

Statewide Railyard MOU Public Consultation Meeting

**Sacramento, California
August 10, 2005**

California Environmental Protection Agency



Air Resources Board

Meeting Agenda

- **Background & Overview**
- **Rail Yard MOU Elements**
- **Public Comment**
- **Procedures for Reporting Smoking or
Idling Locomotives**
- **Adjourn**



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**Why did the ARB enter into an MOU
with the Railroads?**

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ARB's Use of MOUs

- **MOU provides an effective tool in reducing emissions quickly from certain sources**
 - 1998 NO_x MOU in SCAQMD
 - Ensured 24 TPD of NO_x reductions
 - U.S. EPA approved as SIP commitment
 - Similar approach for Airport Ground Service Equipment

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Rail Yard Emissions are of Statewide Concern

- **Risks around large rail yards are significant**
 - Roseville Rail Yard Study
- **Railroad operations significant sources in many air basins**
- **Need to begin statewide emission reduction programs quickly**

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Limits on Regulatory Authority

- States and local agencies have limited authority due to:
 - Interstate Commerce Commission Termination Act
 - Federal Clean Air Act
- Most railroad regulatory authority held by federal gov't
- MOU avoids these limitations

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Benefits of the MOU

- Provides expeditious emission benefits
 - About a 20% reduction in locomotive diesel PM emissions near rail yards statewide
- Avoids potential litigation
- Leaves all existing state and local authorities intact

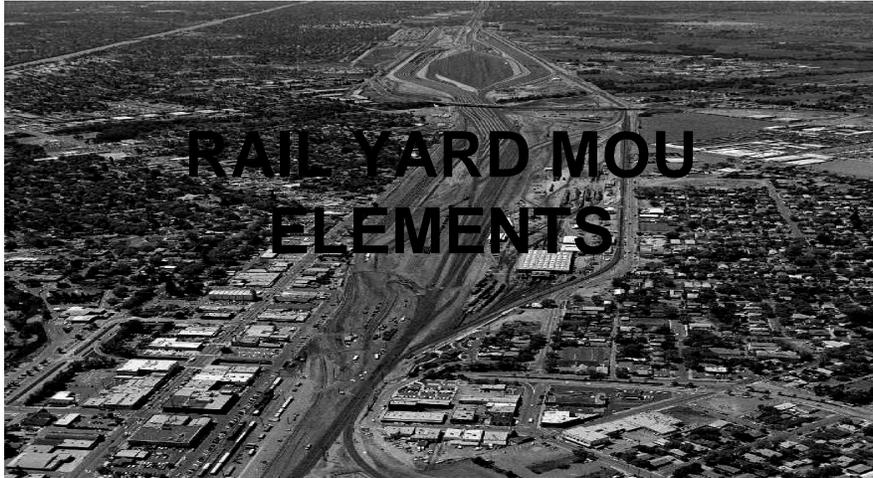
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Issues with the MOU

- **Issues have been voiced about the MOU**
 - Developed without public input
 - Caused pending legislation to be withdrawn
 - Interferes with local rulemakings
 - Not stringent enough
- **Staff wants to hear public's concerns**
- **Staff believes the MOU is valuable in protecting public health**

Upcoming Public Meetings

- **Next public consultation meeting**
 - Commerce (Southern California)
 - August 31, 2005
 - 6pm to 9pm
- **Special meeting of the Board**
 - Los Angeles (Embassy Suites/LAX North)
 - September 22, 2005
 - 2 pm to 5 pm & 6 pm to 9 pm



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MOU Elements

MOU Overview

- **Reduces emissions and risk statewide**
 - Limit non-essential idling and install anti-idling devices
 - Use ultra-low sulfur diesel fuel
 - Identify and quickly repair smoking locomotives
 - New health risk assessments at 16 yards
 - Implement risk mitigation measures
 - Evaluate future control technologies

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Other MOU Elements

- Provides for community involvement
- Ensures emission reductions through enforcement and penalties
- Evaluates new technology to identify high polluting locomotives

Major Rail Yards Covered by the MOU



Community Involvement

- **Community involvement is an important component**
 - System to report idling and smoking locomotives
 - Identify measures to reduce rail yard impacts
 - Periodic progress reports to community
 - Discuss findings of health risk assessments
 - Meetings to discuss new locomotive emission reduction technologies

