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From: michael bailey [michaelebailey@cox.net]
Sent: Saturday, June 05, 2010 10:39 PM
To: Holmes, Harold@ARB
Subject: Up and BNSF Commitments

Dear Mr. Holmes:

I am a member of People First, California, Orange County Chapter. People First is made up of disabled persons and many members are concerned about the impact of diesel particulates in air pollution from the railyards. Because of limited incomes many have to live near railyards, major freeways, or ports where rents are less but exposure to pollution is more. There are more health problems where there is more pollution; and in California, it looks like the major health problem in air pollution is diesel particulates. So reducing the particulates at the trainyards would be very significant. And including the drayage trucks serving the railyards in the calculations would not only reduce diesel particulates in the yards but also on the freeways and roads serving the yards which would benefit still more people.

U.S.EPA says that diesel particulates in air pollution can cause or make worse heart and breathing problems and asthma. Dr. Joal Schwartz of the Harvard Particulate Research Center contributed to a methylation study in Americam Journal of Respiratory and Critical Care Medicine that shows particles in the air can change the methylation of DNA. This was reported this week on the EPA's Greenversations website. Dr Schwartz said in EPA's Greenversations article that methylation--a carbon and 3 hydrogen atoms stuck onto the beginning of a gene--can prevent that gene from being turned on. "Environmental things are changing the methylation patterns. " according to Dr. Schwartz.
I think that how much the railroads can reduce diesel particulates at their railyards depends on technology and corporate will to change but that the 85% particulate reduction should be the conservative amount. Technology is coming on line that can reduce diesel particulates considerably. One example is the Port of Los Angeles now has a program in place for all-electric powered drayage trucks to move containers from ship dockside terminals to railroad port container terminals. If the truck batteries were recharged by solar power, this would be a fully pollution free means of power supply. If the trucks were a all-electric-hydrogen hybird power system, a hydrogen cell would automatically recharge the electric batteries when and where needed without having to take the truck out of service for recharging. This is done now in vehicles operated by one of the Federal Ministries of the German Federal Republic. And Burlington Northern Santa Fe has an all hydrogen powered yard locomotive in its LA yard that can serve as both a yard switcher and an emergency power generating station if there is an electric power disruption.

These are my comments on the UP BNSF railyard diesel particulates reduction proposals. Thank you and best wishes, Michael E. Bailey, 25801 Marguerite Parkway, No. 103, Mission Viejo, CA 92692.