



June 30, 2005

The Honorable Stephen L. Johnson  
Administrator  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, N.W.  
Ariel Rios Bldg., Rm. 3000  
Washington, D.C. 20460

Dear Administrator Johnson:

The Western Regional Air Partnership (WRAP) congratulates you on being sworn in as the 11<sup>th</sup> Administrator of the U.S. Environmental Protection Agency. We look forward to working productively with you and Agency staff on a variety of western air quality issues.

The WRAP has consistently and strongly supported EPA's clean air standards for nonroad diesel engines and fuel. We therefore deeply appreciate EPA's leadership in finalizing, in May 2004, rigorous clean air standards for several nonroad engine source categories.

In the WRAP's September 2003 comments on EPA's nonroad diesel rulemaking, we also specifically recommended that EPA finalize new engine standards for locomotives and marine vessels no later than 2007 so that the benefits of the standards could be relied on in state and tribal implementation plans for regional haze, ozone and particulate pollution. Indeed, there is a strong need for expeditious action by EPA. The ozone abatement plans are now due to EPA no later than June 2007, and air quality management efforts to achieve and maintain the ozone health standard are actively underway nationwide. The state regional haze and particulate pollution implementation plans are similarly due by December 2007 and April 2008, respectively.

We therefore respectfully urge EPA to move forward swiftly to propose and finalize protective emission standards for locomotives and marine vessels. These engines discharge significant amounts of air pollution that contribute to regional haze, ozone, and particulate pollution in western states and tribal lands. We also commend EPA for adopting standards in its 2004 final rules to limit sulfur levels for locomotive and marine diesel fuels to 15 parts per million. Adopting rigorous emission standards for locomotive and marine vessels will cost-effectively build from the foundation of EPA's low sulfur nonroad diesel fuel program. The WRAP would welcome the opportunity to participate in technical dialogues that may be warranted as EPA

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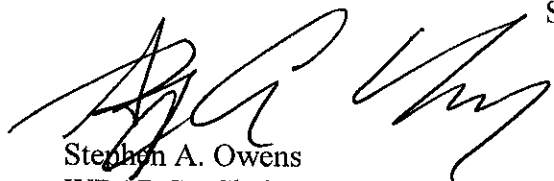
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develops its rulemaking, given the complex technical questions that exist regarding the interplay of technologies and fuel characteristics in the marine and locomotive propulsion sector.

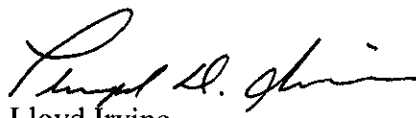
The sooner EPA acts to adopt emission standards for locomotive and marine vessels, the sooner western states and tribes will realize air quality benefits and be able to efficiently incorporate the resulting pollution reductions in on-going air quality planning and management efforts. We appreciate your leadership in ensuring that EPA promptly adopts protective emission standards for locomotives and marine vessels.

We look forward to working with you and the Agency in protecting human health and the environment from air pollution. Congratulations again and thank you for your leadership on this important issue.

Sincerely,



Stephen A. Owens  
WRAP Co-Chair  
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of Environmental Quality



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