



Bushes in backyard, removed houses full of brush piles and other debris located directly behind the bus garage.

LAWSUIT

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garage's location. Haze and light, along with the prevent pollution are common complaints of residents who live near the bus garage.

"It's terrible living here," Joanne said. "The exhaust comes directly into the house through the windows and doors. We're really sick of it. We've had it."

While the plaintiffs are mainly focusing on the effects aspect of the case, previous studies had not proven the carcinogenic effects of exposure to diesel exhaust, and the issue of exposure.

New studies do show a correlation between exposure to diesel exhaust and cancer.

An article published in USA Today on March 13, 2000 stated that "these chemicals in diesel exhaust from trucks and buses are responsible for at least 115,000 cancers each year, according to a study by a coalition of state and local air pollution control

agencies.

According to www.epa.org, the Environmental Protection Agency (EPA) is currently taking action to reduce pollution from the nation's heavy diesel trucks and buses.

Many residents claim the district has not addressed their concerns, despite letters to city and school officials and numerous phone calls.

"Our first we called and said, 'Our exhaust is hitting us,'" Joanne said. "A [school employee] responded by saying, 'I see that this is bad, we're going to add more buses. You can do whatever you want, but we're not going to do anything.'

According to Joanne, U.S. supervisor John Bergfeld visited the Prentiss' residence, but was not helpful.

"She is the one who maintained this, and is the one who is keeping this going and refusing to do anything," Joanne said.

The district purchased a \$5 fine fee in 1995 in addition, which angered residents, because the fee backs up directly to their yards; and the fine has been



Residential area. Diesel exhaust from the buses creates hundreds of tons of particulate. Reduced particulates are so small, they are listed for the larger portion of the range where they remain suspended.



Lots of debris. Over three-hundred yards covered yards (some are shared) and residential lots for three years, all of which used diesel exhaust.

Malfunction allowed Diesel to spray onto the area, which creates added exhaust.

escalating since 1998 when UES paved over existing gravel and packed school buses along the fence.

Some residents of the neighborhood signed and delivered a petition directly to Mayor Jerrywood city officials. They then learned of the district's inactivity and that the city would be unable to help.

"The district can do whatever they want," Joanne said, "and if they can do it, they will do it. The city's hands are tied."

The Prentiss' contacted state representative Alan Sather who came to talk losses.

According to Joanne, Sather said, "I don't believe it, but there's not a thing I can do."

Sather was endorsed by the U.S. House of Representatives.

This neighborhood is characterized by its inaccessibility and considerably hilly terrain. Many are long-term residents of the area.

"We are not in any position to move," Joanne said. "We're not moving, we were born here."

"They say there is no steering," Joanne said. "But why should we have to?"

Substances in diesel exhaust Rated by EPA as Toxic air contaminants" includes:

**benzene,
toluene,
xylene**

- cause irritation
of eyes, throat,
and nose;
carcinogenic

**benzene,
lead,
cadmium, mercury**

- cause birth
defects; mutation of
DNA; carcinogenic

benzene

- toxic to immune
system and
reproductive
system; interfere
with hormone
function; carcinogenic

"Toxic air contaminant is defined as an air pollutant which may cause irreparable or long-term health problems to surface living organisms present at sufficient levels to harm health."

Source: Environmental Protection Agency