. Vines
- Jeffrey B. Wall
- Mr. Devin Watkins
- Ms. Ann Brewster Weeks, Senior Counsel
- Gillian E. Wener, Assistant Attorney General
- Jonathan Andrew Wiener
- Mr. Michael Ray Williams
- Mr. Wesley Scott Williams
- Mr. Christian Douglas Wright
- Ms. Elizabeth Wydra, Chief Counsel

- Hannah Yindra
- Mr. Peter Michel Zalzal, Attorney
- Matthew Dwight Zinn
- Peter Lawrence de la Cruz

Message

From: Lee, Jin Hyung (ENRD) [Jin.Hyung.Lee@usdoj.gov]
Sent: 6/10/2024 2:19:12 PM
To: Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]
CC: Buckley, Sarah (ENRD) [Sarah.Buckley@usdoj.gov]; Hardee, Alex (ENRD) [Alex.Hardee@usdoj.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: Nebraska v. EPA, No. 24-1129 (and Consolidated Cases) -- ZETA Motion to Intervene

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Thanks, Andrea. Will let ZETA know.

From: Carrillo, Andrea <Carrillo.Andrea@epa.gov>
Sent: Monday, June 10, 2024 9:44 AM
To: Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>
Cc: Buckley, Sarah (ENRD) <Sarah.Buckley@usdoj.gov>; Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: [EXTERNAL] RE: Nebraska v. EPA, No. 24-1129 (and Consolidated Cases) -- ZETA Motion to Intervene

Yes, we do not oppose (and confirmed with David that is consistent with our position on ZETA in the multipollutant case).

From: Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>
Sent: Sunday, June 9, 2024 9:50 AM
To: Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>
Cc: Buckley, Sarah (ENRD) <Sarah.Buckley@usdoj.gov>; Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Subject: FW: Nebraska v. EPA, No. 24-1129 (and Consolidated Cases) -- ZETA Motion to Intervene

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Hi Andrea, Stacey – Another intervention request from ZETA on behalf of EPA. Could you please confirm that EPA does not oppose? ZETA also informed us in the multipollutant litigation that they intend to intervene in that one, and Sue asked David to confirm for that case. Thanks! – Jin

---

From: Brugato, Thomas <tbrugato@cov.com>
Sent: Friday, June 7, 2024 9:57 AM

To: eric.hamilton@nebraska.gov; zachary.pohlman@nebraska.gov; Buckley, Sarah (ENRD) <Sarah.Buckley@usdoj.gov>; Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>; Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>; vsaltzman@catf.us; sgoho@catf.us; asu@edf.org; sean@donahuegoldberg.com; ahenderson@edf.org; megan@donahuegoldberg.com; vpatton@edf.org; pzalzal@edf.org; rmichaels@elpc.org; ifein@nrdc.org; jforgie@nrdc.org; azieve@citizen.org; sanjay.narayan@sierraclub.org; Theodore.McCombs@doj.ca.gov; micaela.harms@doj.ca.gov; Elaine.Meckenstock@doj.ca.gov; justin.smith@james-otis.com; John.Sauer@james-otis.com; tha@texaspolicy.com; rhenneke@texaspolicy.com; cmighell@texaspolicy.com
Cc: Guzy, Gary <GGuzy@cov.com>; Callahan, Thomas <TCallahan@cov.com>
Subject: [EXTERNAL] Nebraska v. EPA, No. 24-1129 (and Consolidated Cases) -- ZETA Motion to Intervene

Counsel,

I am writing on behalf of the Zero Emission Transportation Association ("ZETA"), which intends to intervene in support of respondents in *Nebraska v. EPA*, No. 24-1129, and its consolidated cases. We would appreciate it if you could please let us know your position on that motion by COB Tuesday 6/11.

Many thanks,

Thomas

Thomas Brugato

Covington & Burling LLP
One CityCenter, 850 Tenth Street, NW
Washington, DC 20001-4956
T +1 202 662 5515 | tbrugato@cov.com
www.cov.com

COVINGTON

This message is from a law firm and may contain information that is confidential or legally privileged. If you are not the intended recipient, please immediately advise the sender by reply e-mail that this message has been inadvertently transmitted to you and delete this e-mail from your system. Thank you for your cooperation.

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 6/13/2024 5:36:13 PM
To: Graham, Cheryl [Graham.Cheryl@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]
Subject: FW: multipollutant: fuel petitions
Attachments: AFPM_ldv petition.pdf; API_ldv petition.pdf

FYI-- a couple more petitions for review of the LMDV—one by AFPM (also includes a union local) and one by API and some ag interests and auto dealers.

Cheryl—could you consolidate these with 24-0187? Thanks!

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Sent: Thursday, June 13, 2024 1:27 PM
To: Orlin, David <Orlin.David@epa.gov>; Nolbaum, Seth (he/him/his) <Nolbaum.Seth@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>
Cc: Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>; Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>
Subject: multipollutant: fuel petitions

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Here you go. We now have Paul Clement in the mix.

Sue Chen
U.S. Department of Justice
Environment & Natural Resources Division
Environmental Defense Section
P.O. Box 7611
Washington, D.C. 20044
202.305.0283
Sue.Chen@usdoj.gov

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 4/30/2024 5:37:27 PM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Subject: Texas v EPA (DC Cir. 24-1100) (new petition to LMDV filed 4/29)
Attachments: 2024.04.29 Texas petition.pdf; 2024.04.20 Texas docket.pdf

FYI, Texas filed a petition for the Multipollutant Light and Medium Vehicle Rule in the DC Circuit yesterday.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

Message

From: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Sent: 8/5/2024 3:24:36 PM
To: OGC ARLO MGMT [OGC_ARLO_MGMT@epa.gov]
Subject: OFR revise & republish
Attachments: RE: OFR publication best practices; FW: OFR publication best practices

FYI see attached emails with more info from CCILO/Gautam. Below is a summary of the practice from a RSC meeting summary.

I. Federal Register Drafting Reminders

- Revise and Republish
  - The Office of Federal Register issued a new amendatory instruction in 2023, "revise and republish." This instruction calls for agencies with numerous piecemeal amendatory edits to publish entire subparts, paragraphs, or subparagraphs, dependent on situation.
  - Although some programs have noted this will increase FR publication costs, we have determined that OFR is starting to require this instruction ("..effective January 2024…"). They indicate that revise and republish will decrease eCFR errors and editorial review time.
  - Please notify OP if revise and republish is causing significant cost increases to your program.
  - https://www.archives.gov/federal-register/write/ddh
  - https://www.archives.gov/federal-register/write/ddh/revise-republish
  - https://www.archives.gov/federal-register/write/ddh/use-rev-rep

Ryland Shengzhi Li
Assistant General Counsel for Mobile Sources and Fuels
U.S. Environmental Protection Agency
Office of General Counsel, Air and Radiation Law Office
tel: (202) 564-6787 | em: li.ryland@epa.gov | desk: WJC-N 7409G
mail: USEPA (2344A), 1200 Pennsylvania Ave. NW, Washington, DC 20460
pronouns: he/him/his

Message

From: Koppel, Joshua M. (CIV) [Joshua.M.Koppel@usdoj.gov]
Sent: 8/5/2024 6:42:14 PM
To: Mumme, Bettina [bettina.mumme@hq.doe.gov]; Mathews, Joseph [Joseph.Mathews@hq.doe.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Oliver, Hunter (NHTSA) [hunter.oliver@dot.gov]
CC: Sandberg, Jeffrey E. (CIV) [Jeffrey.E.Sandberg@usdoj.gov]
Subject: PEF litigation
Attachments: 2024-08-05 NRDC amicus brief.pdf

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Hi all,

Attached is NRDC's amicus brief, just filed in the PEF litigation.

Josh

Joshua Koppel
Civil Division, Appellate Staff
U.S. Department of Justice
(202) 514-4820

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 8/14/2024 3:44:25 PM
To: Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]
CC: Dertke, Daniel [Daniel.Dertke@usdoj.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Greenfield, Meghan [Greenfield.Meghan@epa.gov]
Subject: RE: Cars GHG: current draft
Attachments: ENV_DEFENSE-#1226780-v6-cars_GHG_supplemental_briefSW.docx

Sue,

Attached is the draft reflecting some comments from Susannah Weaver and Meghan Greenfield. We are planning to talk further internally at 1 pm about the Ohio/standing issues but we wanted to get you these comments as quickly as possible.

Thanks very much,

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

Heavy-Duty GHG Phase 3 Progress Review Kick-Off Briefing for OD Dunham

August 20, 2024

FOIA No. 2026-EPA-03766

ED_021568A_00000680-00001

Outline

- Overview
- Stakeholder Outreach
- Timeline
- Next Steps

Overview

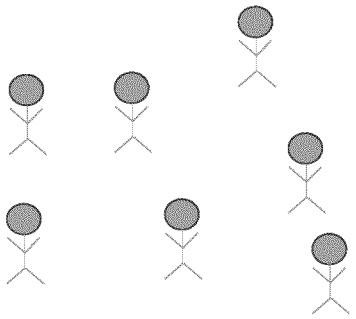
EPA carefully assessed the technologies and infrastructure and concluded **they will support the feasibility of the final Heavy-Duty Phase 3 GHG emission standards**.

EPA committed to **actively engage with a range of stakeholders** to monitor both **manufacturer compliance** and the heavy-duty ZEV **infrastructure**.

EPA will **coordinate with DOE and DOT** to monitor the implementation of electric vehicle charging and hydrogen fueling infrastructure designed to serve HD vehicles.

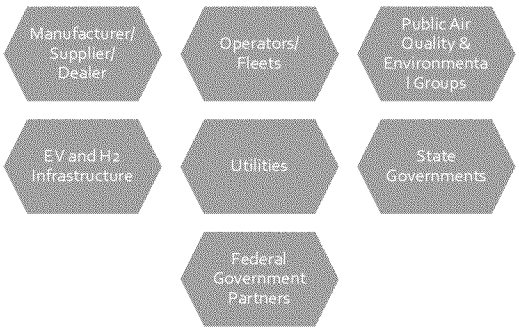
EPA will release **periodic status reports, beginning as early as 2026,** which may support the current program or indicate a need for guidance documents or future regulatory action.

Progress Review Team



Small **cross-divisional team** primarily consisting of staff who worked on the HD Phase 3 rule

Stakeholder Groups and Goals for Early Outreach



- EPA to share overview of initial progress review ideas
- Receive input on what information EPA should be considering
- Discuss topics for future engagement
- **We will walk through the example stakeholder briefing**

Stakeholder Initial Outreach Timeline

Sep.–Oct.

Manufacturers, *including on-site visits*:
EMA, PACCAR, DTNA, Volvo, Cummins, Navistar, Ford

Operators: ATA

Environmental/Public Health NGOs: EDF, Clean Vehicle Coalition (ICCT, UCS, and others)

Environmental Justice: MFN

States: CARB, NACAA/NESCAUM

Government: DOE, National Labs

Nov.–Dec.

Manufacturers / Suppliers / Dealers:
GM, Stellantis, Tesla, ATD/NADA

Operators:
Individual fleets

Environmental NGOs:
NRDC

Government:
Joint Office, National Labs

Early 2025

Manufacturers / Suppliers / Dealers:
UAW, CALSTART, MECA, MEMA

EV and H_2 Infrastructure and Utilities:
EPRI, EEI, CEC, ChargePoint, Electrify America, and others

States:
ACT States

Outreach-Conferences

- Potential Conference Presentations
  - SAE COMVEC (Sept)
  - SAE Government/Industry (Jan)
  - Transportation Research Board Annual Conf. (Jan)
  - SAE HD Sustainable Transport Symposium (May)

	2024		2025				2026			
	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Stakeholder Outreach	→	→	→	→	→	→	→	→	→	→
EPA 2023 & 2024 Cert Data Availability			X				X			
CA ACT 2024 & 2025 Data Availability			X				X			
EPA Analytical Work (incl. DOE & Joint Office)	→	→	→	→	→	→	→			
Issue 1st Report									★	

Timeline

EPA STAFF DRAFT - DELIBERATIVE

Notes

Not planning to discuss analytical plan today, will revisit that topic in a future meeting

Next Steps

- Meet again in late October with feedback on stakeholder input

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 8/30/2024 3:10:03 PM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Greenfield, Meghan [Greenfield.Meghan@epa.gov]
CC: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Kataoka, Mark [Kataoka.Mark@epa.gov]; Frank, Carin (she/her/hers) [Frank.Carin@epa.gov]
Subject: FW: cars GHG: supplemental replies
Attachments: 2024.08.29 California supplemental reply.pdf; 2029.08.29 NGO supplemental reply.pdf; 2024.08.29 EPA supplemental reply FILE STAMPED.pdf; 2024.08.29 automaker supplemental reply.pdf; 2024.08.29 fuel supplemental reply.pdf; 2024.08.29 Texas supplemental reply.pdf

Here is a full set of the supplemental replies in the Texas v EPA litigation on the MY 2023-2026 standards. Thanks for all the help with these briefs on a short briefing schedule.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Sent: Friday, August 30, 2024 10:47 AM
To: Orlin, David <Orlin.David@epa.gov>
Subject: cars GHG: supplemental replies

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Here you go.

