

Repowering the Rails to Spare the Air

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BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT



Agenda

REPOWERING THE RAILS TO SPARE THE AIR

TUESDAY, NOVEMBER, 17, 2009

8:30 AM MEDIA CHECK-IN

9:00 AM PRESS CONFERENCE

INTRODUCTIONS

JACK BROADBENT, EXECUTIVE OFFICER, BAY AREA AIR QUALITY
MANAGEMENT DISTRICT

SPEAKERS

DEBORAH JORDAN, DIRECTOR AIR DIVISION, U.S. EPA REGION 9

MARTIN TUTTLE, DEPUTY DIRECTOR FOR PLANNING AND
MODAL PROGRAMS, CALTRANS

LARRY GREENE, EXECUTIVE DIRECTOR, SACRAMENTO AIR
QUALITY MANAGEMENT DISTRICT

JIM SPERING, SUPERVISOR, SOLANO COUNTY

CLOSING

GENE SKOROPOWSKI, MANAGING DIRECTOR, CAPITOL
CORRIDOR

9:30 AM PHOTO OPPORTUNITY, ENGINE TOURS



Press Release

For Immediate Release
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Repowering the Rails to Spare the Air **Cleanest Diesel Passenger Locomotive is Unveiled**

SAN FRANCISCO – Today the Bay Area Air Quality Management District and its partners marked the beginning of cleaner diesel technology on California railways with an event to introduce locomotive number 2015, the cleanest passenger locomotive in California.

The new engine will operate between Sacramento and the Bay Area along the Capitol Corridor route.

Many locomotives that travel through the Bay Area are powered by older, highly polluting diesel engines that lack advanced pollution controls. Upgrading these engines to current emission standards can cut pollution by approximately 45 percent.

"This repowered locomotive will greatly improve air quality and health in communities located along busy rail lines," said Jack Broadbent, executive officer of the Air District. "It sets a new benchmark for cleaner passenger rail throughout California."

In 2008, the U.S. Environmental Protection Agency tightened locomotive engine standards for all diesel line-haul, passenger and switch engines throughout the United States. Combined with cleaner fuels and tighter emissions standards, these rules will reduce particulate matter emissions by 90 percent and oxides of nitrogen by 80 percent, by 2030.

"Upgrading this locomotive has made it the lowest emitting diesel passenger train in California," said Deborah Jordan, Air Division director for the U.S. EPA's Pacific Southwest region. "This engine will perform at a level that even exceeds what is currently required by EPA's regulations."

Cleaner transit technology also helps in the fight against climate change--using public transit instead of driving is one of the most effective ways an individual can help reduce their carbon footprint.

"When you ride a Capitol Corridor train, your trip produces one third of the pollution that is emitted when you drive your car, and this retrofitted locomotive will make your trip even cleaner," Bay Area Air District and Capitol Corridor Joint Powers Authority Board Member Jim Spering said. "Getting drivers off the road and aboard trains is a big factor in the clean air equation. And operating cutting-edge technology—like fuel efficient, clean locomotives—is a necessary part of the green solution."

Funding of \$826,000 was provided by the Bay Area Air District, the Sacramento Metro Air District and the US EPA.

"The Sacramento Metropolitan Air Quality Management District is pleased to continue its partnership with the Bay Area Air District to bring more clean locomotives to the Capitol Corridor. This is an important investment in the health of citizens all along this successful route," said Sacramento Air District Executive Director Larry Greene.

The Bay Area Air Quality Management District is the regional agency chartered with protecting air quality in the Bay Area. For more information, visit www.baaqmd.gov.

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Jack Broadbent

EXECUTIVE OFFICER / APCO, BAY AREA AIR DISTRICT

Jack P. Broadbent serves as the Chief Executive Officer/Air Pollution Control Officer, for the Bay Area Air Quality Management District. In this position, Mr. Broadbent is responsible for directing the Air District's programs to achieve and maintain healthy air quality for the 7 million people that reside in the nine county region of California's San Francisco Bay Area.

