



Written Testimony for Katherine García

Director, Clean Transportation for All

Sierra Club

Testimony Before the Subcommittee on Environment

of the U.S. House Committee on Energy & Commerce

Rules of the Road: Examining Legislation to Modernize the Clean Air Act's

Mobile Source Requirements

June 3, 2026

Good afternoon.

My name is Katherine Garcia, and I am the Director of Sierra Club's Clean Transportation for All Campaign. I am also the mother of a 6-year old son and we live in Washington, DC. Thank you to Chairman Guthrie and Chairman Palmer for holding this Subcommittee on Environment hearing and inviting me to speak about the Clean Air Act's Mobile Source Requirements.

Sierra Club is the nation's oldest and largest grassroots environmental organization with 64 chapters across the country and millions of members and supporters nationwide. I am honored to speak on their behalf today, particularly those who experience severe air quality issues in communities near highways, truck corridors, warehouses, ports and railyards. These freight hubs are often located in areas where Black, Latino, and low-income people live breathing in health-threatening, toxic pollution from diesel trucks and other equipment every day. Sierra

Club's campaign, called Clean Transportation for All, is focused on reducing the harmful public health and environmental impacts of transporting people and goods while expanding equitable transportation options. Our advocacy is focused on modernizing the nation's vehicle fleet to cleaner cars, trucks, buses, and trains, and ensure that they are powered increasingly by renewable energy.

Any legislative attempts to weaken the Clean Air Act requirements for mobile sources would have severe consequences for Americans. [EPA estimated](#) that over the last 50 years, the Clean Air Act has prevented at least 2.3 million premature deaths, 200,000 heart attacks and 17 million lost workdays. During my testimony, I'll discuss the importance of urgently addressing three crises that are impacting our members: affordability, air quality, and climate. For each of these challenges, historical data and decades of experiences has demonstrated that the best tool we have is to adopt and implement strong vehicle standards. These standards are successful when paired with clean energy manufacturing investments that create jobs in the United States and purchasing incentives that drive demand.

The science-based vehicle standards adopted between 2021 - 2024, together with the investments supported by the Infrastructure Investment & Jobs Act (IIJA) and the Inflation Reduction Act (IRA), prompted a manufacturing renaissance. According to [Energy Innovation](#), the IRA created more than 400,000 new jobs and generated \$600 billion in private investment for clean energy during the first two years. Since 2025, the Trump administration has undermined the Clean Air Act through his fossil-fuel agenda that has repeatedly attacked clean and modern technologies. This is the wrong path and we have immediately experienced the consequences: household bills skyrocketing, massive investments canceled, and manufacturers scaling back production of affordable clean vehicles that curb pollution. The question for Congress is whether global manufacturers—such as Daimler, Volvo, Caterpillar, Toyota,

General Motors, and Ford—will continue to prioritize placing their modern, cleaner vehicle fleets in international markets with supportive regulatory landscapes, or whether Americans will also reap the economic and health benefits of clean vehicles.

Bills are skyrocketing for consumers and businesses

In 2025, President Trump made it clear that he intended to act on a pro-fossil fuel, deregulatory agenda to benefit Big Oil and the manufacturers opposed to electric vehicles. He has repealed crucial standards that would steadily increase the availability of cleaner vehicles and boost global competitiveness. With Republican support, he's also made it more expensive and more challenging for the general public, private fleet owners, municipalities, school districts, and transit agencies to transition to cleaner vehicles that are cheaper to own and operate. President Trump's efforts to discourage the production of more fuel-efficient vehicles and electric vehicles has increased transportation costs for families, businesses, and public fleets.

Since February, President Trump's war in Iran has caused a massive increase in the price of gasoline, which a [Pew Research Center survey](#) found as the biggest concern among Americans about the war. Today, on average, gas is \$4.32 per gallon and diesel is \$5.45 per gallon. The persistent fuel price increase has had a ripple effect across the economy, impacting the widespread market for manufactured goods such as cars, medical supplies, clothing, and household items. Even more troubling, Big Oil and Gas companies are using geopolitical chaos as cover to drive prices up and deliver massive windfall profits to their shareholders.