Sue Chen
U.S. Department of Justice
Environment & Natural Resources Division
Environmental Defense Section
P.O. Box 7611
Washington, D.C. 20044
202.305.0283
Sue.Chen@usdoj.gov

OFFICE OF GENERAL COUNSEL
WASHINGTON, D.C. 20460

October 7, 2024

MEMORANDUM

SUBJECT: Second Revised Recusal Statement

FROM: Dimple Chaudhary
Acting General Counsel

DIMPLE CHAUDHARY Digitally signed by DIMPLE CHAUDHARY Date: 2024.10.10 12:39:01 -04'00'

TO: Michael S. Regan
Administrator

I am updating my previously issued recusal statement dated September 9, 2022, to reflect my new position as Acting General Counsel. I have previously consulted with the Office of General Counsel/Ethics (OGC/Ethics) and been advised about my ethics obligations. This memorandum formally notifies you of my continuing obligation to recuse myself from participating personally and substantially in certain matters in which I have a financial interest, or a personal or business relationship. I also understand that I have my own attorney bar obligations.

ATTORNEY BAR OBLIGATIONS

In addition to the pledge restrictions involving my former client, NRDC, I understand that I am bound by my bar rules and am obliged to protect the confidences of my former clients. I understand that I am restricted from switching sides in litigation in which I participated in or provided counsel or that is the same as or substantially related to the same specific party matter in which I previously participated personally and substantially, unless my bar provides for and I first obtain informed consent and coordinate with OGC/Ethics. Set forth below are the cases pending at EPA in which I participated and from which I am recused for the entirety of my tenure at EPA:

CASE NAME and/or SUBJECT MATTER	CITATION and/or DESCRIPTION:
Consent Decree Implementation of Agency's failure to issue a worst-case spill regulation for non-transportation-related-substantial-harm facilities	*Environmental Justice Health Alliance for Chemical Policy Reform, NRDC, et al. v. EPA*, Case No. 19-cv-2516, SDNY
Challenge to methylene chloride rule	*Labor Council for Latin America, NRDC, et al. v. EPA*, Case No. 19-1042, 2d Cir.
Challenge to use of tetrachlorvinphos on pets	*NRDC v. Wheeler*, Case No. 20-72794, 9th Cir.
Case involving tort claims related to Flint water crisis	*Walters v. Flint, EPA, et al.*, Case No. 17-10164, E.D. Mich.[1]

FINANCIAL CONFLICTS OF INTEREST

As required by 18 U.S.C. § 208(a), I will not participate personally and substantially in any particular matter in which I know that I have a financial interest directly and predictably affected by the matter, or in which I know that a person whose interests are imputed to me has a financial interest directly and predictably affected by the matter, unless I first obtain a written waiver, pursuant to 18 U.S.C. § 208(b)(1), or qualify for a regulatory exemption, pursuant to 18 U.S.C. § 208(b)(2). I understand that the interests of the following persons are imputed to me: any spouse or minor child of mine; any general partner of a partnership in which I am a limited or general partner; any organization in which I serve as officer, director, trustee, general partner or employee; and any person or organization with which I am negotiating or have an arrangement concerning prospective employment.

I have consulted with OGC/Ethics and been advised that I do not currently have any financial conflicts of interest. I will remain vigilant and notify OGC/Ethics immediately should my financial interests change.

OBLIGATIONS UNDER THE IMPARTIALITY PROVISIONS

Pursuant to the federal ethics rules, I understand that I have a covered relationship with certain individuals and entities. *See* 5 C.F.R. 2635.502(b)(1). Among these covered relationships, I have covered relationships with any person who is a member of my household, or who is a relative with whom I have a close personal relationship, or any person for whom my spouse, parent, or child is, to my knowledge, serving or seeking to serve as an officer, director, trustee, general partner, agent, attorney, consultant,

[1] In addition to my bar obligation, I realize that I also have a loss of impartiality issue because spouse's firm is a party to this specific party matter.

contractor or employee. *See* 5 C.F.R. § 2635.502(b)(1)(ii) and (iii). I therefore have a covered relationship with my spouse and my spouse's employer, the law firm **Motley Rice**.

I am aware of the following cases involving EPA in which my husband's firm is also a party or represents a party. I have advised OGC/Ethics that my spouse, who is a salaried employee of the firm, is not himself participating in any of these cases and his practice is unrelated to environmental law. However, to avoid even the appearance of any loss of impartiality, I will not participate in any of the cases identified below unless I first seek and obtain an impartiality determination from OGC/Ethics:

- *U.S. v. New Indy Catawba, LLC*, Case No. 21-cv-02053 SAL, D. S.C.
- *Aqueous Film-Forming Foams (AFFF) Products Liability Litigation*, MDL No. 2873
- *Texas Chemistry Council v. EPA*, Case No. 24-60193, 5th Cir.

I will also recuse from participating in any other specific party matters in which my spouse or his employer is a party or represents a party, unless I am otherwise authorized by OGC/Ethics to participate, pursuant to 5 C.F.R. § 2635.502(d).

SCREENING ARRANGEMENT

In order to ensure that I do not participate in particular matters from which I am recused, I have asked Jim Payne, the Deputy General Counsel for Environmental Media and Regional Law Offices, to assist in screening EPA matters directed to my attention. All inquiries and comments involving my recusals should be directed to him without my knowledge or involvement. If Jim determines that I am recused, then he will take action or refer it for action or assignment to another, without my knowledge or involvement.

UPDATE AS NECESSARY

In consultation with OGC/Ethics, I will revise and update my recusal statement whenever warranted by changed circumstances, including changes in my financial interests, changes in my personal or business relationships, or any changes to my EPA duties. In the event of any changes to my screening arrangement, I will provide a copy of the revised recusal statement to you and OGC/Ethics.

cc: OGC Immediate Office
OGC Associates
Regional Counsels
Justina Fugh, Director, Ethics Office

Message

From: Brakora, Jessica [Brakora.Jessica@epa.gov]
Sent: 11/8/2024 8:51:21 PM
To: Charmley, William (he/him/his) [charmley.william@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Stout, Alan [stout.alan@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Moran, Robin [moran.robin@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Stahle, Susan [Stahle.Susan@epa.gov]; Nelson, Brian [nelson.brian@epa.gov]
Subject: LD/HD amendments: package sent to OAR for pre-OMB review
Attachments:Vehicle Tech Amendments Rule for OAR review and OMB upload (SAN 12015)

Brakora, Jessica has shared a OneDrive for Business file with you. To view it, click the link below.

2024_Amendments_PreambleRegs.docx

Good afternoon, Bill and Ryland –
Tuana just sent a copy of our LD/HD amendments package to OAR for their review ahead of OMB upload (see attached email). She separately invited OP to pre-review ahead of officially sending them the package on 11/18.

I have attached a link to our live preamble file. We welcome you to continue your reviews in parallel with OAR and OP over the next two weeks. Below is a copy of our planned schedule (not yet accepted by OMB), which includes OMB upload on 11/25. Assuming this schedule sticks, we would appreciate your review ahead of Friday, November 22. Please let us know if you have any concerns with that timing.

Thank you,
Jess

Sun	Mon	Tue	Wed	Thu	Fri	Sat
20-Oct	21-Oct	22-Oct	23-Oct	24-Oct	25-Oct	26-Oct
	Staff drafting/reviewing					
27-Oct	28-Oct	29-Oct	30-Oct	31-Oct	1-Nov	2-Nov
	Bill/Ryland review…					
3-Nov	4-Nov	5-Nov	6-Nov	7-Nov	8-Nov	9-Nov
	Bill/Ryland review…		*OAR brief*	*Bill/Ryland review*		
10-Nov	11-Nov	12-Nov	13-Nov	14-Nov	15-Nov	16-Nov
	OAR + OP pre-OMB review					
17-Nov	18-Nov	19-Nov	20-Nov	21-Nov	22-Nov	23-Nov
	OP pre-OMB review (cont)					
24-Nov	25-Nov	26-Nov	27-Nov	28-Nov	29-Nov	30-Nov
	OMB review…					
1-Dec	2-Dec	3-Dec	4-Dec	5-Dec	6-Dec	7-Dec
	OMB review…					
8-Dec	9-Dec	10-Dec	11-Dec	12-Dec	13-Dec	14-Dec
	OMB review…					
15-Dec	16-Dec	17-Dec	18-Dec	19-Dec	20-Dec	21-Dec
	OMB review		*Clearance*	*Prep for signature*		
22-Dec	23-Dec	24-Dec	25-Dec	26-Dec	27-Dec	28-Dec
	Christmas Holiday					
29-Dec	30-Dec	31-Dec	1-Jan	2-Jan	3-Jan	4-Jan
	OAR + OP pre-signature review					
5-Jan	6-Jan	7-Jan	8-Jan	9-Jan	10-Jan	11-Jan
	OP pre-signature review (cont) + upload				*Signature*	
12-Jan	13-Jan	14-Jan	15-Jan	16-Jan	17-Jan	18-Jan
	Publication…					
19-Jan	20-Jan	21-Jan	22-Jan	23-Jan	24-Jan	25-Jan
	Publication…					

- -

Jessica L. Brakora
(Pronounced BRAH-ko-rah)
Engineer, Heavy-Duty Engine and Vehicle Branch
Assessment and Standards Division
US. EPA - Office of Transportation and Air Quality

Brakora.Jessica@epa.gov

Message

From: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Sent: 6/25/2024 1:00:59 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]
Subject: FW: Docket Alert for the Case of The Transport Project v. EPA, et al
Attachments: 24-1214.pdf

Do you know what their interest is? I've never heard of them. (Not including Andrea as I see she's out.)

++++++++++++++
(202) 695-6287
he/him/his

From: OGCLibrary <OGCLibrary@epa.gov>
Sent: Tuesday, June 25, 2024 8:05 AM
To: Anderson, Lea (she/her/hers) <anderson.lea@epa.gov>; Doster, Brian <Doster.Brian@epa.gov>; Graham, Cheryl <Graham.Cheryl@epa.gov>; Hogan, Stephanie (she/her/hers) <Hogan.Stephanie@epa.gov>; Lee, Michael (he/him/his) <lee.michaelg@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Marks, Matthew <Marks.Matthew@epa.gov>; Seidman, Emily <seidman.emily@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Vijayan, Abi <Vijayan.Abi@epa.gov>
Subject: Docket Alert for the Case of The Transport Project v. EPA, et al

Greetings,

Alert attached for case 24-1214.

Let me know if you need further assistance.

Regards,
Kate McAloon
OGC Librarian, Contractor – **ADS** Agile Decision Sciences
US Environmental Protection Agency, Wash., D.C.
202-564-3971

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 8/20/2024 2:20:31 AM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Greenfield, Meghan [Greenfield.Meghan@epa.gov]
CC: Durch, Kyle [Durch.Kyle@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Kataoka, Mark [Kataoka.Mark@epa.gov]; Frank, Carin (she/her/hers) [Frank.Carin@epa.gov]
Subject: RE: petitioner/intervenor supplemental briefs in Texas v EPA (LD GHG standards)
Attachments: NTR Joint Appendix.pdf

CUI//PRIVILEGE

And here is the JA if anyone wants to see what is being cited.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

Controlled by U.S. Environmental Protection Agency

From: Orlin, David
Sent: Monday, August 19, 2024 10:07 PM
To: Weaver, Susannah <Weaver.Susannah@epa.gov>; Greenfield, Meghan <Greenfield.Meghan@epa.gov>
Cc: Durch, Kyle <Durch.Kyle@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Nolbaum, Seth (he/him/his) <Nolbaum.Seth@epa.gov>; Srinivasan, Gautam <Srinivasan.Gautam@epa.gov>; Kataoka, Mark <Kataoka.Mark@epa.gov>; Frank, Carin (she/her/hers) <Frank.Carin@epa.gov>
Subject: petitioner/intervenor supplemental briefs in Texas v EPA (LD GHG standards)

Attached is I think a complete set of all of the supplemental briefs filed in the LD GHG litigation. I have also attached word versions of the supplemental briefs of the Fuels Petitioners and the State Petitioners in case that is a convenient way for people to provide comments on those briefs. Our reply is due next Thursday so as you can imagine DOJ is eager to hear any initial reactions as quickly as might be possible.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 8/20/2024 2:06:43 AM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Greenfield, Meghan [Greenfield.Meghan@epa.gov]
CC: Durch, Kyle [Durch.Kyle@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Kataoka, Mark [Kataoka.Mark@epa.gov]; Frank, Carin (she/her/hers) [Frank.Carin@epa.gov]
Subject: petitioner/intervenor supplemental briefs in Texas v EPA (LD GHG standards)
Attachments: Fuels Supp brief.pdf; Alliance Supp brief.pdf; EPA Supp brief.pdf; Texas Supp brief.pdf; Utility supp brief.pdf; NCAT supp brief.pdf; State supp brief.pdf; NGO supp brief.pdf

CUI//PRIVILEGE

Orlin, David has shared OneDrive for Business files with you. To view them, click the links below.

Fuels Supp brief.docx

Texas Supp brief.docx

Attached is I think a complete set of all of the supplemental briefs filed in the LD GHG litigation. I have also attached word versions of the supplemental briefs of the Fuels Petitioners and the State Petitioners in case that is a convenient way for people to provide comments on those briefs. Our reply is due next Thursday so as you can imagine DOJ is eager to hear any initial reactions as quickly as might be possible.

