

Comment 1 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Jonathan

Last Name: Fleck

Email Address: jon@makinbacon.com

Affiliation:

Subject: aerodynamic aids

Comment:

Aerodynamic wheel covers have been measured by many to increase fuel economy in various SAE type II tests, however, the cost/benefit analysis has always proven negligible with designs most typically fabricated from metal. A new innovation that is subject to numerous patents worldwide will soon be introduced to the trucking industry this Spring. The Deflektor Wheel Cover is unique - it is made of fabric - installs with no hand tools and each one weighs just 800 grams - they are inexpensive. This new innovation underwent rigorous SAE type II J 1321 testing, as well as life cycle testing that ultimately resulted in a substantial order from a Charter Partner of the Smartway Transport Partnership. Because of its simple design, light weight and inherent communicative opportunity as an advertising medium, The Deflektor Wheel Cover will become the "point to product" in the field of green innovations. Better aerodynamic efficiency, particularly nearest the wheel ends, where road spray is most dangerous is an added bonus of the Deflektor Wheel Cover. Each wheel cover saves a quarter - a quarter of 1% - every truck and trailer with eight wheel ends saves 2%. Encourage continued innovation in the language of your regulation and formulate a process for inclusion - don't stifle by limiting the language to include only advocated technologies. Wheel covers have been overlooked for economic reasons, that is about to change with our new innovation. Thank you for this opportunity, I would like to present this new innovation in Sacramento in December.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-10-27 18:19:30

No Duplicates.

**Comment 2 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Mike

Last Name: Anderson

Email Address: mike@andersonlogging.com

Affiliation:

Subject: On Road Diesel Rule

Comment:

I have attached a resolution from the Mendocino County Board of Supervisors, indicating there concerns with the in-equity of this rule and a desire to see an economic analysis of the impact to the rural counties!

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/4-carb_resolution.pdf'

Original File Name: CARB resolution.pdf

Date and Time Comment Was Submitted: 2008-11-19 16:19:29

No Duplicates.

**Comment 3 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Steve

Last Name: Carey

Email Address: steve@ntea.com

Affiliation: Natinoal Trailer Dealers Association

Subject: SmartWay Regulation

Comment:

Please see the attached document from the National Trailer Dealers Association in regards to the upcoming consideration adopting a regulation to reduce greenhouse gas emissions from heavy-duty vehicles.

National Trailer Dealers Association
37400 Hills Tech Drive
Farmington Hills, MI 48331-3414
1-800-800-4552
www.ntda.org

Steve Carey
Executive Director

Elvin Spellman
President of Board of Directors

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/5-smartway_program_and_ntda.doc'

Original File Name: SmartWay program and NTDA.doc

Date and Time Comment Was Submitted: 2008-11-24 07:39:22

No Duplicates.

**Comment 4 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 5 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Chris

Last Name: Carney

Email Address: ccarney@ucsusa.org

Affiliation: submitted on behalf of 4600 CA residents

Subject: Reduce the pollution from CA trucks that causes global warming

Comment:

Diesel trucks and buses on the road represent the largest source of toxic diesel emissions in California. These toxic diesel emissions are responsible for causing approximately 4,500 premature deaths and more than 38,000 asthma attacks annually in the state. Truck drivers, children, the elderly and those with compromised immune systems are especially vulnerable to the health risks of diesel pollution. The loss of life, health care costs, and lost work and school days cost an estimated \$40 billion each year, far more than the cost to clean up the trucks.

The California Air Resources Board (CARB) must develop an effective, health protective In-Use Truck and Bus rule in order for California to meet its federal commitments to reduce ozone and particulate pollution, benefit truckers' health, lessen the health impacts of toxic diesel pollution, and save lives.

Additionally, CARB must adopt a strong Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure to reduce the truck pollution that causes global warming and meet our commitments under the landmark Global Warming Solutions Act of 2006 (AB 32).

Signed,

[See attached file to view the names of the 4600 Californians who have signed this letter]

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/7-comments_on_diesel_truck_regulations_on_behalf_of_4600_californians_11-25-2008.pdf'

Original File Name:

Comments_on_diesel_truck_regulations_on_behalf_of_4600_Californians_11-25-2008.pdf

Date and Time Comment Was Submitted: 2008-11-25 16:45:11

No Duplicates.

**Comment 6 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: John

Last Name: Yandell

Email Address: john@yandelltruckaway.com

Affiliation:

Subject: Smart Way

Comment:

Our company is a short haul truckload carrier that has serviced the State of California only for 63 years. With inventories being managed and JIT (Just In Time) deliveries being the norm, we now have over 3 trailers for every one power unit. These trailers are used as a "mobile" warehouses while the customer unloads the trailers over a period of days. Sometimes these trailers make only one or two trips per week. While our industry supports emissions reduction, the cost burden of replacing power units and retrofitting the trailers simultaneously is a cost that cannot be justified. Our trailers do not travel enough miles to justify a savings in fuel because of their limited time on the road. Safeway, Raleys, Savemart and some many others that have excess trailing equipment will be unfairly burdened by a cost that cannot be justified. If the law is to have new trailers be manufactured with Smartway technology, we would support that. But to have to retrofit older trailers with these aerodynamic devices is not a prudent business decision. Thank you and I would appreciate your consideration.

Regards,

John Yandell

Yandell Truckaway, Inc.

Oakland, CA.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-01 15:11:04

No Duplicates.

**Comment 7 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

Comment 8 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Mike

Last Name: Shuemake

Email Address: mike@cvtr.com

Affiliation: Central Valley Trailer Repair Inc.

Subject: Heavy Duty Green House Gas Rule

Comment:

December 2, 2008

Clerk of the Board
Air Resources Board
1001 I Street
Sacramento, California 95814

Re: December 11 and 12, 2008 Hearing:
RULEMAKING TO CONSIDER ADOPTION OF A REGULATION TO REDUCE
GREENHOUSE GAS EMISSIONS FROM HEAVY-DUTY VEHICLES

Central Valley Trailer Repair (CVTR) requests that the California Air Resources Board (ARB or Board) not make mandatory the proposed requirements for trailers based on the U.S. Environmental Protection Agency (EPA) SmartWay Partnership Program.

Under the SmartWay program, the U.S. EPA certifies tractors and trailers that have been demonstrated to be more fuel efficient than their traditional counterparts. At this time, there are SmartWay specifications for tractors with sleeper cabs and for 53-foot or longer dry-van trailers, and therefore, only these products can be certified by original equipment manufacturers under the SmartWay program. The SmartWay program also approves individual aerodynamic equipment for trailers and efficient (low-rolling resistance) tires for tractors and trailers.

According to the EPA, "SmartWay is positioned as a personal choice that can make a difference for the environment." CVTR believes these actions should remain a choice, not a mandate.

Founded in 1984 CVTR has two locations in the Central Valley, Stockton and Fresno. We serve the trucking industry by selling and servicing our customers equipment needs. We have just over 60 full time employees.

Background

In 2006, California enacted The Global Warming Solutions Act (AB 32) to address climate change issues within the state. The legislation requires the Board to develop programs to reduce greenhouse gas emissions to 1990 levels by 2020. To begin fulfilling the commitments made in AB 32, ARB has developed a list of discrete early action measures.

In 2007 the Board approved a list of nine discrete early action

measures that are scheduled to be adopted by the Board and enforceable by January 1, 2010. The list included a measure entitled: "SmartWay Truck Efficiency." The proposed regulation referenced above is designed to implement this measure. The proposed regulation would apply to both California-registered and out-of-state-registered tractors and trailers. It relies on the voluntary federal EPA SmartWay program to establish mandatory California tractor and trailer requirements.

Cost of the Proposal

According to the ARB STAFF REPORT: INITIAL STATEMENT OF REASONS FOR PROPOSED RULEMAKING, "While compliance with the proposed regulation would require an initial capital cost, it is expected that a cost savings would ultimately result due to the increase in HDV fuel efficiency and the resultant usage of less fuel." The report estimates the average cost of trailer compliance for the initial purchase and installation of aerodynamic technologies and low-rolling resistance tires is approximately \$2,900 per trailer. In addition, annual maintenance costs for inspection and repair of installed aerodynamic technologies, and replacement and retread costs for low-rolling resistance tires, is estimated to be about \$120 for the trailer.

I have to take issue with these figures. In the report itself staff notes that the fleets they chose to interview reported side skirts alone costing as much as \$2,600. In addition to the side skirts the regulation would require SmartWay approved low-rolling resistance tires and either front or rear fairings.

The report flatly states that "In the real world it is difficult to isolate the benefits achieved using one particular aerodynamic technology from all other fuel-saving strategies and technologies that may be used."

On the benefits side of the equation the staff report's data is similarly incomplete. The analysis for vehicle usage takes estimated vehicle miles traveled (VMT) and assumes that a very high percentage of those miles are at highway speeds. In Table XII-3: Annual Operating Cost Savings of the report staff used the assumption that 84 percent of the vehicle miles traveled are at highway speed. The fuel efficiency improvements of currently certified aerodynamic devices are determined from track tests conducted at speeds of 60 to 62 miles per hour according to "SAE J1321 Type II" test procedures.

While the staff reports calculates the benefits of this proposal for vehicles traveling 60 to 62 miles per hour, the speed limit for trucks in California is 55 miles per hour, assuming traffic conditions allow for traveling at the speed limit. I question whether the staff report data is reflective of the real world conditions typically experienced in the state of California. It appears that the report's analysis clearly overstates the monetary benefit that would actually be experienced.

Additionally, the report indicates that the VMT data the staff were able to obtain cannot be directly applied to the fuel efficiency improvements they show as VMT is accrued at various speeds, while the fuel efficiency improvements are determined at speeds of approximately 60 miles per hour. The report then clearly states, "...the speed-VMT distribution of the impacted tractors and fuel

efficiency improvements at different speeds are needed in order to accurately quantify the GHG emission benefits. However, such data were not available and therefore staff estimated the GHG benefits using only the VMT accrued at highway speeds, without taking into account benefits that occur at lower speeds."

Trucks traveling at higher rates of speed are likely to obtain much greater fuel savings from the proposed aerodynamic equipment than while traveling at lower speeds.

Further, I question the estimates used in the analysis for the number of trailers likely to be affected by the proposed regulation. As the report indicates, "for trailers, no database exists that provides a complete inventory on the total number of box-type trailers that would be impacted by the proposed rule." Staff then simply chose to estimate a ratio for the number of trailers to tractors and extrapolate a figure.

Conclusion

The report's cost/benefits analysis relies on incomplete data. The number of trailers likely to be affected is conjecture. The cost estimates of compliance for each affected trailer are unreasonably low. The benefits are certainly inflated due to inaccurate estimates of the speed at which the vehicles typically travel.

In the discussion of costs and user concerns many conclusions seem to be based on a small sampling of anecdotal evidence. Also, there appear to be a great many statements that begin, "staff anticipates that..." It is clear that the staff is counting on numerous instances of future improvements and developments to be carried out by the private sector in order to make this regulation viable.

It is unreasonable to approve a regulation whose implementation and benefits are unknown and dependant on future occurrences which may or may not happen.

While the goal of greater fuel economy and reduced emissions is laudatory, more testing and analysis is required before placing such a significant financial burden on the businesses shipping and carrying goods to and from California.

I think the TRU ATCM is the perfect example of a rule that was put together in haste with out enough real world testing. In that rule the available technology was not available to meet the requirements of the rule and in some cases are still not available. Don't take the word of vendors using tests that prove only that one product is superior to another in a particular situation. The real world of transportation is too diverse to say that one fix will work for all aspects of the industry. Vendors won't tell you that. Our industry is very interested in seeing that the goals of the CARB are achieved but can only do so in an economically viable way.

This is not the right rule for California to lead the rest of the country with. Just like the TRU ATCM so please send this rule back to staff and urge them to work with Industry to achieve the goals you have set.

Sincerely,

Mike Shuemaker

President
Central Valley Trailer Repair Inc.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/10-ghgrule.doc'

Original File Name: GHGRULE.doc

Date and Time Comment Was Submitted: 2008-12-02 16:25:01

No Duplicates.

**Comment 9 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Eric

Last Name: sauer

Email Address: esauer@caltrux.org

Affiliation: California Trucking Association

Subject: GHG Reduction Measure

Comment:

Please see attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/12-12-4-2008_final_comments_-_scan.pdf'

Original File Name: 12-4-2008 Final Comments - SCAN.pdf

Date and Time Comment Was Submitted: 2008-12-04 12:58:45

No Duplicates.

**Comment 10 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Matt

Last Name: Schrap

Email Address: mschrap@caltrux.org

Affiliation: CTA

Subject: Regulation to Reduce Greenhouse Gas (GHG) Emissions from Heavy-Duty Vehicles
Comment:

Attached are CTA comments from October 3, 2008.

These comments are being resubmitted because CTA received NO
RESPONSE from CARB staff regarding these comments.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/13-10-3-2008_carb_smartway_letter.pdf'

Original File Name: 10-3-2008 CARB Smartway Letter.pdf

Date and Time Comment Was Submitted: 2008-12-04 13:11:04

No Duplicates.

**Comment 11 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Chris

Last Name: Carney

Email Address: ccarney@ucsusa.org

Affiliation: Union of Concerned Scientists

Subject: Letter supporting diesel regulations signed by public health experts

Comment:

See attached letter in support of Greenhouse Gas regulation for Heavy-duty Vehicles, signed by researchers, public health, and medical experts.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/14-public-health-letter--truck-and-bus-rule-dec-2008.pdf'

Original File Name: Public-health-letter--truck-and-bus-rule-Dec-2008.pdf

Date and Time Comment Was Submitted: 2008-12-04 13:15:05

No Duplicates.

**Comment 12 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Susan

Last Name: Frank

Email Address: susan@betterworldgroup.com

Affiliation: Clean Truck/Bus Rule Coalition

Subject: Comments from Clean Truck/Bus Rule Coalition

Comment:

Attached are comments from the Clean Truck/Bus Rule Coalition on
the GHG Rule for heavy-duty vehicles.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/16-
final_coalition_letter_to_arb_12_3_08.pdf'

Original File Name: Final Coalition Letter to ARB 12_3_08.pdf

Date and Time Comment Was Submitted: 2008-12-05 15:51:14

No Duplicates.

**Comment 13 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 14 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Richard

Last Name: Wood

Email Address: rick@solusinc.com

Affiliation: SOLUS-Solutions and Technologies LLC

Subject: Regulation to Reduce Greenhouse Gas (GHG) Emissions from Heavy-Duty Vehicles

Comment:

Please see the attached document regarding the regulation to reduce greenhouse gas emissions from heavy-duty vehicles.

Richard Wood

President, SOLUS-Solutions and Technologies LLC

757-486-3570

rick@solusinc.com

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/18-carbinput3.pdf>'

Original File Name: CARBinput3.pdf

Date and Time Comment Was Submitted: 2008-12-08 12:35:59

No Duplicates.

