

Reducing the Health Risk from Diesel Soot

BNSF San Bernardino Railyard – June 9, 2010 Public Meeting

1. What is this meeting about?

We are seeking public input on a draft list of actions that the Air Resources Board (ARB or Board) will ask BNSF Railway to commit to take inside the Railyard to cut emissions of diesel soot or particulate matter (PM) through cleaner technology and operational changes. The purpose is to reduce the health risk from diesel PM in nearby communities.

In San Bernardino, these commitments are part of a larger collaborative effort by local community leaders and residents to identify projects to help improve quality of life. Local leaders will describe the possible community enhancement projects outside the Railyard.

2. What will these new commitments accomplish?

- Require BNSF to sharply reduce emissions from 2011 through 2020, despite growth.
- Provide for independent verification by ARB and public reporting on compliance.
- Require emission inventories, health risk estimates, and emission reduction plans.
- Expand air monitoring with a new community monitor to measure trends.

3. How much will BNSF reduce diesel PM emissions at the Railyard?

These commitments set a maximum level of emissions starting in 2011 that could not be exceeded, no matter what growth occurs at the Railyard. In the year 2020, these commitments go beyond the existing program to cut the remaining diesel PM emissions at least in half -- from 7.0 tons per year, down to 3.4 tons.

Diesel PM Reductions from 2005 Baseline	Compliance Deadline
45 percent	December 31, 2011
50 percent	December 31, 2013
60-65 percent	December 31, 2015
70-75 percent	December 31, 2017
85 percent	December 31, 2020

4. How much will the diesel PM emission reductions lower the health risks?

Health Risk Indicator (Risk calculations assume 70 years of 24-hour a day exposure)	Year			
	2005	2010	2015	2020
Maximum Cancer Risk (in a million) for Residents near the Railyard	2,500	1,400	875	400
Number of People Exposed to a Cancer Risk over 10 in a Million	350,000	240,000	140,000	70,000

5. What will happen between now and 2015?

- All trucks will have 85% PM control by 2013.
- All cargo equipment will have the most effective PM controls by 2015.
- ARB staff believes that BNSF will replace 10 older yard locomotives and about 1/4 of the line haul locomotives with the cleanest current technology models.
- BNSF will assess and publicly report by December 2012 on changes in railyard operations that could significantly reduce diesel PM emissions and/or exposure.
- BNSF will loan two locomotives to demonstrate advanced emission controls.

6. What other actions could be implemented to comply with the commitments?

BNSF will choose the most efficient path to reduce Railyard emissions. To meet the commitments, ARB staff believes that BNSF will need to do the following:

- Change over yard locomotives to low-emission technology with PM filters.
- Upgrade interstate line-haul locomotives to 2015+ models.
- Implement operational changes that may include efficiency improvements (e.g., reducing hours of equipment operation) and use of electric equipment.

7. How will ARB make sure that BNSF delivers the expected benefits?

- Inspect the locomotives and equipment within the Railyard twice a year.
- Do unannounced field surveys and review independent photographic documentation to track the number and type of locomotives operating.
- Evaluate inventories and plans submitted by BNSF to ensure the Railyard is on track to meet the commitments. If not, ARB will initiate regulatory actions.

8. Why doesn't the ARB just regulate the Railyard emissions now?

ARB staff is convinced that the commitments will achieve more emission reductions, and faster reductions, because BNSF will accelerate the replacement of a greater number of older locomotives than ARB could require via regulation.

9. How will the public monitor progress and participate?

- Review annual updates on railyard activity, emissions, and health risks.
- View air quality data from the new community monitor.
- Participate in annual meetings on BNSF's progress and comment on plans for future actions (including locomotive/equipment upgrades, and operational changes).
- Inform the Board if the community believes ARB staff or BNSF is not fully implementing the commitments.

10. What will happen after the June 9th meeting?

We will quickly develop a formal proposal for the Board to consider at a June 24, 2010 hearing. If the Board approves the proposed Commitments, staff will send them to BNSF requesting written acceptance and immediate action to implement the provisions.