

Form Letter 1 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Michael
Last Name: Johnson
Email Address: dm5601@heritagepropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shut our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 12:30:10

**Form Letter 2 for Comment 61 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Bill
Last Name: Lovewell
Email Address: mail@lovewellspropane.com
Affiliation:

Subject: ARB on Diesel Truck Rules
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Thank you for your consideration.
Bill Lovewell
Lovewell's Propane Service, Inc.
36342 E. Kings Canyon Road
Dunlap, California 93621

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 12:30:36

Form Letter 3 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Edward
Last Name: Varela
Email Address: DM5605@heritagepropane.com
Affiliation: Pro-Flame of Ramona, Ca

Subject: Diesel Engine Ruling
Comment:

PRO-FLAME OF RAMONA
1363 WALNUT
RAMONA, CA 92065

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Thank you for your consideration.

Edward J Varela
District Manager
Pro-Flame of Ramona

760-788-6262

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 12:40:34

Form Letter 4 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Larry
Last Name: Sprague
Email Address: lsprague@bluestargas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

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Thank you for your consideration.
Larry Sprague

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 13:05:34

Form Letter 5 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Randy
Last Name: Smith
Email Address: randy@dornsgas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

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Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 13:08:30

**Form Letter 6 for Comment 61 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Jaclyn
Last Name: Hifai
Email Address: jhifai@suburbanpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

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Thank you for your consideration.

Jaclyn Hifai
Suburban Propane
Customer Service Center Manager
Jamestown California

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 13:24:27

Form Letter 7 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Laura
Last Name: Kendall
Email Address: Laura.Kendall@amerigas.com
Affiliation:

Subject: Diesel Truck Rules December
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Thank you for your consideration.

Laura L. Kendall

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 13:30:11

Form Letter 8 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Ho
Last Name: Jang
Email Address: hjang@suburbanpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Thank you for your consideration.

Ho Jang

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 13:49:43

Form Letter 9 for Comment 61 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Mark

Last Name: Bozin

Email Address: mbozin@suburbanpropane.com

Affiliation:

Subject: Diesel truck proposal

Comment:

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Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 14:08:48

**Form Letter 10 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Steve
Last Name: Lofgren
Email Address: csc1449@suburbanpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 14:29:59

**Form Letter 11 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Brian

Last Name: Case

Email Address: bcase@suburbanpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

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Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 14:44:37

**Form Letter 12 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jeff
Last Name: Boyd
Email Address: jboyd@suburbanpropane.com
Affiliation: 5306728310

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 15:04:29

**Form Letter 13 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Rudy

Last Name: Barajas

Email Address: rbarajas@suburbanpropane.com

Affiliation: Suburban Propane

Subject: Diesel Truck Proposal

Comment:

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Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 15:04:49

**Form Letter 14 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Mitchell

Last Name: Satz

Email Address: msatz@suburbanpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

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Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 15:25:15

**Form Letter 15 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jim

Last Name: Brown

Email Address: dm5611@heritagepropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

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Thank you for your consideration.

Jimmy R. Brown
District Manager
G&K Propane
Yucca Valley, Ca

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 17:07:25

**Form Letter 16 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Michael
Last Name: Sims
Email Address: mlsims@lpgassafety.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

November 25 2008

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

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Thank you for your consideration.

Michael L. Sims
Manager

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 19:31:53

**Form Letter 17 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Toby

Last Name: Robinson

Email Address: trobinson@suburbanpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

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Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-26 13:56:15

**Form Letter 18 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jason

Last Name: Kirby

Email Address: jkirby@suburbanpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

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Thank you for your consideration.

