

**Form Letter 1 for Comment 33 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Wes
Last Name: White
Email Address: wwwhite@cresdek.com
Affiliation:

Subject: Proposed Regulation In-Use On-Road Diesel Vehicles
Comment:

November 21, 2008

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

Dear Governor Schwarzenegger and Members of the California State
Legislature or 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: (Hambro WSG) 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 (type of industry i.e. trucking, construction, etc.) 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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. 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.

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 like ours 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. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Wes White
Hambro WSG

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-21 10:39:21

Form Letter 2 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Irene

Last Name: Whiteside

Email Address: iwhiteside@gmail.com

Affiliation: Milpitas Chamber of Commerce

Subject: Truckbus08

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.

I want to be clear: the Milpitas Chamber of Commerce and my company, MeridianVoIP, Inc. 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 business community, 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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/We) look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Irene Whiteside
President, MeridianVoIP, Inc.
Director, Milpitas Chamber of Commerce

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-22 08:54:21

**Form Letter 3 for Comment 33 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Pete
Last Name: Overgaag
Email Address: pete@hollandiaproduce.com
Affiliation: business owner

Subject: upcoming CARB vote
Comment:

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

Dear Governor Schwarzenegger or
Members of the California State Legislature or 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: Hollandia Produce 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 agriculture 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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/We) look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Pete Overgaag
Hollandia Produce
Carpinteria, Ca.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-23 21:45:38

Form Letter 4 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Stephen

Last Name: Weitekamp

Email Address: sweitekamp@thecmsa.org

Affiliation: California Moving and Storage Associatio

Subject: On-road diesel truck and bus regulation

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.

I want to be clear: The California Moving and Storage Association (CMSA) and its over 550 member companies 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.

Companies like those represented by the CMSA 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 CMSA member companies and others like us simply don't have the resources or access to capital to retrofit our engines. Some of our members 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.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 08:45:30

**Form Letter 5 for Comment 33 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Jeff
Last Name: Nadeau
Email Address: jnadeau@bekinsal.com
Affiliation:

Subject: H E L P
Comment:

November 24, 2008

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.

I want to be clear: The California Moving and Storage Association (CMSA) and its over 550 member companies 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.

Companies like those represented by the CMSA 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 CMSA member companies and others like us simply don't have the resources or access to capital to retrofit our engines. Some of our members 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,

Jeffrey J. Nadeau G.M.
Bekins Moving
El Cajon.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 09:47:39

Form Letter 6 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: David

Last Name: Blair

Email Address: david.blair@aceworldwide.com

Affiliation: Ace World Wide Moving & Storage

Subject: California Air Resources Board (CARB) proposed on-road diesel truck regulations
Comment:

November 24, 2008

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.

I want to be clear: The California Moving and Storage Association (CMSA) and its over 550 member companies (of which we are one) 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.

Companies like those represented by the CMSA 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 CMSA member companies and others like us simply don't have the resources or access to capital to retrofit our engines. Some of our members 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,

David J. Blair
President & CEO
Ace World Wide

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-25 11:15:02

**Form Letter 7 for Comment 33 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Jon
Last Name: Levine
Email Address: jon@jblmoving.com
Affiliation: Atlas Van Lines

Subject: Proposed on-road diesel truck regulations that will impose significant costs on our
indust

Comment:

November 26th , 2008

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.

I want to be clear: JBL Moving & Storage 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 my business today. My business 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 like my own, 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 my businesses to spend dollars that I don't have, in a market where there is virtually no access to capital for my business.

Companies like those represented by the CMSA 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 CMSA member companies and others like us simply don't have the resources or access to capital to retrofit our engines. Several of the CMSA members may be forced to sell off there 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,

Jon Levine
President
JBL Moving & Storage
20333 Corisco Street
Chatsworth, CA 91311
(818)888-6683
jon@jblmoving.com

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-11-26 11:43:56

**Form Letter 8 for Comment 33 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Dan

Last Name: Easley

Email Address: flatbeddan@tds.net

Affiliation:

Subject: On Road Diesel Regulations

Comment:

Please see the attached letter.