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

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Message

From: Charmley, William (he/him/his) [charmley.william@epa.gov]
Sent: 1/2/2025 5:09:56 PM
To: Durch, Kyle (he/him/his) [Durch.Kyle@epa.gov]; Patulski, Meg [patulski.meg@epa.gov]; Samulski, Michael [samulski.michael@epa.gov]; Dickinson, David [Dickinson.David@epa.gov]
CC: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: Final CHC decision document - comments from Susannah W.
Attachments: Decision Document_CHC signature package_12-30-2024-edits.docx

CUI//PRIVILEGE

Dear all –

I just received this document.
Thanks
Bill

Controlled by U.S. Environmental Protection Agency

From: Nunez, Alejandra <Nunez.Alejandra@epa.gov>
Sent: Thursday, January 2, 2025 12:01 PM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>; Dunham, Sarah (she/her/hers) <Dunham.Sarah@epa.gov>
Cc: Goffman, Joseph <Goffman.Joseph@epa.gov>
Subject: RE: Final CHC decision document

CUI//PRIVILEGE

I will send an invite.

In the meantime, attached please find Susannah's comments. I've also sent them through the regular channels, but since Jessie is out sick today I am sending them separately to you. Susannah discussed these edits with ARLO this morning.

Bill, if you could respond to Joe's question (I am not tracking his comments) that would be great.

Thanks.

Message

From: Garfinkle, Stacey [garfinkle.stacey@epa.gov]
Sent: 6/24/2024 4:25:41 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
CC: Carrillo, Andrea [Carrillo.Andrea@epa.gov]
Subject: HD Certified Index
Attachments: HD Certified Index Signature Page_signed.pdf; EPA_Certified_Index_HeavyDutyEngineVehicle-Phase3_6-24-24.pdf; EPA_Certified_Index_HeavyDutyEngineVehicle-Phase3_6-24-24.xlsx

Hi Ryland,

Sarah signed the certification page to accompany the HD Phase 3 certified index. Is there anything else I need to do before forwarding along the index and certification page to DOJ? Thanks and let me know!

Regards,

Stacey

Stacey Simone Garfinkle
Attorney-Advisor
Air and Radiation Law Office
Office of General Counsel
U.S. Environmental Protection Agency
Direct: (202) 564-3103 | Mobile: (202) 503-6365
garfinkle.stacey@epa.gov
(she/her/hers)

Please note that I may have sent this message outside regular business hours. If you receive this email outside of your normal working hours, please know that I do not expect a response until you are back at work during your normal hours.

Message

From: Stahle, Susan [Stahle.Susan@epa.gov]
Sent: 11/15/2024 12:36:58 AM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Leiter, Amanda [Leiter.Amanda@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Marks, Matthew [Marks.Matthew@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Lee, Michael (he/him/his) [lee.michaelg@epa.gov]; Hong, Jeanhee [Hong.Jeanhee@epa.gov]
CC: Seidman, Emily [seidman.emily@epa.gov]; Schramm, Daniel [Schramm.Daniel@epa.gov]; Kaban, Rosemary [Kaban.Rosemary@epa.gov]; Greenfield, Meghan [Greenfield.Meghan@epa.gov]
Subject: FW: Calumet Draft - version sent to OSG
Attachments: ENV_DEFENSE-#1269926-v6-Calumet_Merits_Brief.DOCX

FYI – attached is the draft brief that Jeff sent to OSG.

Also note that Jeff indicates below we will likely be scheduling a call next week with OSG, EDS and EPA to discuss the case.

Susan Stahle
OGC/ARLO
(202) 564-1272

From: Hughes, Jeffrey (ENRD) <Jeffrey.Hughes@usdoj.gov>
Sent: Thursday, November 14, 2024 7:11 PM
To: Stahle, Susan <Stahle.Susan@epa.gov>
Subject: Calumet Draft

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Sue,

Attached is the draft I send Aimee. I also said we'd want to set up a call (which we anticipate would include Matt L. and Susannah) to hash out big issues; Aimee thinks we should aim for the latter half of next week.

Let me know if you have any questions or would like to discuss.

Jeffrey Hughes
Trial Attorney
United States Department of Justice
Environment and Natural Resources Division
O: (202) 305-4598
C: (202) 532-3080

Message

From: Stahle, Susan [Stahle.Susan@epa.gov]
Sent: 1/17/2025 5:03:16 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: Loper Bright memo
Attachments: Post-Loper Bright Preliminary Guide for Counseling Attorneys.pdf

Flag: Follow up

Here it is! 😊

Susan Stahle
Air and Radiation Law Office
Office of General Counsel
(202) 564-1272

Message

From: Durch, Kyle [Durch.Kyle@epa.gov]
Sent: 11/19/2024 9:47:00 PM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]
CC: Schwartz, Adan [Schwartz.Adan@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: RE: ACC II WHC Feedback
Attachments: LPS-#324749-v1-Comments_California_Waiver_ACCII_Determination_11082024_Draft_.DOCX

CUI//PRIVILEGE

Thanks Susannah. Times forwarded. I'm available for any of them, but I'll let you know when I hear back from the team. Here are the DOJ comments again.

Controlled by U.S. Environmental Protection Agency

From: Weaver, Susannah <Weaver.Susannah@epa.gov>
Sent: Tuesday, November 19, 2024 4:32 PM
To: Durch, Kyle <Durch.Kyle@epa.gov>
Cc: Schwartz, Adan <Schwartz.Adan@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: RE: ACC II WHC Feedback

CUI//PRIVILEGE

Got it. Strictly through a meeting. She thinks she could get us all of her comments by Friday. She's available Friday 11:30-12:30 and 3-4 and Monday 9-10:30, 12-1, and 2:30-4:30. I think we'll need an hour. Can you figure out what works best?

Also, can you re-up DOJ's comments in my inbox?

Thanks!

Controlled by U.S. Environmental Protection Agency

From: Durch, Kyle <Durch.Kyle@epa.gov>
Sent: Tuesday, November 19, 2024 4:04 PM
To: Weaver, Susannah <Weaver.Susannah@epa.gov>
Cc: Schwartz, Adan <Schwartz.Adan@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: ACC II WHC Feedback

CUI//PRIVILEGE

Hi Susannah,

Following up again on the feedback. I checked with the team, and Meg P. would prefer to see the available feedback sooner rather than later. To that end, was Megan looking to convey that strictly through a meeting, or through written comments as well? Thanks!

Best,

Kyle Durch (he/him)
US EPA, Office of General Counsel
(202) 564-1809

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Controlled by U.S. Environmental Protection Agency

Message

From: Schwartz, Adan [Schwartz.Adan@epa.gov]
Sent: 11/22/2024 5:02:42 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: discussion
Attachments: ACC II Waiver Final Decision FR Notice 11-08-24 DOJ review draft.docx

In case you want to open the version Megan is looking at

From: Schwartz, Adan
Sent: Friday, November 22, 2024 11:29 AM
To: Durch, Kyle (he/him/his) <Durch.Kyle@epa.gov>; Charmley, William (he/him/his) <charmley.william@epa.gov>
Cc: Patulski, Meg <patulski.meg@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>
Subject: RE: discussion

Bill, Meg, and David:

Just to make sure we're all working off the same page, attached is the version of the draft that was sent to WHC. Obviously there are differences between this and our working draft. Apologies for redundancy if David already shared this.

From: Durch, Kyle (he/him/his) <Durch.Kyle@epa.gov>
Sent: Friday, November 22, 2024 11:26 AM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>; Schwartz, Adan <Schwartz.Adan@epa.gov>
Cc: Patulski, Meg <patulski.meg@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>
Subject: FW: discussion

Hi Bill and Adan,

Sending directly because you weren't included on the email…WHC needs to delay the start of the meeting to 11:40. Let me know if you need a re-send of the Webex link. Thanks!

Best,

Kyle Durch (he/him)
US EPA, Office of General Counsel
(202) 564-1809

This email, including attachments, may contain information that is confidential and/or protected by the attorney/client or other privileges. If you are not an intended recipient, please delete this email, including attachments, and notify me by email or at (202) 564-1809.

Message

From: Carrillo, Andrea [Carrillo.Andrea@epa.gov]
Sent: 12/2/2024 2:09:25 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: Nebraska HD - private petitioners' opening brief
Attachments: 2024-10-16-2080266 - Private petitioners' opening brief.pdf

---

From: Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>
Sent: Wednesday, October 16, 2024 9:21 PM
To: Garfinkle, Stacey <garfinkle.stacey@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>
Cc: Buckley, Sarah (ENRD) <Sarah.Buckley@usdoj.gov>; Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>
Subject: Nebraska HD - private petitioners' opening brief

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Attached is the private petitioners' opening brief.

Best,

Alex Hardee
Trial Attorney
Environmental Defense Section
U.S. Department of Justice
202-305-5105

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 12/2/2024 4:37:41 PM
To: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]
Subject: FW: multipollutant: brief filed!
Attachments: 2024.11.26 proof answering brief FILE STAMPED.pdf

Here is the as-filed version of the LMDV brief

David Orlin (he/him)
US EPA, Office of General Counsel
(202) 564-1222

From: Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>
Sent: Tuesday, November 26, 2024 9:01 PM
To: Orlin, David <Orlin.David@epa.gov>; Nolbaum, Seth (he/him/his) <Nolbaum.Seth@epa.gov>; Durch, Kyle (he/him/his) <Durch.Kyle@epa.gov>
Cc: Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>; Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>
Subject: multipollutant: brief filed!

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Team,

Here's the file-stamped brief for your records. Thank you for all that you've done to make this brief possible. We appreciate all your patience, insightful comments, & good cheer throughout this long & sometimes painful process. Please also pass along our thanks to the countless program staff who helped us understand cars & economic analyses & the electric grid & many, many other technical issues about which we had had no clue.

We hope you get some real down time after this. Congratulations & happy Thanksgiving!
Sue

Sue Chen
U.S. Department of Justice
Environment & Natural Resources Division
Environmental Defense Section
P.O. Box 7611
Washington, D.C. 20044
202.305.0283
Sue.Chen@usdoj.gov

Message

From: Orlin, David [Orlin.David@epa.gov]
Sent: 8/28/2024 2:42:30 PM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]
Subject: Fwd: cars GHG: NGOs' draft
Attachments: Texas v EPA NGO Supp Reply Br - DRAFT Aug 28.docx

Draft NGO reply too

David Orlin

Begin forwarded message:

From: "Chen, Sue (ENRD)" <Sue.Chen@usdoj.gov>
Date: August 28, 2024 at 10:10:26 AM EDT
To: "Orlin, David" <Orlin.David@epa.gov>
Subject: cars GHG: NGOs' draft

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Sue Chen
U.S. Department of Justice
Environment & Natural Resources Division
Environmental Defense Section
202.305.0283

From: Fein, Ian <ifein@nrdc.org>
Sent: Wednesday, August 28, 2024 1:05 AM
To: Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>
Cc: elaine.meckenstock@doj.ca.gov
Subject: [EXTERNAL] Draft NGO Supplemental Reply in Texas v EPA

Privileged & Confidential – Subject to Common Interest Privilege

Hi Sue and Dan,

With apologies for not sending earlier, attached (at this late hour, in case it's helpful) is the current working version of the NGO supplemental reply in Texas v. EPA. Happy to discuss anything tomorrow, if you'd like.

Best,

IAN FEIN
Senior Counsel, Litigation Strategy

NATURAL RESOURCES DEFENSE COUNCIL

111 SUTTER ST., 21ST FLOOR
SAN FRANCISCO, CA 94104
T 415.875.6147

ifein@nrdc.org
PRONOUNS: HE/HIM

PRIVILEGE AND CONFIDENTIALITY NOTICE
This message is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged, confidential, and exempt from disclosure under applicable law. If you are not the intended recipient of this message, you are hereby notified that disseminating, distributing, or copying it or any attachment to it is prohibited. If you have received this message in error, please notify me immediately by e-mail and delete the original message.

Message

From: Koppel, Joshua M. (CIV) [Joshua.M.Koppel@usdoj.gov]
Sent: 8/28/2024 2:51:48 PM
To: Mumme, Bettina [bettina.mumme@hq.doe.gov]; Mathews, Joseph [Joseph.Mathews@hq.doe.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Oliver, Hunter (NHTSA) [hunter.oliver@dot.gov]
CC: Sandberg, Jeffrey E. (CIV) [Jeffrey.E.Sandberg@usdoj.gov]
Subject: PEF litigation: reply and motion
Attachments: 2024-08-27 Motion to file supplemental declaration.pdf; 2024-08-27 Reply brief.pdf

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Good morning,

Petitioners in *Iowa v. Granholm* (8th Cir.) yesterday filed the attached reply and motion to file a supplemental declaration regarding standing.

