

As Prepared for Delivery
Comments of William Barrett
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On
U.S. Environmental Protection Agency Waiver Hearing for
In-Use Locomotive Regulation
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My name is Will Barrett, I am the Senior Director of Nationwide Clean Air Advocacy with the American Lung Association. I am joining today's hearing from Sacramento, California.

The American Lung Association and more than 20 health and medical organizations in California participated in the development of the In-Use Locomotive standard and we urge EPA to approve this waiver without delay.

The federal Clean Air Act provides California with the authority to enact standards like the In-Use Locomotive rule and requires EPA to approve waivers for state standards that are at least as protective of public health as applicable Federal standards. The In-Use Locomotive waiver meets this test: EPA must approve the waiver and California must implement the standard without delay.

Leading health organizations know that the In-Use Locomotive standard is critically important to protecting communities from toxic air contaminants, that it is the most important strategy identified to meet health-based ambient air quality standards, and it will support meeting California climate standards.

There are two main items that I'd like to highlight as to why this rule is a public health measure at its core and why the EPA must approve this waiver request without delay:

First, the In-Use Locomotive program will deliver the greatest share of emission reductions identified in California's 2022 State Implementation Plan for Ozone. The rule is projected to cut 63.2 tons per day of oxides of nitrogen (NOx) by 2037. That's over 30% of the total NOx commitments made in the SIP.

Second, the locomotive rule is central to environmental justice. The program is needed to provide relief in highly impacted communities – often people with lower incomes and people of color. Locomotive operations drive major exposures to toxic air contaminants, namely diesel particulate matter (DPM). DPM is a known carcinogen and causes a wide range of health emergencies and deaths. These health consequences are extremely concentrated in California's most disadvantaged communities.

CARB estimates that the rule's public health benefits will exceed \$30 billion by 2050 and save over 3,200 lives during that time due to cleaner air. The monetized benefits of the rule do not include massive cancer risk reductions by 2045. The CARB analysis highlights a 91 to 93 percent reduction in the average cancer risk based on population estimates within 1 mile of representative railyards compared to the 2020 baseline.

This rule is critical to cleaning up locomotive operations through stronger controls, meeting clean air and climate standards and protecting health in rail-impacted communities. In closing, we call on EPA to grant this and other pending waivers immediately so that California can move forward with these life-saving rules.