Thank you

Attachment: www.arb.ca.gov/lists/truckbus08/110-november_27_-_air_quality_letter.doc

Original File Name: November 27 - Air Quality Letter.doc

Date and Time Comment Was Submitted: 2008-11-27 21:54:54

**Form Letter 9 for Comment 33 for Statewide Truck and Bus Regulation 2008
(truckbus08) - 45 Day.**

First Name: Elizabeth
Last Name: Fuller
Email Address: liz@anemoving.com
Affiliation:

Subject: The California Air Resources Board (CARB)
Comment:

December 1, 2008

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.

I want to be clear: The California Moving and Storage Association (CMSA) and its over 550 member companies 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.

Companies like those represented by the CMSA 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 CMSA member companies and others like us simply don't have the resources or access to capital to retrofit our engines. Some of our members 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,

Elizabeth Fuller
President
A&E Moving & Storage Inc.
www.anemoving.com

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 10:24:01

**Form Letter 10 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jana

Last Name: Nairn

Email Address: jana@goldenscraptire.com

Affiliation:

Subject: Support DTCC's Alternative Plan

Comment:

Please support DTCC's Alternative Plan. See attached letter.

Attachment: www.arb.ca.gov/lists/truckbus08/123-carb_alternative_proposal_letter_of_support.docx

Original File Name: CARB Alternative Proposal Letter of Support.docx

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

**Form Letter 11 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Doug

Last Name: Hogue

Email Address: Non-web submitted comment

Affiliation:

Subject: Saunco Air Technologies

Comment:

Please see attached.

Attachment: www.arb.ca.gov/lists/truckbus08/161-tb7.pdf

Original File Name: tb7.pdf

Date and Time Comment Was Submitted: 2008-12-02 10:49:04

**Form Letter 12 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Paul

Last Name: Trump

Email Address: Non-web submitted comment

Affiliation:

Subject: Mike Campbell & Associates, Ltd.

Comment:

Please see attached.

Attachment: www.arb.ca.gov/lists/truckbus08/162-tb8.pdf

Original File Name: tb8.pdf

Date and Time Comment Was Submitted: 2008-12-02 10:56:23

Form Letter 13 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Frank J. De Smidt
Last Name: Milpitas Chamber of
Email Address: government@milpitaschamber.com
Affiliation: Milpitas Chamber of Commerce

Subject: COSTLY DIESEL RULES
Comment:

12-02-08

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

TO 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.

We want to be clear: The Milpitas Chamber of Commerce 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 members' future viability in the trucking, construction, bussing, and other industries which are 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and small.

Companies like our members 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 members simply don't have the resources or access to capital to retrofit our engines. Some may be forced to sell off their trucks at a loss or shutter 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 - we urge you to support the alternative proposal proposed by the Driving Toward a Cleaner California (DTCC) 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 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. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Frank J. De Smidt
Chairman: Government Affairs Committee
Milpitas Chamber of Commerce
828 N. Hillview Dr.
Milpitas, CA 95035
408-262-2613

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 12:33:59

Form Letter 14 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Andrew

Last Name: Recalde

Email Address: arecalde@donchapin.com

Affiliation: The Don Chapin Co. Inc.

Subject: Proposed on-road diesel regulation

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 struggling economy.

I want to be clear: the Don Chapin Co. Inc. is very supportive of reducing particulate matter (PM) and NOx emissions from diesel engines. 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 very significant economic risk on our business today, jeopardizes our future viability in the construction industry, which is already suffering from unprecedented financial turmoil.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and small.

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 required. 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.

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 California 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.

We feel that CARB staff grossly under estimated the true cost impact of the proposed regulation on the trucking industry and that this should be reevaluated prior to board approval. Maybe CARB staff should take into consideration that due to the downturn in the economy our trucks are being used much less than they were when staff made the emission reduction estimate? We think that this fact alone might have inadvertently made the emission reduction goal come to fruition, so is the proposed regulation really necessary?

