



# South Coast Air Quality Management District

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*Office of the Executive Officer  
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July 15, 2005

Dear California Air Resources Board Member:

On July 8, the South Coast Air Quality Management District's (AQMD) Governing Board held a public discussion on the recently negotiated MOU between your staff and the Union Pacific Railroad Company and the Burlington Northern Santa Fe Railway Company. The meeting was attended by over 200 people representing elected officials, community groups, local governments, environmental and health organizations, businesses, and many others. Many people gave impassioned testimony on their objections to the agreement and the closed door process in which it was crafted. Attached for your review is a DVD, which contains excerpts from the 3 hours of testimony that was given at the meeting, as well as a DVD with a full copy of the testimony. By way of reference, 43 persons testified in opposition to the MOU and two testified in favor, namely Ms. Catherine Witherspoon of CARB staff and Mr. Mark Stehly from BNSF Railway Company.

Many witnesses noted that this private agreement, struck between the CARB staff and the railroad companies, did not involve the public, local, state or federal elected officials, the AQMD or any other agency. It was also noted that the MOU is deeply flawed and is fraught with problems which cut across legal, technical, and policy areas.

Additionally, CARB has received many letters from local, state, and federal elected officials, business organizations, environmental justice groups, health organizations and others expressing their concerns with the MOU and the lack of public input into the process. Copies of some of these letters are also enclosed in a booklet for your perusal.

At the conclusion of public comment during the July 8 meeting, the AQMD Governing Board formally requested the California Air Resources Board to hold a public hearing on the agreement between CARB and the railroads and forego implementation of the agreement until such a meeting is held. The motion that was unanimously agreed upon was to:

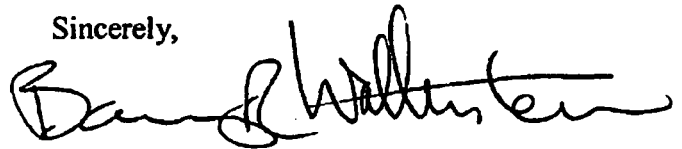
1. Further request a CARB Board hearing on the railroad MOU, as previously requested by Dr. Burke, Supervisor Antonovich and Supervisor Wilson, and that the MOU be held in abeyance until such hearing can be conducted and encourage the use of rulemaking and legislation for the railroads rather than the use of an MOU.
2. Direct staff to continue the development of Regulation 35, related to railroad idling and rail operations risk assessment and reduction with the goal of Board consideration this fall.

3. Continue to seek approval and enrollment of AQMD'S three legislative proposals SB 459, AB 888, and AB 1222, which are co-sponsored with local community organizations.
4. Renew AQMD's longstanding request for a Governing Board-to-Governing Board Retreat with CARB, to discuss areas of mutual interest, and to facilitate a better common understanding of individual agency priorities and a more cohesive state and local approach.

I hope that the attached information serves to provide a picture of the disappointment and concerns that have been expressed by the people and the elected representatives of Southern California regarding the MOU. We hope that the CARB Board will hold a public hearing to discuss the MOU and delay its implementation until then, and direct the CARB staff to work cooperatively with elected officials, community groups, environmental and health groups, legislators, and local agencies such as AQMD for the common good.

I appreciate your attention and interest in this matter. The AQMD Governing Board members and staff await your decision and actions regarding this important public health and policy issue.

Sincerely,



Barry R. Wallerstein, D.Env.  
Executive Officer

cc: Honorable Members, California Senate  
Honorable Members, California Assembly  
AQMD Governing Board  
U.S. Senator Dianne Feinstein  
U.S. Congressional Representatives of Southern California

Encl: DVD (Short Version)  
DVD (Long Version)  
List of Testimonies  
List of Letters Received



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# CARB Proposed Fleet Rules Fact Sheet

*Under current AQMD rules, public agencies that have over 15 fleet vehicles are required to shift new vehicle purchases to readily-available, lower-emission vehicles. Now under proposed CARB fleet regulations for Clean Urban Transit Buses; Clean On-Road Solid Waste Collection Vehicles; and Clean On-Road School Buses, public and private fleets operating in the region would be required to replace higher polluting diesel-powered trucks and buses with cleaner alternatives and use other proven advanced emission control technologies. These specific regulations have been developed to reduce the harmful toxic emissions that are localized in our neighborhoods and to meet federal clean air standards. There are major benefits of having these regulations in Southern California.*

## Cost Benefits of Cleaner Technology

Alternative clean air technologies include compressed natural gas (CNG), liquefied natural gas (LNG), electric hybrid engines, particulate traps and additional retrofit add-on controls.

- Numerous funding options available to offset cost difference and to purchase cleaner vehicles.
- Funding available to offset infrastructure costs.
- Uses natural gas versus diesel.
- Fuel costs are less than diesel.
- Manufacturers are committed to new technology which drives the prices lower.
- Schools will be able to better determine fuel costs.

## Health Benefits of Cleaner Technology

With the use of alternative clean air technologies, NOx emissions from trucks and buses can be 50% cleaner than the cleanest diesel engine.

- Takes harmful toxic emissions directly out of neighborhoods.
- Reduces harmful cancer risks to neighborhoods and workers and directly reduces cancer risk to children who ride school buses.
- Offers substantial air quality benefits.
- Decreases emission of particulates in areas near schools.

## Environmental Benefits of Cleaner Technology

In order for Southern California to meet the stringent 2010 federal emission standards, we must use more alternative fuels and electric-hybrid technologies. The region will also become less reliant on petroleum products.

- Known technologies will decrease mobile source air pollution helping the basin reach attainment.
- Manufacturers are committed to providing cleaner alternatives.
- Reduces particulate and fine particulates pollution.
- Technology is available now.
- Cities have already added clean trucks in their fleets.
- By 2007, alternative fuel technologies will meet more stringent emissions standards.

