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**Statement of Gwendolyn Young
Member of the Board of Directors
American Lung Association
August 6, 2009**

**EPA's Proposal for the National Ambient Air Quality
Standard for Nitrogen Dioxide**

Hello, my name is Gwendolyn Young and I serve on the Board of Directors of the American Lung Association.

My company, Young Communications Group, Inc, is headquartered here in Los Angeles and I have lived here for 40 plus years. Los Angeles has struggled for decades fighting the dirtiest air in the country. We breathe that air day after day.

We have heard for years about the enormous health consequences of the ozone smog and particulate matter from our notorious traffic. But recently, we have learned much more troubling news--that the levels of pollution found on and along our highways is many times higher than we had thought. That 36 million people live near highways, railroads and ports in the United States—near enough to have to breathe those dangerous concentrations of pollution every day, for hours on end. Even more of us work on or near these highways—like patrol officers,

truck drivers, highway construction workers. I do a lot of driving to work with clients, from the 405 to the 5 to the 710 and I breathe the pollution firsthand.

I'm pleased to be here as a volunteer for the American Lung Association to say we support the efforts EPA is making to recognize this problem. We agree that we need to have tighter, more protective standards that will limit the amount of nitrogen dioxide from the exhaust from cars, trucks, buses and other sources. We agree that we need a nationwide monitoring network to tell us how much of this pollutant there is and how effective our solutions are at getting rid of it.

However, we think EPA is being too cautious, and consequently, failing to provide the kind of protection from this pollutant that our communities must have. Millions of those who live near or work on or near highways are much more vulnerable because of their age or health. Most at risk are children and teenagers, seniors, and people with lung disease, like chronic obstructive pulmonary disease (COPD), heart disease and diabetes. People who live near highways are more likely to have these chronic diseases because they often have lower incomes, or are from disadvantaged ethnic and racial groups. I know what having these diseases can mean to a family: my mother and brother both died from COPD.

Breathing nitrogen dioxide can send a person with COPD to the hospital or a child with asthma to the emergency room. The California Children's Health Study warned that children living near a major highway, breathing nitrogen

dioxide and other pollutants, can face a lifetime of higher risk of developing lung disease because of the impact on the growth of their lung function.

We agree with EPA's proposal to add a one-hour standard to the national air quality standards for nitrogen dioxide. However, we urge EPA to adopt a tighter one-hour standard of 50 parts per billion or lower. We urge EPA to adopt a tighter annual standard than the one currently in existence, one closer to the annual standard we have adopted in California, 30 parts per billion.

Traffic in Los Angeles is a constant, spewing pollution into neighborhoods hour after hour. Our annual standard in California recognizes that nitrogen dioxide from traffic is not an on-again, off-again rush-hour problem, but a steady source. We need a national annual standard that provides that kind of protection.

We urge EPA to make the monitoring proposal the foundation of a comprehensive system to track other types of pollution from vehicle exhaust, especially particulate matter.

The Lung Association will submit much more detailed comments in writing. As a member of the Board, I can tell you that the American Lung Association remains committed to the fight for healthy air. I appreciate this opportunity to share our concerns today.

Thank you.