Josh

Joshua Koppel
Civil Division, Appellate Staff
U.S. Department of Justice
(202) 514-4820

Message

From: Hong, Jeanhee [Hong.Jeanhee@epa.gov]
Sent: 1/24/2025 7:40:06 PM
To: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Marks, Matthew [Marks.Matthew@epa.gov]; Lee, Michael (he/him/his) [lee.michaelg@epa.gov]; Seidman, Emily [seidman.emily@epa.gov]
CC: Schramm, Daniel [Schramm.Daniel@epa.gov]; Kaban, Rosemary [Kaban.Rosemary@epa.gov]; Stahle, Susan [Stahle.Susan@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject: FW: Amicus Brief No. 23-1067 & 23-1068
Attachments: No. 23-1067 Stanford Law School COC.pdf; No. 23-1067 Stanford Law School COS.pdf; 2025-01-24 Brief of Amici FINAL.pdf

CUI//PRIVILEGE

Just in – amicus briefs in *Oklahoma/PacifiCorp.*

Jeanhee (pronounced "Jeannie") Hong | she/her
Attorney-Advisor, Air and Radiation Law Office
Office of General Counsel, U.S. EPA | (202) 565-0040

Controlled by U.S. Environmental Protection Agency

From: Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>
Sent: Friday, January 24, 2025 11:37 AM
To: Schramm, Daniel <Schramm.Daniel@epa.gov>; Kaban, Rosemary <Kaban.Rosemary@epa.gov>; Hong, Jeanhee <Hong.Jeanhee@epa.gov>
Cc: St. Romain, Alexandra (ENRD) <Alexandra.St.Romain@usdoj.gov>
Subject: FW: Amicus Brief No. 23-1067 & 23-1068

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

FYI

From: SupremeCtBriefs (SMO) <Ex_SupremeCtBriefs@jmd.usdoj.gov>
Sent: Friday, January 24, 2025 2:36 PM
To: Brown, Aimee W. (OSG) <Aimee.W.Brown@usdoj.gov>; Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>
Subject: FW: Amicus Brief No. 23-1067 & 23-1068

From: Customer Service <briefs@wilsonepes.com>
Sent: Friday, January 24, 2025 2:24 PM
To: mithun@lkcfirm.com; spurser@agutah.gov; misha.tseytlin@troutman.com; SupremeCtBriefs (SMO) <Ex_SupremeCtBriefs@jmd.usdoj.gov>; matthewjsanders@stanford.edu
Cc: Customer Service <briefs@wilsonepes.com>; Robyn Dorsey <robyndorsey@wilsonepes.com>
Subject: [EXTERNAL] Amicus Brief No. 23-1067 & 23-1068

The attached **Amicus Brief No. 23-1067 & 23-1068** has been HAND FILED today at the Supreme Court on January 24, 2025. Service parties will receive hard copy service per rule 29.5

Nos. 23-1067 and 23-1068

STATE OF OKLAHOMA, ET AL.,
Petitioners,
v.
ENVIRONMENTAL PROTECTION AGENCY, ET AL.,
Respondents.

PACIFICORP, ET AL.,
Petitioners,
v.
ENVIRONMENTAL PROTECTION AGENCY, ET AL.,
Respondents.

AFFIDAVIT OF SERVICE

I HEREBY CERTIFY that on January 24, 2025, three (3) copies of the BRIEF OF FORMER EPA GENERAL COUNSELS JONATHAN CANNON, E. DONALD ELLIOTT, AND AVI GARBOW AS *AMICI CURIAE* IN SUPPORT OF RESPONDENTS in the above-captioned case were served, as required by U.S. Supreme Court Rule 29.5(c), on the following:

MITHUN MANSINGHANI
LEHOTSKY KELLER COHN LLP
629 W. Main Street
Oklahoma City, OK 73102
(512) 693-8350
Counsel for Oklahoma, et al.

MISHA TSEYTLIN
TROUTMAN PEPPER HAMILTON SANDERS LLP
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ELIZABETH PRELOGAR
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Counsel for Respondents

The following email addresses have also been served electronically:

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supremectbriefs@usdoj.gov
matthewjsanders@stanford.edu

Message

From: Reiter, Lisa (she/her/hers) [Reiter.Lisa@epa.gov]
Sent: 12/18/2024 10:01:52 PM
To: Dunham, Sarah (she/her/hers) [Dunham.Sarah@epa.gov]
CC: Charmley, William (he/him/his) [charmley.william@epa.gov]; Sargeant, Kathryn (she/her/hers) [sargeant.kathryn@epa.gov]; Patulski, Meg [patulski.meg@epa.gov]; Burch, Julia (she/her/hers) [Burch.Julia@epa.gov]; Mylan, Christopher [Mylan.Christopher@epa.gov]; Suarez, Patricia (Trish) (she/her/hers) [suarez.patricia@epa.gov]; Herbolsheimer, Courtney [herbolsheimer.courtney@epa.gov]; Phillips, Tuana (she/her/hers) [phillips.tuana@epa.gov]; Nelson, Brian [nelson.brian@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Holly, Don [Holly.Don@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Schwartz, Adan [Schwartz.Adan@epa.gov]; Durch, Kyle (he/him/his) [Durch.Kyle@epa.gov]
Subject: RE: ACC II and Omnibus Media Clips - Updated Version
Attachments: California Waiver Media Report 18 December 2024.docx

Hi Sarah and Team - attached is an updated news clip as of 4pm today from OPA. This version also includes the news clips I sent earlier in the day.

Lisa Reiter
Communications Director
Office of Transportation and Air Quality (OTAQ)
U.S. Environmental Protection Agency
Contact me on Teams
reiter.lisa@epa.gov
Office 202-566-2185
Mobile 202-893-6711
Pronouns: she/her/hers

From: Reiter, Lisa (she/her/hers) <Reiter.Lisa@epa.gov>
Sent: Wednesday, December 18, 2024 12:16 PM
To: Dunham, Sarah (she/her/hers) <Dunham.Sarah@epa.gov>
Cc: Charmley, William (he/him/his) <charmley.william@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Patulski, Meg <patulski.meg@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Suarez, Patricia (Trish) (she/her/hers) <suarez.patricia@epa.gov>; Herbolsheimer, Courtney <herbolsheimer.courtney@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Nelson, Brian <nelson.brian@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Holly, Don <Holly.Don@epa.gov>
Subject: ACC II and Omnibus Media Clips

Hi Sarah and Team – here is the first round of media clips for ACC II and Omnibus. OPA will be sending us another update around 4pm that I will share soon after.

Lisa Reiter
Communications Director
Office of Transportation and Air Quality (OTAQ)
U.S. Environmental Protection Agency
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reiter.lisa@epa.gov
Office 202-566-2185
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Pronouns: she/her/hers

From: Reiter, Lisa (she/her/hers) <Reiter.Lisa@epa.gov>
Sent: Wednesday, December 18, 2024 10:14 AM
To: Dunham, Sarah (she/her/hers) <Dunham.Sarah@epa.gov>
Cc: Charmley, William (he/him/his) <charmley.william@epa.gov>; Sargeant, Kathryn (she/her/hers) <sargeant.kathryn@epa.gov>; Patulski, Meg <patulski.meg@epa.gov>; Burch, Julia (she/her/hers) <Burch.Julia@epa.gov>; Mylan, Christopher <Mylan.Christopher@epa.gov>; Suarez, Patricia (Trish) (she/her/hers) <suarez.patricia@epa.gov>; Herbolsheimer, Courtney <herbolsheimer.courtney@epa.gov>; Phillips, Tuana (she/her/hers) <phillips.tuana@epa.gov>; Nelson, Brian <nelson.brian@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Holly, Don <Holly.Don@epa.gov>
Subject: ACC II and Omnibus Now Live
Importance: High

Hi Sarah and team – the ACC II and Omnibus PR is now live - https://www.epa.gov/newsreleases/epa-grants-waiver-californias-advanced-clean-cars-ii-regulations.

The website is also live: https://www.epa.gov/state-and-local-transportation/vehicle-emissions-california-waivers-and-authorizations

The comms. team is working with OPA and our library to track media posts and will be sharing with the teams later.

Please let me know if you have any questions. Thanks.

Lisa Reiter
Communications Director
Office of Transportation and Air Quality (OTAQ)
U.S. Environmental Protection Agency
Contact me on Teams
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Office 202-566-2185
Mobile 202-893-6711
Pronouns: she/her/hers

Message

From: Li, Ryland (Shengzhi) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=7CF0EAC9D34B446F88E03F8EC48274F1-LI, SHENGZH]
Sent: 2/13/2024 5:59:05 PM
To: Silverman, Steven [Silverman.Steven@epa.gov]
Subject: FW: New ARLO attorney to support vehicle rules
Attachments: Ashley Maiolatesi.pdf

FYI

From: Li, Ryland (Shengzhi)
Sent: Monday, February 12, 2024 12:13 PM
To: Charmley, William (he/him/his) <charmley.william@epa.gov>; Moran, Robin <moran.robin@epa.gov>; Olechiw, Michael <olechiw.michael@epa.gov>; Swisz-Hall, Naima <swisz-hall.naima@epa.gov>; Wang, Alex (he/him/his) <Wang.Alex@epa.gov>; Yanca, Catherine (she/her/hers) <yanca.catherine@epa.gov>; Cullen, Angela <cullen.angela@epa.gov>
Cc: Orlin, David <Orlin.David@epa.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <Garfinkle.stacey@epa.gov>
Subject: New ARLO attorney to support vehicle rules

Hi all – I wanted to share that a new ARLO attorney, Ashley Maiolatesi, will be supporting both vehicle rules at 50% FTE. Ashley just started at EPA today. She comes to us from the leading environmental law firm of Latham & Watkins and also has prior experience at EDF and clerking in federal district court. I expect her to principally support the RTCs for both rules. She may join some meetings as well, but is unlikely to join the full complement of meetings for both rules. If you have any questions, please let me know.

Ryland Shengzhi Li
Assistant General Counsel for Mobile Sources and Fuels
U.S. Environmental Protection Agency
Office of General Counsel, Air and Radiation Law Office
tel: (202) 564-6787 | em: li.ryland@epa.gov | desk: WJC-N 7409G
mail: USEPA (2344A), 1200 Pennsylvania Ave. NW, Washington, DC 20460
pronouns: he/him/his

Message

From: Li, Ryland (Shengzhi) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=7CF0EAC9D34B446F88E03F8EC48274F1-LI, SHENGZH]
Sent: 3/3/2024 5:57:33 PM
To: Orlin, David [Orlin.David@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]
Subject: LD RTC 2
Attachments: LD2 Comments.docx

FYI I have temporarily removed all the verbatim comments from RTC 2. The big file size was slowing down my laptop and causing me to lose too much time. I will take responsibility for putting them back at some point.

Ryland Shengzhi Li
Assistant General Counsel for Mobile Sources and Fuels
U.S. Environmental Protection Agency
Office of General Counsel, Air and Radiation Law Office
tel: (202) 564-6787 | em: li.ryland@epa.gov | desk: WJC-N 7409G
mail: USEPA (2344A), 1200 Pennsylvania Ave. NW, Washington, DC 20460
pronouns: he/him/his

Message

From: Li, Ryland (Shengzhi) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=7CF0EAC9D34B446F88E03F8EC48274F1-LI, SHENGZH]
Sent: 4/26/2024 3:09:45 PM
To: Baylor, Rodney [baylor.rodney@epa.gov]
CC: Brakora, Jessica [Brakora.Jessica@epa.gov]; Salzman, Andrew [Salzman.Andrew@epa.gov]; Haskins, Antonio [Haskins.Antonio@epa.gov]
Subject: RE: SharePoint/MS Word Issues
Attachments: RE: Sharepoint file issues; RE: Sharepoint file issues

Rodney,

Please also include Andrew Salzman and Antonio Haskins from the OGC IT team on this meeting in case one or both of them can attend.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Li, Ryland (Shengzhi)
Sent: Friday, April 26, 2024 11:06 AM
To: Baylor, Rodney <baylor.rodney@epa.gov>
Cc: Brakora, Jessica <Brakora.Jessica@epa.gov>
Subject: RE: SharePoint/MS Word Issues

Hi Rodney,

Next Mon 9-10am looks like it would work for us. 3-4pm also works. I may forward this onto a couple of others folks as well.

I am attaching two emails that Jess sent to Kedir that I think address your questions. Jess should feel free to share more if she has further thoughts.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Baylor, Rodney <baylor.rodney@epa.gov>
Sent: Thursday, April 25, 2024 9:09 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Cc: Brakora, Jessica <Brakora.Jessica@epa.gov>
Subject: Re: SharePoint/MS Word Issues

Thank you for the information. Please review time slots provided and let me know which time works best for you and your colleague. Upon receiving that time slot, I'll proceed with sending the meeting details. You can forward as you see fit.

To help prepare for the meeting , can you provide some insight into how big of a file you were having issues with? Also, it was mentioned that the word document becomes corrupted, are you able to provide more insight into what you or others are seeing?

I'll pass this information along to Microsoft so they are able to investigate prior to our meeting.

Best,
Rodney

Rodney Baylor, baylor.rodney@epa.gov
IT Specialist, End User Services Division
US Environmental Protection Agency
OMS/OITO/EUSD
WJC-West/ 5305P

Phone: 202-566-2919
Mobile: 202-680-4471
EISD Help Desk
Office : 866-411-4EPA (4372)
EISD Customer Portal : https://usepa.servicenowservices.com/epa
Portal : IT Service Desk

From: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Sent: Thursday, April 25, 2024 5:36 PM
To: Baylor, Rodney <baylor.rodney@epa.gov>
Cc: Brakora, Jessica <Brakora.Jessica@epa.gov>
Subject: RE: SharePoint/MS Word Issues

Hi Rodney,

Thank you very much for your assistance with this. My calendar is up to date for next week. I am also copying my colleague Jessica Brakora, who is coordinating on this issue in the Office of Transportation and Air Quality. Please also include her on this meeting.

Please also let us know if we should prepare anything in advance of this meeting. I also want to note that this issue seriously affected my team's recent rulemaking efforts; those rulemaking efforts, however, are now complete. If it would be helpful to find someone who is continuing to face these issues right now to attend this meeting, we can try to do that, recognizing that would mean taking them away from critical work they are doing.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Baylor, Rodney <baylor.rodney@epa.gov>
Sent: Thursday, April 25, 2024 4:49 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: RE: SharePoint/MS Word Issues

Also – Please let me know what time works best for you and your team to schedule a meeting with Microsoft personnel.