Jason Kirby

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-26 19:33:12

**Form Letter 19 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Bob

Last Name: Scarpitto

Email Address: rscarpitto@kampspropane.com

Affiliation:

Subject: Deisel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 10:34:36

**Form Letter 20 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Angie

Last Name: Archie

Email Address: aarchie@suburbanpropane.com

Affiliation: Suburban Propane

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 11:06:24

**Form Letter 21 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Debra
Last Name: Jackson
Email Address: djackson@suburbanpropane.com
Affiliation: Suburban Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 11:34:35

**Form Letter 22 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: L. Iona
Last Name: Muskrat
Email Address: imuskrat@suburbanpropane.com
Affiliation: Suburban Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 11:52:59

**Form Letter 23 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Ken

Last Name: Rich

Email Address: krich@suburbanpropane.com

Affiliation:

Subject: DIESEL TRUCK PROPOSAL

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 11:58:32

**Form Letter 24 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: David

Last Name: Crider

Email Address: dcrider@suburbanpropane.com

Affiliation:

Subject: Diesel Truck Regulations

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 12:29:29

**Form Letter 25 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jerry
Last Name: Behlen
Email Address: jbehlen@suburbanpropane.com
Affiliation: Suburban Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 13:33:33

**Form Letter 26 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: William
Last Name: Harling
Email Address: wharling@suburbanpropane.com
Affiliation: Suburban Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board(CARB)is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 13:45:16

**Form Letter 27 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jason
Last Name: Edwards
Email Address: jedwards@suburbanpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 13:46:50

**Form Letter 28 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Philip

Last Name: Emanuelson

Email Address: csc1647@suburbanpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 14:43:52

**Form Letter 29 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Carla
Last Name: Malveaux
Email Address: cmalveaux@suburbanpropane.com
Affiliation: Suburban Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 14:45:15

**Form Letter 30 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Terry
Last Name: Ayres
Email Address: tayres@kampspropane.com
Affiliation:

Subject: DIESEL TRUCK PROPOSAL
Comment:

December 1, 2008

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutting our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Sincerely,

Terry Ayres

Vice-President Retail Operations
Kamps Propane

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 14:55:27

**Form Letter 31 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Hank
Last Name: Easton
Email Address: heaston@jswest.com
Affiliation: JS West and Co. VP

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Hank Easton
Vice President
JS West Propane Gas
PO Box 1041
Modesto, Ca 95353

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 15:36:42

**Form Letter 32 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Donald
Last Name: Williams
Email Address: dwilliams@jswest.com
Affiliation:

Subject: Statewide Truck and Bus Regulation 2008
Comment:

see attachement

Attachment: [www.arb.ca.gov/lists/truckbus08/134-
letter_to_arb_on_diesel_truck_rules_december_2008.doc](http://www.arb.ca.gov/lists/truckbus08/134-letter_to_arb_on_diesel_truck_rules_december_2008.doc)

Original File Name: Letter to ARB on Diesel Truck Rules December 2008.doc

Date and Time Comment Was Submitted: 2008-12-01 15:53:00

**Form Letter 33 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Sandra

Last Name: TenBrink

Email Address: sandy.tenbrink@jswest.com

Affiliation:

Subject: Proposed ARB Diesel Engine Rules

Comment:

Please submit

Attachment: [www.arb.ca.gov/lists/truckbus08/135-
letter_to_arb_on_diesel_truck_rules_december_2008.doc](http://www.arb.ca.gov/lists/truckbus08/135-letter_to_arb_on_diesel_truck_rules_december_2008.doc)

Original File Name: Letter to ARB on Diesel Truck Rules December 2008.doc

Date and Time Comment Was Submitted: 2008-12-01 15:55:49

**Form Letter 34 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Steve

Last Name: Hunt

Email Address: shunt@jswest.com

Affiliation:

Subject: Proposed ARB Diesel Rule

Comment:

Please submit

Attachment: www.arb.ca.gov/lists/truckbus08/136-letterhead.doc

Original File Name: Letterhead.doc

Date and Time Comment Was Submitted: 2008-12-01 16:00:37

**Form Letter 35 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Russ
Last Name: Cleland
Email Address: rcleland@jswest.com
Affiliation: JS West Propane

Subject: Hearing
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 16:33:06

**Form Letter 36 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Kirk

Last Name: Neil

Email Address: csc1409@suburbanpropane.com

Affiliation:

Subject: CARB

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-million dollar regulation during the worst economic crisis since the Great Depression, and small business are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies doors, ultimately costing jobs and revenue to the states economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact CARB's own similar analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:23:41

**Form Letter 37 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: OJ

Last Name: Atchison

Email Address: oja@atchisonpropane.com

Affiliation: Atchison Propane Service, Inc.

