

Good Evening

My name is Carlos Cintron and I am a resident of the Barkeyville area. I have been following the developments related to the construction of the Hawbaker Asphalt plant here in Barkeyville. I signed the petition for the DEP asking for an extension of the public comment period and requesting this hearing. I thank the DEP for granting both. I have read the DEP bulleting regarding the Hawbaker air permit and the estimated air pollution this plant will bring to our neighborhood. When reading the information the DEP posted, I noticed the absence of any estimation of the current pollution in Barkeyville or it's inclusion in the numbers the DEP provided. I can safely say by the magnitude of heavy truck traffic in Barkeyville that this activity must have some impact in the air quality our area. In the absence of any information from the DEP in this regard, I started researching the matter on the internet in order to make an informed approximation and provide the information during this hearing. The information available on the internet regarding diesel pollution from heavy trucks and its impact on human health and the environment is vast. However, for the purpose of my 5 minutes in the limelight during this hearing, I have tried to summarize some of it and give you the bottom line. This information not only comes from left wing environmentalist nuts as they are sometimes called, but it also comes from main stream sources like state governments and the EPA.

Before I give you the information I want to tell you something about my family. My wife and I have two children. Carla is 8 years old and Marcos is 6. My wife Zenaida has been an asthmatic since birth and Carla has followed suit so far. Luckily Marcos and I are free of this dangerous ailment. I tell you this because diesel exhaust pollution has been found to in some contribute to the onset of asthma or make the condition worst.

The Washington State Department of Ecology's Air Quality Program as well as other government agencies, state governments and scientists have determined that Diesel exhaust from diesel engine idling contains substances that are harmful to human health. These include tiny particles known as "fine particulate matter." These particles are so small that they can be inhaled deep into the lungs, where they can cause serious health problems. Diesel exhaust also contributes to the formation of ozone air pollution, which can cause numerous respiratory health problems. Health studies have shown that diesel exhaust contributes to chronic respiratory problems such as asthma, and may cause cancer. In addition to its health effects, diesel exhaust contributes to global warming and regional haze. Over a period of one year, the average long-haul truck emits 20 tons of air pollution from idling alone.

The EPA makes a wider assessment and states that long-duration truck idling emits 11 million tons of carbon dioxide, 180,000 tons of nitrogen oxides, and 5,000 tons of particulate matter annually.

The EPA also states that on average, truck driver surveys have revealed rest periods in the range of six to eight hours per day, over 300 days per year. When looking at an engine's electronic control module which calculates total idling times, data suggests idling times in the range of 30% to 40% of total engine operating time.

I own a diesel car so I buy diesel from the retailers in Barkeyville. For the last few weeks I have been going to two of those retailers KwikFill and BP and counting the trucks that park at those establishments. I have counted an average of 45 to 50 trucks constantly parked at those establishments. These businesses are truck stops that specialize in services for truckers during their rest stops. Truckers that park there idle their trucks in the winter for electricity and heat, and in the summer for air conditioning in their sleeper cabs. Using the Washington State Department of Ecology's numbers the idling of 50 trucks contributes an average of 1000 tons of diesel air pollution to the Barkeyville air every year. This figure does not include the diesel pollution from trucks driving on I80 through our area, or the proposed Hawbaker's massive fleet of diesel trucks bringing aggregate in and hauling large quantities of asphalt out, or their off road diesel equipment, which is the most polluting because it burns off-road diesel, the cheapest and dirtiest diesel on the market. The figure does not include activity of Heath Oil's in Barkeyville with its large fleet of diesel tanker trucks or the pollution of gasoline burning vehicles driving through and/or conducting business in the area.

My point with all of this is that in order to assess the real impact of the air pollution Hawbaker is going to bring to our area, we need to assess the pollution that already exists. We could already be at or beyond an acceptable level of air pollution. Can the DEP tell us we are not at or beyond an acceptable level with certainty? I have not found evidence that the DEP has made this assessment. If that is the case, I request that the DEP conduct a comprehensive environmental assessment that will provide an accurate picture of the existing air pollution in Barkeyville and the impact that adding Hawbaker's pollution into the mix will have on the quality of the air and therefore the health of the residents in the Barkeyville area. I believe the Barkeyville residents, had they been thoroughly informed about this, would not have approved or maybe even considered the operation of this plant in our area. I believe that because they expressed as much when they wrote the Borough Zoning regulation, which intended to prevent the establishment and operation of a businesses such as Hawbaker's.

Thank you.