Mr. Broadbent joins the Air District after serving more than two and a half years as the Director of the Air Division at the U.S. Environmental Protection Agency, Region IX. In that position, Mr. Broadbent was responsible for overseeing the implementation of the Clean Air Act as well as indoor air quality and radiation programs for the Pacific Southwest region of the United States. Before serving at the EPA, Mr. Broadbent worked for the South Coast Air Quality Management District as a Deputy Executive Officer, Director of Planning and other senior management positions. While at the South Coast District, Mr. Broadbent directed the development of a number of landmark programs that contributed to significant improvements in air quality in the Los Angeles region.

Mr. Broadbent also has experience in private industry. In the 1980s, Mr. Broadbent served as Corporate Environmental Programs Manager for the largest private employer in California: Hughes Aircraft Company.

Mr. Broadbent holds a Master's degree in Environmental Administration and a Bachelor of Science degree in Environmental Science—both from the University of California at Riverside.



Deborah Jordan

DIRECTOR AIR DIVISION, US EPA

Deborah Jordan is Air Division Director for the U.S. Environmental Protection Agency's Region IX. She oversees about 100 staff members working with 45 state and local air agencies charged with improving air quality and implementing the Clean Air Act. Ms. Jordan also directs the Region's work on clean energy and climate change, including a vigorous effort in voluntary and incentive-based programs.

Ms. Jordan has been air division director since March 2004, after serving as Chief of Staff to the Regional Administrator. She has worked at EPA since 1989.

Ms. Jordan received her Ph.D. in chemical engineering from the University of California at Berkeley, and master's and bachelor's degrees from the University of Kansas.



Martin Tuttle

Deputy Director of Planning and Modal Programs, CA DOT

Martin Tuttle was appointed as the Deputy Director of Planning and Modal Programs for the California Department of Transportation on June 1, 2009. He is responsible for the Caltrans Divisions of Local Assistance, Mass Transportation, Planning, Rail, Aeronautics and Transportation System Information.

Tuttle has over 25 years of top transportation and innovative land use planning management experience at the local, regional and state levels of government. He has made a career of working with diverse interests and populations to deliver consensus and support for a long list of transportation and other projects in California.

As the executive director of the Sacramento Area Council of Governments (SACOG) for six years, Tuttle led the 22-city/6-county metropolitan planning organization in California's fast growing Sacramento Region and launched its nationally recognized "Blueprint" transportation and land use growth plan

Tuttle served for three years as the executive director of the Solano Transportation Authority (STA). He led the joint powers agency through its innovative reorganization, organized an advocacy effort that secured over \$200 million in state and federal transportation grants.

As a top staff member to Assembly Majority Leader Tom Hannigan in the California State Legislature for 13 years, Tuttle managed innovative land-use and transportation reform legislation, including the bill establishing the successful Capitol Corridor intercity rail service between Sacramento and the San Jose.



Larry Greene

EXECUTIVE DIRECTOR, SACRAMENTO AIR QUALITY MANAGEMENT DISTRICT

Larry F. Greene is the Executive Director of the Sacramento Metropolitan Air Quality Management District, based in Sacramento, California. The District staff consists of over 95 employees who operate programs in air monitoring, planning, compliance, enforcement of air quality rules and regulations, review of land use projects, and public education. The District covers the County of Sacramento, and is a special district governed by an elected board of 14 officials representing the County and City of Sacramento, as well as City Council members from the 5 incorporated cities within Sacramento County. Larry has twice served as President of the California Air Pollution Control Officers Association (CAPCOA), which represents air quality issues for 34 California Air Districts, and he currently serves as the External Relations Committee Co-Chair for the National Association of Clean Air Agencies (NACAA), a national organization which represents air quality issues for state and local agencies. Larry has earned a Bachelors Degree in Science Education from North Carolina State University; and Masters Degrees in Logistics Management from Florida Institute of Technology, and the second degree in Human Resources Education from Boston University. Larry is a founding member and serves on the board of WalkSacramento, a non-profit group advocating for more pedestrian access in the Sacramento region.