Subject: Diesel Truck Proposal

Comment:

Dear Sirs,

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like mine.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. We are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:46:48

**Form Letter 38 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Suzan
Last Name: Atchison
Email Address: suzan@atchisonpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like mine.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. We are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:48:04

**Form Letter 39 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Linda

Last Name: Archer

Email Address: linda@atchisonpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like the one I work for.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. Small businesses like Atchison Propane Service, Inc. are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets long before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't make the margins necessary nor have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:51:44

**Form Letter 40 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Kevin

Last Name: Kyt

Email Address: kevin@atchisonpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like the one I work for.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. Small businesses like Atchison Propane Service, Inc. are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets long before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't make the margins necessary nor have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:52:28

**Form Letter 41 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Dennis

Last Name: Harmening

Email Address: dennis@atchisonpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like the one I work for.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. Small businesses like Atchison Propane Service, Inc. are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets long before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't make the margins necessary nor have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:53:09

**Form Letter 42 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Dan

Last Name: Elam

Email Address: danny@atchisonpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like the one I work for.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. Small businesses like Atchison Propane Service, Inc. are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets long before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't make the margins necessary nor have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:54:23

**Form Letter 43 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: April

Last Name: Bechtel

Email Address: april@atchisonpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like the one I work for.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. Small businesses like Atchison Propane Service, Inc. are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets long before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't make the margins necessary nor have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 17:55:45

**Form Letter 44 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: James

Last Name: Hurst

Email Address: jim@atchisonpropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy and many small businesses like the one I work for.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis. Small businesses like Atchison Propane Service, Inc. are still reeling from the high cost of fuel, soaring insurance costs, and other state and government required fees and programs.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets long before their useful life has been completed and purchase new equipment before it would otherwise be necessary. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't make the margins necessary nor have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or close our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal provided by the "Driving Toward a Cleaner California Coalition" that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 18:12:26

**Form Letter 45 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: W. SCOTT
Last Name: HAWKINS
Email Address: SHAWKINS@JSWEST.COM
Affiliation: JS West Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 08:31:47

**Form Letter 46 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jeff
Last Name: Jones
Email Address: jeff.jones@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.
Jeff Jones
Area Manager
Amerigas Propane
Southern California

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 09:55:21

**Form Letter 47 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Steve

Last Name: Brown

Email Address: steve@westernpropane.com

Affiliation: Western Propane Service

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

Western Propane Service supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable time frame and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:10:24

**Form Letter 48 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Larry
Last Name: Loudermilk
Email Address: larry.loudermilk@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Larry Loudermilk
Sales and Service Manager
Bakersfield, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:18:30

**Form Letter 49 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Roland

Last Name: Wilson

Email Address: roland.wilson@amerigas.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Roland Wilson
Sales and Service Manager
Oxnard, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:19:35

**Form Letter 50 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Ron
Last Name: Taylor
Email Address: ron.taylor@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Ron Taylor
Sales and Service Manager
Indio, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:20:24

**Form Letter 51 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Hank
Last Name: Gray
Email Address: GrayH@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

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Thank you for your consideration.

Hank Gray
Sales and Service Manager
El Centro, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:21:14

**Form Letter 52 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Dale
Last Name: Gibbs
Email Address: dale.gibbs@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

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Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Dale Gibbs
Sales and Service Manager
Santa Maria, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:22:29

**Form Letter 53 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Marc

Last Name: Steinbuch

Email Address: marc.steinbuch@amerigas.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

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Thank you for your consideration.

Marc Steinbuch
Sales and Service Manager
Bloomington, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:23:16

**Form Letter 54 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Maria
Last Name: Stackhouse
Email Address: maria.stackhouse@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

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Thank you for your consideration.

Maria Stackhouse
Sales and Service Manager
San Marcos, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:24:11

**Form Letter 55 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Eric
Last Name: Rath
Email Address: eric.rath@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

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Thank you for your consideration.

