



Meeting Minutes
Locomotive/Rail Sector Working Group Teleconference
Wednesday, June 27, 10am-11am PST

California Air Resources Board Health Risk Assessments

Harold Holmes, of the California Air Resources Board (ARB), provided a presentation to the group regarding ARB's Draft Railyard Health Risk Assessment (HRA) results and upcoming public meetings to discuss these HRAs.

Several highlights from the presentation include:

- A total of 16 designated railyard health risk assessments are being developed by early next year. With UP Roseville (2004), BNSF Sheila (non-designated railyard) (2007), and the Oakland International Gateway Intermodal Yard – being developed as part of the West Oakland Community HRA effort, a total of 19 railyard HRAs will be completed by the end of 2007.
- The catalysts for the HRAs were the ARB Goods Movement Plan and provisions within the ARB Agreement with UP and BNSF, where the railroads agreed to develop an HRA for all major railyards in the state of California.
- The HRAs were prepared based on the experience in preparing the HRA for the UP Roseville railyard in 2004 and also based on Office of Environmental Health Hazard Assessment (OEHHA) risk assessment guidelines.
- The primary focus of the HRAs is diesel particulate matter emissions and exposure, though other toxic air contaminants were evaluated, for both inside and outside (within 1 mile of the railyards, except 2 miles for the four combined Commerce railyards) of the railyards. For off-site emissions, ARB staff found that heavy duty diesel trucks typically were the major sources of diesel particulate matter emissions nearby and outside of the railyards.
- The most significant levels of railyard diesel particulate matter emissions were found at the combined four Commerce railyards with 40 tons per year. Other railyards evaluated were found to have diesel particulate matter emissions ranging from two to seven tons per year. For comparison, the UP Roseville railyard was about 22 to 25 tons per year, and the combined Ports of Los Angeles and Long Beach were an estimated 1,760 tons per year.
- Three of the four Commerce railyards are intermodal railyards. At intermodal railyards, diesel particulate matter emissions are fairly evenly distributed between three major source categories: Line and switch locomotives, on-road heavy duty trucks, and cargo handling equipment. At most other types of railyards, locomotives tend to be the dominate sources of diesel particulate matter emissions. Based on a statewide average for all of the railyards, ARB staff estimates that about two-thirds of the emissions come from locomotives.



- It is important to note that each railyard is unique with respect to operations and the source(s) of emissions.
- Locomotive diesel particulate matter emissions were evaluated based on a number of key factors such as locomotive make, model, class, hours of operation in each mode, and type of fuel used.
- The railyard HRAs were released and introduced with a brief overview to the public for seven southern California railyards and three northern California railyards in late May and early June. At those introductory meetings, the public comment process began for the railyard HRAs and continued with a second round of public meetings in late June through mid-July. Once the public comment process is completed, and the railyard HRAs are finalized, the next step is to work with local air districts and the local community members to evaluate specific mitigation measures for each railyard.

Upcoming Public Meetings:

July 12, 2007	<p>Stockton: Second Community Meeting to discuss comments on the release of the Draft ARB HRA for the two Stockton Rail Yards from 6:00 P.M. - 9:00 P.M. in Stribley Community Center - Stockton, CA</p> <ul style="list-style-type: none"> • Meeting Notice and Agenda: English (PDF-373k)
July 11, 2007	<p>Richmond: Second Community Meeting to discuss comments on the release of the Draft ARB HRA for the BNSF Richmond Railyard from 6:30 P.M. - 9:30 P.M. in Senior Heritage Apartments - Richmond, CA</p> <ul style="list-style-type: none"> • Meeting Notice and Agenda: English (PDF - 120k)

For more information about ARB’s Railyard Emission Reduction Program, visit: <http://www.arb.ca.gov/railyard/railyard.htm>, or contact Harold Holmes at hholmes@arb.ca.gov

South Coast AQMD Locomotive Projects

Mike Bogdanoff, South Coast AQMD, provided a presentation on three key projects being implemented this year:

- Demonstration of a diesel particulate filter and selective catalytic reduction on head end power (90% NOx and PM reductions expected)
- Demonstration of a diesel particulate filter on Pacific Harbor Line switcher (90% or higher PM reductions expected). This project is funded by a West Coast Collaborative grant.



- Demonstration of selective catalytic reduction on an EMD passenger locomotive (very cost effective and allows for approximately 23 tons NOx reductions per year and 0.5 tons PM reductions per year). This project is funded by a West Coast Collaborative grant.

For more information, contact Mike at (909) 396-3254 or mbogdanoff@aqmd.gov

SmartWay Transport Partnership Update

Anthony Erb, EPA SmartWay Transport Partnership, updated the group on SmartWay's rail program. So far, SmartWay has 7 Class I Railroad partners, and 2 shortline partners (Richmond Pacific and Pacific Harbor Line). When railroad companies are interested in becoming a partner, they put together a 3-year action plan, which identifies technologies and strategies they plan to implement to save fuel and reduce emissions.

These technologies and strategies must be above what's required by regulations. SmartWay is currently in the process of developing a tool for rail partners to use to calculate the emissions reductions anticipated from their action plans. They are also looking at creative financing programs for rail projects.

For more information about SmartWay, visit: <http://www.epa.gov/smartway> or contact Anthony Erb at erb.anthony@epa.gov



Attendees:

Kristin Riha, EPA

Harold Holmes, ARB

Gene Wong, ARB

Eugene Wong, ARB

Mike Bogdanoff, South Coast AQMD

John Cockle, Richmond Pacific Railroad

July Kunz, Amtrak

Peter Okurowski, California Environmental Associates

Luis Rubenstein, Port of Long Beach

Dan McKell, CalTrans

Jim Halloran, Caterpillar

Paul Jensen, Energy Conversions

Dave Fritz, Southwest Research Center

Roxanne Johnson, EPA

Anthony Erb, EPA

Mike Miller, EPA

Jennifer Anderson, BNSF

Terry Levinson, Argonne National Lab

Mike Bednarz, DOE NETL

Tony Lester, Levin Richmond Terminal

Mike Stanfill, BNSF



Frank Van Haren, Washington Department of Ecology

Don Newberry, Miratech

Jonathan Roberts, Miratech

Scott Carpenter, Railpower

Clint Farr, Alaska Department of Environmental Conservation