Jim Spering

SUPERVISOR, SOLANO COUNTY

Jim Spering serves on the Board of Directors for both the Bay Area Air Quality Management District and the Capitol Corridor Joint Powers Authority. He served as Mayor of Suisun City from 1986 to 2006 and was elected to the Solano County Board of Supervisors in June of 2006. During his two decades of public service, Mayor Spering also chaired the city's Redevelopment Agency, where he led a nationally recognized redevelopment program centered on the Old Town Waterfront and historic Main Street Shopping District. Using the latest in New Urbanism design philosophy, Suisun City has reinvigorated the waterfront, ending its isolation and reintegrating public uses with the city marina, historic rail depot, public promenade and harbor plaza.

Supervisor Spering serves on the Metropolitan Transportation Commission - the metropolitan planning organization for the San Francisco Bay Area, the fifth largest region in the nation. In this role, he spearheaded the creation of MTC's Transportation for Livable Communities, or "TLC" program, which is dedicated to making better connections between transportation investments and land use decisions. Spering's leadership also was instrumental in MTC's recent adoption of a pioneering transit-oriented development policy, which calls for dense housing around future transit hubs financed with regional discretionary funds.

Supervisor Spering was also instrumental in the formation of the Solano Transportation Authority, as well as the popular Amtrak Capitol Corridor intercity rail service linking Sacramento and the Bay Area. He is active in land use planning and currently a member of the Local Agency Formation Commission (LAFCO) and the Solano Water Authority.



Gene Skoropowski

MANAGING DIRECTOR, CAPITOL CORRIDOR

Gene Skoropowski has been Managing Director of the Capitol Corridor Joint Powers Authority (CCJPA) since August 1999—ten months after the CCJPA took over the administrative management of the Capitol Corridor service from the Caltrans Division of Rail.

For ten years prior, Gene was Director of Rail Transportation for Fluor Corporation, heading rail projects in Southern California, Florida, Montreal, London, Paris and Amsterdam. He served ten years as Assistant General Manager of the Philadelphia regional transit system, and was Chief Railroad Services Officer for Boston's sprawling commuter rail system for five years. While practicing as a private architect and planner, he also served six years on the Boston transit system's budgetary board and regional planning commission.

Gene became active as a rail advocate in the late 1960's as a 'paying daily rail commuter' in the Boston area. He is a graduate of The Catholic University of America in Washington, D.C., with a professional degree in architecture.

Repowering FAQs

REPOWERING THE RAILS TO SPARE THE AIR

- Now the lowest emission diesel heavy-rail passenger locomotive in regular service in California, locomotive number 2015 provides our communities with an environmentally friendly rail transportation option.
- This locomotive has the latest technology to achieve lower emissions, increased fuel economy, greater reliability, and predictable maintenance costs. The Repower upgrade contains the latest microprocessor-based locomotive control technology, an upgraded engine, a completely re-designed cooling system, and an automatic engine start/stop system to eliminate unnecessary engine idling.
- This 3,200 horsepower locomotive was manufactured by the General Motors Electro-Motive Division (EMD). EMD has developed an upgrade kit that takes this engine to a much cleaner EPA Tier 2 emission level. This upgrade can be done at a cost-effectiveness of under \$2,500/ton which is over 80 percent below the current cost-effectiveness cap for California mobile programs. This EPA Tier 0 to Tier 2 upgrade reduces smog forming NOx emissions by 42 percent and toxic particulate emissions are reduced by 45 percent.
- The Capitol Corridor Joint Powers Authority (CCJPA) manages the Capital Corridor route which provides train service to the Sierra Foothills, Sacramento and the Bay Area, in partnership with Caltrans, which owns the locomotive, and Amtrak, which is contracted to operate and maintain the equipment.
- The Sacramento Air District (SMAQMD) partnered with the Bay Area Air District (BAAQMD) to fund this first-ever passenger locomotive engine upgrade. The total project cost was \$826,323. Most of this cost (\$773,323) was provided through grants from BAAQMD and SMAQMD using funds from the California Air Resources Board's Carl Moyer Program. A grant of \$53,000 came from the U.S. EPA, administered by the SMAQMD. Now that the engineering and component design has been done, future upgrades are expected to be under \$600,000.
- In July 2009, the Board of Directors of the Bay Area Air District approved \$2.6 million dollars to fund five additional locomotive engine retrofits which will also serve the Capital Corridor route.
- Diesel exhaust contains many toxic air contaminants, carcinogens, ozone-forming compounds and fine particulate matter. Exposure to fine particles is known to cause asthma attacks, heart attacks, lung cancer, strokes and even premature death.



