

San Diego

Community Meeting not held yet still trying to schedule.

San Diego: 3 – 4 axle, All RCO

Yard: 1set (2) GPs 7 days/week/16' day

Yard: 1 single GP 7days/week/16' day

2 trains per day plus 3-4 trains per week

Commercial and industrial adjacent

Source Area	Area Description	Activity Description	Typical Loco. Models	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
1	Movement into & out of the Yard												
1a	Classification	Movement	Road fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	Not yet	Happen with 98 MOU?
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	?	Will require more evaluation
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-	-	05 MOU	Will require more evaluation
				5	Use LNG units	No	Yes	No	No	?	No*	NO	*technical/safety/logistics issues
				6	Use CARB diesel	Yes	Yes	No	-	-	-	NO	Cannot get CARB out of state
				7	Use specialty fuels	Not sure	Yes	No	Unkown	-	-	NO	biodiesel, lubrizol, purinox, etc.
1b		Movement	Local fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	?	?	-	-	not yet	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	05 MOU	
				4	Enforce shutdown policy	Yes	Yes	-	-	-	-	05 MOU	
				5	Use LNG units	Yes	Yes	No	?	?	No*	?	Hp size and fuel logistics issues
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	05 MOU	
				7	Use specialty fuels	Yes	Yes	No	-	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8	Use Green Goats	Yes	Yes	No	-	-	-	NO	Hp issue
				9	Use Multi Gen Set	Yes	Yes	Yes	?	-	-	?	Will require more evaluation
2	Idling & movement w/in identified locations												
2a	Classification	Idling	Road fleet										
					See Source Area 1a for options associated with movement of Road fleet locomotives.								
2b		Idling	Local fleet										
					See Source Area 1b for options associated with movement of Local fleet locomotives.								
3	Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)												
3a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?	-	-	?	Will require more evaluation Cargo Handling Equipment Rule
4	Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)												
4a		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?	-	-	?	Will require more evaluation Cargo Handling Equipment Rule

Hobart yard, Commerce

A community meeting was held on October 25 at the Commerce City Counsel room. Discussion was for both Hobart and Commerce yards.

<p>General comments: Why has it taken so long to apply these newer technologies from trucking to the rail industry?</p> <p>Public outcry is what started the driving of the installation of the auto shut down equipment.</p> <p>There must be a cost savings if locomotives are shut down within 15 minutes vs 1 hour. If the MOU is shut down, what of these elements is BNSF going to follow through with? If they (ARB) are going to monitor this program, do they have studies showing the current emissions and then report back the change? Another participant - As part of the health risk assessment has the ARB inventoried each piece of equipment and how much pollution per hour of operation compared to an air monitor outside the yard that can discriminate from truck traffic or outside sources to determine whether the reduction came from the rail yard or other sources.</p> <p>Comments from a meeting with a local EJ Representative: The newer technologies should be implemented as soon as they can, hybrids, LNGs, multiengine, hydrogen, etc.. What about building an emission collection system to capture the emissions at the fueling and engine test areas? All sources should be reviewed and emissions reduced.</p>	<p>Responses Not all of the technologies transfer easily from the trucking to rail industry because of the engine and locomotive design differences. The market place drivers are also different when you are talking about 10s of millions of trucks versus tens of thousands of locomotives. Not sure that is correct but bottom line is the installation of the auto shut down equipment is moving forward. There will be a fuel savings and reduction in emissions. Do not know. There will be a lot of disusion about what to do. I am not familiar with what detail they have now. With the HRA work they will have more detail. I do not know.</p>
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Hobart:

Yard: 5 sets (10) GPs 7 days/week/24' day (3 shifts)
Yard: Industry, 1 set (2) GPs 5 days/week/12' day
Yard: Industry, 1 single GP 6 days/week/8' day

Intermodal trains come in and are cut from the trains and move to the Commerce Mechanical facility for service. They are brought back to when needed for out bound trains.

