

**Testimony of Colleen Callahan
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**Proposed Rulemaking to Establish Light-Duty Vehicle Greenhouse Gas Emission Standards
and Corporate Average Fuel Economy Standards**

**Joint Public hearing
Environmental Protection Agency and National Highway Traffic Safety Administration
Docket # EPA-HQ-OAR-2009-0472/NHTSA-2009-0059
Los Angeles, October 27, 2009**

The American Lung Association applauds the Obama administration for this truly historic agreement to adopt rules that mirror California's Clean Cars standard and move the nation forward toward a cleaner transportation future. This joint proposal by EPA and NHTSA to establish new greenhouse gas vehicle standards and improve fuel economy in motor vehicles across the nation is an important step in the fight against global warming, air pollution and the serious public health impacts of petroleum consumption.

The American Lung Association is proud of the strong leadership role that California has taken in adopting the Clean Cars standard and proud that these standards have become the model for other states and the nation. State-led climate action over the last five years serves as an inspiration and a model for further progress in global warming policy. As we move forward, the American Lung Association believes that California must continue to be a leader in fighting air pollution and global warming, as allowed under the federal Clean Air Act.

California's unique air quality problems demand action to fight global warming. Our state is home to some of the worst air quality in the nation, largely due to motor vehicles, and this air pollution crisis has created a public health crisis. The American Lung Association's 2009 national State of the Air report continued to demonstrate that California dominates the lists of worst polluted cities in the country. The report found that California has 9 out of the top 10 worst ozone polluted cities in the country and again listed the Los Angeles region as home to the worst ozone pollution in America. Dirty air in California contributes to 19,000 premature deaths, tens of thousands of hospitalizations for respiratory and cardiac illnesses, hundreds of thousands of asthma attacks and millions of lost school and work days each year. The costs of the premature deaths, health and medical costs from air pollution-related illnesses add up to billions of dollars in health costs and place huge burdens on health care providers. In our local area, the South Coast Air Basin, the health cost of air pollution is estimated at more than \$1,250 per person per year according to a recent study by Cal-State Fullerton economists. This study found the health costs of pollution add up to a \$22 billion cost to the Los Angeles' region's economy.

Higher levels of death and illness from pollution exposures is experienced by vulnerable individuals, including those with asthma or other respiratory and cardiac illnesses, the elderly, infants, children, teenagers, low income communities and communities of color and people

living near pollution hot spots including heavily travelled roads. There are millions of individuals that are particularly vulnerable to pollution in our region.

Just as the transportation sector is the primary source of criteria pollution emissions in California, it is also the primary source of greenhouse gases that are expected to worsen ozone pollution and its health effects. California and the rest of the country is depending on this proposed regulation as a key step to reduce this major source of global warming emissions. Without strong action, rising temperatures from global warming will lead to even higher suffering from increases in air pollution, pollen production, heat waves, devastating wildfires and accompanying smoke exposure. Recent research conducted by UC Berkeley estimates that the public health costs to California will add up to between \$3 billion and \$24 billion annually depending on our success in reducing greenhouse gases. Scientists predict that here in Los Angeles, global warming will cause the number of heat wave days to rise dramatically, which will lead to a 75-85% increase in the number of days with unhealthy air quality.

The American Lung Association of California urges the federal EPA to move forward to adopt the proposed standard, and to adopt the strengthening changes recommended by the Natural Resources Defense Council and the Union of Concerned Scientists. The strengthening changes specifically include the recommendation to include an automaker specific backstop to ensure the expected level of greenhouse gas emissions reductions are achieved and to ensure that credit calculations for electric or hydrogen powered vehicles include upstream emissions. In the future, the American Lung Association would also urge EPA to adopt additional measures to tighten vehicle tailpipe standards for smog-forming pollutants.

Strong actions, like the proposed agreement are vital to protecting public health, air quality and the environment from global warming impacts. We know that these standards will not solve global warming alone, but continued technological advances spurred by the Clean Air Act are vital to building momentum and protecting public health.