4/29 – 9-10AM, 3-4PM ET
4/30 – 1-2:30PM ET
5/1 – 12-2:30PM ET

Thanks,
Rodney

From: Baylor, Rodney
Sent: Thursday, April 25, 2024 4:47 PM
To: Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>
Subject: SharePoint/MS Word Issues

Hello Ryland,

We have coordinated a meeting with Microsoft to discuss the issues that were raised. In the meantime, we have provided Microsoft as much detail as possible regarding the issues your team have been facing.

We will be able to provide you with an update once we have the meeting.

v/r
Rodney

OMS
OFFICE OF MISSION SUPPORT

Rodney Baylor, baylor.rodney@epa.gov
IT Specialist, End User Services Division
US Environmental Protection Agency
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WJC-West/ 5305P

Phone: 202-566-2919
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EISD Help Desk
Office : 866-411-4EPA (4372)
EISD Customer Portal : https://usepa.servicenowservices.com/epa
Portal : IT Service Desk

Message

From: Li, Ryland (Shengzhi) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=7CF0EAC9D34B446F88E03F8EC48274F1-LI, SHENGZH]
Sent: 5/30/2024 6:12:23 PM
To: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Subject: FW: Iowa v. Granholm - opening brief
Attachments: 2024-05-29 Addendum to petitioners' brief.pdf; 2024-05-29 Appendix.pdf; 2024-05-29 Petitioners' brief.pdf

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Koppel, Joshua M. (CIV) <Joshua.M.Koppel@usdoj.gov>
Sent: Wednesday, May 29, 2024 9:21 PM
To: Daly, Gabriel <gabriel.daly@hq.doe.gov>; Mathews, Joseph <Joseph.Mathews@hq.doe.gov>; Mumme, Bettina <bettina.mumme@hq.doe.gov>; Teitz, Alexandra <alexandra.teitz@hq.doe.gov>; Grace-Tardy, Ami <ami.grace-tardy@hq.doe.gov>; Durch, Kyle <Durch.Kyle@epa.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Geier, Paul (OST) <Paul.Geier@dot.gov>; Hendrixson, Erin (OST) <erin.hendrixson@dot.gov>; Kolodziej, Kerry (NHTSA) <Kerry.Kolodziej@dot.gov>; Oliver, Hunter (NHTSA) <hunter.oliver@dot.gov>
Cc: Stern, Mark (CIV) <Mark.Stern@usdoj.gov>; Sandberg, Jeffrey E. (CIV) <Jeffrey.E.Sandberg@usdoj.gov>
Subject: Iowa v. Granholm - opening brief

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

DOE, EPA, and DOT/NHTSA colleagues,

Attached are petitioners' opening brief, addendum, and appendix, just filed in the PEF litigation in *Iowa v. Granholm* (8th Cir.). Our response is currently due June 28, but we plan to seek an extension.

Best,
Josh

Joshua Koppel
Civil Division, Appellate Staff
U.S. Department of Justice
(202) 514-4820

Message

From: Li, Ryland (Shengzhi) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=7CF0EAC9D34B446F88E03F8EC48274F1-LI, SHENGZH]
Sent: 6/7/2024 7:57:54 PM
To: Schramm, Daniel [Schramm.Daniel@epa.gov]
Subject: NAAQS / Title II
Attachments: 2024 LMD Final Rule RTC.pdf; Aircraft Pb Final EF RTC.pdf

Per our call, see LMD RTC PDF page 388 *Need for standards to adequately protect public health and welfare*

and Aircraft Pb Endangerment RTC PDF page 307 *Response to Comments Asserting that Lead Concentrations in Air Cause No Harm and Exceed the Lead NAAQS at Only a Few Airports*

Ryland Shengzhi Li
Assistant General Counsel for Mobile Sources and Fuels
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mail: USEPA (2344A), 1200 Pennsylvania Ave. NW, Washington, DC 20460
pronouns: he/him/his

Message

From: Li, Ryland (Shengzhi) [/O=EXCHANGELABS/OU=EXCHANGE ADMINISTRATIVE GROUP (FYDIBOHF23SPDLT)/CN=RECIPIENTS/CN=7CF0EAC9D34B446F88E03F8EC48274F1-LI, SHENGZH]
Sent: 7/25/2024 1:47:26 PM
To: Kolman, Chloe (ENRD) [Chloe.Kolman@usdoj.gov]
CC: Dickinson, David [Dickinson.David@epa.gov]
Subject: RE: 19-1230 Union of Concerned Scientists v. NHTSA "Order Filed (CLERK)" (NHTS-84FR51310)

Thanks for the heads up, Chloe.

Ryland Shengzhi Li
US EPA, Office of General Counsel
(202) 564-6787
pronouns: he/him/his

From: Kolman, Chloe (ENRD) <Chloe.Kolman@usdoj.gov>
Sent: Thursday, July 25, 2024 9:17 AM
To: Hunter Oliver <hunter.oliver@dot.gov>; Li, Ryland (Shengzhi) <Li.Ryland@epa.gov>; Dickinson, David <Dickinson.David@epa.gov>; Michael <michael.kuppersmith@dot.gov>; Erin <erin.hendrixson@dot.gov>
Cc: Dertke, Daniel (ENRD) <Daniel.Dertke@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>
Subject: Fwd: 19-1230 Union of Concerned Scientists v. NHTSA "Order Filed (CLERK)" (NHTS-84FR51310)

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

Hey all -

The original SAFE 1 case has been officially dismissed. Docket entry below.

Chloe

Begin forwarded message:

From: ecfnoticing@cadc.uscourts.gov
Date: July 25, 2024 at 2:46:19 PM GMT+2
To: "Kolman, Chloe (ENRD)" <Chloe.Kolman@usdoj.gov>
Subject: 19-1230 Union of Concerned Scientists v. NHTSA "Order Filed (CLERK)" (NHTS-84FR51310)

*****NOTE TO PUBLIC ACCESS USERS*** Judicial Conference of the United States policy permits attorneys of record and parties in a case (including pro se litigants) to receive one free electronic copy of all documents filed electronically, if receipt is required by law or directed by the filer. PACER access fees apply to all other users. To avoid later charges, download a copy of each document during this first viewing.**

United States Court of Appeals for District of Columbia Circuit

Notice of Docket Activity

The following transaction was entered on 07/25/2024 at 8:44:14 AM Eastern Daylight Time and filed on 07/25/2024

Case Name:	Union of Concerned Scientists v. NHTSA
Case Number:	19-1230
Document(s):	Document(s)

Docket Text:
CLERK'S ORDER [2066357] filed that the Clerk is directed to note on the docket that this case is dismissed. No mandate shall issue. [19-1230, 19-1239, 19-1241, 19-1242, 19-1243, 19-1245, 19-1246, 19-1249, 20-1175, 20-1178]

Notice will be electronically mailed to:

Mr. David Ellis Adelman: dadelman@law.utexas.edu
Mr. Jorge Benjamin Aguinaga, Attorney: aguinagab@ag.louisiana.gov, skippere@ag.louisiana.gov, nelsone@ag.louisiana.gov
Emma Akrawi, Assistant Attorney General: Emma.Akrawi@maine.gov
Ms. Barbara Beth Baird, Deputy Chief Counsel: bbaird@aqmd.gov, cbustillos@aqmd.gov, kbradley@aqmd.gov
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Alexander Chapoton Ryan Bond: abond@eei.org
Mr. Nicholas J. Bronni, Deputy Solicitor General: nicholas.bronni@arkansasag.gov
Mr. Thomas Ross Brugato: tbrugato@cov.com
Michael Burger, Attorney: mburger@law.columbia.edu
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Mr. Paul Robert Cort: pcort@earthjustice.org, rweber@earthjustice.org, jgriffin@earthjustice.org
Daniel R. Dertke: daniel.dertke@usdoj.gov, efile_eds.enrd@usdoj.gov
Joshua Divine, Assistant Attorney General: Josh.Divine@ago.mo.gov, tammy.glenn@ago.mo.gov, diana.haines@ago.mo.gov
Sean H. Donahue: sean@donahuegoldberg.com
Mr. David D. Doniger, Counsel: ddoniger@nrdc.org
Ms. Elizabeth Dubats: elizabeth.dubats@ilag.gov
Mr. Sean T.H. Dutton: Sean.dutton@troutman.com, litigationdocketrequests@troutman.com, anthony.orlando@troutman.com
Aaron Scott Farmer: aaron.farmer@ohioattorneygeneral.gov
Ian Fein: ifein@nrdc.org, rsediqe@nrdc.org
Mr. Thomas M. Fisher, Solicitor General: tfisher@edchoice.org
Kevin Michael Gallagher: kgallagher@oag.state.va.us, solicitorgeneral@oag.state.va.us
Mr. Bayron Gilchrist, General Counsel: bgilchrist@aqmd.gov, panderson@aqmd.gov
Maya Golden-Krasner: mgoldenkrasner@biologicaldiversity.org, sregan@biologicaldiversity.org
C. Boyden Gray: info@boydengrayassociates.com
Emily Green: egreen@clf.org, rprice@clf.org, ahellweg@clf.org
Mr. Javier M. Guzman: jguzman@democracyforward.org, ecf@democracyforward.org
Mr. Gary S. Guzy, Attorney: gguzy@cov.com
David Jonathan Hacker, Special Counsel: dhacker@firstliberty.org, file@firstliberty.org
Benjamin Harris: ben@lawaterkeeper.org
Alice Henderson: ahenderson@edf.org
Katherine Hoff: khoff@biologicaldiversity.org, aweber@biologicaldiversity.org

Mrs. Melissa Holyoak, Attorney: melissaholyoak@agutah.gov
Andrea Issod: andrea.issod@sierraclub.org
Mr. Gabe Johnson-Karp: johnsonkarpg@doj.state.wi.us, hanewoldsr@doj.state.wi.us
Mr. Daryl Langdon Joseffer: djoseffer@uschamber.com
Robb William Kapla, Attorney: robb.kapla@sfcityatty.org, lauren.skellen@sfcityatty.org
Ms. Chloe Hamity Kolman: chloe.kolman@usdoj.gov, efile_eds.enrd@usdoj.gov
Mr. Edmund Gerard LaCour, Jr.: edmund.lacour@alabamaag.gov, rene.whyard@alabamaag.gov
Theodore Lamm: theodore.lamm@gmail.com
Justin D. Lavene, Assistant Attorney General: justin.lavene@nebraska.gov, jamie.krien@nebraska.gov
Shana Lazerow: slazerow@cbecal.org
Sean A. Lev, Attorney: slev@hwglaw.com
Mr. Jacob Levine, Attorney: jclevine@cov.com
Mr. Martin Levy, Attorney: malevy@cov.com
Jack Lienke: jack.lienke@nyu.edu
Mr. Jeremy C Marwell: jmarwell@velaw.com, draichelson@velaw.com, jeremy-marwell-1809@ecf.pacerpro.com
Mr. Jared Paul Marx, Attorney: jmarx@hwglaw.com
Mr. Eric Dean McArthur, Attorney: emcarthur@sidley.com, dcefilingnotice@sidley.com, eric-mcarthur-8399@ecf.pacerpro.com
Caitlan L. McLoon, Deputy Attorney General: caitlan.mcloon@doj.ca.gov
Margaret Elaine Meckenstock: Elaine.Meckenstock@doj.ca.gov, david.land@doj.ca.gov, debra.baldwin@doj.ca.gov
Mr. Robert Michaels: rmichaels@elpc.org
Ms. Karen King Mongoven: kmongoven@4cleanair.org
Mr. Patrick J. Morrisey: patrick.morrisey@wvago.gov
Jessica Morton: jmorton@democracyforward.org, ecf@democracyforward.org
Jon Alan Mueller: jmueller@cbf.org, avanhouten@cbf.org, asolaski@cbf.org, bwright@cbf.org
Mrs. Elizabeth Baker Murrill, Assistant Attorney General: murrille@ag.louisiana.gov, nelsone@ag.louisiana.gov, ecfnotices@ag.louisiana.gov
Mr. Scott Lawrence Nelson: snelson@citizen.org, azieve@citizen.org, litfilenotify@citizen.org
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We are filed! Thanks to everyone for all your work on this.

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All – Here is the brief as filed. Thank you all for your incredible work!

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Case Name:	State of Nebraska, et al v. EPA, et al
Case Number:	24-1129
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RESPONDENT BRIEF [2094124] filed by EPA and Michael S. Regan in 24-1129, 24-1133, 24-1157, EPA in 24-1207, 24-1208, 24-1209, 24-1210, 24-1214 [Service Date: 01/14/2025] Length of Brief: 20,991 words. [24-1129, 24-1133, 24-1157, 24-1207, 24-1208, 24-1209, 24-1210, 24-1214] (Buckley, Sarah)

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Andrea and Stacey, Congratulations and thank you for all your great work on this!

Ryland Shengzhi Li
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Sent: Tuesday, January 14, 2025 7:10 PM
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To: Carrillo, Andrea <Carrillo.Andrea@epa.gov>; Garfinkle, Stacey <garfinkle.stacey@epa.gov>
Cc: Lee, Jin Hyung (ENRD) <Jin.Hyung.Lee@usdoj.gov>; Hardee, Alex (ENRD) <Alex.Hardee@usdoj.gov>; Chen, Sue (ENRD) <Sue.Chen@usdoj.gov>; Hostetler, Eric (ENRD) <Eric.Hostetler@usdoj.gov>
Subject: FW: 24-1129 State of Nebraska, et al v. EPA, et al "Appellee/Respondent Brief Filed" (EPA-89FR29440)

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All – Here is the brief as filed. Thank you all for your incredible work!