**Comment 15 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Michael

Last Name: Tunnell

Email Address: mtunnell@trucking.org

Affiliation: American Trucking Associations

Subject: Comments on Regulation to Reduce Greenhouse Gas Emissions from Heavy-Duty Vehicles

Comment:

Attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/19-2008.ata-carb.ghg-reg.cmts.pdf'

Original File Name: 2008.ATA-CARB.GHG-Reg.Cmts.pdf

Date and Time Comment Was Submitted: 2008-12-08 13:48:04

No Duplicates.

Comment 16 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Andy

Last Name: Cox

Email Address: acox@mcalog.com

Affiliation: Mike Campbell & Associates

Subject: ARB's HD GHG rule

Comment:

December 9, 2008

California Air Resources Board

P.O. Box 2815

Sacramento, CA 95812-2815

Dear Chairperson Nichols and Members of the Board:

Mike Campbell & Associates is actively exercising "green" technologies and practices, and is pleased with many of California's measures to reduce harmful emissions and air pollution from all facets of life. We are already employing alternative fuels (Biodiesel), new transport technologies (electric standby on Transportation Refrigerated Units), and innovative logistics programs (Turnpike GPS systems) to realize better fuel economy and more environmentally-sound practices. Overall, we support the ARB's regulations that should help clean the air quality throughout California.

However, our company has found flaws in some regulations that may have been overlooked by the ARB. In preparation for the upcoming AB32 Heavy Duty Greenhouse Gas regulation, Mike Campbell & Associates decided to test some of the SmartWay-inspired aerodynamics technologies that the ARB is requiring for 53-foot trailers. We have attached our results of the testing which was performed with a 53-foot fully-loaded long haul trailer across approximately 500 miles of (mostly) highway travel: ideal conditions for testing aerodynamics.

The ARB initiated this regulation considering the success of the US EPA's SmartWay program. However, the ARB has not utilized the federal voluntary program as decisively as possible. We have made the argument that the federal SmartWay program was meant as a complete package, not individual components thereof. In the attached pages, you can find statistics that show that solely relying on aerodynamic technologies does not account for the majority of the federal SmartWay program's reduction of emissions. There are many other components to the US EPA's SmartWay program that should be examined if the ARB intends to base a California law upon it.

Further, the ARB has never conducted any studies on the proposed regulation regarding actual application. The numbers for a federal program are going to display different outcomes than a state whose truck speed limit is 55 MPH. All of the federal testing was performed at speeds of 62 MPH. This 7 MPH reduction could account for more fuel efficiency (and less greenhouse gas emission) than adding any aerodynamics to a trailer.

Again, Mike Campbell & Associates is encouraged by the efforts of the ARB and will continue to work with the organization to promote

clean air for California. However, we want to be certain that each aspect of this regulation is validated as true and keeps us moving in the right direction: toward a brighter, cleaner future.

Sincerely,

Andy Cox
Environmental Manager
(Please see attachment for more information)

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/20-hd_ghg_letter.pdf'

Original File Name: HD GHG letter.pdf

Date and Time Comment Was Submitted: 2008-12-09 10:03:50

No Duplicates.

**Comment 17 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Kirk

Last Name: Altrichter

Email Address: kaltrichter@gordontrucking.com

Affiliation: ATA, CTA, OTA, WTA

Subject: Comments on GHG rule-making

Comment:

Letter to CARB

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/21-green_house_gas_letter_-_carb_-_120908.doc'

Original File Name: Green House Gas Letter - CARB - 120908.doc

Date and Time Comment Was Submitted: 2008-12-09 15:59:36

No Duplicates.

**Comment 18 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Barry

Last Name: Wallerstein

Email Address: bwallerstein@aqmd.gov

Affiliation: South Coast Air Quality Management Dist.

Subject: SCAQMD Staff Comments on Proposed GHG Regulation for Heavy-Duty Vehicles
Comment:

Please find attached South Coast AQMD staff comments regarding the proposed regulation to reduce GHG emissions from heavy-duty vehicles.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/22-scaqmd_comments_-_ghg_on-road_hdv_-_120908.pdf'

Original File Name: SCAQMD Comments - GHG On-Road HDV - 120908.pdf

Date and Time Comment Was Submitted: 2008-12-09 16:00:14

No Duplicates.

Comment 19 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Karen

Last Name: Rasmussen

Email Address: krasmussen@aztrucking.com

Affiliation: Arizona Trucking Association

Subject: GHGHDV08 Comments

Comment:

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

RE: Proposed Regulation to Mandate Certain Aerodynamic Equipment
for Heavy-Duty Vehicles

Dear Chairman Nichols and Members of the Board:

The Arizona Trucking Association (AzTA) has reviewed the California Air Resources Board's (ARB) Regulation to Reduce Greenhouse Gas Emissions from Heavy-Duty Vehicles. While Arizona Trucking Association agrees on the need to reduce fuel use and greenhouse gas emissions, we must respectfully oppose a rule that mandates unproven and costly technologies.

Arizona Trucking Association's opposition to the proposed regulation is based upon the following concerns:

1. The emission-reduction benefits of the technology mandated by the regulation are questionable. Few fleets utilize either the trailer aerodynamic retrofits or the specified low rolling resistance tires that would be required under the regulation. There are far less costly and more reliable ways to reduce fuel use and emissions, including reductions in truck speeds. Most fleets have learned that the single most significant factor in fuel use is driver technique and behavior. Effective driver training programs can do as much to improve fuel efficiency as any of the technologies outlined by ARB.
2. Selection of technologies is arbitrary. While AzTA does not advocate mandating any retrofit technologies, it is difficult to understand the rationale behind the selection of certain types of equipment and not others, given the lack of data and experience with these technologies.
3. Maintenance. Most trucking companies have had little or no experience with retrofitted trailer skirts and fairings, even less with these items as original equipment enhancements. How will retrofitted trailer skirts and fairings hold up under normal wear-and-tear? How often will they need to be replaced during the average useful life of a trailer? (For example, the average age of trailers in revenue operation throughout the U. S. today is approximately 7.5 years, depending upon type and utilization.) How will retrofits affect trailer warranties?
4. Safety. What are the potential safety consequences of

trailer retrofits that may become disconnected and fall off?

5. Size and weight conflicts. Current California and federal laws do not allow a weight or length tolerance to accommodate the trailer equipment. Carriers that comply with the proposed ARB regulation are at risk for violating the state and federal weight and length restrictions.

6. Availability of technologies. According to ARB's own research, more than one million trailer retrofit devices will be needed to meet the requirements of the proposed regulation. Yet we are aware of only two manufacturing entities that currently produce these devices. How will ARB ensure sufficient manufacturing capacity to produce these devices within the deadlines envisioned by the regulation?

7. Cost. A majority of the trucks hauling freight into and from California are not based in the state, meaning that the bulk of the \$10.4 billion cost (ARB's estimate) will be borne by non-domiciled, long-haul carriers. All but a small percentage of these trucks and trailers are operated by small businesses with fewer than 20 trucks. These small carriers will likely not have the capital resources to comply. Yet, those limited funds allocated by California to retrofit equipment are largely not available to non-domiciled fleets.

8. The regulation exempts some of the higher-polluting trucks operating in CA. While the use of trailer skirts and fairings offers little benefit at lower speeds, by exempting many short-haul trucks from the requirements, ARB is unfairly discriminating against long-haul trucks.

9. Federal Pre-emption. AzTA believes that California does not have the authority to impose these or any other state-specific equipment requirements on interstate vehicles. The interstate and global nature of commerce today requires U. S. motor carriers to operate equipment compliant with the laws and regulations of all the states, Canada and Mexico. Having to dedicate a fleet or portion of a fleet to one state's requirements is extremely costly and inefficient. In today's economic environment, the regulation imposes unacceptable costs on the businesses least able to absorb these increases.

Arizona Trucking Association respectfully requests that the Board vote "no" on this proposed regulation. Thank you for your consideration.

Sincerely,

Karen Rasmussen
President & CEO

David Williams
Vice President, Knight Transportation
Chairman of the Board of Arizona Trucking Association

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 09:23:49

No Duplicates.

**Comment 20 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Patty

Last Name: Senecal

Email Address: psenecal@iwla.com

Affiliation: International Warehouse Logistics Assoc.

Subject: AB 32 SmartWay

Comment:

Please find attached comments regarding AB 32 SmartWay regulation.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/24-iwla_12_9_08_smartway_comments.pdf'

Original File Name: IWLA 12 9 08 SMARTWAY COMMENTS.pdf

Date and Time Comment Was Submitted: 2008-12-10 09:30:54

No Duplicates.

**Comment 21 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Roger M

Last Name: Simon

Email Address: roger@pioneertrailersales.com

Affiliation: Ntl Trailer Dlrs Assn, Calif Trkg Assn

Subject: GHGHDV08 - mandatory SmartWay

Comment:

I operate a vehicle dealership selling trailers to the trucking industry and businesses using trailers to transport their product. After 49 years in business, I am concerned about the viability of our customers and of dealerships in these difficult times. Business will be made more difficult by the recent proposed rules to mandate equipment changes.

Mandating SmartWay type equipment will further devalue used trailers in this poor economy. With financing more difficult to obtain for new purchases or retrofits many operators will retire their existing equipment and not replace it - trailers that will be virtually useless as they don't meet the new requirements.

While we all support reducing greenhouse gasses, we must also be concerned about movement of goods and our state's economy. Allowing the SmartWay program to operate as intended, a personal choice and incentive, will see older, less efficient equipment gradually retired with less hardship to truck and trailer operators and our state's economy.

Thank you for your consideration.

Respectfully,

Roger M Simon
Pioneer Trailer Sales
Santa Ana, California

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 10:03:56

No Duplicates.

**Comment 22 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: David

Last Name: Kayes

Email Address: David.Kayes@Daimler.com

Affiliation: Daimler Trucks North America

Subject: Concerns regarding lack of scientific foundation for CARB's HDV GHG Reduction Measure

Comment:

The California Air Resources Board (CARB) proposes to adopt a requirement under which all new model year 2011 and later sleeper-cab heavy-duty tractors pulling 53-foot or longer box-type trailers in California must be US EPA SmartWay certified. Daimler Trucks North America manufactures tractors eligible for SmartWay certification, and we strive daily to improve our customers' vehicles' fuel efficiency. Nonetheless, we object to CARB's regulation.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/26-dtna_comments_re._carb_adoptionof_sw_requirements_10dec08.pdf'

Original File Name: DTNA Comments re. CARB adoptionof SW requirements 10Dec08.pdf

Date and Time Comment Was Submitted: 2008-12-10 11:03:38

No Duplicates.

**Comment 23 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 24 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 25 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Rajiv

Last Name: Tata

Email Address: rtata@utm.com

Affiliation:

Subject: GHG Reduction from Heavy-Duty Vehicles

Comment:

Please see the attached letter for comments.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/29-final_ttma_ghg_letter.pdf'

Original File Name: Final TTMA GHG Letter.pdf

Date and Time Comment Was Submitted: 2008-12-10 11:29:24

No Duplicates.

**Comment 26 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Timothy A.

Last Name: Blubaugh

Email Address: tblubaugh@emamail.org

Affiliation: Engine Manufacturers Association

Subject: EMA Comments

Comment:

Attached are the comments of the Engine Manufacturers Association on the proposed regulation to reduce greenhouse gas emissions from heavy-duty vehicles.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/31-ema_comments_to_arb_hdv_ghg_reg.pdf'

Original File Name: EMA COMMENTS TO ARB HDV GHG REG.pdf

Date and Time Comment Was Submitted: 2008-12-10 11:51:45

No Duplicates.

**Comment 27 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Richard

Last Name: Wood

Email Address: Non-web submitted comment

Affiliation:

Subject: SOLUS- Solutions and Technologies LLC

Comment:

Please see attached.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/90-woodrichard.pdf'

Original File Name: WoodRichard.pdf

Date and Time Comment Was Submitted: 2009-06-15 13:12:50

No Duplicates.

**Comment 28 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Anonymous

Last Name: Anonymous

Email Address: Anonymous@Anonymous.com

Affiliation:

Subject: Wasteful Policies

Comment:

CARB is going to have a significant impact to the cost of transporting goods out of the state of California and all in an effort to reduce the emissions of a gas, the effects of which, are highly disputed. Far too much money, regulation and resulting costs are being thrown at this unproven problem and quite frankly it's getting ridiculous.

Carrier's have and will continue to stop sending trucks to California. Receivers have already started shipping fresh produce from other regions of the country and I'd predict in the near future importers will start using other, less costly and difficult, ports to import their goods.

They say some day California may break away from the Continental US. Although that hasn't happened physically, yet, clearly it's already happening in terms of policy and regulations.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-10-27 14:25:18

No Duplicates.

**Comment 29 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Charles

Last Name: Keppel

Email Address: c.keppel@insightbb.com

Affiliation:

Subject: Truck regs. in California

Comment:

I say let the people in California figure out how to get all their goods delivered. Stop all trucks from entering the state. Who could they blame for all the smog, smoke, fires and everything else on then.

California and their government are totally blind to the people trying to make an honest living delivering their goods.

I know, let all the illegals back pack everything in. You all give them something for nothing anyway. Truckers can meet them at the border and transfer their loads to mules.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-10-28 06:04:20

No Duplicates.

**Comment 30 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Gary

Last Name: Heit

Email Address: Non-web submitted comment

Affiliation:

Subject: Form Letter 1- CitizenLetter

Comment:

Please see attached.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/3-truckbus0001.pdf'

Original File Name: truckbus0001.pdf

Date and Time Comment Was Submitted: 2008-10-29 11:11:46

103 Duplicates.

**Comment 31 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Jim

Last Name: Bowans

Email Address: jbo106@aol.com

Affiliation:

Subject: truckbus08

Comment:

I think you would be well advised to think about what you are proposing. I am 1 of many owner operators that have been hauling products in and out of california for many years. A large percentage of the trucks, even the big companies, are owner/ops like me. What you are proposing this time is too much and much to expensive. I think you will find that most companies will no longer haul in and out of Ca. Without the trucks your produce will not be hauled and the things youe people need also will not be delivered. So far I have been able to meet the current requirements ie, apus emission stickers ect. but I cannot afford new trucks and the updates you are proposing.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-10-31 14:52:36

No Duplicates.

**Comment 32 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Tom

Last Name: Brian

Email Address: tmbrian@verizon.net

Affiliation: Trucking co.

