

Juan Garibay
09-8-5

September 25, 2009

Mary D. Nichols, Chairman
Members of the Board
California Air Resources Board
1001 "I" Street
Sacramento, CA 95812

Re: Recommendations to Implement Locomotive & Railyard Emission Reductions
Su: Public Comment Recommendations

Dear Chairman Nichols & Members of the Board:

I am concerned that the proposed recommendations fail to include numerous measures that can reduce locomotive engine and railyard toxic air emissions and public health impacts from exposure to air emissions.

At the BNSF Watson railyard in Wilmington there are two rail tracks routes to the railyard, one route travels right through the middle of the residential community of Wilmington and one that goes around the residential community in the industry area. BNSF uses the route right through the middle of the residential community. This simple change would reduce public exposure significantly, yet it is not a recommendation.

The BNSF Watson railyard is in the middle of the Wilmington residential community and near to the Port of Los Angeles, Port of Long Beach and numerous oil refineries, BNSF could use MagLev Trains and Electric Trains. We need to invest in the development of alternative transportation technologies. This simple change would eliminate 100% of toxic emissions, yet it is not a recommendation.

The BNSF Watson railyard also handles ethanol train cars and I cannot find any Health Risk Assessment for the ambient leakage of VOC's from locomotive trains from the incomplete burning of diesel fuel, fuel storage tanks and ground contamination. Benzene is a VOC of diesel fuel which can cause leukemia, lymphoma, myeloma and anemia yet there is no reference to any study of public health impacts of these toxic chemicals.

I ask that you reassess omitted public health impacts and increase the number of proposed measures.



Juan Garibay
1319 W. Robidoux St.
Wilmington, CA 90744