

Introduction

The **Union Pacific & BNSF** rail yards are responsible for a significant level of pollution in our communities. **You can tell** the State of California to reduce the levels of pollution from rail yards!

Recent Activities

- 2004:** Modesta Avila Coalition and the South Coast Air Quality Management District (AQMD) introduce legislation for state legislators to pass that would grant AQMD the power to regulate emission reduction rules over rail yards.
- 2005:** In response to proposed legislation, the California Air Resources Board (CARB) and rail yard companies (BNSF & Union Pacific) sign a Memorandum of Understanding, that vaguely addresses innovative mitigations & emission reduction plans without the consent or consideration of surrounding communities.
- 2006:** Without state legislative support, AQMD passes the 3500 Rules to regulate rail yards. Rail companies take AQMD to court, and judge rules that AQMD **does not** have jurisdiction over rail yards, due to federal protection.
- 2007:** CARB releases Health Risk Assessment, a study conducted in all California rail yards. HRA's find unacceptable cancer risk in local communities (more about it on reverse side).
- 2008:** EYCEJ takes the rail yard companies and CARB to court, because CARB is not actively regulating the rail yards' emissions, as per the State Implementation Plan. As the largest air quality state agency, CARB must do all in its power to reduce exposure to harmful pollution for all California residents. EYCEJ & ally organizations (Center for Community Action & Environmental Justice, Communities for a Better Environment, Coalition for a Safe Environment) submit a petition for rule-making to CARB. The petition, if granted, would require CARB to begin rule-making process.
- 2009:** CARB responds to coalition of organizations regarding the petition for rule-making, and grants petition *in part*. CARB board plans to hear staff's plan to achieve significant locomotive and rail yard emission reductions through a variety of mechanisms in a public hearing scheduled for *June, 2009*.

Conclusions

- ♦ The State has the **authority** and **duty** to regulate the rail yards in Commerce & East Los Angeles because they are a significant source of pollution in the local area and region.
- ♦ There are a number of **cost effective** and **feasible measures** that the State could adopt to achieve significant diesel emission reduction.
- ♦ Measures should focus on the reduction of health risk and site-specific/operational measures.

Key Recommendations for CARB

Create "No Idle" Zones for locomotives near schools, parks & residential areas

Create health protective buffers between sensitive receptors/ residential areas and the facilities

Provide filtration system to areas of high health risk

Enforce the use of alternative fuel for locomotives & other emission source equipment and use new technology.

**For more information,
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