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 like ours 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. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Andrew A. Recalde
Equipment Manager
The Don Chapin Co. Inc.
Salinas CA.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 07:50:41

**Form Letter 15 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Hilary
Last Name: Wardlaw
Email Address: napawardlaw@sbcglobal.net
Affiliation:

Subject: Proposed On-Road Diesel Truck Regulations
Comment:

December 2, 2008

Governor Arnold Schwarzenegger
State Capitol
Sacramento, CA 95814

Members, California Legislature
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

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.

We want to be clear: Wardlaw 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 and jeopardizes the future viability of our aggregate (rock and sand) delivery business which is very closely tied to the construction 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and small.

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.

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, we are among 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.

We will be severely hampered by the costs of retrofitting or replacing our truck which is the sole asset of our family-owned businesses.

Given the multi-billion dollar cost of this regulation - and the current volatile economic environment - we urge you to support the alternative proposal proposed by the Driving Toward a Cleaner California (DTCC) Coalition that would give companies like ours the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions. Even the DTCC's alternative proposal will be difficult for us, but we believe it is a fair compromise in this economy.

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,

Corey & Hilary Wardlaw
Wardlaw Trucking
P O Box 6102
Napa, CA 94581
(707) 226-1336

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 08:19:23

**Form Letter 16 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Daniel
Last Name: Del Muro
Email Address: ddelmuro@pdmtransportation.com
Affiliation: Business Owner

Subject: On-Road Heavy Duty Vehicle Emission Ruel
Comment:

PDM TRANSPORTATION, INC.
16036 SLOVER AVE.
FONTANA, CA 92337
PH 909-574-7035
FX 909-574-7036

12/01/2008

California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Dear Members of the California Air Recourses Board,

Currently you are considering the adoption of an on-road diesel truck and bus regulation that, if implemented as presently drafted, would have a profound and negative impact on California's overall economy.

I want to be clear: PDM Transportation, Inc. is very supportive of reducing particulate matter (PM) and oxides of nitrogen (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, and jeopardizes our future viability in the trucking industry.

I am writing to urge the state to adopt a regulation that allows for flexibility and early incentives, while also achieving significant emission reductions. To that end, the Driving Toward A Cleaner California Coalition, has submitted an alternative proposal to the current ARB proposed regulation. This alternative proposal would achieve the early PM and NOx emissions reductions to improve the state's air quality that you are seeking in the ARB's current proposed rule, while providing much-needed flexibility to comply based on a variety of factors including mileage, type and use of the vehicle, and the best use of the available technology.

This rule comes at a time when California truck owners are struggling to make ends meet in the most severe economic climate we've experienced in decades -- skyrocketing diesel prices, record

home foreclosures, a 17-year low in housing starts, a credit crisis and the imminent threat of a full-blown recession.

Under the annual emission reduction targets required under the current ARB proposal, many truck owners will be required to first retrofit an engine, only to have to turn around a few years later and replace those trucks.

Many of California's trucking companies have already begun the process of retrofitting or replacing its fleet, 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. Additionally, many of these companies simply do not have the resources or access to capital to retrofit their engines and may be forced to sell off their trucks or shutter the company's doors, ultimately costing jobs and revenue to the state's economy.

We must not forfeit California's economy for the sake of protecting our environment. That's why, as a member of the Driving Toward a Cleaner California Coalition, we're working together, across industry sectors to develop a feasible solution that achieves the state's air quality goals while keeping California's economy moving forward. I ask that you evaluate the coalition's alternative proposal and work with the industries impacted by this rule to adopt a final product that achieves the balance this alternative proposal seeks to find.

We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Daniel Del Muro
Vice President
PDM Transportation, Inc.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 09:20:47

**Form Letter 17 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Mike
Last Name: Foster
Email Address: mikefoster@amsbekins.com
Affiliation:

Subject: CARB
Comment:

Please see the below letter. We are a family owned business, and with the way the economy is now and how much the housing market is down has had a dramatic impact on our business. If we are forced to update vehicles now, we would be hard pressed to stay in business.

