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#### Statement of Paul G. Billings

Senior Vice President, Advocacy & Education  
American Lung Association  
California Clean Car Waiver  
Docket ID No. EPA-HQ-OAR-2012-0562  
September 19, 2012

Good morning, I am Paul Billings, Senior Vice President, Advocacy & Education for the American Lung Association. The American Lung Association advocates for clean and healthy air for all Americans. For decades, we have advocated for pollution cleanup from motor vehicles. Despite much progress in California and in communities across the country, air pollution remains a major threat to public health. Motor vehicle tailpipes continue to be a major source of pollution.

The American Lung Association and our California charter association fully support the State of California's waiver request to implement its Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs through 2025. Together, they are known as the Advanced Clean Cars Program.

Motor vehicle emissions remain a leading source of harmful air pollution in California that contribute to hospital and emergency room visits, asthma attacks and other lung illnesses, heart attacks and strokes and premature deaths. Californians continue to suffer from the most polluted air in the United States. According to our 2012 *State Of The Air* report, nine of the ten most ozone polluted metropolitan areas in the country are in California. Los Angeles tops the list, as it has for 12 out of the 13 years we have published the report. In the LA metro area, there are more than 1 million adults with asthma and 300,000 children with asthma who are routinely exposed to unhealthy air pollution levels. In addition, California cities occupy the top five positions on both our annual and 24-hour particulate matter most-polluted lists.

For decades, California's air pollution problem has placed an enormous health burden on its residents. Thanks to the leadership shown by California, air pollution levels in most cities continue to improve. However, getting better does not mean the air quality is safe to breathe. Pollution in California still kills. Progress must continue and the Advanced Clean Cars Program is critical to continuing this success.

In 2025, new cars in California will emit 75 percent less smog-forming pollution than the average new car sold today. The California Air Resources Board estimates that by 2035, when nearly the entire vehicle fleet will be compliant with the Advanced Clean Car standards, the critical components of ozone smog – reactive organic gases and nitrogen oxides--will be cut 21% and 36% respectively. PM 2.5 emissions will be cut 11%. California needs these reductions to help attain and maintain compliance with national ambient air quality standards.

Under the Clean Air Act, California clearly has the right to set these vehicle emission standards. The EPA should approve the waiver for California. The state clearly needs the Advanced Clean Car Program to protect the health and welfare of its citizens.

California has this unique authority because of its compelling and extraordinary history of fighting air pollution. The state has consistently demonstrated its commitment to act -- and to exercise a fundamental right to protect its citizens from air pollution.

The decision before the EPA is clear. We request that you approve the California waiver request.

Thank you.