Intermodal operations

110 Yard tractors
16 RTG
13 Top and side loaders

1,000,000 + lifts/yr

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
1 Movement into & out of the yard													
1a	Intermodal	Movement	Road fleet	1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	not yet	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	?	Will require more evaluation
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-	-	05 MOU	
				5	Use LNG units	No	Yes	No	No	?	No*	NO	*technical/safety/logistics issues
				6	Use CARB diesel	Yes	Yes	No	No	-	-	NO	Cannot get CARB out of state
				7	Use specialty fuels	Not sure	Yes	No	Unknown	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8									
1b		Movement	Local fleet	1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	?	?	-	-	not yet	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	05 MOU	
				4	Enforce shutdown policy	Yes	Yes	-	-	-	-	05 MOU	
				5	Use LNG units	Yes	Yes	No	?	?	No*	?	Hp size and fuel logistics issues
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	05 MOU	
				7	Use specialty fuels	Yes	Yes	No	-	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8	Use Green Goats	Yes	Yes	No	-	-	-	NO	Hp issue
				9	Use Multi Gen Set	Yes	Yes	Yes	?	-	-	?	Will require more evaluation

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
2	Idling & movement within identified locations												
2a	Intermodal	Idling	Road fleet										
					See Source Area 1a for options associated with movement of Road fleet locomotives.								
2b		Idling	Local fleet										
					See Source Area 1b for options associated with movement of Local fleet locomotives.								
3	Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)												
3a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule
4	Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)												
4a		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
Movement between Svc Trk, Load Test, & Locomotive Shop													
3e	Service Track area	Movement	Shop fleet		See Source Area 1a for options associated with movement of Shop fleet locomotives.								
3f	Load Test/Shop area	Movement	Shop fleet		See Source Area 1a for options associated with movement of Shop fleet locomotives.								
Testing/Inspection at Svc Trk, Load Test, & Locomotive Shop													
3g	Service Track	Testing/Inspection	Mixed	1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Ins exhaust hood/scrub	Maybe	Yes	Yes	?	?	-	?	
				3	Relocate test area	Yes	Yes	No	No	-	-	NO	
				4	Modify test procedure	Yes	No	?	?	-	-	NO	
3h	Load Test	Testing	Tested fleet		See Source Area 1 & 3g for options associated with testing/inspection fleet locomotives.								
3i	Locomotive Shop	Testing/Inspection	Tested fleet		See Source Area 1 & 3g for options associated with testing/inspection fleet locomotives.								

San Bernardino

Community meeting not set. We are still working with the community to schedule.

San Bernardino:

Yard: 3 sets (6) GPs 7 days/week/24' day (1 RCO per set)

Yard: 1 set (2) GPs 7 days/week/24' day

activity: service 15 locomotives/day

Classification 435 cars/day

through freight upto 100 trains/day

Intermodal 550,000 lifts per year

43-52 yard tractors

7-10 RTG cranes

3-5 side loaders

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
1 Movement into & out of the Yard													
1a	A & B yards	Movement	Road fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	NO	
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	?	Will require more evaluation
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-	-	05 MOU	Will require more evaluation
				5	Use LNG units	No	Yes	No	No	?	No*	NO	*technical/safety/logistics issues
				6	Use CARB diesel	Yes	Yes	No	-	-	-	NO	Cannot get CARB out of state
				7	Use specialty fuels	Not sure	Yes	No	Unknown	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8									
1b		Movement	Local fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	?	?	-	-	not yet	will happen with 98 MOU
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	05 MOU	
				4	Enforce shutdown policy	Yes	Yes	-	-	-	-	05 MOU	
				5	Use LNG units	Yes	Yes	No	?	?	No*	?	Hp size and fuel logistics issues
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	05 MOU	
				7	Use specialty fuels	Yes	Yes	No	-	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8	Use Green Goats	Yes	Yes	No	-	-	-	NO	Hp issue
				9	Use Multi Gen Set	Yes	Yes	Yes	?			?	Will require more evaluation
2 Idling & movement w/in identified locations													
2a	A&B yards	Idling	Road fleet										
2b		Idling	Local fleet										
3 Idling at Svc Trk, Ready Tracks													
3a	Service Track	Idling	Mixed fleet 1										
3b	Ready Track	Idling	Mixed fleet 1										
4 Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule
4 Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4b		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule

Barstow

Community meeting is scheduled for January 3, 6:00 pm at the city council chamber.