Subject: emission's control

Comment:

Having driving in and out of CA for the last 6 years
taking dairy products to the Bay Area and loading vegetables
up and down the state (avg 1000 miles a month in state)
this is about 8% of average miles per unit per year .
I find that most of long haul trucks are for the most part
better maintained an newer than the local equipment out of
necessity to operate in the profit zone .
The fact that the State CA is getting too far ahead of the
rest of the country on up dates (some of the technology is not
ready yet) will be a very tough thing for the trucking industry
to meet these standards .
The average food hauler coming into state now has 3 separate
engines on board all with different rules an regulations
Please do not get too far ahead of the curve

Thank you , Tom

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-03 16:08:09

No Duplicates.

**Comment 33 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Joanna

Last Name: Clark

Email Address: jclark@amcat.org

Affiliation:

Subject: Diesel Trucks

Comment:

Please see attached.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/11-truckbus0002.pdf'

Original File Name: truckbus0002.pdf

Date and Time Comment Was Submitted: 2008-11-06 16:02:29

No Duplicates.

**Comment 34 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: John

Last Name: Shallenberger

Email Address: jshallenberger@sygmanetwork.com

Affiliation:

Subject: Private Fleet Rule Adoption

Comment:

Based purely on current economic conditions, fleet owners or the State of California or the Federal Government are all in poor financial positions to spend the type of money required for adoption of this bill. I propose that this bill be delayed until all parties are better prepared to fund this project. Review this again in 6 months and make further recommendations.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-07 11:10:41

No Duplicates.

Comment 35 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: R.

Last Name: D.

Email Address: orindalinda@aol.com

Affiliation:

Subject: AB 32 On Road Diesel Emission Regulations

Comment:

First of all, let me state that I want clean air. I want it for me, my family and my children. Everybody wants clean air.

As California's economy crumbles and The Governor has called the state of the economy a "crisis", I can't even fathom why this draconian regulation implementation would be considered. The costs associated with this implementation is absurd.

As the bill is written, the most economical way to abide by the law would be to retrofit diesel engines. To do this, it would costs California public schools more than \$1 BILLION DOLLARS. This could be fatal to California's agricultural industry. Our business has only 12 diesel units and it could cost us \$1.5 Million. As a small family owned trucking company in business for three generations, this would put us out of business.

The businesses that would survive, would be forced to pass the new costs along to the public. By adding the transportation cost to the public, every commodity would be priced higher in California. Gas would be \$8.00 per gallon instead of \$3.00. The cost of milk would double, clothing would double, every item in the grocery store would cost the consumer more money. At a time when unemployment is at a high, this regulation would guarantee more unemployment, less consumer spending, and less taxable income. That means less money for police, fire, and other essential services for all. As baby boomers ready themselves for retirement and fixed incomes will be the norm, how will the elderly pay for the price increases to every commodity?

Even if companies wanted to upgrade their equipment to meet the new regulation standards, right now, they could not get a loan to retrofit or upgrade their engines. If The State of California can't get a loan, then how can a small company get a loan to purchase new equipment?

If common sense prevails, then the The State will do as they did with vehicle emissions in the past. All new vehicles purchased will have the new engines with California standards. As new trucks are purchased to replace older vehicles, then the older vehicles will be eliminated. The effects would be a win-win for everybody. Companies with diesel engine vehicles would be able to stay in business, commodities would still be priced reasonable for the consumer, and emissions would be reduced as new vehicles are put on the road.

AB 32 can work for all, however, the regulations have to be reasonable for all.

Sincerely,

R.D.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-10 18:22:25

No Duplicates.

**Comment 36 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Bill

Last Name: Ingram

Email Address: ingramhw@sbcglobal.net

Affiliation:

Subject: new diesel regulation (12/11/08)

Comment:

I'm for the new diesel rules that you will hopefully vote in favor of on December 11th, but I hope you will also consider easy and obtainable standards for the many independent and commercial truckers who move our materials and products accross our state highways. We all definetly want cleaner air, but in turn we don't want to loose any of our freight-haulers who have huge investments in their trucks. An acceptable time frame and a resonable cost factor should be considered.

Thank you.

Bill Ingram

Tulare, CA

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-16 08:31:04

No Duplicates.

**Comment 37 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Tony
Last Name: Hobbs
Email Address: thobbs2411@sbcglobal.net
Affiliation:

Subject: proposed regulation 2008
Comment:

please vote no on the new regulatiion. This will put my company out of business along with other small trucking companies. The only companies that will gain from this will be big business. The foundation of the United States was built by small business, without this foundation The American people will suffer.

Sincerly Yours,
Tony E. Hobbs
President
Baker Trucking Inc.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/39-baker_trucking_3.complete.jpg'

Original File Name: Baker Trucking 3.Complete.JPG

Date and Time Comment Was Submitted: 2008-11-20 15:33:39

No Duplicates.

Comment 38 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Donald

Last Name: Nielsen

Email Address: Nielsentrucking@aol.com

Affiliation: CTA

Subject: Truck & Bus proposed ruling

Comment:

I am commenting because there are no one size fits all for the transportation industry.

I am a small fleet owner who operates 10 trucks mostly in California. We are based on the central coast in Salinas, CA. My business employs 14 people and has been operating continuously for 38 years.

We are an on call business who loads & delivers fresh produce for railroad intermodal companies (piggybacks) we load & deliver block ice for small produce companies into the central valley for shipping corn & broccoli. This is a valuable service for small shippers who cannot afford to own or lease ice generating machines.

We also haul ice for construction companies making structural concrete for bridges & buildings throughout CA. We haul ice during the holidays for cities & business' for snow days for children as well as sporting events (X Games skiing exhibitions).

We haul heavy equipment for produce companies & refrigeration equipment that requires drivers with haz mat endorsements. We are a diversified, service oriented company that has vans, reefers, flatbeds & low beds. We do not have steady, everyday routs. Our trucks average less than 35,000 miles per year. Our equipment is mid 1990's to early 2000's. Our Equipment is well maintained, smoke tested & is in compliance with all current regulations.

If the proposed regulation is passed in it's current form our company quire simply couldn't continue to operate. Much of our equipment would have to be disposed of before it's useful life, and expensive retrofits would be required for the balance. Paying for the replacement of disposed units as well as retrofit of other units would not be possible due to current financial conditions. To pay for the added investment we would require more work & it is currently not available in our sector of business. We would cease to exist, denying the public a valuable service oriented company that has paid taxes & provided jobs for over 38 years.

Trucking companies purchasing new trucks generally expect to run these vehicles in excess of 120,000 miles per year & generally have dedicated routes that they can put these trucks on. While replacement of these vehicles may impose a financial burden on these companies they will be able to recover this because of dedicated routes. I believe an alternative method or exceptions for companies who run their equipment under 40,000 miles per year would allow for smaller business, such as myself, to continue to operate.

Thank you for your consideration on this matter.

Sincerely,
Donald Nielsen

Nielsen Trucking Co., Salinas, CA

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-22 14:18:51

No Duplicates.

Comment 39 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: William

Last Name: Upfold

Email Address: wupfold@aol.com

Affiliation:

Subject: Diesel regulations

Comment:

I am a one truck owner operator leased to KNIGHT TRANSPORTATION. They WILL NOT allow me to adopt any of these so called energy effiecent technologies as long as I am leasing the truck from them. When the truck is paid for in 2010, its value will not be worth the estimated \$30,000 it would cost to get these upgrades. And with the economy in the shape that it's in, it would not be cost effective to upgrade. Nor, would I be able to make enough money in the 11 month period that I would have before 2012 required replacement of the engine to purchase a newr truck that would meet these requirements. Cost effective solution for me would be to sell my property in CALIFORNIA and move some place else and avoid operating in CALIFORNIA.

Now, lets look at the added expenses that the CARB has not taken into consideration of these purposed regulations.

1) Super single/wide based tires:

a) More trucks sitting on the shoulder of roads and highways waiting for the repair trucks to fix a flat. This would cause an increase of potential accidents. Plus, if the wheel is damaged due to a blow out, it would cost estimated \$900 for new wheel and tire, plus the cost of up to \$200 to the repair truck to even come out there. Plus the cost of any damage done to the equipment before it would be legal to operate on the road again.

2) Aerodynamic kits:

a) The only kit that I have seen to date that is smart way approved would add another 3 feet to the overall lenght of the operating units. Which in my case would be a total of 76 feet from the front bumper of the truck to the protruding edge of the kit. CALIFORNIA currently has a 65 foot overall lenght restriction on all state and local highways.

I would ask that the panel please look into all of the extra and potentially extra costs of adopting these purposed changes.

Thank you,
William A Upfold

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-23 11:07:33

No Duplicates.

**Comment 40 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Charlie

Last Name: Alford

Email Address: charlie@alforddistributing.com

Affiliation: Alford Distributing Company

Subject: Truckbus 08

Comment:

It is very important to consider the economic impact these new regulations will have on all who must run diesel trucks as part of their business. The added expense will effect many businesses and in some cases put people out of business. The expense will effect businesses, its employees and trickle down to the consumer who are already having difficulties in these hard economic times. Please consider everything and how it will effect the lives of people and their families. This is a very expensive hit to absorb for any industry, so please keep this in mind in making this decision.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-24 09:36:03

No Duplicates.

**Comment 41 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Danny

Last Name: Neal

Email Address: dneal@trucking.org

Affiliation:

Subject: Statewide Truck and Bus Regulation 2008

Comment:

Strongly oppose...this will hurt all small businesses operating in the state of California. The trucking industry is already choking to death with over-regulating by states doing their own thing. Enough is enough!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-24 13:29:42

No Duplicates.

**Comment 42 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: mike

Last Name: renner

Email Address: rtipresident@aol.com

Affiliation: rock hard transportation inc

Subject: on-road diesel regulation

Comment:

After review of the latest perposed regulations on, on-highway diesel trucks,I want to you to know this is the kiss of death for my company (65 trucks) and most all others in the construction trucking bussness. There is no way any extra cost to operate could be passed on, as the rates from lack of work is diving prices down .This would cuase our company to close its doors as new equipment would be imposable to pay for in todays market. Please do not pass this regulation!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-24 13:49:13

No Duplicates.

**Comment 43 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Samuel

Last Name: Iaconis

Email Address: sammyicon@sbcglobal.net

Affiliation: cdtoa

Subject: carb bill on emissions

Comment:

As written will put me out of business.Do not have the resources to
get incomplice. Thank you Sammy's Transportation Inc.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-24 15:19:37

No Duplicates.

**Comment 44 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: john

Last Name: sambucetti

Email Address: jsambucetti@westerntrailer.com

Affiliation:

Subject: truckbus08

Comment:

To whom it may concern, I have been in the transportation industry as a vendor for over 32 plus years . I believe your over regulation in this area is too excessive . I believe it has caused and will cause excessive hardship on Califrnia buisness and in todays economy we cant afford to take these measures.California will suffer more harm than good at this time . Sinerely John Sambucetti

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-24 16:16:35

No Duplicates.

**Comment 45 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Tim
Last Name: fortier
Email Address: timfortier@ctibulk.com
Affiliation:

Subject: diesel rules
Comment:

WE ARE A 102 YEAR OLD TRUCKING FIRM IN FRESNO WITH 5 GENERATIONS OF MY FAMILY WHO HAVE MADE THEIR LIVING FROM TRUCKING IN CALIF. WE HAVE BEEN THROUGH ROUGHER TIMES IN OUR HISTORY THEN THE PRESENT, HOWEVER I BELIEVE YOU NEED TO SPREAD THE TIME TABLE OUT TO AVOID MANY TRUCKERS FROM GOING OUT OF BUSINESS. WE JUST CANNOT AFFORD THE INVESTMENT ON SUCH A SHORT TIME. WE NEED YOUR HELP TO SURVIVE. THANKS TIM FORTIER.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-24 17:20:37

No Duplicates.

**Comment 46 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Robert

Last Name: Gomez

Email Address: wide_to_receive@hotmail.com

Affiliation:

Subject: Notice of Public Hearing to Consider Adoption of a Proposed Regulation In-Use On-Road Dies

Comment:

I support the adoption of this regulation.

South Coast AQMD, staff keeps saying that air quality has improved. Yet, we have not done enough and studies like these keep coming out
<http://www.latimes.com/news/local/la-me-pollute13-2008nov13,0,3895359.story>

We need to do a lot more to improve air quality and this is a HUGE step.

So far the South Coast is only proposing to regulate chimney emissions. Intuitively that proposal seems like a joke. Not that will not help, but this regulation will not do nearly enough, especially in the summer months when pollution is at it's worst.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-26 09:18:25

No Duplicates.

**Comment 47 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Grover

Last Name: Perrigue

Email Address: grover@perriguelaw.com

Affiliation: Attorney

Subject: Diesel Regulations

Comment:

Further diesel regulation now will further serve to damage our economy. We can't handle it. Thank you, Grover A. Perrigue III

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-11-27 20:01:54

No Duplicates.

**Comment 48 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Ron

Last Name: Faulkner

Email Address: ron@faulknertrucking.com

Affiliation: Faulkner Trucking, Inc

Subject: CARB regulation of on road diesel engines

Comment:

PLEASE SEE ATTACHMENT

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/114-letterto_carbboard.doc'

Original File Name: letterto carbboard.doc

Date and Time Comment Was Submitted: 2008-11-28 11:08:20

No Duplicates.

**Comment 49 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Bob

Last Name: Mason

Email Address: Non-web submitted comment

Affiliation:

Subject: Truck Bus Comments

Comment:

Please see attached.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/159-tb5.pdf'

Original File Name: tb5.pdf

Date and Time Comment Was Submitted: 2008-12-02 10:45:16

No Duplicates.

**Comment 50 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Randy

Last Name: DeBecchi

Email Address: Non-web submitted comment

Affiliation:

Subject: Industrial Drayage, Inc.

Comment:

Please see attached.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/160-tb6.pdf'

Original File Name: tb6.pdf

Date and Time Comment Was Submitted: 2008-12-02 10:46:03

No Duplicates.

**Comment 51 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: todd

Last Name: wells

Email Address: toddsellstrucks@gmail.com

Affiliation:

Subject: On Road Rule

Comment:

As everyone know the economy is in a slump. However I have been doing some work with companys quoting new trucks in prep for the new rule. What I am seeing is banks getting competitive, Manufactures getting excited and the customers are not as concerned with upgrading as one might think. Cleaner air is something we all benefit from. Truck owners even know this.

I really think passing this On Road Rule would actually do the economy in California good. Trucks would sell, in turn everything that has to do with that will do better and down the line it would flow. People that want to stay in business over the next decade will. Those who were hoping to retire early, might. Some may go to work for somebody else. The bumps in the road will be there regardless. ARB go for it!!!!

Todd

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-02 12:39:50

No Duplicates.

**Comment 52 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

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

Subject: Diesel Truck Proposal
Comment:

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

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

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

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

Thank you for your consideration.

Ron Taylor
Sales and Service Manager
Indio, CA

Attachment: "

Original File Name:

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

No Duplicates.