Eric Rath
Sales and Service Manager
Temecula, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:25:30

**Form Letter 56 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jason

Last Name: Huie

Email Address: jason.huie@amerigas.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

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Thank you for your consideration.

Jason Huie
Sales and Service Manager
Gardena, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:26:14

**Form Letter 57 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Tom
Last Name: Read
Email Address: tom.read@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Tom Read
Sales and Service Manager
Ramona, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:26:59

**Form Letter 58 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Erik
Last Name: Contreras
Email Address: erik.contreras@amerigas.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Erik Contreras
Sales and Service Manager
San Diego, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:27:39

**Form Letter 59 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Scott
Last Name: McPhail
Email Address: scottmcphail1@yahoo.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your favorable consideration.
Best Regards,

Scott McPhail
McPhail Fuel Company
300 Alder Avenue
Cotati, CA 94931

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 14:49:20

**Form Letter 60 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Shelly

Last Name: Brown

Email Address: shellyebrown@hotmail.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 20:22:47

**Form Letter 61 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: William

Last Name: Thacher

Email Address: wthacher@1st-propane.com

Affiliation: 1st Propane Franchising, Inc.

Subject: Diesel Truck Proposal-Opposition

Comment:

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

William W. Thacher

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 10:44:20

**Form Letter 62 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Dwaine
Last Name: Goodwin
Email Address: dwaine@teecoproducts.com
Affiliation: Western Propane Gas Association

Subject: Diesel on-road Regulation 2008
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 11:21:33

**Form Letter 63 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Norman
Last Name: Fearington
Email Address: csc1612@suburbanpropane.com
Affiliation: Suburban Propane L.P.

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 11:31:28

**Form Letter 64 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Lee
Last Name: Dobbs
Email Address: ldobbs@kampspropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

December 3, 2008
December 3, 2008

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutting our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Sincerely,
Lee Dobbs
Manager
Kamps Propane

Placerville, Ca.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 13:45:18

**Form Letter 65 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Craig

Last Name: Linden

Email Address: clinden@kampspropane.com

Affiliation: Kamps Propane, Inc.

Subject: CARB Proposed Diesel Truck Rules

Comment:

Please see attached letter...

Attachment: www.arb.ca.gov/lists/truckbus08/358-letter_to_arb_on_diesel_truck_rules_december_2008__2_.doc

Original File Name: Letter to ARB on Diesel Truck Rules December 2008 (2).doc

Date and Time Comment Was Submitted: 2008-12-03 14:25:19

**Form Letter 66 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: CYNTHIA

Last Name: JIMENEZ

Email Address: CYNTHIA@WESTERNPROPANE.COM

Affiliation:

Subject: Diesel Truck Proposal

Comment:

Dear Sirs,

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you in advance for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 16:24:37

**Form Letter 67 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Paul
Last Name: Dotson
Email Address: paul@westernpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

Western Propane Service
2326 Meredith Ln
Santa Maria, Ca 93455

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Paul Dotson

Manager

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 16:29:16

**Form Letter 68 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Susy
Last Name: Raya
Email Address: susy@westernpropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

Dear Sir or Madame:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.
Susy Raya

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 16:31:23

**Form Letter 69 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - .**

First Name: Joseph
Last Name: Biskner
Email Address: biskner@stevensworldwide.com
Affiliation: California Moving & Storage Association

Subject: California emissions policy
Comment:

The Honorable Governor Arnold Schwarzenegger
State Capitol Building
Sacramento, CA 95814

Dear Governor Schwarzenegger:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that, if implemented as presently drafted would have a profound, negative impact on California's economy.

As a company with agency representation in California we are very supportive of reducing particulate matter (PM) and NOx emissions from diesel engines. There is no disagreement that we need to work collectively to improve the state's air quality and all of us want to provide as healthy an environment as possible for our families, our employees and all Californians. However, in its current form, the Board's proposed regulation places a significant economic risk on our business today, jeopardizes many of our members future viability in the moving and storage industry, which is already reeling from unprecedented financial turmoil.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers, particularly moving companies, are struggling to make ends meet in the face of a massive slow down in the residential real estate market. The proposed legislation will require small businesses to spend dollars that they don't have, in a market where there is virtually no access to capital for business, large or small.