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Locomotive Idling Reduction Program

- ***Goal: To effectively eliminate non-essential locomotive idling statewide***

- **Key Requirements:**
 - Install idle-reduction devices on California based locomotives
 - Limit idling of all other locomotives
 - Training of railroad personnel

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Locomotive Idling Reduction Program, Con't

- **Community Involvement:**
 - Reporting process for idling locomotives
- **Enforcement:**
 - Fines of up to \$1,200 per locomotive
 - Maintains existing authority for local district enforcement
- **Benefits:**
 - 10% reduction in diesel PM emissions near rail yards

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Use of Ultra-Low Sulfur Diesel Fuel

- ***Goal: The use of cleaner, lower sulfur diesel fuel 6 years earlier than required***
- **Key Requirements:**
 - Use of ultra-low (15 ppm) sulfur diesel fuel
 - At least 80% by 2007
- **Benefits:**
 - 7% reduction in diesel PM emissions near rail yards

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Visible Emission Reduction & Repair Program

- **Goal:** *Ensure that the incidence of excessively smoking locomotives is low*

- **Key Requirements:**
 - Locomotive inspection and repair program
 - Annual locomotive visible emission inspections
 - Smoking locomotives quickly repaired
 - Training of railroad personnel

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Visible Emission Reduction & Repair Program, Con't

- **Community Involvement:**
 - Reporting process for smoking locomotives
- **Enforcement:**
 - Fines of up to \$1,200 per locomotive
 - Maintains existing authority for local district enforcement
- **Benefits:**
 - 3% reduction in diesel PM emissions near rail yards

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Health Risk Assessments

- ***Goal: Identify risk at major rail yards***

- **Key Requirements:**
 - Railroads will provide key data to ARB
 - ARB will perform risk assessment

- **Community Involvement:**
 - Discuss the findings and concerns
 - Identify mitigation measures

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Rail Yard Mitigation

- ***Goal: Expedite risk reduction measures at major rail yards to reduce impacts***

- **Key Requirements:**
 - Plan to implement measures at major rail yards to reduce their impacts
 - Plans updated to address risk assessment findings
 - Annual plan updates

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Rail Yard Mitigation, Con't

■ Community Involvement:

- Meetings with railroads to discuss and address concerns by November
- Discuss findings of risk assessments
- Annual meetings

■ Benefits:

- Additional risk reductions

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Evaluation of Future Technologies

■ *Goal: To ensure the continued evaluation and implementation of feasible measures*

■ Key Requirements:

- Railroads will fund about \$3.5 million to:
 - Continue evaluation of diesel particulate traps
 - Evaluate hybrid, multiple engine, and alternative fueled locomotives
 - Evaluate retrofitting line haul locomotives and/or diesel rail yard equipment

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Evaluation of Future Technologies, Con't

- **Community Involvement:**
 - Semi-annual meetings to discuss ongoing efforts to develop and deploy new technologies

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Enforcement Provisions

- ***Goal: To ensure compliance with the provisions of the MOU***

- **Key Provisions:**
 - ARB/District enforcement of MOU idling provisions
 - Maintains local enforcement of smoke and nuisance regulations
 - Penalties of up to \$40,000 per month for failure to meet specific requirements