**Comment 53 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Ty
Last Name: Ellington
Email Address: tierod4@yahoo.com
Affiliation:

Subject: TRUCKBUS08
Comment:

We are totally AGAINST this new bill. We are a small business that has been in business for over 45 years. It is laws and bills like this that is putting the small mom & pop business's OUT OF BUSINESS. Please do not vote for this. Thanks You, Anza Gas Service, Inc

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 10:45:39

No Duplicates.

**Comment 54 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Dennis

Last Name: O'Sullivan

Email Address: dosullivan@bluestargas.com

Affiliation: Blue Star Gas Garberville Co

Subject: Diesel Truck and Bus Proposal

Comment:

I support your efforts to improve our air quality. I am employed at Blue Star Gas Garberville as a plant manager for propane bulk sale and service in Humboldt and Mendocino counties. The proposal as written is far reaching not only in its goals but its effect on business. Please consider a flexible and attainable policy that will not hurt the business environment. I know you may be as affected by the economy as we and our fellow employees. Consider a more manageable approach.

In addition I am a member of the Southern Humboldt Unified School District and we have had many discussions on the consequences to a district that relies so heavily on its transportation department. Please act prudently.

Thank you for your efforts.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 12:42:41

No Duplicates.

**Comment 55 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Daniel

Last Name: Williamson

Email Address: drwtrk2004@yahoo.com

Affiliation:

Subject: Impossible situation with new proposed regs

Comment:

What you are about to implement is unlawful at this present time with the economy the way that it is. Just take a look at the daily headlines you will see that with the auto industry on the brink of bankruptcy with their hands out for my taxpayer dollars also with over 33 state governors asking for financial assistance balance their budgets, so with that in mind what you are proposing for trucking in California is equivalent to a huge new program in the state budget that you already don't presently have the funding to pay for as well as the governor has already made cuts for the fiscal year in vital services. So do you see the problem with your proposed timing of the regs. So keep in mind that I want to go green with the states commercial private fleet. Just wait till the economy can support the industry changes. Please concerned citizen that represents the American Lung Association's point of view as well as the California trucking industry.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 13:29:33

No Duplicates.

**Comment 56 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Andrew

Last Name: Phillips

Email Address: Andy@VickersInc.com

Affiliation:

Subject: Don't make us park an employee

Comment:

I am disheartened when I here that our entire fleet of trucks will have to be parked in a fairly short period of time because they do not comply with new standards that effectively condemn not only my trucks, but my business.

We are a small construction services company with 40 employees who cut and core drill concrete. It has been not only tough, but impossible for us to generate a profit in the past few years, so we haven't replaced many trucks and can't afford to replace any at all now.

When I am forced to park a truck, I have to park an employee too. They can't work without the trucks, so when a truck parks, they go home.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 14:23:37

No Duplicates.

**Comment 57 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Susan

Last Name: Frank

Email Address: susan@betterworldgroup.com

Affiliation: Clean Truck/Bus Rule Coalition

Subject: Comments from Clean Truck/Bus Rule Coalition

Comment:

Thank you for accepting these comments on behalf of the undersigned environmental, public health and environmental justice organizations committed to a strong truck/bus rule.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/361-final_coalition_letter_to_arb_12_3_08.pdf'

Original File Name: Final Coalition Letter to ARB 12_3_08.pdf

Date and Time Comment Was Submitted: 2008-12-03 14:59:07

No Duplicates.

**Comment 58 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: John

Last Name: Phillips

Email Address: phillips689@yahoo.com

Affiliation: Calif trucking Assoc.

Subject: new rules for truck smog

Comment:

It is an knoble thing CARB is trying to do, but it is to drastic.
To have a truck that is leagle one day and not the next is
ludicrist. Just raise the fee to register them and they will leave
the state. But at a easier rate that is better for the economy. But
if you insist on your presant plan it will cost truck associated
buisness money they can't afford and many people there job or put
the buisness out of buisness. Please rethink these new rules that I
DID NOT VOTE ON. Thank you

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 15:40:35

No Duplicates.

**Comment 59 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Joe

Last Name: Torres Jr.

Email Address: Joe@jtccorp.com

Affiliation:

Subject: Economy vs Pollution

Comment:

I am for making the environment cleaner and Greener. The air emission standards are too aggressive and have begun a massive decline in purchasing new equipment due to the uncertainty of how carb can change laws and also how the enforcers choose to interpret. The economy is slumbering and will become comatose if we do not incentivize instead of penalize. The electric Hybrids do not get any incentives in the refuse market even if it was totally electric. Due to the over regulated BACT. The money that is being made on taxation of fuels is going towards enforcement which will help reduce the number of buyers in a depressed market. Please don,t regulate an over regulated only state into chaos. We can only do so much. The days of being able to make a living trucking is coming to an absurd end, people will cheat the systems and thus we will get more enforcement and where is the end to this. Force all air emission causing machines into another state. The other states don,t seem to have a major problem with it. We need better leadership not agents!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-03 20:09:37

No Duplicates.

**Comment 60 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: LARRY

Last Name: CHARETTE

Email Address: larry@lpgassystems.com

Affiliation: silver valley propane

Subject: DIESAL TRUCK PROPOSAL

Comment:

PLEASE CONSIDER THE COST OF THIS REFIT TO SMALL AND FAMILY OWNED
BUSSNESSES WITH THE ECONOMY IN SUCH QUESTIONABLE SHAPE. THIS COULD
PUT MANY SMALL BUSSNESS OUT OF BUSSNESS AND MANY HARD WORKING MEN
AND WOMAN OUT OF WORK. THERE WILL BE MANY TRUCKS ENTERING
CALIFORNIA FROM IT'S BORDERS NOT MEETING THESE REQUIREMENTS BUT
TAKING CALIFORNIAS MONEY WITH THEM AS THEY LEAVE. PLEASE CONSIDER
THIS FOR IT'S TRUE VALUE BEFOR JUST BLINDLY PASSING IT AS A "DO
GOODERS BILL",THE INVIROMENT IS IMPORTANT BUT IF THERE IS NO ONE
LEFT TO PROVIDE GOODS AND SERVICES TO THE INVIROMENTILESTS THEN
THOSE GOODS AND SERVICES WILL BE PROVIDED BY THOSE WHO AREN'T
REQUIRED TO MEET CALIFORNIA'S LAWS! LARRY CHARETTE

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 09:37:58

No Duplicates.

**Comment 61 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Kenny

Last Name: Lloyd

Email Address: klloyd@hpc.bz

Affiliation:

Subject: item 8-11-3 diesel truck regulation

Comment:

You people at CARB are so far removed from the realities of business and the environment. Poor science does not create great laws. All you have to do is examine all the inconsistencies of the UN IPCC Technical Paper VI (the corner stone of your environmental hype) to see that you are all full of crap. "Likely", "high confidence", and "assume" are not the most convincing words of science. You people are friggin' idiots. In your drive to place humanity in some utopian state you are actually driving us in to the toilet. You are crushing the economy of California. Is China or India or Russia going to be burdened w/ these wasteful and meaningless trucks? Will Mexico swap out its fleets? Hell NO! Our used trucks will end up in Mexico. You friggin' idiots. I never met a more stupid bunch of people, well maybe over at DGS? Your estimates on the costs to our economy are so far off. Our State is BROKE! Arnold has no money to subsidize these trucks. We don't need these trucks. If you want to really help Calif. get a real job and produce something.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 11:51:22

No Duplicates.

**Comment 62 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: John

Last Name: Spainhoward

Email Address: spainhowardtrk|@aol.com

Affiliation:

Subject: retro law

Comment:

I am a small business of 6 trucks 6 drivers And my family of 7. I fear that this might be a strain on this company and its employees. I know that this isnt a lot, but I am sure that the effects would be huge in affecting businesses state wide who are the same size as I am. My business alone affects the lively hood of about 40, (employees,Wifes and family).This would also make my equipment unsaleable in ca.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 12:25:49

No Duplicates.

**Comment 63 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Nancy

Last Name: Nard

Email Address: artcldy@yahoo.com

Affiliation: CDTOA

Subject: CARB Ruling

Comment:

I have been following the proposal by the ARB Board for some time now. It is so disturbing to me, that as we are in the most difficult times since the great depression. Is there any consideration for an industry that supplies us all with the goods that we "all" need to survive. Including all that are employed at ARB. You drive on the roads that we all help build, you go to the market and purchase the food you need to nourish your families, You go to doctor and pharmacy's that all the items used at your visits or given at the pharmacy to help you feel better are most likely delivered by a truck. Do many of you understand how badly you are impacting the industry that actually helps "you". If we lose half of these small businesses

due to this new law you are wanting to pass, it will hurt many of us, the cost of goods could possibly rise, the deliveries might become slower etc. I cannot express upon you enough to reconsider this action you are proposing. It is the most difficult times in our lives and we just do not need this now.

I urge you to reconsider your time line and the pricing of these devices to be retrofitted. I do not foresee that the trucking industry can go to the federal government and ask for a bailout, so the only hope we have is that you take our requests into account.

Sincerely,
Nancy Nard

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 13:21:57

No Duplicates.

**Comment 64 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Jacob

Last Name: Singer

Email Address: Jacob@obdc.com

Affiliation:

Subject: Letter of Support/ ARB Loan Program

Comment:

This letter is in support of the ARB Loan Program.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/433-arb_support_letter._calcap.pdf'

Original File Name: ARB Support Letter. Calcap.pdf

Date and Time Comment Was Submitted: 2008-12-04 13:50:19

No Duplicates.

**Comment 65 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: David

Last Name: Roberts

Email Address: Non-web submitted comment

Affiliation:

Subject: City of Solana Beach

Comment:

Please see attached.

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/438-04.pdf>'

Original File Name: 04.pdf

Date and Time Comment Was Submitted: 2008-12-04 14:15:28

No Duplicates.

**Comment 66 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: ROD

Last Name: STALLINGS

Email Address: RODSTRUCKREPAIRVIS@EARTHLINK.NET

Affiliation: ROD'S TRUCK REPAIR, INC.

Subject: RE: PRIVATE FLEET RULE AND GREEN HOUSE GAS REGULATIONS

Comment:

ROD'S TRUCK REPAIR
11910 GREENSTONE AVE.
SANTA FE SPRINGS, CA 90670
562-946-2808 PHONE
562-946-2848 FACSIMILE
800-559-1778 TOLL FREE
RODSTRUCKREPAIRVIS@EARTHLINK.NET

12-4-08

To Whom It May Concern:

I am not a truck owner or a fleet owner but I do have a truck repair shop that provides repairs, opacity testing, emissions testing, 90 day inspections, road service, etc. I believe if the new regulations are imposed in today's economy it will not only hurt the truckers but also thousands of repair shops who employ hundreds of people.

Everyone wants clean air and there has been great progress in the last few years and there will be more in the future. I think that C.A.R.B. needs to delay this requirement on the trucking industry and let people come forward with their ideas and to make testing more inexpensive so people with real results on lowering the emissions and cleaning up the air can afford the testing of their products.

Remember California needs clean air, but also needs transportation and small businesses of which I think will cost a lot of jobs if the private fleet rule is imposed at this time, can we afford this? Just look and ask your truck dealers how business is and why are they lying off people. It could be that no one can afford the expenses. What I am asking is please look at how bad things are and don't put people out of business. If you give businesses a chance clean air will come.

There are businesses out there that can lower emissions with their products, but can't afford to have them tested.

Thank you,

Rod Stallings

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 14:48:11

No Duplicates.

**Comment 67 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Terry

Last Name: Klenske

Email Address: terry@daltontrucking.com

Affiliation: CTA, CDTOA, ATA

Subject: CARB Rules

Comment:

Dalton Trucking, Inc. is committed to operate in an environmentally friendly manner. For example: This year we have purchased 16 new compliant trucks. However, the economy is as such that we have had to alter our plans for future fleet upgrades until the construction industry improves.

We urge CARB to postpone implementation of these proposed rules for at least 2 years until the economy recovers.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 15:26:08

No Duplicates.

**Comment 68 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: michael

Last Name: crum

Email Address: heavenbound268@aol.com

Affiliation: mike crum trucking

Subject: clean air emissions

Comment:

i am a small trucking company who is very making ends meet if this is passed right now you will put me an hundreds off little companys out of business i know that we need to clean-up our air but you also have to remember that we have to make a living. Im asking that you find another way to go about this, because of the way our economy is right now, and this would bankrupt us.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 16:18:03

No Duplicates.

**Comment 69 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Richard

Last Name: Zinn

Email Address: zriders2@comcast.net

Affiliation: Rich Zinn Trucking

Subject: Survival of the small independant truckers

Comment:

I am a small trucking buisness owner with only a few trucks. I do support the clean air act but the proposed regulations will most certainly put me and alot of other families out of work. I am in the process of trying to build enough buisness to be able to move and retire in California. If these strict regulations go into effect without allowing some time for the small buisness owners to upgrade to newer equipment only the big buisnesses will survive. I'm sure myself and others in my shoes would greatly appreatiate it if there was adequate time for the small buisness owners to upgrade their equipment so that they could stay competitive and keep thriving like the more powerful buisnesses.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 18:14:06

No Duplicates.

**Comment 70 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: STEVE

Last Name: CORTIE

Email Address: STEVEANDCINDY@BAK.RR.COM

Affiliation:

Subject: CALIFORNIA TRUCK OWNERS/OPERATORS

Comment:

Please understand one thing...California truck owners/operators are essential to the growth and prosperity of California. Period! Chances are very good that the very computer I used to send this message, was delivered by a California truck owner/operator. These owner/operators are a major part of the "lifeline" of California. Without them, goods would be priced out of reach! We should all be supporting our California truck owners/operators, instead of trying to put them on skid row!!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-04 20:27:27

No Duplicates.

**Comment 71 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Don

Last Name: Sambucetti

Email Address: djbackhoe@netzero.net

Affiliation:

Subject: Carb ruling

Comment:

Please reconsider the approach being taken on existing equipment
the financial burden that it would create will put many out of
business, especially in the economic environment existing now.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 11:19:47

No Duplicates.

**Comment 72 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Russell

Last Name: Smith

Email Address: rsmith@pacificenterprisebank.com

Affiliation: Pacific Enterprise Bank

Subject: ARB/CalCAP Truck Program

Comment:

See attached.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/497-calcap_truck_program_support.doc'

Original File Name: CalCAP Truck Program Support.doc

Date and Time Comment Was Submitted: 2008-12-05 11:44:05

No Duplicates.

**Comment 73 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Camille

Last Name: Kustin

Email Address: ckustin@edf.org

Affiliation: Environmental Defense Fund

Subject: Statewide Truck and Bus Rule and GHG Rule Comments

Comment:

On behalf of Environmental Defense Fund, I submit this comment letter. Thank you for your consideration.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/507-edf_truck_rule_letter_12_05_08final.pdf'

Original File Name: EDF Truck Rule Letter 12_05_08FINAL.pdf

Date and Time Comment Was Submitted: 2008-12-05 12:11:14

No Duplicates.