Our company and the small businesses in California that represent us are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Many of us simply don't have the resources or access to capital to retrofit our engines. We may be forced to sell off our trucks at a loss or shut their companies' doors, ultimately costing jobs and revenue to the state's economy.

Many of California's trucking companies have already begun the process of retrofitting or replacing their fleets, whether in the normal course of their business cycle or in anticipation of these

regulations. However, the smaller owner/operators – those with fleets of five trucks or less – who make up more than 55 percent of all trucks registered in the state, will be severely hampered by the costs of retrofitting or replacing trucks that, in some cases, are the sole assets of their family-owned businesses.

Given the multi-billion dollar cost of this regulation – and the current volatile economic environment – I urge you to support the alternative proposal proposed by the Driving Toward a Cleaner California (DTCC) Coalition that would give companies the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions.

In fact, CARB's own analysis of our DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

We must be careful not to forfeit California's economy and ability to move goods across the state, build construction projects and bus our children to and from school for the sake of protecting our environment. I look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Joseph A Biskner
President
Stevens Worldwide Van Lines
www.stevensworldwide.com

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 06:02:32

**Form Letter 70 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Bruce

Last Name: Dumars

Email Address: dumarsinc@yahoo.com

Affiliation:

Subject: New emission standards

Comment:

I am a small ready mix producer, and I do not think that stricter standards are appropriate at this time. There are far more pollutants put in to the atmosphere by all types of human activity. By singling out trucking, you will hurt the economy during a time that we can least afford any increase in costs or regulation.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 08:05:41

**Form Letter 71 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Robert
Last Name: Shirey
Email Address: bshirey@awtank.com
Affiliation: American Welding and Tank LLC

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Our problem is further compounded by California DOT regulations relating to vehicle length on certain roads. These regulations have forced us to purchase custom, short cabover tractors to meet the length requirement. Freightliner was the last company to offer a cabover tractor. Shortly after we purchased our current ones, Freightliner discontinued the product. Your proposed regulations would effectively require us to buy new tractors but the DOT rules would limit us to buying a model that does not exist.

Thank you for your consideration.

Robert Shirey
Plant Manager
American Welding and Tank LLC

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 10:07:32

**Form Letter 72 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Mark

Last Name: Souza

Email Address: souzapropane@sbcglobal.net

Affiliation:

Subject: On-road Diesel Truck Regulation

Comment:

December 4, 2008

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

Our company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like ours are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. Our company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Yours sincerely,

Mark A. Souza
General Manager
Souza Butane-Propane, Inc.
199 W. Canal Drive
Turlock, CA 95380
(209) 667-1414

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 10:38:44

**Form Letter 73 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Suzan
Last Name: Blair
Email Address: suzan@krpropane.com
Affiliation: Kings River Propane

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 11:26:28

**Form Letter 74 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Joseph
Last Name: Hammer
Email Address: joe@calrelo.net
Affiliation:

Subject: On-road diesel truck regulations
Comment:

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that, if implemented as presently drafted would have a profound, negative impact on California's economy.

There is no disagreement that we all need to work collectively to improve the state's air quality and all of us want to provide as healthy an environment as possible for our families, our employees and all Californians. However, in its current form, the Board's proposed regulation places a significant economic risk on our moving and storage business.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. Moving companies like ours are struggling to make ends meet in the face of a massive slow down in the residential real estate market. The proposed legislation will require us to spend dollars that we don't have, in a market where there is virtually no access to capital for business, large or small.

CARB is asking that we dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar and we simply don't have the resources or access to capital to retrofit our engines. We may be forced to sell off our trucks at a loss and reduce our operations that would cost jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation - and the current volatile economic environment - I urge you to support the alternative proposal proposed by the Driving Toward a Cleaner California (DTCC) Coalition that would give companies the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions.

