



Kathleen Sebelius, Governor
Roderick L. Bremby, Secretary

DEPARTMENT OF HEALTH
AND ENVIRONMENT

www.kdheks.gov

Division of Environment

September 10, 2007

Mr. Joshua Marx
Regulatory Project Manager
U. S. Army Corps of Engineers, Kansas City Regulatory Office
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Dear Sir:

The Bureau of Air and Radiation respectfully submits this letter regarding the proposed Burlington Northern Santa Fe (BNSF) intermodal facility near Gardner in response to the August 13, 2007 Public Notice issued jointly by the U.S. Army Corps of Engineers (USACE) and the Kansas Department of Health and Environment (KDHE). These comments regard only air quality issues. At this time, BAR is not aware of any significant cross-media issues, particularly from potential air emission sources to either water quantity or quality.

In order to put this proposed development in context, the current status of air quality in the Kansas City metropolitan area should be understood. Ground-level ozone, a potent air pollutant and a primary component of smog, is formed in the summertime when NO_x and VOC react in the presence of sunlight. In June, 2007, air quality monitoring indicated that the Environmental Protection Agency's National Ambient Air Quality Standard for ozone had been exceeded. There have been several additional violations since then, triggering new regulatory controls that include mandatory restrictions for on-road heavy-duty diesel truck idling. If ozone levels continue to exceed the standard, the KC metro area could be redesignated by the EPA to "nonattainment" status.

The proposed Burlington Northern Santa Fe (BNSF) facility near Gardner, as well as the ancillary business development that accompanies it, has the potential to impact air quality in the KC metro region. Ozone precursor sources associated with the operation of the proposed Gardner BNSF logistics park will include diesel-powered locomotives, gantry cranes, hostler trucks, and on-road and off-road vehicles including lawn-maintenance equipment. The ancillary business development will be primarily warehouses and distribution facilities and may create traffic of up to 10,000 vehicles per day, according to BNSF. The most significant direct effects will be the emissions of NO_x, VOC, SO₂, and particulate matter from locomotives and other diesel-powered railroad equipment, as well as air pollutant emissions from trucks and vehicles using the facility and development.

Construction of the proposed facility, the infrastructure needed for it (roads, utilities, etc.), and associated warehouse and distribution facilities will not be completed for several years. During the construction period, there will likely be less efficient traffic routes and slower speeds due to increased traffic congestion, conversion of gravel roads to wider paved roads; increased truck and automobile traffic on local, arterial and interstate routes from construction, suppliers, warehousing, employees and over-the-road heavy-duty trucks, and increased use of construction and maintenance equipment such as generators and lawn mowers.

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BNSF should provide sufficient information to determine the magnitude of increases in ozone precursors (VOC and NOx) and particulate emissions from the BNSF logistics park and associated activities, with respect to both construction and operation. A timeline should be developed showing how the emissions will increase (and/or decrease) over time. The construction will not happen all at once, nor will the use of a new facility be the same at opening as it might be at build-out. Absent good data, air quality planners have extreme difficulty in assessing the impact of this proposed facility on ozone levels in the KC metro area.

As stated previously, the proposed intermodal facility and ancillary developments will add air pollutants, and project developers should propose specific measures to mitigate the impacts of both construction and operation. There are numerous measures that could mitigate and decrease these additional emissions from railroad, construction and maintenance vehicles and equipment; over-the-road trucks using the intermodal facility and logistics park; and the generation of electricity for buildings, equipment and other fixtures.

Following are some of the ways in which air pollutants could be reduced or mitigated:

- Installing automatic idle reduction devices on diesel vehicles, including locomotives and switch engines;
- Mandatory idle reducing requirements, training and education for users of the intermodal facility and ancillary developments, particularly heavy-duty diesel trucks;
- Emission reduction retrofits on diesel vehicles and equipment including locomotives, heavy-duty diesel trucks and hostler trucks;
- Use of diesel and gasoline powered equipment and vehicles that meet the most stringent state or federal emission standards, and additional engine upgrades, particularly for locomotives; in advance of federal requirements;
- Use of vehicles and equipment that run on alternative fuels such as ethanol or electricity (both gasoline/electric and diesel/electric hybrid vehicles are now available);
- Use of energy efficient vehicles, equipment and building;
- Provision of alternative fuels refueling at the intermodal facility and logistics park,
- Using highway diesel for locomotives based in the KC metro area;
- Development and implementation of a site-wide ozone reduction plan that incorporates, among other things, actions to be taken whenever an Ozone Alert! day is forecast.

The Bureau of Air and Radiation submits these comments regarding the proposed development specifically because of the magnitude of the BNSF facility and associated development combined with the current regulatory status of the KC metro area with respect to air quality. Please advise if BAR can provide any additional information needed regarding these air quality issues.

Respectfully,



Clark Duffy

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