**Comment 74 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: DEANNE
Last Name: ROSE PADEL
Email Address: rosepadel@sbcglobal.net
Affiliation: EUCA

Subject: Carb/putting us out of business
Comment:

We are a new small struggling business in Northern California, we have only been in business for a little over a year. We have tried to do everything right and by the book. If this bill passes it will put us and many many other small businesses like our self out of business. Only the rich will survive, as usual and little indepents that are trying to make a living will die. Please consider what you are doing, especially in this economy, as if it is not bad enough, you are just adding to the problems.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 12:29:56

No Duplicates.

**Comment 75 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: D&H Transportation

Last Name: G.Howe

Email Address: greg@dhtransportation.com

Affiliation:

Subject: carb regulations

Comment:

To Whom it may Concern,Many of the regulations purposed by CARB will cripple not only the Trucking Industry in our state but every aspect of the functionality of commerce in california.We as a company are concerned about CLEAN AIR but we need to implement these regulations in a time frame that will not bankrupt the trucking industry or our STATE!!!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 14:40:05

No Duplicates.

**Comment 76 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Mike

Last Name: Doggett

Email Address: mike@mjtanklines.com

Affiliation: CIOMA / CTA

Subject: New Emissions regulations TruckBus 08

Comment:

As a small business owner and employer responsible for the livelihood 50 plus families in California the newly proposed regulations will have an enormously negative impact on us. We work on a small single digit profit margin as it is, putting any more financial burden on companies our size will simply put a number of us out of business. We all want a cleaner California, however we need to more time to allow for the implementation of cleaner burning vehicles. The standards which you are requesting are just not reasonable when it comes to emissions or particulate matter.

The mandates that are being proposed are simply too fiscally aggressive for our industry to be able to handle without extreme hardship, not only on us, but the state as a whole will feel the effects because transportation is such a large part of our infrastructure.

Simply stated, CARB is out of touch with what is reality.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 16:15:56

No Duplicates.

**Comment 77 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Tony

Last Name: Luiz

Email Address: TLuiz@sbcglobal.net

Affiliation:

Subject: AB 32

Comment:

see attachment

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/529-ab32.doc>'

Original File Name: AB32.doc

Date and Time Comment Was Submitted: 2008-12-05 17:16:15

No Duplicates.

Comment 78 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Micheal

Last Name: Collier

Email Address: mike@cdmatthes.com

Affiliation: Operations Manager Cd Maththes, Inc.

Subject: Proposed Truck And Bus Rule

Comment:

By industry standards, CD matthes is a small company with 20 power units and 45 57 foot trailers. We have 2 owner operators that work with us as well. We are a speciality carrier in the fact that we have just 57 foot trailers and haul empty food and beverage containers. The proposed rules, as they are currently written, will effectively outlaw 57 foot trailers in the State of California. The companies that use this type of trailer are required to maintain an overall length of 65 feet or less. This requires a small cab over engine truck with a cab no larger than 75 inches. There is no truck maker in North American building any of these trucks any longer. All production appears to have ceased in 2004. The NOX retro fit kits will not fit on these trucks and still be able to maintain the 65 foot rule. Newer engines will not fit into the the engine compartment as they are too large for the available area.

This leaves the few carriers that use these trucks with only 2 options. Buy new conventional trucks and new 53 foot trailers or go out of business. We want to comply with the new rules but the cost is prohibitive to a small company like this one in such a short time frame. CD Matthes grew to its' present size from one truck over a period of 23 years. These rules will require us to purchase an even greater number of new trucks and trailers in 2 to 3 years. The cost of this equipment will be somewhere around 4 to 5 million dollars. This company's gross revenue per year is approximately 3.5 Million.

If we can afford to re-equip our entire fleet in such a short time period, we will need to place an extra 3 trucks on the road to be able to haul the same volume of product we are hauling now. This, of course, would be at a greater cost to the customer because it is 3 more loads than what we are currently hauling. We would also need to increase our current rates by 10 to 15 percent to cover the cost of new equipment. We do not believe that the current market will bear this cost. That bottle of water that used to cost \$1.50 will probably cost \$2.00 after this happens.

Basically, If we do nothing we are out of business. If we try to comply with the new rules we will go out of business. We need a better solution to this problem. We need a solution that will not destroy the States's economy by bankrupting the states trucking infrastructure. Only the very large companies will be able to survive and do business in California. They will not be able to handle the volume of product to be hauled and therefore the cost of everyday products will rise because the surviving carriers will set the rates at much higher prices due to less competition for the

freight.

In short these rules will wreak California's economy and destroy our ability to compete in the world market place.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-05 17:53:34

No Duplicates.

**Comment 79 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Eric

Last Name: Rader

Email Address: erader03@comcast.net

Affiliation:

Subject: Diesel Truck Rule

Comment:

I do not think further regulation of diesel trucks is warranted. This would add a huge cost to the trucking industry. It would wipe out the smaller haulers and make all goods delivered by truck more expensive. Diesel pollution is minor compared to the cost of cleaning it up. Go slow, if at all.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-06 13:19:25

No Duplicates.

**Comment 80 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Sal

Last Name: DiSalvo

Email Address: Sal0548@aol.com

Affiliation:

Subject: Proposed CARB Regulations for trucks

Comment:

I have been in the trucking business for 35 years. I have been through many ups and downs in this business. I regret to say that CARB proposals will put many trucking companies out of business. We are barely making ends meet now. This will be the straw that breaks the camels back, not only to the trucking industries, but to all of California. My truck is a 2001 model with 232,408 original miles. That's an average of 29,501 miles per year. You are going to allow out of state non CARB trucks to operate in Ca. that will be putting more miles in Ca. than I will. Are you going to require they conform to the same rules that we do? Also, what about the Mexican and Canadian trucks. The recession that we are going through now will be nothing compared to what will happen if these regulations are passed. I believe that the requirements should meet as the older trucks are replaced by the new ones. We all want cleaner air, but not at the expense of a total economic meltdown. IT WILL HAPPEN. Sincerely Sal DiSalvo

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-07 18:49:05

No Duplicates.

Comment 81 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Larry and Dianne

Last Name: Long

Email Address: ldt@npgcable.com

Affiliation: L & D Transportation (Sole Proprietorship)

Subject: Statewide Truck and Bus Regulation 2008

Comment:

Larry and Dianne Long do support the state's efforts to improve air quality. Our problem with the proposal is the timing and the cost factors.

We are a single-truck sole proprietorship in San Bernardino County, California. We purchased our 2000 Freightliner in 2004 and replaced the engine (Cost \$30,000) in late 2006. Because we had good personal and business credit, we have been able to stay in business to this point and because we know how to manage money and control costs.

During the year 2008, the trucking industry saw the highest fuel prices in history. No one at the state or federal government level did anything to help us and many owner-operators stopped operating in California, many refused to come to California because of the anti-idling laws, and now they will refuse because of the impending regulations that will require expensive changes for all truck owners.

Right now, the economy of the entire country is in a mess. Things are not going well in California either. Since every resident and visitor breathes the same air, why isn't there a fee for breathing?

We can understand the need to reduce pollution. So, why not test individual trucks to see just how much pollution they are producing? Using those results, create programs that will assist the owners of the polluting equipment make the needed changes.

We are not currently in a position to make expensive changes. The SmartWay program refers us to lenders that want 12% or more as the interest rate for APU equipment that avoids the idling of the truck's engine while parked for US DOT's REQUIRED 10-hour rest period. Between the cost of the equipment and the cost of the loan on it, there will be no saving to the equipment owner, at least, not now, when the fuel prices have come down again.

Why is it that there are no sole operators represented on the CARB committees when the CARB's plans directly affect them? The CARB has chosen to ignore our pleas from the beginning.

Individual drivers have no control over the rules under which they must operate. Air quality is important, but so is driver safety. A tired driver, whether driving a car, motorcycle, bus, or truck, is a dangerous driver.

The CARB and other concerned branches of government need to consider more than only what they want. They also need to take into consideration the impact these rapid changes and new regulations will have on the sectors affected. In other words, let's use some common sense.

For the most part, the trucks that are producing the most pollution are those that run short-haul from the ports to distribution centers outside of the port areas. The trucks going into the ports are very old, not maintained to the same degree as most over-the-road trucks are; and they are subject to fewer in-depth inspections because they rarely cross a scale where they can be inspected periodically.

In an ideal world everyone would always have the money needed to make desirable changes as soon as possible. This is not that time.

Inadequate thought about the consequences for small fleets and individual truck owners is the big problem for us who are trying to stay in business in a failing economy in an industry that is over-regulated anyway.

Please use some common sense and create more and better opportunities for those of us who want to comply to do so without having to face bankruptcy in the process. Even postponing these changes for another five years would allow those of us who reside and have a business in California to make preparation and put more money aside for the required changes.

Thank you for your consideration of our comments.

Larry & Dianne Long
Owners
L & D Transportation
(A California Sole Proprietorship)
PO Box 1080
Earp, CA 92242-1080
760-665-8131
ldt@npgcable.com

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-07 22:40:02

No Duplicates.

**Comment 82 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Ric

Last Name: Costales

Email Address: rcostales@co.siskiyou.ca.us

Affiliation: Siskiyou County Nat. Resource Specialist

Subject: Proposed Amendments to CCR Titles 13 and 17

Comment:

Attached is cover letter and Resolution adopted by Siskiyou County on December 2, 2008 about the proposed amendments.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/563-carb_resolution_to_carb.pdf'

Original File Name: CARB Resolution to CARB.pdf

Date and Time Comment Was Submitted: 2008-12-08 09:07:21

No Duplicates.

**Comment 83 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Patrick

Last Name: McGinnis

Email Address: bdmusic1@sbcglobal.net

Affiliation:

Subject: Diesel pollution

Comment:

Diesel trucks and buses should be held to the same air pollution laws that have been applied to autos. The fuel source and the technology exists but the trucking industry doesn't want to spend the money to upgrade.

Farm vehicles should be required to conform as as well.

In addition, diesel biofuels could be made more available along major interstates. The biofuels have already proven to be less polluting.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 09:07:49

No Duplicates.

**Comment 84 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: C. Edmund
Last Name: Wright
Email Address: cedmundwright@mac.com
Affiliation: Non California Fleet Owner

Subject: Diesel emission regs
Comment:

Is it any wonder that the entire housing industry and economy of your beautiful state is in trouble? I must say, as a contractor with a fleet of vehicles, this is one of those moments when I am glad that I operate 3 thousand miles away from the clutches of Kalifornia's government.

I have friends and associates in Calif whose businesses will be devastated by this legislation. These are intelligent and careful business owners who realize what the government often does not -- the fact that businesses must first successfully bring in a dollar before it can be taxed or regulated -- or else there is no reason to have a business.

This legislation will make that first step, bringing in a dollar, very difficult indeed. It will make bringing in that dollar illegal in many cases frankly. This legislation will, as evidence presented to your office has demonstrated, terminate a lot of businesses. It is simply not practicle or possible to instantly turn over or retrofit expensive motor vehicle equipment. This was true even before the recent credit tightening.

This will also have a huge ripple effect on all California citizens. They apparently have no idea how the trucking industry effects every aspect of their lives, and by extension, have no idea how those apsects are about to come to a screetching halt. These ripples will further harm an already limping economy.

CARB can make laws as a matter of legal fiat. That does not mean, however, that the citizens are immune to the laws of unintended consequences and the laws of supply and demand. If this diesel legislation is successful, those two laws will be some large ugly chickens that will indeed come home to roost.

I suggest these factors be considered carefully before any moves are made to make futher sacrifices on the alter of politically correct environmentalism.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 09:50:48

No Duplicates.

**Comment 85 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Andrew
Last Name: Vasconi
Email Address: aj@ajvasconi.com
Affiliation: EUCA

Subject: on-road diesel truck and bus regulation
Comment:

At this last hour I once again implore you to at a minimum review the Legislative Analyst (LAO) report on the impact of implementation of AB 32. The LAO report raises serious questions regarding the methodology of the scoping.

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 the proposed regulation places a significant economic risk on this State and jeopardizes future viability in almost every industry. Industries that are already reeling from unprecedented financial turmoil.

The economy of this state is on the ropes. Moving forward with these measures at this time will be the final KO. Your responsibility is not only to the health of the people and our environment but also to their financial welfare.

Please prevent this crippling regulation from moving forward.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 10:17:09

No Duplicates.

**Comment 86 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Budd

Last Name: Elliff

Email Address: budd@pcsnorcal.com

Affiliation:

Subject: CARB PROPOSED REGULATION

Comment:

Governor Arnold Schwarzenegger,

I would like to comment on the new CARB rules that will soon be taking place. I own a lot of equipment that will be affected by your new regulations. I purchased this equipment with hard earned money which has provided a lot of jobs including my own. It is funny that I sit in traffic daily, I have waited as long one hour to pay a five dollar toll but hear nothing about getting rid of toll booths. Private jets use 100 times the fuel my forklift uses but I am the easy target. I watched half of California burn due to forest service regulation but we don't want to bring that up. This equipment was going to be a large part of my retirement but is now worth 50 to 75% less since CARB's proposed regulations. Please remember the non government workers don't have guaranteed retirement packages. You need to take a long hard look at what you are doing. Very frustated, Budd Elliff

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 13:09:51

No Duplicates.

**Comment 87 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: ron

Last Name: nelthorpe

Email Address: ron.nelthorpe@riversidetrucksales.com

Affiliation:

Subject: Proposed Diesel Regulations

Comment:

Dear Gov.,

MY wife and I have been a Commercial Truck Dealer for over 21 years in California. This proposal as currently written will destroy not just the trucks but all the affiliated companies as well as drive the price of goods and services through the roof. California has benefited from lower costs for transportation for years. While y wife and I are also concerned about being green we also have to look at what cost. We have had the smoke law for 11 years and it was not enforced until the last 3 years. When it was enforced it was only on a selective basis. The State just allowed low sulfur Diesel this last year and this had made a substantial difference. I would propose that the allotted time for fleet improvement be increased to lessen the fiscal impact to the consumer. The rules are only going to speed the business flight from the State. The Kansas City Port of Entry opened 3 years ago and this alone will change the economics of our State---they are in the process of by-passing us now and it will just accelerate. Please stretch the rules out.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 13:58:39

No Duplicates.

**Comment 88 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Les
Last Name: Davies
Email Address: les@awdavies.com
Affiliation:

Subject: On-Road Diesel Vehicles Regulation
Comment:

To Whom It May Concern,

I am a contractor that is going to be burden with the new Off-Road regulations. Times are bad and it will be very difficult to do it, if we even can do it. I have my doubts.

