



# NEWS RELEASE

**Arizona House of Representatives**  
**Representative David Cook (R-7)**

1700 West Washington • Phoenix, Arizona • 85007

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**Tuesday, April 16, 2024**

**FOR IMMEDIATE RELEASE**

## Transportation Chairman David Cook Urges EPA to Reject California Zero-Emission Locomotive Proposal

**STATE CAPITOL, PHOENIX** – Arizona State Representative David Cook, Chairman of the House Transportation Committee, sent a letter to U.S. Environmental Protection Agency (EPA) Administrator Michael Regan today expressing strong opposition to a proposed waiver that would enable the California Air Resources Board (CARB) to mandate zero-emission standards for railroad locomotives starting in 2030.

In his letter, Chairman Cook explains that the waiver proposal would have a substantial negative impact on Arizona's economic and infrastructural development. He urges the EPA to reject the waiver to protect the rail network and maintain economic stability.

“This proposal will have far-reaching effects here in Arizona, potentially upending the rail industry in our state. Arizona's rail industry hauls over 125 million tons of cargo to and from the state through hubs like Tucson, Flagstaff, and the Phoenix Area. Rural Arizona is also crucial in connecting Arizona and the country to keep our economy moving by providing rail yards and international connections. Arizona's economy is growing, and local and state leaders are counting on our rail network to help handle this growth.

“This rule threatens Arizona's railways and our supply chain by imposing extreme financial and operational burdens on railroads, especially smaller operators, by requiring the retirement of over 25,000 locomotives aged 23 years or older. This mandate overlooks the long-term nature of locomotive investments and the interconnected nature of our country's rail network. This would create a fragmented rail network that could jeopardize the supply chain, place an undue burden on rail companies, and drive-up costs. Higher rail costs would drive goods away from railways and onto Arizona highways. This unworkable policy in California could have major implications throughout Arizona and the country.

“I strongly urge the EPA to reject the California waiver and protect our rail network and supply chains.”

A copy of Chairman Cook's letter is attached below.

*David Cook is a Republican member of the Arizona House of Representatives serving Legislative District 7, which includes Pinal, Gila, Coconino, and Navajo Counties. He is Chairman of the House Transportation & Infrastructure Committee and the House International Trade Committee. Follow him on X/Twitter at @RepDavidCook.*

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INFRASTRUCTURE, Chairman  
INTERNATIONAL TRADE  
Chairman

## Arizona House of Representatives Phoenix, Arizona 85007

April 16, 2024

Hon. Michael S. Regan, Administrator  
U.S. Environmental Protection Agency  
1200 Pennsylvania Avenue, NW; 1101-A  
Washington, D.C. 20460

Re: EPA-HQ-OAR-2023-0574 California Air Resources Board (CARB) Clean Air Act Authorization Request

Dear Administrator Regan,

I am writing to express my concerns regarding the proposed waiver that would allow the California Air Resources Board to enforce zero-emission railroad locomotives beginning in 2030.

This proposal will have far-reaching effects here in Arizona, potentially upending the rail industry in our state. Arizona's rail industry hauls over 125 million tons of cargo to and from the state through hubs like Tucson, Flagstaff, and the Phoenix Area. Rural Arizona is also crucial in connecting Arizona and the country to keep our economy moving by providing rail yards and international connections. Arizona's economy is growing, and local and state leaders are counting on our rail network to help handle this growth.

This rule threatens Arizona's railways and our supply chain by imposing extreme financial and operational burdens on railroads, especially smaller operators, by requiring the retirement of over 25,000 locomotives aged 23 years or older. This mandate overlooks the long-term nature of locomotive investments and the interconnected nature of our country's rail network. This would create a fragmented rail network that could jeopardize the supply chain, place an undue burden on rail companies, and drive-up costs. Higher rail costs would drive goods away from railways and onto Arizona highways. This unworkable policy in California could have major implications throughout Arizona and the country.

I strongly urge the EPA to reject the California waiver and protect our rail network and supply chains.

Sincerely,

A handwritten signature in black ink that reads "David L. Cook".

The Honorable David Cook  
Arizona House of Representatives, LD 7  
House Transportation Committee Chair  
House International Trade Chair

CC:  
Arizona Congressional Delegation  
Governor Katie Hobbs