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CHAIRWOMAN

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April 25, 2023

Liane Randolph
Chair
California Air Resources Board
10001 I Street
Sacramento, CA 95814

RE: In-Use Locomotive Regulation

Dear Chair Randolph and Members of the Board:

I strongly support the California Air Resources Board's (CARB) proposal to adopt an In-Use Locomotive Regulation (Locomotive Rule). The proposed rule would bring significant benefits to communities throughout the State of California, especially those living in neighborhoods adjacent to railyards and disproportionately exposed to the deadly impacts of rail pollution.

Studies estimate that CARB's proposed Locomotive Rule will reduce approximately 63 tons of nitrogen oxide emissions each day across the state, which would greatly contribute to improved regional air quality and protect public health. Additionally, full implementation of the rule is expected to prevent 3,200 premature deaths and over 1,400 emergency room visits and reduce health expenses statewide by almost \$32 billion.

Railroads are an essential part of our supply chain and our key to our local and national economies, but they are also major sources of air pollution with serious public health consequences. My Congressional District, which includes the railyard adjacent communities of Wilmington and Long Beach, is burdened by one of the highest asthma rates in the nation. Existing regulations on locomotives have not kept pace with the cleaner technology readily available, and statewide voluntary agreements with railroad companies have not been sufficient to meet the state's clean air goals or combat excessively polluting trains from operating in California. Strengthening the regulations on locomotives will have a significant impact on the health and quality of life of my constituents.

The proposed Locomotive Rule contains several key provisions that will accelerate the transition to zero-emission rail and contribute to cleaner air in the most polluted communities. The in-use operational requirements will end the use of the oldest, dirtiest locomotives operating in the state, as well as establish reasonable timelines to mandate zero-emission configuration for all new switcher, passenger, and industrial locomotives built in or beyond 2030 and line-haul

locomotives built in or after 2035. The spending account requiring operators to deposit funds annually based on their usage and emissions will further assist with the transition to Tier 4 and zero-emission locomotives and the procurement and installation of charging infrastructure. The proposed idling requirement would address one of the top concerns of my constituents by mitigating excessive idling and not allowing a locomotive to idle for more than 30 minutes before shutting down the engine. Additionally, the recordkeeping and reporting elements will provide greater transparency of locomotive operations to CARB, air districts, and the public.

The proposed rule is a major step forward and I applaud CARB staff for their commitment to developing this regulation to address the concerns of frontline communities that will save lives. As the Representative of California's 44th Congressional District, I respectfully urge CARB to consider the health and quality of life of frontline communities across California by adopting the proposed Locomotive Rule. Thank you for your work on this critical matter.

Sincerely,



Nanette Diaz Barragán
Member of Congress