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May 16, 2022

Office of Air and Radiation
U.S. Environmental Protection Agency
1200 Pennsylvania Ave, NW
Washington, DC 20460
Submitted via www.regulations.gov

RE: Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards (Docket ID No. EPA-HQ-OAR-2019-0055)

To Whom It May Concern:

The National Association of Clean Water Agencies (NACWA) appreciates the opportunity to comment on the proposed rule, Control of Air Pollution From New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards (87 FR 17414). NACWA represents the interests of 350 publicly owned wastewater treatment agencies nationwide, serving the majority of the sewered population in the US. NACWA member utilities are responsible for treating the millions of gallons of wastewater produced by their communities each day, with many utilities also responsible for stormwater management. Utilities must meet both Clean Water Act and Clean Air Act requirements as they perform this critical service.

NACWA supports EPA's efforts to incentivize zero emissions vehicle (ZEV) and near-zero emission vehicle (NZEV) development while reducing nitrogen oxides (NOx), particulate matter, and greenhouse gas emissions. This is important for publicly owned treatment works (POTWs) that are major stationary sources and located in nonattainment air basins, since these utilities may face significant penalties. POTWs have no option to reduce or stop their operations – they must operate continuously to provide reliable wastewater treatment and protect public health and the environment.

NACWA also supports EPA's approach to allow both ZEVs and NZEVs. POTWs must use certain types of heavy-duty vehicles to repair and maintain their critical infrastructure. These vehicles must be able to cover long distances and operate for many hours, and often must be outfitted with specialized equipment or be capable of towing additional equipment. Heavy duty vehicles are also used to transport the biosolids produced by

the wastewater treatment process for beneficial reuse as fertilizer or soil amendments, or for disposal in landfills. Since there are currently no ZEV options that can provide the necessary level of service for utilities, some NACWA members have already started purchasing NZEVs that are immediately available and emit 90 percent less NOx than current standards for heavy duty vehicles. EPA's approach to balance ZEV and NZEV development, while ensuring that vehicle options are available that can meet the needs of communities and the functions of POTWs, is both practical and environmentally protective.

NACWA asks that EPA include NZEVs that are fueled by biogas produced by POTWs. Utilities across the country are expanding their efforts to recover the resources available from wastewater, including biogas that is produced from the anaerobic digestion of biosolids. Biogas production can be increased through co-digestion of biosolids and food waste, which is becoming more common as communities and states encourage or require the diversion of food waste from landfills. Since the disposal of food waste in landfills increases the fugitive methane emissions from landfills, co-digestion and use of biogas as a vehicle fuel can result in significant greenhouse gas emission reductions. EPA should therefore provide incentives for renewable biogas – whether produced from anaerobic digestion of biosolids alone or co-digestion with food waste – to be used as a vehicle fuel for NZEVs.

In addition to the comments above, NACWA supports the comments submitted by the California Association of Sanitation Agencies (CASA).

Thank you for your consideration of these comments. Please contact me at 202-533-1836 or cfinley@nacwa.org if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Cynthia A. Finley". The signature is written in a cursive, flowing style.

Cynthia A. Finley, Ph.D.
Director, Regulatory Affairs