In fact, CARB's own analysis of our DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Sincerely,

Joseph Hammer
President

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 14:15:35

**Form Letter 75 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Amy
Last Name: Moran
Email Address: amymoran@tedjohnsonpropane.com
Affiliation:

Subject: Diesel Truck proposal
Comment:

To whom it may concern, December 04, 2008

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Sincerely,
Ted Johnson Propane Co
5140 Elton St Baldwin Park Ca 91706
626-337-1222 office

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 15:16:08

**Form Letter 76 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Ken
Last Name: Hitchen
Email Address: khitchen@kampspropane.com
Affiliation: Western Propane Gas Association

Subject: Diesel Truck Proposal
Comment:

December 3, 2008

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutting our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Sincerely,

Ken Hitchen

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 09:09:42

**Form Letter 77 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Michael
Last Name: Sealy
Email Address: msealy@kampspropane.com
Affiliation: Kamps Propane

Subject: Diesel Truck Proposal
Comment:

December 3, 2008

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutting our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Sincerely,
Michael A. Sealy

Manager
Kamps Propane
16025 El Capitan Way
Delhi, Ca. 95315
209-656-0854

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 09:27:01

**Form Letter 78 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Michael
Last Name: Caldarera
Email Address: mcaldarera@npga.org
Affiliation: NPGA

Subject: Diesel Truck Proposal
Comment:

Our association has over 100 small business members in California, and we would like to express our concern about the California Air Resources Board's current on-road diesel truck and bus regulation. We believe that if implemented as presently drafted, this regulation would have a profound, negative impact on California's economy.

Our industry supports improving the state's air quality and its efforts to increase the state's use of alternative fuels. However, due to the realities of the vehicle market, a significant portion of the state's medium- and heavy-duty vehicles operate on conventional fuels. Due to the current economic crisis both California and the entire nation is facing, this proposal with its current timeline puts small businesses at a significant economic risk, especially when the proposal asks companies to dispose of equipment and assets before its useful life has been completed and purchase new equipment.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please give strong consideration to the alternative proposal proposed by the Driving Toward a Cleaner California Coalition. The alternative proposal will give companies the opportunity to comply with a more flexible timeframe while still attaining aggressive emission reductions.

Sincerely,
Michael Caldarera
Vice President, Regulatory and Technical Services
National Propane Gas Association
Washington, DC

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 13:47:53

**Form Letter 79 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Bruce
Last Name: Adams
Email Address: brucea@rginc.com
Affiliation: Reed & Graham, inc.

Subject: On Road diesel regulataons
Comment:

As a responsible business, our organization is very supportive of reducing particulate matter (PM) and NOx emissions from diesel engines. We definitely need to work toward a solution that is economically viable for companies of all sizes without placing these companies at economic risk. The proposed regulation does not accomplish this and in fact puts a majority of companies in a situation that jeopardizes our very existence.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers, construction companies, service businesses like mine and bus operators are struggling to make ends meet in the face of a massive slow down in the entire economy. Added to this delimna is the fact that credit is virtually non-existent.

Companies like mine are being asked to dispose of equipment and assets before their useful likfe has been completed and purchase neew equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like ours simply don't have the resouces to retrofit our engines. In my case this could result in closing the doors and the loss of 15-20 addition jobs.

Given the multi-billion dollar cost of this regulation - and the current volatile economic envirnoment - I urge you to support the alternate proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions.

In fact, CARB's own analysis of our DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulations in the long-term.

We must be careful not to forfeit California economy and ability to move goods across the state, build construction projects and bus our children to and from school for the sake of protecting our environment. I look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely yours,

Bruce W. Adams
Geo Sales Manager
Reed & Graham, Inc.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 14:16:51

**Form Letter 80 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Brent
Last Name: Wingett
Email Address: ccpropane@digitalputty.com
Affiliation: Central Coast Propane, Inc.

Subject: Diesel Truck Proposal
Comment:

The California Air Resources Board (CARB) is considering the adoption of an on-road diesel truck regulation that if implemented as drafted would have a profoundly negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on businesses today. We view this as a terrible time to force this plan upon an already ailing economy and we believe it will cause businesses to leave California, which will worsen the state's financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration in this most critical matter.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 17:10:03

**Form Letter 81 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Tom
Last Name: McFarlane
Email Address: tom@burnsandsonstrucking.com
Affiliation:

Subject: CARB On-Road Diesel Fuel Regulations
Comment:

December 8, 2008

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

Dear Governor Schwarzenegger and
Members of the California State Legislature and CARB:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that, if implemented as presently drafted would have a profound, negative impact on California's economy.