Sarah

From: ecfnoticing@cadc.uscourts.gov <ecfnoticing@cadc.uscourts.gov>
Sent: Tuesday, January 14, 2025 6:04 PM
To: Buckley, Sarah (ENRD) <Sarah.Buckley@usdoj.gov>
Subject: 24-1129 State of Nebraska, et al v. EPA, et al "Appellee/Respondent Brief Filed" (EPA-89FR29440)

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United States Court of Appeals for District of Columbia Circuit

Notice of Docket Activity

The following transaction was entered on 01/14/2025 at 6:04:13 PM Eastern Standard Time and filed on 01/14/2025

Case Name:	State of Nebraska, et al v. EPA, et al
Case Number:	24-1129
Document(s):	Document(s)

Docket Text:
RESPONDENT BRIEF [2094124] filed by EPA and Michael S. Regan in 24-1129, 24-1133, 24-1157, EPA in 24-1207, 24-1208, 24-1209, 24-1210, 24-1214 [Service Date: 01/14/2025] Length of Brief: 20,991 words. [24-1129, 24-1133, 24-1157, 24-1207, 24-1208, 24-1209, 24-1210, 24-1214] (Buckley, Sarah)

Notice will be electronically mailed to:

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Mrs. Elizabeth Anne Morrisseau, Assistant Attorney General: MorrisseauE@michigan.gov, gibsonj16@michigan.gov (*daily summary*)
Mr. Ryan Schelhaas: ryan.schelhaas@wyo.gov, sherry.griffin1@wyo.gov (*daily summary*)

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Appointment

From: Moran, Robin [moran.robin@epa.gov]
Sent: 2/8/2024 3:51:45 PM
To: Moran, Robin [moran.robin@epa.gov]; Olechiw, Michael [olechiw.michael@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Chet France [cjfrance@sbcglobal.net]; Peter Zalzal [pzalzal@edf.org]; Sean Donahue [sean@donahuegoldberg.com]
CC: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Alice Henderson [ahenderson@edf.org]; Durch, Kyle [Durch.Kyle@epa.gov]

Subject: Check-in EDF and EPA
Location: Microsoft Teams Meeting

Start: 2/14/2024 7:00:00 PM
End: 2/14/2024 8:00:00 PM
Show Time As: Busy

Required Attendees: Moran, Robin; Olechiw, Michael; Orlin, David; Chet France; Peter Zalzal; Sean Donahue
Optional Attendees: Li, Ryland (Shengzhi); Srinivasan, Gautam; Alice Henderson; Durch, Kyle

---

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Appointment

From: Weaver, Susannah [Weaver.Susannah@epa.gov]
Sent: 3/22/2024 12:57:38 PM
To: Weaver, Susannah [Weaver.Susannah@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]; sean@donahuegoldberg.com
CC: Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Garfinkle, Stacey [Garfinkle.stacey@epa.gov]; Fein, Ian [ifein@nrdc.org]; Alice Henderson [ahenderson@edf.org]; Theodore McCombs [Theodore.McCombs@doj.ca.gov]; Elaine Meckenstock [Elaine.Meckenstock@doj.ca.gov]; Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]; Kim, Todd (ENRD) [Todd.Kim@usdoj.gov]; Buckley, Sarah (ENRD) [Sarah.Buckley@usdoj.gov]; Marks, Matthew [Marks.Matthew@epa.gov]; Micaela Harms [Micaela.Harms@doj.ca.gov]; Megan Herzog [megan@donahuegoldberg.com]

Subject: LDV General Discussion
Location: Microsoft Teams Meeting

Start: 3/27/2024 8:00:00 PM
End: 3/27/2024 9:00:00 PM
Show Time As: Tentative

Required Attendees: Weaver, Susannah; Srinivasan, Gautam; Li, Ryland (Shengzhi); Orlin, David; Durch, Kyle; Maiolatesi, Ashley; Chen, Sue (ENRD); sean@donahuegoldberg.com
Optional Attendees: Carrillo, Andrea; Garfinkle, Stacey; Fein, Ian; Alice Henderson; Theodore McCombs; Elaine Meckenstock; Hostetler, Eric (ENRD); Kim, Todd (ENRD); Buckley, Sarah (ENRD); Marks, Matthew; Micaela Harms; Megan Herzog

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Appointment

From: O'Donnell, Jessica (ENRD) [Jessica.O'Donnell@usdoj.gov]
Sent: 9/26/2024 10:26:37 PM
To: O'Donnell, Jessica (ENRD) [Jessica.O'Donnell@usdoj.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Littleton, Matthew (ENRD) [Matthew.Littleton@usdoj.gov]; Lipshultz, Jon (ENRD) [Jon.Lipshultz@usdoj.gov]; Kimball, Kimere (ENRD) [Kimere.Kimball@usdoj.gov]; Martin, John H. (ENRD-WMRS) [john.h.martin@usdoj.gov]; McNeil, Bridget (ENRD) [Bridget.McNeil@usdoj.gov]; Purpuro, Alexander (ENRD) [Alexander.Purpuro@usdoj.gov]; Stahle, Susan [Stahle.Susan@epa.gov]; Miller, Meredith [Miller.Meredith@epa.gov]; May, Lucas [May.Lucas@epa.gov]; Greenglass, Nora [Greenglass.Nora@epa.gov]; Hughes, Jeffrey (ENRD) [Jeffrey.Hughes@usdoj.gov]; Hoshijima, Tsuki (ENRD) [tsuki.hoshijima@usdoj.gov]
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Subject:	Moot Court - RFS Set Rule
Attachments:	CBD 23-1177 - Refiners Final Opening Brief.pdf; CBD 23-1177 - Refiners Final Reply Brief.pdf; CBD 23-1177 - Respondent Final Brief 2024 09 06 (Filed).pdf; CBD 23-1177 - SABR Final Opening Brief.pdf; CBD 23-1177 - SABR Final Reply Brief.pdf; CBD 23-1177 - Environmental Petitioner Final Opening Brief.pdf; CBD 23-1177 - Environmental Petitioner Final Reply Brief.pdf; CBD 23-1177 - Neste Final Opening Brief.pdf; CBD 23-1177 - Neste Final Reply Brief.pdf
Location:	Microsoft Teams Meeting
Start:	10/30/2024 7:00:00 PM
End:	10/30/2024 9:30:00 PM
Show Time As:	Tentative

-----Original Appointment-----
From: O'Donnell, Jessica (ENRD) <Jessica.O'Donnell@usdoj.gov>
Sent: Wednesday, September 25, 2024 3:26 PM
To: O'Donnell, Jessica (ENRD); Littleton, Matthew (ENRD); Lipshultz, Jon (ENRD); Kimball, Kimere (ENRD); Martin, John H. (ENRD-WMRS); McNeil, Bridget (ENRD); Purpuro, Alexander (ENRD); Stahle, Susan; Miller, Meredith; May, Lucas; Greenglass, Nora; Hughes, Jeffrey (ENRD); Hoshijima, Tsuki (ENRD)
Cc: Rogers, Cherie (ENRD); Baskett, Jhana L (ENRD); Smith, Tawana (ENRD); Hostetler, Eric (ENRD); Buckley, Sarah

(ENRD); Chen, Sue (ENRD); Crusham, Joseph (ENRD); jennifer.douglas; Finley, Rebecca S; Barsky, Seth (ENRD); lisamarie.carrubba@noaa.gov; Rodney Vieira - NOAA Federal; jason.kahn; Michaels, Lauren (she/her/hers); Burkholder, Dallas; Parsons, Nick; Levy, Aaron; Ramig, Christopher (he/him/his); David Baldwin; Palenik, Zoe (ENRD); Nelson, Karen; Li, Ryland (Shengzhi)
Subject: Moot Court - RFS Set Rule
When: Wednesday, October 30, 2024 3:00 PM-5:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

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I am rescheduling the EDS portion of this moot due to illness. The new time for the EDS portion is Wednesday at 3:00-5:00 pm and it will take place on teams only. For those of you who will be attending the WMRS portion of the moot, John or Bridget will be sending a new teams invite (for the same time as the original moot). Sorry for any inconvenience. Thanks, Jessica

---

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For organizers: Meeting options | Reset dial-in PIN

Appointment

From: Moran, Robin [moran.robin@epa.gov]
Sent: 2/8/2024 9:34:46 PM
To: Olechiw, Michael [olechiw.michael@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Chester France [cjfrance@sbcglobal.net]; Peter Zalzal [pzalzal@edf.org]; Sean Donahue [sean@donahuegoldberg.com]
CC: Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]

Subject: Check-in EDF and EPA
Location: Microsoft Teams Meeting

Start: 2/14/2024 7:00:00 PM
End: 2/14/2024 8:00:00 PM
Show Time As: Tentative

Required Attendees: Olechiw, Michael; Orlin, David; Chet France; Peter Zalzal; Sean Donahue
Optional Attendees: Li, Ryland (Shengzhi); Srinivasan, Gautam

---

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From: Weaver, Susannah [Weaver.Susannah@epa.gov]
Sent: 3/22/2024 2:05:10 PM
To: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]; sean@donahuegoldberg.com
CC: Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Fein, Ian [ifein@nrdc.org]; Alice Henderson [ahenderson@edf.org]; Theodore McCombs [Theodore.McCombs@doj.ca.gov]; Elaine Meckenstock [Elaine.Meckenstock@doj.ca.gov]

Subject: TO BE RESCHEDUED LDV General Discussion
Location: Microsoft Teams Meeting

Start: 3/26/2024 7:00:00 PM
End: 3/26/2024 8:00:00 PM
Show Time As: Tentative

Required Attendees: Srinivasan, Gautam; Li, Ryland (Shengzhi); Orlin, David; Durch, Kyle; Maiolatesi, Ashley; Chen, Sue (ENRD); sean@donahuegoldberg.com
Optional Attendees: Carrillo, Andrea; Garfinkle, Stacey; Fein, Ian; Alice Henderson; Theodore McCombs; Elaine Meckenstock

Looking for another time next week and will update this invite when we settle on one. Thanks!

Microsoft Teams meeting

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Meeting ID: 254 176 552 352
Passcode: tbSDqY
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Join with a video conferencing device
sip:teams@video.epa.gov
Video Conference ID: 112 455 410 9
Alternate VTC instructions

Or call in (audio only)
+1 202-991-0477,,474058563# United States, Washington DC
Phone Conference ID: 474 058 563#
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This meeting may be recorded. If the meeting is recorded, it will be announced via a banner showing "this meeting is being recorded." Participation in a recorded meeting will be deemed as consent to be recorded. Meeting recordings may be official agency records subject to appropriate policy, rules and regulations.

Learn More | Meeting options

Appointment

From: Weaver, Susannah [Weaver.Susannah@epa.gov]
Sent: 3/22/2024 8:39:16 PM
To: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]; sean@donahuegoldberg.com
CC: Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Fein, Ian [ifein@nrdc.org]; Alice Henderson [ahenderson@edf.org]; Theodore McCombs [Theodore.McCombs@doj.ca.gov]; Elaine Meckenstock [Elaine.Meckenstock@doj.ca.gov]

Subject: LDV General Discussion
Location: Microsoft Teams Meeting

Start: 3/27/2024 8:00:00 PM
End: 3/27/2024 9:00:00 PM
Show Time As: Tentative

Required Attendees: Srinivasan, Gautam; Li, Ryland (Shengzhi); Orlin, David; Durch, Kyle; Maiolatesi, Ashley; Chen, Sue (ENRD); sean@donahuegoldberg.com
Optional Attendees: Carrillo, Andrea; Garfinkle, Stacey; Fein, Ian; Alice Henderson; Theodore McCombs; Elaine Meckenstock

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Microsoft Teams meeting

Join on your computer, mobile app or room device
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Meeting ID: 254 176 552 352
Passcode: tbSDqY
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Join with a video conferencing device
sip:teams@video.epa.gov
Video Conference ID: 112 455 410 9
Alternate VTC instructions

Or call in (audio only)
+1 202-991-0477,,474058563# United States, Washington DC
Phone Conference ID: 474 058 563#
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Appointment

From: O'Donnell, Jessica (ENRD) [Jessica.O'Donnell@usdoj.gov]
Sent: 10/28/2024 4:57:53 PM
To: Littleton, Matthew (ENRD) [Matthew.Littleton@usdoj.gov]; Lipshultz, Jon (ENRD) [Jon.Lipshultz@usdoj.gov]; Kimball, Kimere (ENRD) [Kimere.Kimball@usdoj.gov]; Martin, John H. (ENRD-WMRS) [john.h.martin@usdoj.gov]; McNeil, Bridget (ENRD) [Bridget.McNeil@usdoj.gov]; Purpuro, Alexander (ENRD) [Alexander.Purpuro@usdoj.gov]; Stahle, Susan [Stahle.Susan@epa.gov]; Miller, Meredith [Miller.Meredith@epa.gov]; May, Lucas [May.Lucas@epa.gov]; Greenglass, Nora [Greenglass.Nora@epa.gov]; Hughes, Jeffrey (ENRD) [Jeffrey.Hughes@usdoj.gov]; Hoshijima, Tsuki (ENRD) [tsuki.hoshijima@usdoj.gov]
CC: Rogers, Cherie (ENRD) [Cherie.Rogers@usdoj.gov]; Baskett, Jhana L (ENRD) [Jhana.L.Baskett@usdoj.gov]; Smith, Tawana (ENRD) [Tawana.Smith@usdoj.gov]; Hostetler, Eric (ENRD) [Eric.Hostetler@usdoj.gov]; Buckley, Sarah (ENRD) [Sarah.Buckley@usdoj.gov]; Chen, Sue (ENRD) [Sue.Chen@usdoj.gov]; Crusham, Joseph (ENRD) [Joseph.Crusham@usdoj.gov]; jennifer.douglas [jennifer.douglas@noaa.gov]; Finley, Rebecca S [Shawn.Finley@sol.doi.gov]; Barsky, Seth (ENRD) [Seth.Barsky@usdoj.gov]; lisamarie.carrubba@noaa.gov; Rodney Vieira - NOAA Federal [rod.vieira@noaa.gov]; jason.kahn [jason.kahn@noaa.gov]; Michaels, Lauren (she/her/hers) [Michaels.Lauren@epa.gov]; Burkholder, Dallas

