December 13, 2023

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U.S. Environmental Protection Agency  
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75 Hawthorne St.  
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Re: Addressing California’s Air Pollution Crisis

Dear Administrator Reagan and Regional Administrator Guzman:

We write as a follow-up to the meeting that took place in the Inland Empire in August of this year. First off, we appreciate the agency, including staff from Washington D.C., Michigan, and other parts of the country, visiting Southern California to see how the freight industry wreaks havoc on communities in terms of its air pollution and other impacts. We appreciate that the EPA
has taken significant action since that time through the issuance of a proposed rule for the South Coast Warehouse Indirect Source Rule, issuing the at-berth authorization, and issuing a final rule on locomotive preemption. These are vital actions, and we appreciate EPA listening to communities in Southern California. Despite these critical actions, there remains significant work to be completed by EPA, particularly as it relates to port equipment, trucks, and locomotives.

I. EPA’s Waivers and Authorizations Remain Vital to the Health of Millions of Californians.

California’s regulations of onroad and nonroad sources of pollution are a cornerstone of the State Implementation Plan to meet federal air quality standards and are critical to protecting residents from deadly diesel pollution. EPA waivers and authorizations for these rules are of paramount importance. We recognize that some of these authorization and waiver requests have just been submitted to EPA, but we urge EPA to prioritize their review. The following chart lists the California rules that are (or will be) pending at EPA.

<table>
<thead>
<tr>
<th>Rulemaking</th>
<th>Adoption Date</th>
<th>Submission Date</th>
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<tbody>
<tr>
<td>2016 Amendments to SORE Regulation</td>
<td>9/18/2017</td>
<td>12/22/2022</td>
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<tr>
<td>2022 Amendments to TRU Regulation</td>
<td>2/24/2022</td>
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<td>2022 Amendments to SORE Regulation</td>
<td>8/1/2022</td>
<td>12/22/2022</td>
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<td>2022 Amendments to Commercial Harborcraft</td>
<td>11/14/2022</td>
<td>1/31/2023</td>
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<td>2022 Advanced Clean Cars 2</td>
<td>11/30/2022</td>
<td>6/2023</td>
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<tr>
<td>2023 Locomotive Regulation</td>
<td>October 27, 2023 (effective date January 1, 2024)</td>
<td>11/7/2023</td>
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<tr>
<td>2023 Advanced Clean Fleets Regulation</td>
<td>August 30, 2023 (effective date October 1, 2023)</td>
<td>11/17/2023</td>
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The commercial harborcraft, advanced clean fleets, and locomotive rules, in particular, are of critical importance to both the attainment of national standards and the protection of freight-impacted communities. Moreover, all of California’s regulations remain important for
communities outside of California because EPA waivers and authorizations provide options for other states to adopt if they want to protect communities from harmful air pollution.

II. Issuance of Waivers and Authorizations Should Not Delay National Regulations.

During the discussion in the Inland Empire and Harbor Area, we confirmed that the most vital efforts of EPA are to adopt regulations to protect communities from pollution. While action on waivers and authorizations for California is vital, we note that this should not happen to the detriment of efforts to pass important national regulations to advance zero-emissions in other categories like trucks, locomotives, and other freight equipment. We need EPA to adopt national regulations as an important effort to address pollution throughout the nation. Moreover, these reductions are also necessary to aid in many of California’s most polluted regions like the South Coast Air Basin attaining federal air quality standards.

We look forward to your continued engagement to protect freight-impacted communities in California and across the country.

Sincerely,

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Backbone Campaign

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