

Chapter 5f: Railyards and Locomotives

Community Concerns

The Southeast Los Angeles (SELA) community boundary and emissions study area includes three railyards and a portion of the Alameda Corridor, which is an express railway that runs from the Ports of Long Beach and Los Angeles to Downtown Los Angeles. The SELA community expressed concerns about diesel emissions from older and idling locomotives, and from cargo-handling equipment at railyards. The community concerns are heightened due to projected increases in regional rail volumes resulting from growing levels of international trade¹. Additional details on railyards and locomotives in SELA are available in Appendix 5 – Railyards and Locomotives.

Actions to Reduce Emissions or Exposure

To address community concerns about emissions from railyards and locomotives in SELA, South Coast AQMD developed eleven (11) actions for the Community Emissions Reduction Plan (CERP). The table below provides goals, actions, metrics, and a timeline to achieve the emission or exposure reductions due to railyard activities.

¹ Southern California Association of Governments, The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy. <http://scagrtpsc.net/Documents/2016/final/f2016RTPSCS.pdf>. Accessed July 8, 2020.

Table 1 – Goal: Reduce Emissions from Railyards and Locomotives

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	Conduct air monitoring around railyards and in the community to assess how railyard related emissions may contribute to the overall air pollution burden in this community	South Coast AQMD	Conducting air measurements around railyards	4 th quarter 2020	4 th quarter, 2025
B	Use information collected from air monitoring and other sources of information to identify potential strategies to reduce emissions from railyards and the Alameda Corridor	South Coast AQMD	<ul style="list-style-type: none"> • Present air monitoring results to CSC • Present potential strategies to CSC 	4 th quarter, 2021	2 nd quarter, 2022
C	Continue to develop the Railyard Indirect Source Rule, which includes strategies such as addressing exposures from load testing and maintenance activities.	South Coast AQMD	Completion of the Railyard ISR	2 nd quarter, 2021	2 nd quarter, 2021
D	Through the development of the Railyard Indirect Source Rule and incentives, pursue the replacement of older diesel-fueled equipment at railyards with lowest emissions technology available (e.g., replace diesel-fueled yard trucks with lowest or zero-emission yard trucks and replace locomotives with lowest emission locomotives)	South Coast AQMD	<ul style="list-style-type: none"> • Amounts of rail incentive dollars distributed • Amounts of rail emission reductions achieved 	1 st quarter, 2022	4 th quarter, 2025
E	CARB to present the Transport Refrigeration Unit (TRU) Regulation to their Board to begin the transition of TRUs to zero-emission technologies and require use of lower global warming potential refrigerants ²	CARB	Bring TRU Regulation to CARB Board	2021	2022
F	CARB to present a regulation to their Board to transition the drayage truck fleet to zero-emission technologies by 2035 ³	CARB	Bring Advanced Clean Fleets regulation to CARB Board	2021	2022

² CARB, New Transport Refrigeration Unit Regulation in Development. <https://ww2.arb.ca.gov/our-work/programs/transport-refrigeration-unit/new-transport-refrigeration-unit-regulation>. Accessed October 13, 2020.

³ CARB, Advanced Clean Fleets. <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-fleets>. Accessed October 13, 2020.

G	CARB to present a regulation to their Board for cleaner locomotive operations throughout the state ⁴	CARB	Bring In-Use Locomotive Regulation to CARB Board	2022	2023
H	CARB to present regulatory amendments to their Board for cleaner cargo handling equipment and facility infrastructure requirements at ports and railyards ⁵	CARB	Bring regulatory amendments for cleaner cargo handling equipment and facility infrastructure at ports and railyards before the CARB Board	2023	2024
I	CARB to prioritize the SELA community for enforcement of the TRU Regulation with semi-annual inspections and report the compliance rate to CSC	CARB	<ul style="list-style-type: none"> • Number of inspections • Report compliance rate to CSC 	2021	2025+
J	<p>CARB to prioritize the SELA community for enforcement of the Cargo Handling Equipment (CHE) Regulation by conducting an annual audit for each railyard detailing:</p> <ul style="list-style-type: none"> ○ Total number of regulated pieces of equipment – both yard and non-yard trucks at each rail facility ○ Compliance rates for opacity and performance standards at each rail yard 	CARB	<ul style="list-style-type: none"> • Develop audit summary for each railyard • Present audit results at CSC 	2021	2025+
K	CARB, in coordination with South Coast AQMD, to conduct community outreach on locomotive idling regulations and how to file complaints	CARB South Coast AQMD	Number of outreach events or updates on locomotive idling to community groups and CSC	1 st quarter 2022	1 st quarter 2025

⁴ CARB, Concepts to Reduce Emissions from Locomotives and Railyard. <https://ww2.arb.ca.gov/our-work/programs/reducing-rail-emissions-california/concepts-reduce-emissions-locomotives-and>. Accessed October 13, 2020.

⁵ CARB, Cargo Handling Equipment. <https://ww2.arb.ca.gov/our-work/programs/cargo-handling-equipment>. Accessed October 13, 2020.