

The value of improving the data on diesel emissions in the greater Portland area cannot be understated. Health and air quality are essential. We have a chronic problem that is compounding, Many Old dirty trucks will run forever. We can improve the air quality with the proactive approach - the sooner the better.

There are severe economic impacts to maintaining the status quo. Oregon is a state that has grown considerably and diesel emissions are known to contribute to air pollution.

Black Carbon is the local impact that accelerates climate change, this is a byproduct of the fact that as the economy grows there are more deliveries and supply trucks.

There are several smaller companies that buy used but serviceable equipment that is illegal to operate in California. As it now stands many companies are buying and using this equipment as it is still legal here and is not in our neighbors to the North and south. Similar to the trains - we have older trains locally and the pollution levels would not pass in California. We can do better and minimize asthma, and other cancerous levels of air quality, Transportation that is old and inefficient is common in Oregon. We need to move the dial. Simply put we are fighting a losing battle to stand back and do nothing. The newer equipment is available and it works well. It is the old diesel in Oregon in both trains and heavy duty trucks ercial is now accounting for more impact and it needs to be examined. We are responsible to the business community to not lose the competitive advantage - It is a false economy to think that not acting is good for business.

Having heavy exposure to older diesel-emitting vehicles causes respiratory and heart problems. This impacts the workers at loading docks, on the road, and in a long term negative impact on health. This is a problem that is compounding as we have more lenient standards and the Portland area is growing. When the economy goes up - so does industry. We need a hand in glove approach to transition industry to be able to adapt. Having an accurate baseline inventory done with monthly data collection is essential. Toxic in Diesel is carcinogenic. I have worked with the long-haul freight industry on a national program to introduce electricity Shorepower. This is a cost-driven industry that cannot be expected to " do this on their Own' When the business model is changed with regulations and tools that improve the bottom line, all will breathe easier. It is a highly difficult issue that has needs a comprehensive plan. There are benchmarks and goals that can be attained through the passage of this bill. The neighborhoods are affected by the lack of regulation and monitoring is the first step. Action plans will be needed that are targeted at Rail. local delivery and distribution centers.