From groceries to housing to rising fuel costs and utility payments, families are paying more for everything. Transportation is the second-highest household expense after housing. In much of the country, the cost of transportation is determined by the necessity of owning a car and paying

for fuel, insurance, and maintenance. These expenses add up to thousands of dollars each year, placing a significant burden on working families.

By shifting their focus and producing affordable cleaner cars and trucks for the U.S. market, manufacturers can help shield drivers from disruptive gas and diesel price increases. Congress can help incentivize manufacturers to do this. We are seeing drivers switch to electric vehicles in Europe and Asia rather than paying for more expensive fuel, and we shouldn't leave American drivers behind.

Air pollution keeps making our kids sicker

At a time when healthcare costs are already straining the budgets of working families, allowing more cars to emit carcinogens and other harmful pollutants into the air would increase rates of illness, drive up medical expenses, and leave Americans paying the price for dirtier air. Over [152 million people](#) in the U.S. live in counties with harmful levels of air pollution according to the American Lung Association. Despite this startling statistic and clear evidence about the health benefits of cleaner cars, the Trump administration has continued to attack life-saving vehicle standards. Children, the most vulnerable of our population, are exposed to toxic vehicle pollution every day on their way to school in buses, the majority of which are diesel in the U.S., and while walking, playing, and exercising outside. Congress should fund programs that protect children from ailments such as asthma and bronchitis and life-threatening conditions like cancer and heart disease. The bipartisan Diesel Emissions Reduction Act (DERA), has broad support across health, environmental, and industry stakeholders and should be reauthorized since it has a long history of delivering cost-effective health benefits across the country.

Last May, at President Trump's urging, Congress overturned vehicle standards that states implement to protect their residents from harmful pollution. States have a responsibility to

protect the health and welfare of their citizens, and for almost 50 years, the federal government has supported state authority to reduce transportation pollution. In states like California, where the great majority of residents are exposed to ozone levels exceeding federal health standards, reducing transportation emissions is a public health imperative.

This May, the EPA [proposed a two-year delay](#) for vehicle emissions standards that set limits on the amounts of criteria pollutants like nitrogen oxides, carbon monoxide, and particulate matter emitted by gas-fueled cars, pickups, and vans. The proposed delay would forgo improvements in air quality that would have occurred by implementing Tier 4 emissions standards and increase preventable respiratory diseases. Manufacturers can [meet targets](#) to reduce particulate matter by installing gasoline particulate filters (GPFs), which is proven, inexpensive technology and has been used on new combustion vehicles in Europe since 2017. U.S. manufacturers are currently producing gas cars with GPFs for the European market.

The EPA hearing is being held today as we speak and will continue tomorrow. Our members and supporters, along with dozens of health experts, climate advocates, and researchers, are participating at the virtual hearing providing testimony about how this delay will impact their lives. Combined with many of the proposed legislation discussed here today, these attacks on clean transportation will make the air we breathe dirtier, increase medical costs for American families, and worsen our quality of life.

Local consequences of climate disasters

Decades of relentless lobbying by the oil industry has slowed or impeded clean vehicle innovation, which has resulted in the transportation sector becoming the largest source of U.S. carbon pollution. President Trump's egregious roll back of the EPA's greenhouse gas (GHG) vehicle standards earlier this year could cause 8 billion more tons of total carbon emissions over

the next 30 years. This will lead to even more extreme weather and climate disasters like the horrific floods, tornadoes, and fires that devastated Texas, Illinois, and California last year. These disasters are becoming more frequent and more intense every day. In 2026, Climate Central calculated that the U.S. [had sustained 431 such events](#) that incurred at least a billion dollars in damages since 1980, with a total cost exceeding \$3.1 trillion.

It's time to transition away from transportation powered by fossil fuels and address the worsening climate crisis. Cleaner energy and cleaner vehicles are more affordable, healthier for our communities and the environment, and will make the U.S. more innovative and competitive on the global stage. At the Sierra Club, we are working to ensure everyone can breathe clean air, access affordable transportation options, and thrive in a sustainable future.

Thank you again for the opportunity to testify. I am happy to answer any questions you may have.