Caution: This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

	[burkholder.dallas@epa.gov]; Parsons, Nick [Parsons.Nick@epa.gov]; Levy, Aaron [Levy.Aaron@epa.gov]; Ramig, Christopher (he/him/his) [Ramig.Christopher@epa.gov]; David Baldwin [david.baldwin@noaa.gov]; Palenik, Zoe (ENRD) [Zoe.Palenik@usdoj.gov]; Nelson, Karen [nelson.karen@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]
Subject:	Moot Court - RFS Set Rule
Attachments:	CBD 23-1177 - Refiners Final Opening Brief.pdf; CBD 23-1177 - Refiners Final Reply Brief.pdf; CBD 23-1177 - Respondent Final Brief 2024 09 06 (Filed).pdf; CBD 23-1177 - SABR Final Opening Brief.pdf; CBD 23-1177 - SABR Final Reply Brief.pdf; CBD 23-1177 - Environmental Petitioner Final Opening Brief.pdf; CBD 23-1177 - Environmental Petitioner Final Reply Brief.pdf; CBD 23-1177 - Neste Final Opening Brief.pdf; CBD 23-1177 - Neste Final Reply Brief.pdf
Location:	Microsoft Teams Meeting
Start:	10/30/2024 7:00:00 PM
End:	10/30/2024 9:30:00 PM
Show Time As:	Tentative
Required Attendees:	Matthew Littleton (ENRD) (Matthew.Littleton@usdoj.gov); Lipshultz, Jon (ENRD); Kimere Kimball (ENRD) (Kimere.Kimball@usdoj.gov); Martin, John H. (ENRD-WMRS); McNeil, Bridget (ENRD); Purpuro, Alexander (ENRD); Stahle, Susan; Miller, Meredith; May, Lucas; Greenglass, Nora (Greenglass.Nora@epa.gov); Jeffrey Hughes (ENRD) (Jeffrey.Hughes@usdoj.gov); Hoshijima, Tsuki (ENRD)
Optional Attendees:	Rogers, Cherie (ENRD); Baskett, Jhana L (ENRD); Smith, Tawana (ENRD); Hostetler, Eric (ENRD); Buckley, Sarah (ENRD); Chen,

Sue (ENRD); Crusham, Joseph (ENRD); Jennifer Douglas - NOAA Federal; Finley, Rebecca S; Barsky, Seth (ENRD); Lisamarie Carrubba - NOAA Federal; Rodney Vieira - NOAA Federal; Jason Kahn - NOAA Federal; Michaels, Lauren (she/her/hers); Burkholder, Dallas; Parsons, Nick; Levy, Aaron; Ramig, Christopher (he/him/his); David Baldwin - NOAA Federal; Palenik, Zoe (ENRD); Nelson, Karen; Li, Ryland (Shengzhi)

I am rescheduling the EDS portion of this moot due to illness. The new time for the EDS portion is Wednesday at 3:00-5:00 pm and it will take place on teams only. For those of you who will be attending the WMRS portion of the moot, John or Bridget will be sending a new teams invite (for the same time as the original moot). Sorry for any inconvenience. Thanks, Jessica

---

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 992 815 532 756

Passcode: y3cov2

Dial in by phone

+1 202-235-7900,,532861253# United States, Non Geographic

Find a local number

Phone conference ID: 532 861 253#

For organizers: Meeting options | Reset dial-in PIN

Appointment

From: Stahle, Susan [Stahle.Susan@epa.gov]
on behalf of O'Donnell, Jessica (ENRD) [Jessica.O'Donnell@usdoj.gov]
Sent: 10/29/2024 2:42:30 PM
To: Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]

Subject: FW: Moot Court - RFS Set Rule
Attachments: CBD 23-1177 - Refiners Final Opening Brief.pdf; CBD 23-1177 - Refiners Final Reply Brief.pdf; CBD 23-1177 - Respondent Final Brief 2024 09 06 (Filed).pdf; CBD 23-1177 - SABR Final Opening Brief.pdf; CBD 23-1177 - SABR Final Reply Brief.pdf; CBD 23-1177 - Environmental Petitioner Final Opening Brief.pdf; CBD 23-1177 - Environmental Petitioner Final Reply Brief.pdf; CBD 23-1177 - Neste Final Opening Brief.pdf; CBD 23-1177 - Neste Final Reply Brief.pdf
Location: Microsoft Teams Meeting

Start: 10/30/2024 7:00:00 PM
End: 10/30/2024 9:30:00 PM
Show Time As: Tentative

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-----Original Appointment-----
From: O'Donnell, Jessica (ENRD) <Jessica.O'Donnell@usdoj.gov>
Sent: Wednesday, September 25, 2024 3:26 PM
To: O'Donnell, Jessica (ENRD); Littleton, Matthew (ENRD); Lipshultz, Jon (ENRD); Kimball, Kimere (ENRD); Martin, John H. (ENRD-WMRS); McNeil, Bridget (ENRD); Purpuro, Alexander (ENRD); Stahle, Susan; Miller, Meredith; May, Lucas; Greenglass, Nora; Hughes, Jeffrey (ENRD); Hoshijima, Tsuki (ENRD)
Cc: Rogers, Cherie (ENRD); Baskett, Jhana L (ENRD); Smith, Tawana (ENRD); Hostetler, Eric (ENRD); Buckley, Sarah (ENRD); Chen, Sue (ENRD); Crusham, Joseph (ENRD); jennifer.douglas; Finley, Rebecca S; Barsky, Seth (ENRD); lisamarie.carrubba@noaa.gov; Rodney Vieira - NOAA Federal; jason.kahn; Michaels, Lauren (she/her/hers); Burkholder, Dallas; Parsons, Nick; Levy, Aaron; Ramig, Christopher (he/him/his); David Baldwin; Palenik, Zoe (ENRD); Nelson, Karen; Li, Ryland (Shengzhi)
Subject: Moot Court - RFS Set Rule

When: Wednesday, October 30, 2024 3:00 PM-5:30 PM (UTC-05:00) Eastern Time (US & Canada).
Where: Microsoft Teams Meeting

> **Caution:** This email originated from outside EPA, please exercise additional caution when deciding whether to open attachments or click on provided links.

I am rescheduling the EDS portion of this moot due to illness. The new time for the EDS portion is Wednesday at 3:00-5:00 pm and it will take place on teams only. For those of you who will be attending the WMRS portion of the moot, John or Bridget will be sending a new teams invite (for the same time as the original moot). Sorry for any inconvenience. Thanks, Jessica

---

Microsoft Teams Need help?

Join the meeting now

Meeting ID: 992 815 532 756

Passcode: y3cov2

Dial in by phone

+1 202-235-7900,,532861253# United States, Non Geographic

Find a local number

Phone conference ID: 532 861 253#

For organizers: Meeting options | Reset dial-in PIN

Appointment

From: Hooks, Samantha [hooks.samantha@epa.gov]
on behalf of Srinivasan, Gautam [Srinivasan.Gautam@epa.gov]
Sent: 11/4/2024 11:01:36 PM
To: Hooks, Samantha [hooks.samantha@epa.gov]; Aranda, Amber [aranda.amber@epa.gov]; Carrillo, Andrea [Carrillo.Andrea@epa.gov]; Garfinkle, Stacey [garfinkle.stacey@epa.gov]; Hoffman, Howard [hoffman.howard@epa.gov]; Knorr, Michele [knorr.michele@epa.gov]; Miller, Meredith [Miller.Meredith@epa.gov]; Motley, Judy [motley.judy@epa.gov]; Orlin, David [Orlin.David@epa.gov]; Wilcox, Geoffrey [wilcox.geoffrey@epa.gov]; Marks, Matthew [Marks.Matthew@epa.gov]; Nolbaum, Seth (he/him/his) [Nolbaum.Seth@epa.gov]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Schramm, Daniel [Schramm.Daniel@epa.gov]; Averback, Jonathan [Averback.Jonathan@epa.gov]; Vijayan, Abi [Vijayan.Abi@epa.gov]; Okoye, Winifred [Okoye.Winifred@epa.gov]; Kaban, Rosemary [Kaban.Rosemary@epa.gov]; Ting, Kaytrue [Ting.Kaytrue@epa.gov]; Doster, Brian [Doster.Brian@epa.gov]; Mills, Derek [Mills.Derek@epa.gov]; Anderson, Lea (she/her/hers) [anderson.lea@epa.gov]; Stahle, Susan [Stahle.Susan@epa.gov]; Thrift, Mike [thrift.mike@epa.gov]; Greenglass, Nora [Greenglass.Nora@epa.gov]; Graham, Cheryl [Graham.Cheryl@epa.gov]; Maiolatesi, Ashley [Maiolatesi.Ashley@epa.gov]; Bianco, Karen [Bianco.Karen@epa.gov]; Lee, Michael (he/him/his) [lee.michaelg@epa.gov]; Pettit, Elizabeth (Libby) [pettit.elizabetha@epa.gov]; Williams, Melina [Williams.Melina@epa.gov]; Hogan, Stephanie (she/her/hers) [Hogan.Stephanie@epa.gov]; Branning, Amy [Branning.Amy@epa.gov]; Seidman, Emily [seidman.emily@epa.gov]; Hong, Jeanhee [Hong.Jeanhee@epa.gov]; Schwartz, Adan [Schwartz.Adan@epa.gov]; Perez Ortiz, Yasmin [perez-ortiz.yasmin@epa.gov]; Smith, Isabella [Smith.Isabella@epa.gov]; Kerr, Hali (she/her/hers) [Kerr.Hali@epa.gov]; Bigioni, Neil (he/him/his) [bigioni.neil@epa.gov]; McNerney, Matthew [McNerney.Matthew@epa.gov]; Talbert, Stephanie [Talbert.Stephanie@epa.gov]; Cottingham, Laura [Cottingham.Laura@epa.gov]; May, Lucas [May.Lucas@epa.gov]; Weatherall, Grace [Weatherall.Grace@epa.gov]; James, Corin [James.Corin01@epa.gov]; Durch, Kyle [Durch.Kyle@epa.gov]; Michaels, Lauren (she/her/hers) [Michaels.Lauren@epa.gov]; Azeizat, Rachel (she/her/hers) [Azeizat.Rachel@epa.gov]; Cesareo, Gianfranco (he/him/his) [Cesareo.Gianfranco@epa.gov]
CC: Strickland, Samuel [Strickland.Samuel@epa.gov]; Gerstenberger, Erika (she/her/hers) [Gerstenberger.Erika@epa.gov]

Subject: ARLO Staff Meeting (Abi's group)
Location: Conference Room 6013; DCRoomWJCN6013/OGC

Start: 1/8/2025 5:00:00 PM
End: 1/8/2025 6:00:00 PM
Show Time As: Tentative

Recurrence: Weekly
Occurs every Wednesday from 12:00 PM to 1:00 PM effective 1/3/2024.
Required Attendees: Aranda, Amber; Carrillo, Andrea; Garfinkle, Stacey; Hoffman, Howard; Knorr, Michele; Miller, Meredith; Motley, Judy; Orlin, David; Wilcox, Geoffrey; Hooks, Samantha; Marks, Matthew; Nolbaum, Seth (he/him/his); Li, Ryland (Shengzhi); Schramm, Daniel; Averback, Jonathan; Vijayan, Abi; Okoye, Winifred; Kaban, Rosemary; Ting, Kaytrue; Doster, Brian; Mills, Derek; Anderson, Lea (she/her/hers); Stahle, Susan; Thrift, Mike; Greenglass, Nora; Graham, Cheryl; Maiolatesi, Ashley; Bianco, Karen; Lee, Michael (he/him/his); Pettit, Elizabeth (Libby); Williams, Melina; Hogan, Stephanie (she/her/hers); Branning, Amy; Seidman, Emily; Hong, Jeanhee; Schwartz, Adan; Perez Ortiz, Yasmin; Smith, Isabella; Kerr, Hali (she/her/hers); Bigioni, Neil (he/him/his); McNerney, Matthew; Talbert, Stephanie; Cottingham, Laura; May, Lucas; Weatherall, Grace; James, Corin; Durch, Kyle; Michaels, Lauren (she/her/hers); Azeizat, Rachel (she/her/hers); Cesareo, Gianfranco (he/him/his)
Optional Attendees: Strickland, Samuel; Gerstenberger, Erika

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+1 202-991-0477 United States, Washington DC (Toll)

Conference ID: 967 916 775#

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Appointment

From: Li, Ryland (Shengzhi) [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=7cf0eac9d34b446f88e03f8ec48274f1-Li, Shengzh]
Sent: 2/13/2024 11:06:06 PM
To: Moran, Robin [moran.robin@epa.gov]

Subject: Accepted: Check-in EDF and EPA
Location: Microsoft Teams Meeting

Start: 2/14/2024 7:00:00 PM
End: 2/14/2024 8:00:00 PM
Show Time As: Busy

Appointment

From: Moran, Robin [moran.robin@epa.gov]
Sent: 2/15/2024 4:13:48 AM
To: Durch, Kyle [Durch.Kyle@epa.gov]; teamsvisitor:dbefece06b0c48899f37df450e32cb6c [Teamsvisitor:dbefece06b0c48899f37df450e32cb6c]; Moran, Robin [moran.robin@epa.gov]; Peter Zalzal [pzalzal@edf.org]; Orlin, David [Orlin.David@epa.gov]; teamsvisitor:dca2283a5573405b8987bce16c7a7009 [Teamsvisitor:dca2283a5573405b8987bce16c7a7009]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; Alice Henderson [ahenderson@edf.org]; Olechiw, Michael [olechiw.michael@epa.gov]

Subject: Meeting (ScheduledMeeting)/Thread Id: 19:meeting_ODhkNjc2YzMtOTJhOS00NDI0LTkzOTktMzMzOWYyNDYzZjVj@thread.v2/Communication Id: 23875d4a-d144-4372-96f8-a36d0132dc67/Durch, Kyle,teamsvisitor:dbefece06b0c48899f37df450e32cb6c,Moran, Robin,Peter Zalzal,Orlin...