As a business we wholeheartedly agree with the attached letter.

Thank you,
Mike Foster
AMS Relocation, Inc.

November 24, 2008

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.

I want to be clear: The California Moving and Storage Association (CMSA) and its over 550 member companies 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.

Companies like those represented by the CMSA 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 CMSA member companies and others like us simply don't have the resources or access to capital to retrofit our engines. Some of our members 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,

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 09:45:46

Form Letter 18 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Nathan
Last Name: Crum
Email Address: nathan.crum@vpps.net
Affiliation: CIOMA

Subject: Nathan's Thoughts on Item 08-11-3 Diesel Truck Regulation
Comment:

LETTER TO THE CALIFORNIA AIR RESOURCES BOARD

12/5/08

California Air Resources Board

Dear CARB:

You are 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: Valley Pacific 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 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 bank loans for businesses, large and 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.

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 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 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,

Nathan Crum
Valley Pacific Petroleum Services
188-A Frank West Circle
Stockton, CA 95206

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 10:36:10

**Form Letter 19 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Franz
Last Name: De Klotz
Email Address: fdeklotz@mrgrape.com
Affiliation:

Subject: Statewide Truck Regulation 2008
Comment:

December 5, 2008

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

Dear Governor Schwarzenegger,
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: Growers Transport LLC 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 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 like myself - those with fleets of twenty trucks or less, 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 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 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.

Best Regards,

Franz De Klotz
Managing Partner
Growers Transport LLC

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 11:49:05

**Form Letter 20 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: MAD

Last Name: AS HELL

Email Address: Flat@Broke.com

Affiliation:

Subject: Insane Truck regulations!

Comment:

This CARB regulation confirms the fact that CARB couldn't care less about California based businesses. Do they even realize we (CA businesses) support thier paychecks?????

I support DTCC proposal 110%!!!

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 13:49:25

**Form Letter 21 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Edward
Last Name: Hauser
Email Address: stiltruken@hotmail.com
Affiliation:

Subject: Truck and bus regulation 2008
Comment:

12-7-08

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

Dear Governor Schwarzenegger or
Members of the California State Legislature or 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: S&E Carriers Inc. 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 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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. I just recently had to pay \$18,000 for an engine overhaul without a retrofit and the money had to come out of my retirement portfolio (I am 68 and can't retire yet). I cannot in this economy justify

spending more money on this truck, i will simply close up shop and let my son go and find a job.

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 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 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, Ed Hauser
S&E Carriers Inc, 9315 10th Ave, Hesperia, Ca. 92345

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 13:57:06

Form Letter 22 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Cherisse
Last Name: Alford
Email Address: cherisse@alforddistributing.com
Affiliation: Alford Distributing

Subject: CARB proposed regulation
Comment:

12-07-08

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.

I want to be clear: Alford Distributing 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 (type of industry i.e. trucking, construction, etc.) 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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/We) look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Cherisse R. Alford
Vice President
Alford Distributing

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 14:31:17

Form Letter 23 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Shellie
Last Name: Archer
Email Address: archertrucking@hotmail.com
Affiliation: Archer Trucking, Inc.

Subject: CARB Truck Rules
Comment:

Governor Arnold Schwarzenegger
Members of the California Legislature
California Air Resources Board

Dear Governor Schwarzenegger and
Members of the California State Legislature or 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: Archer Trucking, Inc., a Certified Small Business in California, is 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. However, in its current form, the Board's proposed regulation places a significant economic risk on our business today, and 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 are struggling to make ends meet in the face of a massive slow down 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 my business.

We have used the figures provided by CARB (estimated costs) and discovered it will cost almost \$37,000 PER MONTH for the next six years to comply with the schedule that is being proposed. We own around 30 trucks and employ 20 people. There is NO WAY we can afford an extra \$37,000 payment each month. The timing of the proposal is so unreasonable. 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.

