

To the House Energy and Environment Committee: I live in the Brooklyn neighborhood of Portland, 0.2 miles from the Union Pacific Inter-Modal railyard facility. It draws heavy-duty diesel trucks from numerous trucking companies, local and from out-of state, small and large. The larger companies like FedEx and UPS have newer trucks that are filtered. Many other trucks are clearly older and unfiltered. Because many of the trucks are registered out-of-state they will not be affected by the 2019 Diesel Bill. It may not be difficult for local truckers to move their vehicles out of Clackamas, Washington, and Multnomah counties; these trucks will avoid regulation as will companies with fewer than five trucks.

As a result of the Bullseye Glass Settlement, professional air-quality monitoring is now being done 24/7 in locations bordering the U.P. railyard. The data from these monitors confirm that the U.P. railyard contributes substantially to the levels of diesel particulate matter and black carbon affecting surrounding neighborhoods. By regulating the railyard itself, an Indirect Source rule will plug the gaps in the 2019 Diesel Bill. Rather than prescribing standards for the large number of trucks of various ages and from many different origins, the Indirect Source rule will set a pollution ceiling for the railyard as an Indirect source. If the railyard exceeds that ceiling, it would then have to work with its users to ensure that the overall diesel emissions, principally PM 2.5, stay within prescribed limits. One obvious remedy would be to enforce the state's anti-idling law within the railyard and to establish and enforce a no-idling requirement for freight locomotives. The result of the Indirect Source rule applied case by case to confirmed concentrations of PM 2.5, including major construction sites, would be cleaner air for all of us.

Please give serious consideration and your approval to this bill.

Wesley Ward, Portland