But now with the On-Road regulations it will not be done. The industry does not have the kind of money in it to do both. Your assumptions are wrong.

Please consider the hard times, and the dual requirements to comply. At this time with the bad work situation and the heavy costs to comply with the regulations the future, is worst that starting over.

The Off-Road regulation alone has wiped out the value of my fleet to the point that it will not contributine to my retirement. That's not fair when I have worked a lifetime for it.

Spread the time out and lessin the impact on us and the industry.

Les

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 14:46:23

No Duplicates.

**Comment 89 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Kit

Last Name: Sanders

Email Address: kls@bacccorp.com

Affiliation:

Subject: Carb On Road Use Regulation Proposal

Comment:

I agree with helping make our air quality the best that we can. As an employer with 23 employees, all of whom operate equipment on a daily basis, I am much concerned as to where the profitable revenues will be generated from to stay in compliance with this proposed regulation.

The construction market is very competitive and often enough many contractors are bidding projects just to keep their employees working. This extra financial burden placed upon us with the proposed regulation will more than likely force the business to shut down.

With this shut down, comes loss of jobs, unemployment benefits, no tax revenues of any kind which in turn will cause financial burdens to many major California cities, towns and counties counting on tax revenues.

In as much as I agree with "clean air" concepts, one must consider the downside to the installation of this proposed regulation at "this time" in California history.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 15:52:34

No Duplicates.

**Comment 90 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Karen

Last Name: Ross

Email Address: rtsb@starband.net

Affiliation:

Subject: Diesel Vehicles

Comment:

Your intentions are admirable but you have failed to understand the implications this plan has on the trucking industry. Work with industry to put a plan in place that does not cause viable businesses in this state to either close or relocate to AZ or NV.

Look at the UK model of how they changed the face of trucking in their country. Peer pressure!! Tag a truck with a colored band so that everyone can see you are a gross polluter and in 5 years the worst offenders are now gone. No fights, no name calling, everyone working together.

What a novel idea. Use a plan proven to work.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-08 16:03:36

No Duplicates.

**Comment 91 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Larry
Last Name: Jenkins
Email Address: larry@ljtrucking.com
Affiliation: 530-626-0240

Subject: Air Resources Board
Comment:

I'm a construction truck broker in Northern California. My company supplies trucks to most of the large construction companies in the Sacramento Valley. I also have 2 children ages 10 and 12. I think its horrible the financial devastation you will bring this industry. I employ over 100 owner operators that have said if this law takes effect, most of them will go out of business. 20% of my work force are close to retirement and do not want to spend their last few years trying to pay off a truck that costs over \$125,000.00 Dollars. That will totally screw up their chances of retiring with somewhat of a nickle in their pockets. The economy is in financial ruin. Banks can't seem to see straight to loan money. Work load is at its worst level since the 1990's and you want to impose this horrible rule? You simply can not do this with a clear concience, knowing full well the financial ruin you will bring going down this path. As for my kids they will still breath everyday. And hopefully enjoy the very food and clothing my job can supply them. You see we all need to eat and survive with our lives. And by the way unemployment has no room for the amount of people you are about to bring down. Let that little secret be known!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 06:32:19

No Duplicates.

**Comment 92 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: kevin

Last Name: bush

Email Address: kjbco@yahoo.com

Affiliation:

Subject: truckbus08

Comment:

dear arb board please stop this! The state is already in bad shape
this will cause more unemployment and kill the already hurting
small business in this state! It is time to move the state forward
and not to the unemployment lines!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 07:25:54

No Duplicates.

**Comment 93 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Chris

Last Name: Torres

Email Address: christorres@fandltrucking.com

Affiliation: Transportation company

Subject: ON road rule.

Comment:

To California Air Resources board,

I respectfully request that a longer time line for implimentation of this rule be used. In this time of financial crisis and economy turndown, money for new purchases is tight. I personaly have been looking into appling for grant funding for several new trucks, we have replaced 5 of our 12 trucks in the past 2 years. Some with grant money some not. I can see no possible way to afford any more payments and not put my company at risk. Our debt to asset ratio is 4 to 1 now. The programs in place do not suit the size of my company.

With all of our costs rising and work dwindling all of this is a large gamble. I don't know of any banks that are willing to risk financing this type of a loan situation. Our company has no contract hauling, all we have is our service, banks are not willing to lend on "service" as security of income.

Please consider all the aspects of this rule before you impliment it. We have 15 employees, some may have to loose their jobs as a result of this.

Chris Torres

F & L Farms Trucking Inc.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 08:19:43

No Duplicates.

**Comment 94 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Rodney

Last Name: Lawley

Email Address: rlawley@mrtrucker.com

Affiliation: Trucking Company Owner

Subject: Diesel truck regulations

Comment:

I just want to say that the regulations that are being proposed are going to have a severe negative impact on the entire California economy. Nobody at the state level wants to address the issue of where the money is going to come from to implement these stringent regulations. Currently the trucking industry has experienced numerous financial hits such as the rediculously high fuel prices during the year (that we were unable to pass on), the reduction in freight due to the construction melt down, and now the lack of financing regardless of price. The trucking industry is under constant pressure to offer affordable transportation of goods in the state. It appears that the only companies that will be left standing after this takes effect will be the national mega fleets. As you are all aware the only thing that keeps freight rates in check is competition, now the CARB wants to unlevel the playing field and allow the huge companies to monopolize our state. Since the Mega fleets have the economies of scale they can merely send all of their new equipent in to California, and use their older equipment out of state. This has utterly no impact on their financial position. The companies that only operate in California are at a complete disadvantage given that we have no outlet for our non-compliance equipent. 100% of our revenue stays in California unlike the companies that are headquartered out of state. I am a native Californian and want nothing more than to have clean air for my family but, there has to be a better way to accomplish the goals of emission reduction without jeopardizing the livelihoods of so many Californians.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 08:32:12

No Duplicates.

**Comment 95 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Jim

Last Name: Ford

Email Address: jimf@crengland.com

Affiliation: C.R. England, Inc.

Subject: Statewide Truck and Bus Regulation 2008

Comment:

The Board should consider the adverse economic effect to the carrier's business planning regarding the sale of used equipment (both trucks and refrigerated trailers). Prospective buyers of this equipment reduce the purchase price to compensate for the retrofits that the Board will require. As an example--- a reefer unit on a trailer costs about fifteen thousand dollars. Retrofitting the unit cost about seven thousand dollars. This translates to a loss to the seller of nearly the current value of the equipment when adjustment is made by the buyer anticipating the cost of upgrading to current regulations. The net result will be that the functionally and economically obsolete pieces of equipment will be kept on the road---the Board will have invested much needed capital in an obsolete piece of equipment. The sellers of the equipment will have to increase freight rates to compensate for the loss in trade-in value.

Is it not wiser to regulate in a fashion so that the manufacturers of the equipment will initiate the improvements to the diesel engines to accommodate the buyers need to comply with regulation? These will then be purchased and introduced into the cycle---resulting in reductions in emissions and removal of substandard equipment as a result of the economic cycle. We trade at three years and most over the road trucking companies do likewise. Local truckers are able to purchase our used equipment which is functional for local use. The result will be an upgrading which occurs in a timely manner and thru innovation and engineering by the manufacturers that already have the personnel and expertise in house.

It is almost never wise to expend new money in a functionally and economically obsolete piece of equipment.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 09:34:52

No Duplicates.

**Comment 96 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Gary

Last Name: Jones

Email Address: jones@smetransport.com

Affiliation:

Subject: CARBS

Comment:

During these struggling times in the Transportation Industry, adding additional costs and deadlines is a sure way to add to the closure and bankruptcy woes. We need to continue research and find additional ways to clean up the Air. Though not disagreeing with the plan, I just feel it not timely given the economy. Thank you

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 14:21:45

No Duplicates.

**Comment 97 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: randy

Last Name: grewal

Email Address: hermantrans@aol.com

Affiliation:

Subject: clean truck

Comment:

where you get all the fund's and economy is so bad you need to
change it to 4year's from now to think about these new regulation.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 14:52:39

No Duplicates.

**Comment 98 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Rob

Last Name: Burke

Email Address: robb@rburkecorporation.com

Affiliation:

Subject: Statewide bus and truck regs.

Comment:

Please delay this action.

Although we agree that we will benefit from reduced emissions this measure goes too fast and at a bad time in the economy. With fuel consumption at very low rates around the globe, our air will benefit even without these new constraints. Adding these restrictions at this time will cost contractors jobs and reduce the value of their assets at exactly the worst time possible. Additionally, it will cost the taxpayers even more as rates for equipment go up even higher to compensate for new expenses, and when infrastructure improvements are needed to keep the state economy from falling into an even deeper mess.

Thank you,
Rob Burke

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 14:53:56

No Duplicates.

**Comment 99 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Cecil

Last Name: Gates

Email Address: c gates@crownfence.com

Affiliation:

Subject: Truck & Bus Regulation 2008

Comment:

I think the proposed diesel regulations should at the very least be postponed for a couple years, until the recession / depression in California has passed, or at least begun to turn around.

No one can expect the average company to be able to replace or modify their current fleet to meet the new requirements in this economic environment. If this current legislation is passed, I believe it will have devastating effects on our economy at this time.

CROWN FENCE CO

Cecil Gates, President

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 15:24:03

No Duplicates.

**Comment 100 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Matt

Last Name: Panella

Email Address: panella@pacbell.net

Affiliation:

Subject: PRIVATE FLEET RULE

Comment:

Dear Govenor Schwarzenegger or Members of the California State Legislature or CARB, My name is Matt Panella my brother and I Will Panella own and operate B. Panella Drayage Co. established in 1912. We are the fourth generation in our family to carry on in the trucking business and we have enjoyed many years of success, but every year that goes by with more rules and regulations being forced upon business especially trucking, we are seeing less and less profit, and especially in a slow and struggling economy being forced to purchase new trucks would have a devastating effect on our business. We are not so fortunate to be able to pass on all of our expenses to our customers. We totally believe in cleaning up our air quality and keeping California a beautiful State, but I wonder at what expense that should be done. We want to comply with the new rules that are going to take place but we are wondering how we will be able to pay for these proposals. Please keep in mind that there are many small companies like ours that may not be able to survive these changes, and I believe that would be devastating to our economy and all of our lifestyles. Thank You, Matt Panella.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 15:33:18

No Duplicates.

**Comment 101 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Marie

Last Name: SARGENT

Email Address: mariesargent@prodigy.net

Affiliation:

Subject: Statewide Truck and Bus Regulation 2008

Comment:

I cannot believe that the CARB is still going ahead with this the way it now stands. The people of California and the United States cannot afford this right now. There needs to be concessions on this matter due to the economy.

I work for a small company. There is no freight in California this week, it has been getting worse everyday. To anyone who is not in the trucking industry, translated means NO BODY IS BUYING ANYTHING, NO NEW PRODUCTS GOING TO STORES. THE STORES HAVE NOT DEPLETED THERE STOCK YET.(AT CHRISTMAS TIME NO LESS!)

I totally believe in clean air but not at the cost of my job, my house and food for my son!!!

With everything going on in the US and World right now. I think everybody better take a second look at where we are, before it is too late. This may be the straw that breaks the camel's back.

I hate to be such a naysayer but this economy has me scared that If I loose my job what would I do, who would bail me out. I think this proposal needs to be modified or postponed until the economy settles down.

Americans should stand up to this. It is not a change to really help the people IF it destroys jobs and livelihoods in the process.

Beyond concerned in the Central Valley,
Marie Sargent
Ivanhoe, CA

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 16:13:59

No Duplicates.

**Comment 102 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Jim
Last Name: Morton Trucking
Email Address: Mortyhaulz@aol.com
Affiliation: C.D.T.O.A.

Subject: Proposed Regulations
Comment:

This message is to let this state government know that these proposed regulations are a crock of crap. I have been in the trucking industry since 1981 paying taxes that support the very people [ARB], who are trying to put myself and others out of business, the State of CA is in a total economic shambles with very little work going on. How are we supposed to support ourselves and maintain any kind of life here, if we try to comply with these outrageous proposals in the works. I can just make ends meet with the equipment I have, which will become worthless and unable to sell. Will the State of CA bail me out and fund new equipment that I already can't pay for and provide me housing when I lose my house because I have no income to pay the mortgage and feed my family because there is no money to buy food? Come up with a new plan that would require smoke check at registration like the way Auto's are done. This whole proposal is just unacceptable in this country where we are supposed to be free! This is not some third world state run by dictators [ARB]. I wish I could really say what I think of the ARB but I have more respect for them than they do of us. Jim Morton O/O since 1981.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 16:50:41

No Duplicates.

**Comment 103 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Randal

Last Name: Malchow

Email Address: rwmalchow@pomacos.com

Affiliation: CIOMA

Subject: CARB New Trucks Regulation

Comment:

The economic upheaval that the State of California is experiencing today is in part due to unnecessary and untimely government regulations. This will accomplish nothing if the businesses left here cannot afford to make changes.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 16:54:52

No Duplicates.

**Comment 104 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Tom

Last Name: Eaton

Email Address: konanexpress@sbcglobal.net

Affiliation:

Subject: Diesel Trucks and Aero products for trailers

Comment:

I have heard that China puts more pollutants in the air in a week than your project will save over a twenty year period..... so how can you think of putting the financial burden of these proposed regulations on the already struggling trucking industry? Do you really think we can just pull money out of our a\$\$e\$ to accomodate your folly in the name of clean air, OR even more preposterous in the name of craeting more jobs. Your passage of these regulations will force a huge percentage of California's trucking companies into closing their doors. How many jobs will that cost? After they are gone you better hang on to your personal wallets, their will be such a shortage of trucks in California, the shipping rates will certainly rise and add to the consumer's costs in a manner that could make everyone forget what happened when fuel was \$near \$5.00/gallon. The surviving companies will be in the driver's seat..... You environmentalists and your "green" agenda have all but crippled this country. You have made us slaves to OPEC and other oil producing countries with your ban on drilling, and now you want to increase the burden on our citizenry with these regulations in the name of stopping global warming, something that is probably caused by a change in weather patterns more than we humans.

Also, do you really think the out of state carriers will comply? California is already one of the least desireable states for out of state carriers, why would you want to add to it?? I'm thinking if I was an out of state carrier, my trucks would stop at the border and tell California to come get it, or not come to the West Coast at all. hmmm maybe that's the answer I'll get out of trucking and build warehouses at the border to cross dock California's goods.... how much will that add to the cost of goods coming in??

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 17:25:13

No Duplicates.

**Comment 105 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: June

Last Name: Van Wingerden

Email Address: jbwingerden@hotmail.com

Affiliation: cut-flower growers

Subject: No additional regulation at this time

Comment:

If you find any agricultural sector making money (profit) out there then go ahead with your new regulations. In this economy, the proposed regulations will be the final nail in the coffin for some of us. We are struggling to stay solvent. Please postpone any planned new regulations.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 17:40:25

No Duplicates.