Barstow:

Yard: 7 RCO Cow/Calf SD39s 7 days/week 24' day (3 shifts)

Activity:

Service 72 locomotives/day
 Classification Yard 1550 cars/day
 Through freight 130 trains per day
 intermodal emergency only 240 lifts/year.

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
1 Movement into & out of the Yard													
1a	Classification	Movement	Road fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	NO	
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	?	Will require more evaluation
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-	-	05 MOU	Will require more evaluation
				5	Use LNG units	No	Yes	No	No	?	No*	NO	*technical/safety/logistics issues
				6	Use CARB diesel	Yes	Yes	No	-	-	-	NO	Cannot get CARB out of state
				7	Use specialty fuels	Not sure	Yes	No	Unkown	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8									
1b		Movement	Local fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	?	No	-	-	NO	
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	05 MOU	
				4	Enforce shutdown policy	Yes	Yes	-	-	-	-	05 MOU	
				5	Use LNG units	Yes	Yes	No	?	?	No*	?	Hp size and fuel logistics issues
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	05 MOU	
				7	Use specialty fuels	Yes	Yes	No	-	-	-	NO	biodiesel, lubrizol, purinox, etc.
				8	Use Green Goats	Yes	Yes	Maybe	-			?	Will require more evaluation
				9	Use Multi Gen Set	Yes	Yes	Yes	?			?	Will require more evaluation
2 Idling & movement within identified locations													
2a	Classification	Idling	Road fleet										
					See Source Area 1a for options associated with movement of Road fleet locomotives.								
2b		Idling	Local fleet										
					See Source Area 1b for options associated with movement of Local fleet locomotives.								
3 Idling at Svc Trk, Shop & Ready Tracks													
3a	Service Track	Idling	Mixed fleet 1										
					See Source Area 1a for options associated with movement of Mixed fleet 1 locomotives.								
3b	Locomotive Shop	Idling	Shop fleet										
					See Source Area 1a for options associated with movement of Shop fleet locomotives.								
3c	Ready Track	Idling	Mixed fleet 1										
					See Source Area 1a for options associated with movement of Mixed fleet 1 locomotives.								
Movement between Svc Trk, & Locomotive Shop													
3e	Service Track area	Movement	Shop fleet										
					See Source Area 1a for options associated with movement of Shop fleet locomotives.								
3f	Shop area	Movement	Shop fleet										
					See Source Area 1a for options associated with movement of Shop fleet locomotives.								

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
Testing at Svc Trk, Load Test, & Locomotive Shop													
3g	Service Track	Testing/Inspection	Mixed										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Ins exhaust hood/scrub	Maybe	Yes	Yes	?	?	-	?	
				3	Relocate test area	Yes	Yes	No	No	-	-	NO	
				4	Modify test procedure	Yes	No	?	?	-	-	NO	
3h	Locomotive Shop	Testing/Inspection	Tested fleet										
					See Source Area 1 & 3g for options associated with testing/inspection fleet locomotives.								
4 Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	
												Will require more evaluation Cargo Handling Equipment Rule	
4 Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4b		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	
												Will require more evaluation Cargo Handling Equipment Rule	
5 Hump & Trim Operations													
5a	Hump Operations	Train Building	Hump sets										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate Tier 2 units	Yes	Yes	No	No	-	-	NO	
				3	Dedicate Green Goats	Yes	Yes	unknown	Yes	Yes	-	?	
				4	Dedicate GSH's	Yes	Yes	Yes	Yes	Yes	-	YES	
				5	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	05 MOU	
				6	Enforce shutdown policy	Yes	Yes	?	Yes	-	-	05 MOU	
				7	Use LNG units	No	Yes	No	No	?	No*	NO	
				8	Use CARB diesel	Yes	Yes	No	-	-	-	05 MOU	
				9	Electrify the hump	Yes	Yes	?	No	No	-	NO	
				10	Use specialty fuels	Yes	Yes	No	-	-	-	NO	
5b	Trim Operations	Train Building	Trim sets										
					See Source Area 4a for options associated with Train Building at Trim operations								
												biodiesel, lubrizol, purinox, etc.	