Because we are in a "clean" county, we do not even qualify for the funds that may be available for those in the Bay Area Corridor, the central California area, or Los Angeles. The unfair part of this is that we DO leave our county to work so we must comply like everyone else... we just don't get any money.

Our Company has already begun the process of replacing our fleet in anticipation of these regulations by buying two new trucks. We felt we HAD to start sometime, so we did six months ago. However, the smaller owner/operators 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. These men and women usually have NO payment on their trucks, and simply cannot afford a three to four thousand a month payment on a new truck.

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 like mine the opportunity to comply in the most reasonable timeframe and flexible manner possible while still attaining aggressive emission reductions.

In fact, I have been told that 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. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals. I will be at the hearing Thursday and Friday, and certainly hope things don't go forward as they are proposed right now.

Sincerely,

Shellie A. Archer
Archer Trucking, Inc.
3480 N. State Street
Ukiah, CA 95482
707-489-3091

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 14:59:08

**Form Letter 24 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Shelbie

Last Name: Tieman

Email Address: stiemman@euca.com

Affiliation:

Subject: CARB - On-road diesel truck and bus regulation

Comment:

12/8/08

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board
(Address)
(Address)

Dear Governor Schwarzenegger or
Members of the California State Legislature or 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: (organization/company name) 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 (type of industry i.e. trucking, construction, etc.) 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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/We) look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Shelbie Tieman
EUCA

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 16:19:56

**Form Letter 25 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jay
Last Name: Van Arsdale
Email Address: cctow@earthlink.net
Affiliation: Country City Towing

Subject: Proposed Regulation In-Use On-Road Diesel Vehicles
Comment:

Governor Arnold Schwarzenegger
Members, California Legislature
California Air Resources Board

Dear Governor Schwarzenegger or
Members of the California State Legislature or 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, Country City Towing Inc, 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 Towing & 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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 can't afford to purchase new equipment or 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 to the 25 families that just my company supports and revenue to the state's economy.

I urge you to delay this rule until the economy is back on its feet and stable enough to digest the expense of replacing trucks at

\$70,000 to 110,000 each. We don't want to be another industry needing a "bail out".

Sincerely,

Jay Van Arsdale
President
Country City Towing, Inc.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 16:33:47

Form Letter 26 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Timothy

Last Name: Deary

Email Address: timd@ncbev.com

Affiliation:

Subject: CARB On Road Diesel Truck & Bus Regulations

Comment:

Dear Governor Schwarzenegger or Members of the California State Legislatures or CARB:

The California Air Resources Board 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: Nor-Cal Beverage Co. Inc. 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 beverage distribution 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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.
Tim Deary
Nor-Cal Beverage Co, Inc.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 16:35:03

**Form Letter 27 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: John

Last Name: Janosko

Email Address: john.janosko@dbibeverage.com

Affiliation: A California beverage distributor

Subject: Truck and Bus Replacement Rule

Comment:

It is important for you to understand that the rule you are proposing is the most costly piece of legislation in the history of our company. Given the current state of the economy this will cost jobs. I urge you to consider the Driving Toward a Cleaner California (DTCC) coalition's alternative proposal. This proposal would give companies time to respond in a reasonable timeframe while attaining aggressive emission reductions. Under ARB's proposal, every diesel truck and bus operating in California would have to be replaced or retrofitted starting in 2010 at a cost of 5.5 billion dollars. Given the current financial climate, the access to capital, and the state of business, this is not good for anyone.

Thank you.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 17:04:37

Form Letter 28 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: David

Last Name: Achiro

Email Address: david@waste101.com

Affiliation: Owner/operator

Subject: Proposed Regulation IN-use Diesel Vehicles.....

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.

I want to be clear: Tahoe Truckee Sierra Disposal 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 (type of industry i.e. trucking, construction, etc.) industry, which is already reeling from unprecedented financial turmoil.