I want to be clear: Burns and Sons Trucking is very supportive of reducing particulate matter (PM) and NOx emissions from diesel engines. There is no disagreement that we need to work collectively to improve the state's air quality and all of us want to provide as healthy an environment as possible for our families, our employees and all Californians. However, in its current form, the Board's proposed regulation places a significant economic risk on our business today, jeopardizes our future viability in the construction trucking industry, which is already reeling from unprecedented financial turmoil.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers and construction companies are struggling to make ends meet in the face of a massive slowdown in the construction sector due to falling home prices and home foreclosures, declining consumer confidence and spending and a freeze in the credit markets. Today there is virtually no access to capital for businesses, large or small.

Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy. California cannot afford any decrease in revenue

from out taxes or increased costs of unemployed drivers and staff.

Many of California's trucking companies have already begun the process of retrofitting or replacing their fleets, whether in the normal course of their business cycle or in anticipation of these regulations. However, many of these businesses are family owned concerns and have limited funds available for this purpose under the time constraints being proposed by the regulations. This is possibly the absolute worst time in our history to add expensive regulations to the already overburdened California construction industry.

We must be careful not to forfeit California's economy and ability to move goods across the state, build construction projects and bus our children to and from school for the sake of protecting our environment. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Tom McFarlane
General Manager
Burns and Sons Trucking, Inc.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 09:16:33

**Form Letter 82 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Dan
Last Name: Holt
Email Address: dholt@kampspropane.com
Affiliation:

Subject: Diesel Truck Proposal
Comment:

December 3, 2008

To Whom It May Concern:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutting our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Sincerely,

D. Holt
Dan Holt

Attachment: www.arb.ca.gov/lists/truckbus08/597-letter_to_arb_on_diesel_truck_rules_december_2008.doc

Original File Name: Letter to ARB on Diesel Truck Rules December 2008.doc

Date and Time Comment Was Submitted: 2008-12-08 11:02:00

**Form Letter 83 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Lesley
Last Name: Garland
Email Address: exec@westernpga.org
Affiliation: Western Propane Gas Association

Subject: Please Consider DTCC Alternative Plan
Comment:

On behalf of more than 100 small business across California, our association would like to express our concern about the California Air Resources Board's current on-road diesel truck and bus regulation. We believe that if implemented as presently drafted, this regulation would have a profound, negative impact on California's economy.

Our industry supports improving the state's air quality and is assisting the California Energy Commission and ARB in its efforts to increase the state's use of alternative fuels. However, due to the realities of the vehicle market, a significant portion of the state's medium- and heavy-duty vehicles operate on traditional fuels. Due to the current economic crisis our state and nation is facing, this proposal with its current timeline puts small businesses at a significant economic risk, especially when the proposal asks companies to dispose of equipment and assets before its useful life has been completed and purchase new equipment.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please give strong consideration the alternative proposal proposed by the Driving Toward a Cleaner California Coalition. The alternative proposal will give companies the opportunity to comply with a more flexible timeframe while still attaining aggressive emission reductions.

Thank you for your efforts. Our industry looks forward to continuing its partnership with your agency in the years to come.

Sincerely,

Lesley Brown Garland
President and CEO
Western Propane Gas Association
Sacramento, CA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 14:20:18

**Form Letter 84 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Cynthia

Last Name: Adams

Email Address: gcadams@cruzio.com

Affiliation:

Subject: Diesel Pollution from Trucks and Buses

Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 23:34:11

**Form Letter 85 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Mark
Last Name: Ciotti
Email Address: mark_ciotti@yahoo.com
Affiliation:

Subject: On-Road Heavy Duty Truck and Bus Rule
Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 00:52:52

**Form Letter 86 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: jennifer
Last Name: hellerud
Email Address: harmonijen1@aol.com
Affiliation:

Subject: Diesel Pollution
Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Jennifer Hellerud