Stockton

Community meeting has not been held.

Intermodal facility

- 3 dedicated Switchers not owned or operated by BNSF. 2 Generally in use. Only fueling service of locomotives is on site.
- 250,000 lifts/yr
- 13 Yard tractors
- 5 RTG crane
- 1 side loader

Locomotives from inbound intermodal trains are cut from train and moved to Stockton yard.

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
1 Movement into & out of the Yard													
1a	Intermodal	Movement	Road fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	Yes	No	No	-	-	NO	
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	?	
				4	Manual Shutdown	Yes	Yes	Yes	Yes	-	-	05 MOU	
				5	Use LNG units	No	Yes	No	No	?	No*	NO	
				6	Use CARB diesel	Yes	Yes	No	-	-	-	NO	
				7	Use specialty fuels	Not sure	Yes	No	Unknown	-	-	NO	
				8									
1b		Movement	Local fleet										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Dedicate T2, ULEL, etc.	Yes	?	?	?	-	-	?	
				3	Retrofit w/ AESS	Yes	Yes	Yes	?	-	-	?	
				4	Enforce shutdown policy	Yes	?	-	-	-	-	?	
				5	Use LNG units	Yes	Yes	No	?	?	No*	?	
				6	Use CARB diesel	Yes	Yes	Yes	?	-	-	Yes	
				7	Use specialty fuels	Yes	Yes	No	-	-	-	NO	
				8	Use Green Goats	Yes	Yes	?	-	-	-	?	
				9	Use Multi Gen Set	Yes	Yes	Yes	?	-	-	?	
2 Idling & movement within identified locations													
2a	Intermodal	Idling	Road fleet										
					See Source Area 1a for options associated with movement of Road fleet locomotives.								
2b		Idling	Local fleet										
					See Source Area 1b for options associated with movement of Local fleet locomotives.								
3 Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
3a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?	-	-	?	
												Will require more evaluation Cargo Handling Equipment Rule	
4 Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4a		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?	-	-	?	
												Will require more evaluation Cargo Handling Equipment Rule	

Source Area	Area Description	Activity Description	Typical Loco.	Option Number	Description of Option	Is the Option Feasible for BNSF??						Go?	Notes
						Technically	Legally	Operationally	Economically	Safety	Other		
Movement between Svc Trk, & Locomotive Shop													
3e	Service Track area	Movement	Shop fleet										
					See Source Area 1a for options associated with movement of Shop fleet locomotives.								
3f	Shop area	Movement	Shop fleet										
					See Source Area 1a for options associated with movement of Shop fleet locomotives.								
Testing at Svc Trk, Load Test, & Locomotive Shop													
3g	Service Track	Testing/Inspection	Mixed										
				1	Discontinue use of area	-	-	No	No	-	-	NO	
				2	Ins exhaust hood/scrub	Maybe	Yes	Yes	?	?	-	?	Watch progress at Roseville
				3	Relocate test area	Yes	Yes	No	No	-	-	NO	
				4	Modify test procedure	Yes	No	?	?	-	-	NO	already try to minimize time now
3h	Locomotive Shop	Testing/Inspection	Tested fleet										
					See Source Area 1 & 3g for options associated with testing/inspection fleet locomotives.								
4 Idling of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4a		Idling											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule
4 Movement of Yard Equipment (tractors/hostlers, cranes, auto transports, etc.)													
4b		Movement											
				1	Discontinue use of area	No	Yes	No	No	-	-	No	
				2	Upgrade equipment	Yes	Yes	Yes	?			?	Will require more evaluation Cargo Handling Equipment Rule