**Comment 106 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Rachelle

Last Name: Gill

Email Address: julienoil@aol.com

Affiliation:

Subject: "Buy New Trucks"

Comment:

We as a small business, in the trucking field, we are struggling to stay afloat. We want clean air, we do our smoke test yearly. If we must buy new trucks, replacing trucks that are perfectly good it will shut our doors. I know we are only a small family business, we do have 10 families that rely on us for their lively hood. We have been here for 42 years. We want to keep moving on. In this economy we don't need to put more families on the streets.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 19:02:11

No Duplicates.

**Comment 107 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: William

Last Name: smith

Email Address: patned62@yahoo.com

Affiliation: Smith Trucking LLC

Subject: ab32

Comment:

I am absolutely against ab 32. The concept will bankrupt every small Trucking firm in California, especially in this economy. The area of trucking that I have been a part of for 50 years is construction dump trucking. Made up mostly of single truck operators that put less than 75000 miles per year on the road. I, nor my father or brothers that have been in this industry all their lives have ever been diagnosed with lung cancer or any of the other deadly diseases attributed to this industry. Most lung cancers come from smoking and 50% of truck drivers probably smoke. I do not. I own a 1994 tractor that is in top condition and does not smoke. That same truck new would cost 120000.00 or more and the rate system we must live by doesn't offord that kind of expense.

No on AB32.

William N Smith

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 20:12:31

No Duplicates.

**Comment 108 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: John

Last Name: Burroughs

Email Address: jburroughs@commercelp.com

Affiliation:

Subject: Truckbus08

Comment:

Please do NOT proceed with this action. This action WILL result in less jobs and will further damage our fragile economy. Your choice to proceed with this action at this time will contribute to financial hardship for many, many Californians.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 08:07:31

No Duplicates.

Comment 109 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Ron

Last Name: Hall

Email Address: ronh@crengland.com

Affiliation: C.R. England, Inc.

Subject: C.R. England comments on the Private Fleet Rule and the SmartWay Regulation
Comment:

December 10, 2008

To: California Air Resources Board

C.R. England comments on the Private Fleet Rule and the SmartWay Regulation

Hello, my name is Ron Hall. I am the Director of Business Strategy for C.R. England, the largest refrigerated carrier in the nation, and Transport Topics 36th largest for-hire carrier. Before providing an opinion, I'd like to mention that C.R. England is currently a SmartWay Certified Partner, with the maximum compliance score of 1.25. We are committed to reviewing and implementing new technologies as a core strategy for fuel efficiency management, as evidenced by our recent purchase of planning optimization software for deadhead reduction and un-tethered trailer tracking and control for reefer fuel management.

Thank you for giving me the opportunity to comment on both the Private Fleet Rule and the Smartway Regulation. As a statement of position, C.R. England is opposed to both regulations. We fully support the written statements submitted by the California Trucking Association on October 3rd and December 4th that challenge CARBs assumptions on both proposed regulations. Of particular concern for us, are the implementation and maintenance costs of the required equipment modifications and the full fleet implementation that will be required for fleets that operate only partially in California.

CARB is assuming that fleets operating occasionally in California will be able to segregate their equipment, both tractor and trailer, and install upgrades to only that subset. That assumption is flawed for several reasons. First, the freight destined for California (because of the size of it's economy) originates out of virtually every part of the nation. To position tractor and trailer equipment with the necessary density and dispersion so equipment is available at origin for California destined loads would require full fleet implementation.

Second, trans-loading at the California border onto certified equipment is not an option, especially with loads consisting of food products, because the seal requirements many customers now have does not allow carriers to open the load until it arrives at destination. Even if seal requirements were not an issue, the

trans-load expense and exposure to claim from temperature variation or damaged cases would make this option unfeasible.

Finally, even if equipment could be positioned in advance, the lack of isolated trailer pools in most one-way trucking applications prohibits reserving certified equipment for California destined loads. In many trailer pool locations, carriers rely on customer loading processes, third party loading services and driver decisions to determine which load ends up on which trailer. Those decisions are often difficult for the carrier to control, resulting in the probability that a portion of the California destined loads will end up on non-certified equipment.

In summary, these regulations, as proposed, have impacts that reach much farther than just California state borders. Fleets with partial activity in California will be faced with full fleet implementations of these requirements if they wish to continue to operate in California. To recover costs, it's feasible that some fleets could start implementing a "California Surcharge" that will result in higher costs of goods to California consumers. We urge CARB to consider the farther reaching impact of these regulations for carriers that operate only partially in California. Again, thank you for giving me the opportunity to comment on behalf of C.R. England.

Sincerely,

Ron E. Hall, Director of Business Strategy
C.R. England, Inc.
4701 West 2100 South
Salt Lake City, Utah 84120

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/831-carb_statement.doc'

Original File Name: CARB Statement.doc

Date and Time Comment Was Submitted: 2008-12-10 08:26:53

No Duplicates.

**Comment 110 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Guy

Last Name: Jones

Email Address: gjones@commercelp.com

Affiliation:

Subject: trucksbus08

Comment:

The regulations are too far sweeping and will cause our troubled economy even further harm. This will hurt too many people and should not be passed.

The regulations will not bring global CO2 levels down by any significant level. That process is occurring naturally, and must be given more time. If we allow things to continue on their present course, we will find that there was no need for this particular legislation.

Therefore, I urge patience and recommend shelving the legislation until 2010.

Thanks,
GSJ

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 08:32:40

No Duplicates.

**Comment 111 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Richard

Last Name: Laxton

Email Address: RLAXTON@MURPHYBANK.COM

Affiliation: MURPHY BANK

Subject: ARB SUPPORT

Comment:

Cal Cap Truck Program

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/854-carb_letter.pdf'

Original File Name: CARB Letter.pdf

Date and Time Comment Was Submitted: 2008-12-10 09:53:53

No Duplicates.

**Comment 112 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: MICHAEL

Last Name: GOTTWALD

Email Address: GOTTWALD8@AOL.COM

Affiliation:

Subject: PLEASE APPROVE THIS LEGISLATION

Comment:

PLEASE APPROVE THIS LEGISLATION

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 10:23:21

No Duplicates.

**Comment 113 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Rene

Last Name: Vercruyssen

Email Address: rene.vercruyssen@kniferiver.com

Affiliation:

Subject: How fast can we afford to go?

Comment:

Everyone is for clean air, including industry. We have made great strides since the 1970's to reduce air pollution and every resident of California is the benefactor. But we can not afford to do it all tomorrow, next week or next year. Protecting the environment is something only practiced in a significant way by societies rich enough to afford to do so. We, thankfully, are the leaders of the world in this regard. But if we choke our economy into stagnation we will no longer be able to afford to implement any programs other than extending unemployment benefits.

Please listen to our business leaders and slow down the implementation of these Draconian measures during a time of true economic crisis. The environment will be better served in the long term if we keep our economy healthy so we can continue to afford the pollution control measures the rest of the world can not.

Thank you.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 10:24:28

No Duplicates.

**Comment 114 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Martin

Last Name: Steinman

Email Address: MartinS@canalalliance.org

Affiliation:

Subject: In support of stricter regulations on diesel emissions

Comment:

I'm writing in support of tightening the limits on emissions from diesel vehicles in California. As you well know, the health effects of particulates on truck drivers and roadside residents alike are well documented -- and then there are the greenhouse gases, which are enough reason in themselves for a tighter emissions standards. Please stand up for the health of Californians and the long-term future of the planet, and consider putting tougher limits on diesel emissions. Thank you.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 10:30:59

No Duplicates.

**Comment 115 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Roger M

Last Name: Simon

Email Address: roger@pioneertrailersales.com

Affiliation: Ntl Trailer Dlrs Assn; Calif Trkg Assn

Subject: in-use on-road truck and bus regulation 2008

Comment:

I operate a vehicle dealership selling trailers to the trucking industry and businesses using Diesel tractors and trailers to transport their product over California's highways. After 49 years in business, I am concerned about the viability of our customers and of dealerships in these difficult times. Business will be made more difficult by the recent proposed rules to mandate equipment changes.

Cash is scarce and financing is more difficult to obtain for new equipment purchases or retrofits to existing tractors. Mandating the replacement or retrofitting of Diesel powered trucks and equipment that met all applicable California rules when they were built and sold new will force many operators will retire their existing equipment and not replace it. With the retirement of those tractors, driving jobs will also be retired and the capability to move goods vital to our economy's recovery will be reduced. Those operators able to make these investments will have less money available for other fuel saving investments, such as the voluntary SmartWay program.

While we all support reducing particulate matter and NOx emissions from Diesel engines, we must also be concerned about movement of goods and our state's economy. Please consider other proposals such as Driving Toward a Cleaner California that have similar goals and timetables but which would cause less havoc in the transportation industry.

Thank you for your consideration.

Respectfully,

Roger M Simon
Pioneer Trailer Sales
Santa Ana, California

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 10:31:12

No Duplicates.

Comment 116 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 45 Day.

First Name: Valerie

Last Name: Liese

Email Address: vliese@jttinc.com

Affiliation: Jack Jones Trucking, Inc.

Subject: ARB ruling

Comment:

I have a company that employs 84 people and have been in business for 37 years. My fleet operates in Southern California only. I built my terminal 2 1/2 years ago and have made it "green" in order to be responsible to the health welfare of my employees as well as the public.

Because of the economy, I have 12 trucks parked out of a fleet of 50. I bought 3 new trucks at the beginning of the year and now, my bank will not lend any more money to purchase any other equipment because freight is not moving during this recession.

Trucks from out of state will not be impacted as the California trucks and buses. How does the ARB ensure that all vehicles will be compliant so we may have a level playing field? How will the ARB enforce compliance? We cannot comply if we don't get loans that will even match grand funds. We cannot buy new equipment or retrofit the old if our shippers aren't moving product.

All I ask that the board considers the sign of the times. We cannot comply during a recession. It's as simple as that. When freight is moving, you'll see responsible owners move to get new trucks and retrofit the old. There has already been over 3,000 bankrupt mid to large trucking companies go under already this year. The larger carriers are selling off hundreds of terminals and laying off thousands of workers because they are all losing money. The smaller carriers and owner operators have closed their doors or had their trucks repossessed.

Truckers purchase vehicles from the manufacturers set by the guidelines of the US Government. Now, you want us to shoulder the burden of extra equipment after the fact. Would the general public be willing to do the same with their cars and pickups?

We maintain our fleet with six mechanics in order to maintain safety. Our trucks have annual smoke tests every year; more often than the public has their vehicles smog-tested. We all want cleaner air but the ARB needs to delay their decision until we get out of this recession!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 10:53:35

No Duplicates.

**Comment 117 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Rob
Last Name: Goliti
Email Address: robgoliti@earthlink.net
Affiliation:

Subject: Truck rule
Comment:

I am President of a 29 year old small trucking company in Fresno. We employ 15 people and have 12 tractors with 16 refrigerated trailers.

My concern with the new rule is unilateral enforcement. I have asked at several meetings how you will enforce this rule on everyone and I have yet to receive an answer that satisfies my concerns.

If the new rule is not aggressively enforced on everyone I and the other companies like us will be at a huge competitive disadvantage.

If my competition buys a tractor for \$15,000 and we spend \$125,000 for a tractor, it does not take an accountant to figure out what is going to happen.

We are already dealing with unfair competition with regards to regulations, and with our business being down 25% due to the economy we will not be able to stay in business if this occurs.

Shippers and receivers should be held liable for allowing non-certified equipment into their facilities. State vehicle truck inspection facilities should also check for certified equipment, and I would hope DMV records will be used. DMV records alone will not work because most of the carriers who do not want to comply will license out of state.

Attachment: "

Original File Name:

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

No Duplicates.

**Comment 118 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Kathy

Last Name: Fitzgerald

Email Address: kathy@fitzgeraldsales.com

Affiliation:

Subject: Green House Gas Rule

Comment:

As a California Truck Dealer I am very concerned about this current proposal.

1) The value of my customers trade-ins has already dropped thousands of dollars with just the threat of this regulations, if it passes the used truck market will evaporate in California leaving my customers scrambling to stay in the business.

2) The current economy has already impacted my business and we are currently operating at 50% of our normal business, this regulation will drop that by another 50%

3) The smart way equipment does not have a track record for fuel savings. Over the years the industry has already tried these componets and has discovered the expense of repairing the fiberglass damage inherent with the lower fairing placement FAR OUTWEIGHED any fuel savings realized.

4) I support the coalitions alternative plan.

Thank-you Kathy

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 11:06:05

No Duplicates.

**Comment 119 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Lisa

Last Name: Kayser-Grant

Email Address: lkgrant3@earthlink.net

Affiliation:

Subject: Adopt strongest diesel truck rules

Comment:

Dear Members of CARB,

Please adopt the strongest rules for reducing smog from all diesel trucks and buses, with no exemptions made for particular uses or classes of trucks. In order to ensure the intended results of the rules you adopt, please include measures that will allow the rules to be enforceable within explicit time limits.

Your own legal commitment to cleaning the air in the smoggiest parts of the state, as well as your commitment to reducing greenhouse gases, depends on strong and decisive action that you must now take.

I love living in the San Joaquin but am struggling to justify staying here now that my husband has developed asthma, and my daughter is growing up here developing the only lungs she'll ever have.

I understand that the strongest rules you can adopt have high financial costs to those who use the polluting vehicles, but we know that everyone breathing polluted air pays even higher costs in terms of money spent on health care, money lost from being sick, and the devastating loss of health and even life. We also know and accept that cleanup costs will be passed on to consumers, who can then make better choices about what to buy once the financial costs of pollution are attached to the items that caused it.

Many of the people driving the trucks oppose the rules based on money, but they are among the ones most affected by this pollution and you are charged with protecting them in spite of their protests.

"Necessity is the mother of invention": technology will follow once the rules are made and the market for it is ensured. Likewise for incentive funding.

We are counting on you to protect our health and our economy by creating and enforcing the best possible rules to clean up diesel pollution in California.

Sincerely,
Lisa Kayser-Grant
Merced, CA

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 11:43:31

No Duplicates.

**Comment 120 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: curt

Last Name: hoffman

Email Address: choff20@aol.com

Affiliation: california sign assoc.

Subject: proposed arb regulations

Comment:

I don't know what genius came up with the figures of financial impact, but what is currently proposed will break the backs of small business as a whole! Considering the economic times we all have to deal with at present, we are struggling just to stay alive and do not have the financial resources to implement the changes required at this time or in the near future! We're laying off people, reducing benefits, and generally cutting back just to stay alive. I'm sure if this is implemented your going to see a substantial loss of small business on a wholesale basis. This is not what the State economy nor the people need right now. We can put up with the air a while longer until the economy rebounds and makes this a more practical solution.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 11:46:22

No Duplicates.