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 05:03:07

**Form Letter 87 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Candy

Last Name: Bowman

Email Address: canbowring@yahoo.com

Affiliation:

Subject: Truck and Bus Regulation 2008

Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 05:17:37

**Form Letter 88 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jason

Last Name: Bowman

Email Address: xyamuchax@care2.com

Affiliation:

Subject: Statewide Truck and Bus Regulation 2008

Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 06:39:08

**Form Letter 89 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jens

Last Name: Burkhart

Email Address: oljimburkhart@yahoo.com

Affiliation:

Subject: On-Road Heavy Duty Truck and Bus Rule

Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 07:15:15

**Form Letter 90 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Lynn

Last Name: Watkins

Email Address: bodysurferw@yahoo.com

Affiliation:

Subject: On-Road Heavy Duty Truck and Bus Rule.

Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 07:37:39

**Form Letter 91 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: James
Last Name: Stephens
Email Address: jabester@aol.com
Affiliation:

Subject: diesel vehicles regulation
Comment:

I am writing to express my deep concern about the negative health impacts of diesel pollution from trucks and buses and I urge the California Air Resources Board to adopt the strongest regulation possible to clean up the top sources of diesel particulate matter in California.

California has the worst air quality in the nation and trucks and buses are a major contributor to the particulate matter and ozone pollution that causes serious health consequences. Pollution from trucks and buses result in an estimated 1,500 premature deaths and more than 38,000 asthma attacks annually.

Equally important, truck drivers are 1.5 to 2 times as likely as workers not exposed to diesel exhaust to develop lung cancer during their lives.

To protect the health of all Californians, I urge the California Air Resources Board to adopt the strongest possible diesel truck regulations.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 08:29:39

**Form Letter 92 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: James P

Last Name: Dassel

Email Address: jim@dassels.com

Affiliation: Dassel's Petroleum, Inc.

Subject: "Diesel Truck Proposal"

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 08:13:37

**Form Letter 93 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: James P

Last Name: Dassel

Email Address: jim@dassels.com

Affiliation: Dassel's Petroleum, Inc.

Subject: "Diesel Truck Proposal"

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 08:14:05

**Form Letter 94 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Graham
Last Name: Mackie
Email Address: graham@dassels.com
Affiliation: Dassel's Petroleum, Inc.

Subject: "Diesel Truck Proposal"
Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 08:15:09

**Form Letter 95 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Peter

Last Name: Carpenedo

Email Address: petec@dassels.com

Affiliation: Dassel's Petroleum, Inc.

Subject: "Diesel Truck Proposal"

Comment:

The California Air Resources Board (CARB) is currently considering the adoption of an on-road diesel truck and bus regulation that if implemented as presently drafted would have a profound, negative impact on California's economy.

My company supports improving the state's air quality. However, the Board's proposed regulation places a significant economic risk on our business today, which is already under stress from the recent financial crisis.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression, and small businesses are struggling to make ends meet. Companies like mine are being asked to dispose of equipment and assets before their useful life has been completed and purchase new equipment before it would otherwise be acquired. A combination of this proposed rule and the state of the economy have left the trade-in or resale value of our equipment worth pennies on the dollar. My company and others like us simply don't have the resources or access to capital to retrofit our engines. Some of us may be forced to sell off our trucks at a loss or shutter our companies' doors, ultimately costing jobs and revenue to the state's economy.

Given the multi-billion dollar cost of this regulation and the current volatile economic environment, please support the alternative proposal proposed by the Driving Toward a Cleaner California Coalition that would give companies like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. In fact, CARB's own analysis of the DTCC alternative confirms that the DTCC alternative proposal achieves roughly similar emissions benefits to the proposed regulation in the long-term.

Thank you for your consideration.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 08:15:47

**Form Letter 96 for Comment 61 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: James

Last Name: Gunnink

Email Address: jgunnink@heritagepropane.com

Affiliation:

Subject: Diesel Truck Proposal

Comment:

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Thank you for your consideration.
James Gunnink
Vice President and Regional Manager
Heritage Propane
226 east third street
Cloverdale, CA 95425

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 13:17:46