Start: 2/14/2024 7:00:07 PM
End: 2/14/2024 7:54:11 PM
Show Time As: Busy

Recurrence: (none)

Required Attendees: Durch, Kyle; teamsvisitor:dbefece06b0c48899f37df450e32cb6c; Moran, Robin; Peter Zalzal; Orlin, David; teamsvisitor:dca2283a5573405b8987bce16c7a7009; Li, Ryland (Shengzhi); Alice Henderson; Olechiw, Michael

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Start Time (UTC): 2/14/2024 7:00:07 PM
End Time (UTC): 2/14/2024 7:54:11 PM
Duration: 00:54:03.7528665

[2/14/2024 7:04:08 PM (UTC)] Durch.Kyle@epa.gov joined.
[2/14/2024 7:28:49 PM (UTC)] Durch.Kyle@epa.gov left.
[2/14/2024 7:01:07 PM (UTC)] teamsvisitor:dbefece06b0c48899f37df450e32cb6c joined.
[2/14/2024 7:54:08 PM (UTC)] teamsvisitor:dbefece06b0c48899f37df450e32cb6c left.
[2/14/2024 7:01:12 PM (UTC)] moran.robin@epa.gov joined.
[2/14/2024 7:54:08 PM (UTC)] moran.robin@epa.gov left.
[2/14/2024 7:01:08 PM (UTC)] pzalzal@edf.org joined.
[2/14/2024 7:54:09 PM (UTC)] pzalzal@edf.org left.
[2/14/2024 7:00:42 PM (UTC)] Orlin.David@epa.gov joined.
[2/14/2024 7:54:09 PM (UTC)] Orlin.David@epa.gov left.
[2/14/2024 7:01:07 PM (UTC)] teamsvisitor:dca2283a5573405b8987bce16c7a7009 joined.
[2/14/2024 7:54:10 PM (UTC)] teamsvisitor:dca2283a5573405b8987bce16c7a7009 left.
[2/14/2024 7:00:07 PM (UTC)] Li.Ryland@epa.gov joined.
[2/14/2024 7:54:11 PM (UTC)] Li.Ryland@epa.gov left.
[2/14/2024 7:01:07 PM (UTC)] ahenderson@edf.org joined.
[2/14/2024 7:54:11 PM (UTC)] ahenderson@edf.org left.
[2/14/2024 7:00:30 PM (UTC)] olechiw.michael@epa.gov joined.
[2/14/2024 7:54:10 PM (UTC)] olechiw.michael@epa.gov left.
```

From: Weaver, Susannah [Weaver.Susannah@epa.gov]
Sent: 3/28/2024 5:20:01 AM
To: Marks, Matthew [Marks.Matthew@epa.gov]; Peter Zalzal [pzalzal@edf.org]; Andy Su [asu@edf.org]; Li, Ryland (Shengzhi) [Li.Ryland@epa.gov]; teamsvisitor:f7ea2b4b406e4c77af4dce446e2e933a [Teamsvisitor:f7ea2b4b406e4c77af4dce446e2e933a]; Orlin, David [Orlin.David@epa.gov]; Elaine Meckenstock [Elaine.Meckenstock@doj.ca.gov]; teamsvisitor:c5935ccb42cd4435a36006f5156c97ed [Teamsvisitor:c5935ccb42cd4435a36006f5156c97ed]; Application b102ccd8-1925-448b-90a7-b083aba25074; teamsvisitor:4387f96de26b4b42a58e8d4871eb6ff2 [Teamsvisitor:4387f96de26b4b42a58e8d4871eb6ff2]; Forgie, Julia [jforgie@nrdc.org]; teamsvisitor:b472a4152dba47d78aed184cccc3cd1a [Teamsvisitor:b472a4152dba47d78aed184cccc3cd1a]; teamsvisitor:5721c367f7dd446fbac75ea200509d85 [Teamsvisitor:5721c367f7dd446fbac75ea200509d85]; Durch, Kyle [Durch.Kyle@epa.gov]; teamsvisitor:fcc9ddc48997440ba51ca975a59fd7e0 [Teamsvisitor:fcc9ddc48997440ba51ca975a59fd7e0]; Weaver, Susannah [Weaver.Susannah@epa.gov]; teamsvisitor:383e397781484becb478f4018aef398c [Teamsvisitor:383e397781484becb478f4018aef398c]; Fein, Ian [ifein@nrdc.org]; Micaela Harms [Micaela.Harms@doj.ca.gov]; teamsvisitor:ce76469aa0f341d998b2022647f0c5e9 [Teamsvisitor:ce76469aa0f341d998b2022647f0c5e9]; Alice Henderson [ahenderson@edf.org]; teamsvisitor:5ed3dff823f047059ef8192ab5dce60d [Teamsvisitor:5ed3dff823f047059ef8192ab5dce60d]

Subject: Meeting (ScheduledMeeting)/Thread Id: 19:meeting_OTY1OGJjYzAtNzQ3MC00YjFlLTk0ODQtNTNhZjc1NzMwZDM1@thread.v2/Communication Id: 72ab67e7-d118-4253-a3bb-1367e02db050/Marks, Matthew,Peter Zalzal,Andy Su,Li, Ryland (Shengzhi),teamsvisitor:f7ea2b4b406e4c77af...

Start: 3/27/2024 7:59:12 PM
End: 3/27/2024 9:01:35 PM
Show Time As: Busy

Recurrence: (none)

Required Attendees: Marks, Matthew; Peter Zalzal; Andy Su; Li, Ryland (Shengzhi); teamsvisitor:f7ea2b4b406e4c77af4dce446e2e933a; Orlin, David; Elaine Meckenstock; teamsvisitor:c5935ccb42cd4435a36006f5156c97ed; Application b102ccd8-1925-448b-90a7-b083aba25074; teamsvisitor:4387f96de26b4b42a58e8d4871eb6ff2; Forgie, Julia; teamsvisitor:b472a4152dba47d78aed184cccc3cd1a; teamsvisitor:5721c367f7dd446fbac75ea200509d85; Durch, Kyle; teamsvisitor:fcc9ddc48997440ba51ca975a59fd7e0; Weaver, Susannah; teamsvisitor:383e397781484becb478f4018aef398c; Fein, Ian; Micaela Harms; teamsvisitor:ce76469aa0f341d998b2022647f0c5e9; Alice Henderson; teamsvisitor:5ed3dff823f047059ef8192ab5dce60d

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Start Time (UTC): 3/27/2024 7:59:12 PM
End Time (UTC): 3/27/2024 9:01:35 PM
Duration: 01:02:23.1909822

[3/27/2024 8:04:17 PM (UTC)] Marks.Matthew@epa.gov joined.
[3/27/2024 8:19:26 PM (UTC)] Marks.Matthew@epa.gov left.
[3/27/2024 8:01:24 PM (UTC)] pzalzal@edf.org joined.
[3/27/2024 8:37:48 PM (UTC)] pzalzal@edf.org left.
[3/27/2024 8:00:12 PM (UTC)] asu@edf.org joined.
[3/27/2024 8:00:35 PM (UTC)] asu@edf.org left.
[3/27/2024 8:00:51 PM (UTC)] Li.Ryland@epa.gov joined.
[3/27/2024 9:01:31 PM (UTC)] Li.Ryland@epa.gov left.
[3/27/2024 8:00:38 PM (UTC)] teamsvisitor:f7ea2b4b406e4c77af4dce446e2e933a joined.
[3/27/2024 9:01:28 PM (UTC)] teamsvisitor:f7ea2b4b406e4c77af4dce446e2e933a left.
[3/27/2024 8:00:39 PM (UTC)] Orlin.David@epa.gov joined.
[3/27/2024 9:01:30 PM (UTC)] Orlin.David@epa.gov left.
[3/27/2024 8:00:13 PM (UTC)] Elaine.Meckenstock@doj.ca.gov joined.
[3/27/2024 9:01:29 PM (UTC)] Elaine.Meckenstock@doj.ca.gov left.
[3/27/2024 8:00:37 PM (UTC)] teamsvisitor:c5935ccb42cd4435a36006f5156c97ed joined.
[3/27/2024 9:01:30 PM (UTC)] teamsvisitor:c5935ccb42cd4435a36006f5156c97ed left.
```

[3/27/2024 8:18:43 PM (UTC)] Application b102ccd8-1925-448b-90a7-b083aba25074 joined.
[3/27/2024 9:01:35 PM (UTC)] Application b102ccd8-1925-448b-90a7-b083aba25074 left.
[3/27/2024 8:01:33 PM (UTC)] teamsvisitor:4387f96de26b4b42a58e8d4871eb6ff2 joined.
[3/27/2024 9:00:35 PM (UTC)] teamsvisitor:4387f96de26b4b42a58e8d4871eb6ff2 left.
[3/27/2024 8:00:48 PM (UTC)] jforgie@nrdc.org joined.
[3/27/2024 9:01:27 PM (UTC)] jforgie@nrdc.org left.
[3/27/2024 8:18:40 PM (UTC)] Application b102ccd8-1925-448b-90a7-b083aba25074 joined.
[3/27/2024 9:01:35 PM (UTC)] Application b102ccd8-1925-448b-90a7-b083aba25074 left.
[3/27/2024 8:00:38 PM (UTC)] teamsvisitor:b472a4152dba47d78aed184cccc3cd1a joined.
[3/27/2024 9:01:30 PM (UTC)] teamsvisitor:b472a4152dba47d78aed184cccc3cd1a left.
[3/27/2024 8:37:38 PM (UTC)] teamsvisitor:5721c367f7dd446fbac75ea200509d85 joined.
[3/27/2024 9:01:28 PM (UTC)] teamsvisitor:5721c367f7dd446fbac75ea200509d85 left.
[3/27/2024 8:00:38 PM (UTC)] Durch.Kyle@epa.gov joined.
[3/27/2024 9:01:35 PM (UTC)] Durch.Kyle@epa.gov left.
[3/27/2024 8:01:42 PM (UTC)] teamsvisitor:fcc9ddc48997440ba51ca975a59fd7e0 joined.
[3/27/2024 9:01:28 PM (UTC)] teamsvisitor:fcc9ddc48997440ba51ca975a59fd7e0 left.
[3/27/2024 8:01:52 PM (UTC)] Weaver.Susannah@epa.gov joined.
[3/27/2024 9:01:30 PM (UTC)] Weaver.Susannah@epa.gov left.
[3/27/2024 7:59:12 PM (UTC)] teamsvisitor:383e397781484becb478f4018aef398c joined.
[3/27/2024 9:01:28 PM (UTC)] teamsvisitor:383e397781484becb478f4018aef398c left.
[3/27/2024 8:01:44 PM (UTC)] ifein@nrdc.org joined.
[3/27/2024 9:01:27 PM (UTC)] ifein@nrdc.org left.
[3/27/2024 7:59:48 PM (UTC)] Micaela.Harms@doj.ca.gov joined.
[3/27/2024 9:01:32 PM (UTC)] Micaela.Harms@doj.ca.gov left.
[3/27/2024 7:59:48 PM (UTC)] teamsvisitor:ce76469aa0f341d998b2022647f0c5e9 joined.
[3/27/2024 9:01:30 PM (UTC)] teamsvisitor:ce76469aa0f341d998b2022647f0c5e9 left.
[3/27/2024 8:01:27 PM (UTC)] asu@edf.org joined.
[3/27/2024 9:01:32 PM (UTC)] asu@edf.org left.
[3/27/2024 8:00:29 PM (UTC)] ahenderson@edf.org joined.
[3/27/2024 9:01:30 PM (UTC)] ahenderson@edf.org left.
[3/27/2024 8:00:57 PM (UTC)] teamsvisitor:5ed3dff823f047059ef8192ab5dce60d joined.
[3/27/2024 9:01:34 PM (UTC)] teamsvisitor:5ed3dff823f047059ef8192ab5dce60d left.