

**Houston-Galveston Area Council of Governments Meeting with Texas
Commission on Environmental Quality and Railroad Stakeholders
concerning the Houston-Galveston-Brazoria Eight-Hour Ozone State
Implementation Plan**

MEETING SUMMARY

June 12, 2008

H-GAC Conference Room A
3555 Timmons Lane, 2nd Floor
Houston, Texas 77027

Persons Present:

Theo Vosub (TCEQ), Lola Brown (TCEQ), Koy Howard (TCEQ), Donna Huff (TCEQ), Mike Clift (BNSF), Nicholas Williams (representing Congressman Nick Lampson), Melissa Hagan (Union Pacific), Charles Airiohoudion (TxDOT)

Staff Present:

Shelley Whitworth, Graciela Lubertino, Andrew DeCandis, Kelli Angelone

TCEQ Presentation:

Inventories and TCEQ Methodology

A TCEQ representative explained a handout entitled, "Houston Area Locomotives, Railroad Maintenance, Commercial Marine Vessels and Recreational Boating Emissions as Reported in 2000, 2002 and 2005" [check H-GAC State Implementation Plan website at <http://www.h-gac.com/taq/airquality/sip/mobile/> for copy of handout]. The handout showed the emissions inventories in the Houston railroad industry over the years of 2000-2005. The handout also demonstrated some of TCEQ's methodology for estimating the emissions inventory for the railroad industry.

H-GAC Presentation:

Railroad Mobile Control Strategies & Third Party TERP Grants

BNSF asked if H-GAC is submitting applications on behalf of the other organizations listed on the 'Interested Parties' slide. H-GAC answered yes. [Again, check website for copy of handout.] Those parties listed were City of Houston, Harris County, Port of Houston, Port of Galveston, METRO, and the East Harris County Manufacturers Association. H-GAC submitted an application on behalf of those parties in order to simplify the process. BNSF then asked if that meant the money would be available for other groups to fund projects. The answer was yes: That money would be available for other groups to apply for.

H-GAC representatives pointed out that of the control strategies, none were being proposed to industry as possible rules, only as strategies that could be adopted as part of the State Implementation Plan by entering into a Memorandum of Agreement or Understanding with H-GAC or TCEQ.

PUBLIC COMMENT:

BNSF commented on several of the control strategies listed. Regarding control strategy #30, "Use of auxiliary power units (APUs) for locomotives operation; Controls for locomotives are pre-empted by federal law, but voluntary controls might have some success," BNSF commented that all trains now have auto-reduction technology, and that APUs are not applicable in the Houston-Galveston-Brazoria (HGB) region because they are only useful for trains in cold climates. All new locomotives come with monitoring software that will shut them down if idling. When asked by H-GAC if retrofits were possible, BNSF confirmed this to be true.

BNSF mentioned 30 new switch engines in the region that were among the newest and cleanest in the world. However, they said, TCEQ made it harder through their eligibility formulas for railroad projects to receive funding.

Control Strategy #31, "Accelerated purchase of Tier II locomotive engines," Tier II locomotives are currently the lowest tier available on the market. BNSF's inventory includes approximately 6,400 locomotives, about 1,000 of which are Tier II, and they purchase about 200-300 new locomotives a year. Their fleet also includes about 2,300 Tier 0's, and this is as of December 2007. Reiterated, that means 2,325 'uncontrolled' Tier 0 (1973 or older locomotives), 622 Tier I locomotives, 981 Tier II locomotives, and 2,453 'uncontrolled' locomotives.

Control strategy #32, "Electrification of rail switching yards <http://www.trainweb.org/southwestshorts/txumartinlake.html>," BNSF said was too expensive, in the range of billions of dollars, unless we just meant the yard equipment and transport trucks, which was a viable option. BNSF also put forward that electrification was not designed for switching yards because it was not a technology meant for heavy-duty loads such as rail.

Control strategy #33, "Efficiency improvements on In-Use Class 1 Rail Equipment (R11)," the BNSF representative was not sure what that referred to. H-GAC said they would look into it and report back.

Control strategy #34, "Limitations on idling of locomotives," BNSF mentioned before they have operating rules and only idle when they need to. And for reference, BNSF told the group that a new locomotive costs about \$2.5 million, and they are already working with Dallas-Fort Worth on some strategies.

ACTION ITEMS: H-GAC

1) H-GAC should work to further clarify and accurately describe the control strategies outlined in the Master List so that industry groups can provide more meaningful comment.

ACTION ITEMS: Industry Groups

1) Groups should consult among themselves to decide on Memoranda of Agreement or Understanding that they would be able to enter into with H-GAC or TCEQ.