Partners in this upgrade project

Bay Area Air Quality Management District (BAAQMD): The California Legislature created the Air District in 1955 as the first regional air pollution control agency in the country, recognizing that air emissions overflow political boundaries. The nine counties of the San Francisco Bay Area form a regional air basin, sharing common geographical features and weather patterns, and therefore similar air pollution burdens.

The Air District offers a number of grant and incentive programs to improve air quality in the Bay Area. Most of these programs offer funding for projects that reduce or eliminate pollution from mobile sources, such as cars, trucks, marine vessels, locomotives, and construction equipment. Although the Air District is authorized to regulate stationary sources of air emissions in the Bay Area, mobile sources actually contribute most the air pollution in the region. Because the Capital Corridor and San Joaquin routes pass through both the Sacramento and Bay Area air districts, both air districts felt that a program to reduce emissions from these engines would offer a significant improvement for local air quality.

Sacramento Metropolitan Air Quality Management District (SMAQMD): The SMAQMD's work involves interaction with local, state and federal government agencies, the business community, environmental groups, and private citizens. The Sacramento air district is charged with achieving the National Ambient Air Quality Standards that are established by the EPA and the more stringent state standards established by the California Air Resources Board. Locomotives have very large engines and are a major source of emissions of both Oxides of Nitrogen (NOx), a leading precursor to the formation of ozone and Diesel Particulate Matter (PM), a toxic air contaminant known to cause cancer and aggravate various respiratory diseases.

United States Environmental Protection Agency (EPA): The 1990 Clean Air Act Amendments mandated EPA to establish emission standards for a variety of previously unregulated non-road mobile sources. Included in those requirements was a specific mandate to regulate the emissions from new locomotives and to require in-use locomotive engines to be upgraded. However, existing locomotives are not required to upgrade their emission levels on an aggressive schedule. EPA has provided funding through grants to the SMAQMD on several previous occasions to reduce emission from construction equipment and to retrofit locomotives engines and felt this project could yield significant benefits.

Capitol Corridor Joint Powers Authority: Capitol Corridor serves 16 stations along the 170-mile rail corridor connecting the Sacramento area, the San Francisco Bay Area and San Jose. The Capitol Corridor Joint Powers Authority partners with Amtrak, Union Pacific Railroad, Caltrans and the collective communities comprising the CCJPA to offer a cost-effective, viable and safe intercity passenger rail service.

California Department of Transportation: The California Department of Transportation (Caltrans) has been promoting intercity passenger rail since 1976. Caltrans has an aggressive program to integrate innovative air quality technology for the Capitol Corridor/San Joaquin locomotive fleet, supporting intercity service on more than 400 route miles connecting the Sacramento region with the San Francisco Bay Area and connecting the San Francisco Bay Area with the California's Central Valley. The Department has set specific objectives to implement innovative air quality technologies for its locomotives, leading to real and significant environmental solutions which are vital to maintaining a healthy, growing, sustained ridership.



Repowering the Rails to Spare the Air Press Kit

Electro-Motive Diesel (EMD): Founded in 1922, Electro-Motive is one of two U.S. original equipment manufacturers of diesel-electric locomotives. Headquartered in LaGrange, Illinois, with additional facilities in London, Ontario, EMD designs, manufactures and sells diesel-electric locomotives for all commercial railroad applications and has sold its products in more than 70 countries worldwide. The Company is also a global provider of diesel engines for marine propulsion, offshore and land-based oil well drilling rigs, and stationary power generation.

Amtrak: Amtrak maintains and operates 44 Capitol Corridor and San Joaquin trains, and 2 (two) long haul trains daily. Maintenance is performed by Amtrak in the Oakland Maintenance Facility which is owned jointly by Amtrak and Caltrans and opened in Fall of 2004. There are 102 pieces of equipment maintained here in that include the newly overhauled engine number 2015 which exceeds the latest emission requirements for its class. As the nation's intercity passenger rail operator, Amtrak connects America in safer, greener and healthier ways.