I went to a meeting in Fresno. I literally saw many farmers at that meeting. I could not believe what the CARB people were saying and the farmers were literally begging that this regulation not happen. You would put the California farmer out of business. Do you want that blood on your hands? It's nice to be a CARB board member with all this going on without your pocket being involved. The California farmer has his pocket involved. You will kill the California industry as a whole. California at one time used to be a great state for a business man to live in. Now because of so many needless regulations every businessman that I know wishes they could move out. Please don't tarnish the industry in California. Especially the farming industry with your reckless legislation!!!!

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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/We) look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Keep the blue side up,

David Achiro
TTSD

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 06:40:05

**Form Letter 29 for Comment 33 for Statewide Truck and Bus Regulation
2008 (truckbus08) - 45 Day.**

First Name: Jovan

Last Name: Solis

Email Address: jovansolis2001@yahoo.com

Affiliation:

Subject: Consider Adoption of a Proposed Regulation In-Use On-Road Diesel Vehicles

Comment:

Please ban it!

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 08:47:55

Form Letter 30 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Anthony
Last Name: Teresi
Email Address: atteresi@teresitrucking.com
Affiliation:

Subject: Private Fleet Rule
Comment:

12/9/2008

California Air Resources Board

Dear CARB:

Your board 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: Teresi 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 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, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and 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.

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 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 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/We) look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Anthony Teresi
Teresi Trucking, LLC

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 15:08:35

Form Letter 31 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Andrew

Last Name: Recalde

Email Address: arecalde@donchapin.com

Affiliation: Don Chapin Co. Inc.

Subject: On-road diesel truck and bus regulation

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 struggling economy.

I want to be clear: the Don Chapin Co. Inc. is very supportive of reducing particulate matter (PM) and NOx emissions from diesel engines. 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 very significant economic risk on our business today, jeopardizes our future viability in the construction industry, which is already suffering from unprecedented financial turmoil.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down in the construction sector due to falling home prices and home foreclosures, declining consumer confidence and spending and a freeze in the credit markets.

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 required. 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.

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 California 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.

We feel that CARB staff grossly under estimated the true cost impact of the proposed regulation on the trucking industry and that this should be reevaluated prior to board approval. Maybe CARB staff should take into consideration that due to the downturn in the economy our trucks are being used much less than they were when staff made the emission reduction estimate? We think that this fact alone might have inadvertently made the emission reduction goal come to fruition, so is the proposed regulation really necessary?

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 like ours 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. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Andrew A. Recalde
Equipment Manager
The Don Chapin Co. Inc.
Salinas CA.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 11:22:30

Form Letter 32 for Comment 33 for Statewide Truck and Bus Regulation 2008 (truckbus08) - 45 Day.

First Name: Robert
Last Name: Grigas
Email Address: Robert@grigas.com
Affiliation: Company Owner

Subject: CARB Private Fleet Rule and the Greenhouse Gas Legislation
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 our business.

Therefore, we opposed the implementation of the CARB regulation as drafted. We support an alternative proposal by the Driving Toward a Cleaner California (DTCC) Coalition.

I want to be clear: Sierra Bay Transport Inc. strongly supports 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. 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 trucking industry, which is already reeling from unprecedented financial turmoil. Fourth Quarter 2008 has been one of the worst quarters we have seen in our business in decades. Fourth quarter is normally one of the best quarters of the year.

CARB is proposing this multi-billion dollar regulation during the worst economic crisis since the Great Depression. California truckers, construction companies and bus operators are struggling to make ends meet in the face of a massive slow down 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 and small.

Moreover, the CARB proposed regulation works against the efforts of our Federal and State governments by consuming both public and private resources that are not available.

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 do not 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.

Our State and Country cannot afford these losses at this time.

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 from the Driving Toward a Cleaner California (DTCC) 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 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. We look forward to working with you, CARB, environmental organizations, the Legislature and other stakeholders to accomplish these goals.

Sincerely,

Robert Grigas
President,
Sierra Bay Transport Inc.

(916) 223-1394

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 12:40:48