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Release Clause

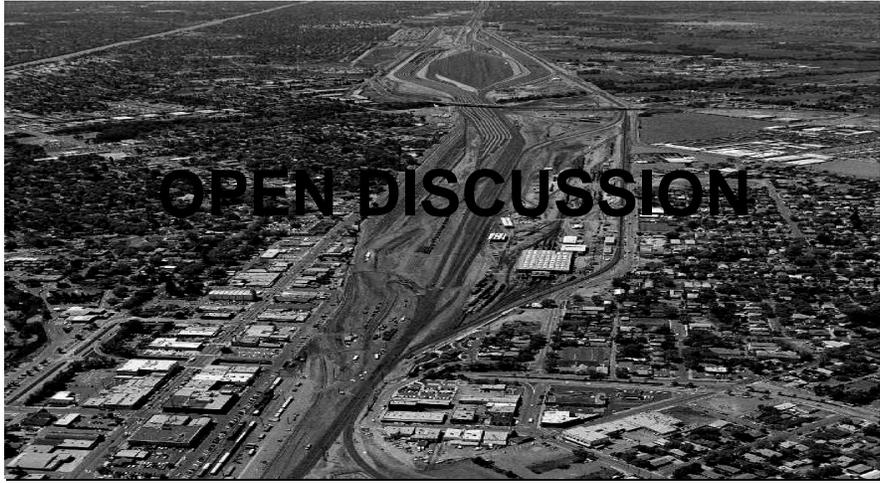
- **MOU contains provision to release railroads from certain elements if:**
 - More stringent federal requirements
 - Adoption of similar district rules
- **Intended to promote uniform approach**
- **Railroads maintain option to continue the element in other areas of state**
- **Other elements of MOU remain in force**

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Emission Benefits at Rail Yards

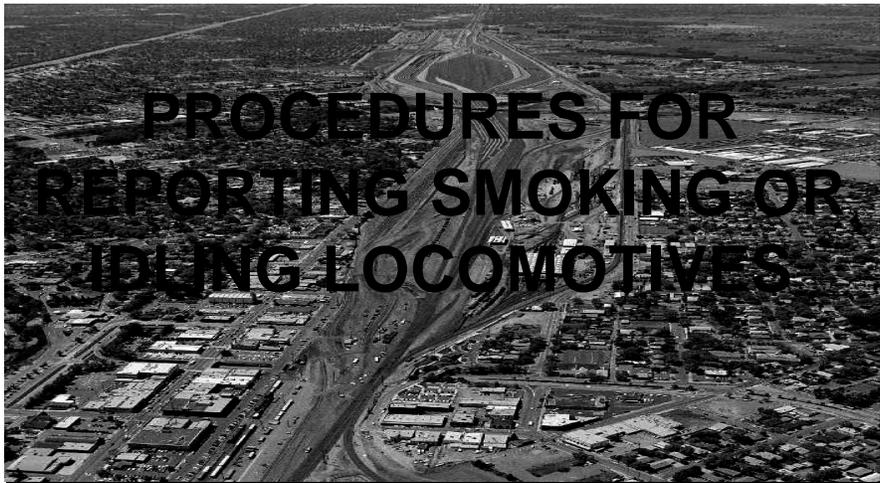
- **Reduce locomotive diesel PM by about 20% near rail yards**
 - 10% due to idling restrictions
 - 3% due to fewer smoking locomotives
 - 7% due to cleaner diesel fuel
- **Additional benefits through:**
 - Near-term mitigation measures
 - Long-term advanced technologies

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OPEN DISCUSSION

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PROCEDURES FOR REPORTING SMOKING OR IDLING LOCOMOTIVES

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Railroad Complaint Lines

- **Union Pacific Railroad:**
 - 1-888-877-7267 (1-888-UPRR-COP)
 - Available 24 hours a day/7 days a week
 - Provide locomotive numbers and location (e.g., milepost or railyard)
- **BNSF Railway:**
 - 1-800-308-7513
 - Available 24 hours a day/7 days a week

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ARB Contacts

- **ARB Complaint Line:**
 - 1-800-END-SMOG
- **ARB Railyard Webpage:**
 - <http://www.arb.ca.gov/railyard>
 - Will establish on-line reporting page
- **ARB Locomotive Webpage:**
 - <http://www.arb.ca.gov/msprog/offroad/loco/loco.htm>
- **ARB Staff Phone Contacts:**
 - Dean Simeroth, Chief, CPB (916) 322-6020
 - Erik White, Manager, EES (916) 324-8029

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District Contacts

- **Most districts with major rail yards have dedicated complaint numbers**
 - Bay Area AQMD 1-800-334-ODOR
 - San Diego County APCD (858) 650-4550
 - San Joaquin Valley APCD 1-800-559-9AIR
 - South Coast AQMD 1-800-CUT-SMOG
- **Other District's numbers can be found:**
 - In local directory
 - At <http://www.arb.ca.gov/capcoa/roster.htm>