**Comment 121 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: TED

Last Name: HEILMAN

Email Address: theil3325@aol.com

Affiliation:

Subject: CARB VOTE

Comment:

I WOULD JUST LIKE TO SAY THAT FOR A STATE WITH SO MUCH TO OFFER
THE WAY WE DEAL WITH OUR AIR POLLUTION IS TENS YEARS BEHIND WHAT
ARIZONA IN PHOENIX HAS DONE.THE WAY THIS IS DEALT WITH IN REGARDS
TO THE TRUCK RULES AND THE TRU RULES HAS BEEN UNFAIR AND WITH NO
REGARD TO THE ACTUAL TECHNOLOGY AVAILABLE WHEN THE RULES ARE MADE
AND VOTED ON.THIS WILL PUT THIS STATE IN HARMS WAY.YOUR OWN PEOPLE
DO NOT HAVE A GRASP OF WHAT IS ARE THE ACTUAL NUMBERS TO COMPLETE
THE TASK AT HAND.ROD HILL HAS NO CLUE AND WHEN ASKED IF HE HAS
REPORTED TO THE BOARD THE ISSUES
HE CLAIMS THAT NO NEED TO REPORT THE PROBLEMS.THAT KIND OF SUPPORT
STAFF IS NOT ALLOWED IN PRIVATE COMPANYS WHY DO YOU ALLOW IT IN
PUBLIC AGENCYS

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 12:06:10

No Duplicates.

**Comment 122 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Peter

Last Name: Denvir

Email Address: pdenvir@asvl.com

Affiliation:

Subject: Proposed Diesel Truck and Bus Regulation

Comment:

This regulation is wrong and will cripple the small independents trying to survive in this current recessionary period. When we should be encouraging business development, this type of action is the wrong message for the State of California to be delivering. Do not let this regulation pass.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 12:53:21

No Duplicates.

**Comment 123 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: frank

Last Name: smith

Email Address: fst02@aol.com

Affiliation:

Subject: Dec 11-12 hearings diesel trucks

Comment:

I am the owner of a small trucking company trying to survive in the worst economic down turn in my life. these rules if adopted as currently written will drive me out of business and drive the California economy down even farther.

Please look at other options that might not have such a catastrophic effect on all of us.

Thank You

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 13:02:18

No Duplicates.

**Comment 124 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Bob

Last Name: Berry

Email Address: berrybrostowing@sbcglobal.net

Affiliation: CTTA & CTA member

Subject: Truck Regulations

Comment:

I own a small business in Oakland and I have owned for 35 years to provide service to this community and provide my employees a living wage and benifits.This is all about to change if you adopt your new rules.In order to comply I will have to reduce my staff by 25-35% and reduce my fleet by 50-60%.Benifits my have to be curtailed or eliminated.I strongly agree with your goal but see no way to comply.I think some more work with the trucking industry needs to take place and a complaince program that has the CHP & DMV doing more in insuring that there is a level playing field.I purpose you look at a little more liberal complaince schedule.I think if fleets have 25% of their fleet in complaince by 2012 and then 50% by 2016 75% by 2019 and finaly in total complaince by 2022.This is not all you desire but it would be alot more doable on the side of small business.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 13:39:40

No Duplicates.

**Comment 125 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: William
Last Name: Groves Jr
Email Address: ranchw@aol.com
Affiliation:

Subject: Legislative nightmare
Comment:

Please heed the news from industry concerning any new regulations that would apply to buses and diesel trucks. I respectfully ask that your organization consider the dire economic impact this would have on California's economy. Now is not the time to implement any new laws because simply put; California will fall and this could impact neighboring states economies as well. I am for clean air and applaude what has been done in our fine state, but please understand that programs like you are considering must be delayed until California has a better financial base to stand on. Thank you for the opportunity to respond to this issue.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-10 14:47:51

No Duplicates.

**Comment 126 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Michael

Last Name: Murray

Email Address: Non-web submitted comment

Affiliation:

Subject: Board of Supervisors, Glenn County, California

Comment:

please see attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/944-michael_murray.pdf'

Original File Name: Michael Murray.pdf

Date and Time Comment Was Submitted: 2008-12-20 11:33:33

No Duplicates.

**Comment 127 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Barry

Last Name: Broad

Email Address: Non-web submitted comment

Affiliation:

Subject: California Teamsters Public Affairs Council

Comment:

please see attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/962-barry_broad.pdf'

Original File Name: Barry Broad.pdf

Date and Time Comment Was Submitted: 2008-12-22 09:35:03

No Duplicates.

**Comment 128 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Becky

Last Name: Bond

Email Address: Non-web submitted comment

Affiliation:

Subject: CREDO action

Comment:

please see attached

Attachment: '<https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/974-becky.pdf>'

Original File Name: Becky.pdf

Date and Time Comment Was Submitted: 2008-12-22 14:16:02

No Duplicates.

**Comment 129 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Esther

Last Name: Chao

Email Address: Non-web submitted comment

Affiliation:

Subject: Cleaner Trucks Now

Comment:

please see attached

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/1027-esther_chao.pdf'

Original File Name: Esther Chao.pdf

Date and Time Comment Was Submitted: 2009-01-08 14:16:22

300 Duplicates.

**Comment 130 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 45 Day.**

First Name: Kenneth

Last Name: Krauss

Email Address: otheryellow@verizon.net

Affiliation: C.D.T.O.A.

Subject: AB 32

Comment:

As a owner/operator with only one truck and driving about 50,000 miles a year in the dump truck construction industry providing bulk hauling of dirt,rock,sand etc.this bill if passed will create such a hardship for all small business owners such as myself by having to purchase one or the other, new motor to comply with said proposed law or to purchase a brand new truck. Nether one of these purchase's is affordable, especialy since we are in an recession.I am asking all of you to please consider a alternitive such as an exempt status like the one in place for automobiles,1975 and older are exempt from smog testing.This would be a more practical solution for the small business owner.Don't take away our right to own our business by mandating such a profound absurd regulation AB32.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2008-12-09 11:09:42

No Duplicates.

**Comment 1 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Johnathan

Last Name: Fleck

Email Address: Non-web submitted comment

Affiliation:

Subject: DEFLECKTOR

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/32-johnathan_fleck.pdf

Original File Name: Johnathan Fleck.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:08:10

No Duplicates.

**Comment 2 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 3 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Gary

Last Name: Gaussoin

Email Address: Non-web submitted comment

Affiliation:

Subject: Silver Eagle Manufacturing Co.

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/34-gary_gaussoin.pdf

Original File Name: Gary Gaussoin.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:16:08

No Duplicates.

**Comment 4 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Andrew

Last Name: Smith

Email Address: Non-web submitted comment

Affiliation:

Subject: ATDynamics

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/35-andrew_smith.pdf

Original File Name: Andrew Smith.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:17:45

No Duplicates.

**Comment 5 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: David

Last Name: Allen

Email Address: Non-web submitted comment

Affiliation:

Subject: Allenco

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/36-david_allen.pdf

Original File Name: David Allen.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:18:54

No Duplicates.

**Comment 6 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 7 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 8 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Neil

Last Name: Smith

Email Address: Non-web submitted comment

Affiliation:

Subject: Con-way

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/39-neil_smith.pdf

Original File Name: Neil Smith.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:22:30

No Duplicates.

**Comment 9 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 10 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 11 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Betsey

Last Name: Reifsnider

Email Address: Non-web submitted comment

Affiliation:

Subject: Catholic Charities Diocese of Stockton

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/42-betsey_reifsnider.pdf

Original File Name: Betsey Reifsnider.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:27:56

No Duplicates.

**Comment 12 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 13 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 14 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 15 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 16 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Steve

Last Name: Moore

Email Address: Non-web submitted comment

Affiliation:

Subject: Pacific Rim Recycling

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/47-steve_moore.pdf

Original File Name: Steve Moore.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:38:43

No Duplicates.

**Comment 17 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 18 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 19 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 20 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Sharon

Last Name: Banks

Email Address: Non-web submitted comment

Affiliation:

Subject: Cascade Sierra Solutions

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/51-sharon_banks.pdf

Original File Name: Sharon Banks.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:41:55

No Duplicates.

**Comment 21 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 22 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 23 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 24 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 25 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 26 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 27 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: San Ming

Last Name: Mak

Email Address: Non-web submitted comment

Affiliation:

Subject: Oakland High School

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/58-san_ming_mak.pdf

Original File Name: San Ming Mak.pdf

Date and Time Comment Was Submitted: 2009-01-09 14:49:47

No Duplicates.

**Comment 28 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 29 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 30 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 31 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 32 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 33 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 34 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 35 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 36 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 37 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 38 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 39 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 40 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 41 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 42 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 43 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 44 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 45 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Matthew

Last Name: Marsom

Email Address: Non-web submitted comment

Affiliation:

Subject: Public Health Institute

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/76-matthew_marsom.pdf

Original File Name: Matthew Marsom.pdf

Date and Time Comment Was Submitted: 2009-01-09 15:07:01

No Duplicates.

**Comment 46 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 47 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 48 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 49 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 50 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 51 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 52 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 53 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 54 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 55 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 56 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 57 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 58 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

This comment was posted then deleted because it was unrelated to the Board item or it was a duplicate.

**Comment 59 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: David

Last Name: Kayes

Email Address: Non-web submitted comment

Affiliation:

Subject: Daimler Trucks North America

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/975-david_kayes.pdf

Original File Name: David Kayes.pdf

Date and Time Comment Was Submitted: 2008-12-22 16:15:41

No Duplicates.

**Comment 60 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Robert

Last Name: Tichelman

Email Address: Non-web submitted comment

Affiliation:

Subject: Windyne

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/977-robert_tichelman.pdf

Original File Name: Robert Tichelman.pdf

Date and Time Comment Was Submitted: 2008-12-22 16:18:19

No Duplicates.

**Comment 61 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08). (At Hearing)**

First Name: Jim

Last Name: Ganduglia

Email Address: Non-web submitted comment

Affiliation:

Subject: Agrium

Comment:

please see attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/truckbus08/981-jim_ganduglia.pdf

Original File Name: Jim Ganduglia.pdf

Date and Time Comment Was Submitted: 2008-12-22 16:28:37

No Duplicates.

**Comment 1 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Bill

Last Name: Lange

Email Address: teeitup4@aol.com

Affiliation:

Subject: cost of change

Comment:

The cost of complying will cripple most carriers, we already have the EPA standards for tractor engines which burn more fuel and more labor cost. We have to have some help now because of the economic times we are in, It will cost us dearly to change all the trailers to smart tires .

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2009-09-21 17:51:21

No Duplicates.

**Comment 2 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Richard

Last Name: Wood

Email Address: richard.wood@solusinc.com

Affiliation:

Subject: Comments Related to the Modified Text

Comment:

See attached pdf file

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/201-soluscarbdocinput.pdf>

Original File Name: SOLUSCARBdocinput.pdf

Date and Time Comment Was Submitted: 2009-09-23 10:29:04

No Duplicates.

**Comment 3 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Richard

Last Name: Wood

Email Address: richard.wood@solusinc.com

Affiliation:

Subject: Comments Related to the EPA Interim Test Method

Comment:

See attached pdf file

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/202-solusepatestinput.pdf>

Original File Name: SOLUSEPAtestinput.pdf

Date and Time Comment Was Submitted: 2009-09-23 10:31:35

No Duplicates.

Comment 4 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 15-1.

First Name: John

Last Name: Dodds

Email Address: JDoddsGW@sbcglobal.net

Affiliation:

Subject: Added CO2 does NOT cause warming

Comment:

Variable Energy NOT CO2 causes Cooling & Warming.

Climate change is natural, not caused by CO2. Added CO2 does NOT cause added warming. Added CO2 causes added excess CO2 in the air, just like Oxygen and Nitrogen, the other chemicals in the natural plant, animal food chain.

The greenhouse effect (GHE) only works when there is sufficient energy of the appropriate frequency, AND sufficient GHGs such as CO2 and water vapor.

In the case of the Earth, the energy is limited by what comes in and goes out.

In the air there is excess CO2 because whenever the temperature cools down some of the CO2 that was being used to transport energy to space (& to produce the GHE), is no longer needed at the cooler temperatures and with the smaller amounts of transportable energy. Thus there is always, and MUST BE, excess CO2 in the air, available to handle the daily global warming when the sun comes up. Now at the average temperature of 16C, there is at least more than 40% excess CO2, (or over 112ppm from the peak needed to transport energy at the 1922 world record 58C), plus the 107+ppm that man has added. There is at least 219ppm (out of 387) of CO2 EXCESS in the air. Also the idea that CO2 "traps" energy is absurd. What has happened to the energy trapped for the last 4.5 billion years? CO2 catches & releases energy in microseconds as it transports the energy to space (& in so doing causes the Greenhouse warming effect).

Therefore the amount of energy being transported out, not the CO2, dictates the amount of greenhouse effect. The computer models and IPCC conclusion that more added CO2 results in more added greenhouse effect is factually INCORRECT. More CO2 just adds more CO2 to the excess in the air. (Think Dinosaurs & lush forests when CO2 was 2000ppm)

Since by computer model and IPCC assumptions, the solar insolation/sunlight is (erroneously) the sole source of energy coming in and going out (gravity causes tides and friction in the ocean and in the liquid Earth core), then any increase of the GHE is limited by an increase in the energy in. which according to scientific measurements and IPCC has not changed significantly since about 1960.

This means several things. First since global warming has increased from 1970 through 1998, then the computer models are not correct, and second, there MUST be an additional source of kinetic energy coming into the Earth in addition to solar insolation, that is larger than solar insolation.

Finally, since there is excess CO2 in the air, then removing CO2

by Cap & Trade etc. will only remove the excess CO2. It will not result in lower temperatures.

Climate change is natural. It is caused by the Earth's eccentricity which is mostly caused by the gravity from the planets Jupiter and Saturn. John Dodds Wobble Theory of Global Warming Fig 12d (www.scribd.com) identifies that GRAVITY from the planets and the sun, correlates with the measured global temperatures, both for the most recent 60 year cycles 1880,1940, 1998, & the future cooling to 2028 and warming to 2058 and for thousands of years before (picture included below) . Specifically, there is a near 60 year planetary gravity resonance cycle of Jupiter and Saturn that peaks at the same time as the temperature and causes the observed 30 year cooling then 30 year warming cycle. This Jupiter & Saturn's gravity cycle also causes the Earth's and Venus's eccentricity. When the Earth is closest to the Jupiter/Saturn resonance point of greatest attraction then it is also at its greatest distance to the Sun (most eccentric), or aphelion. BUT six months earlier or later Earth is also near its perihelion or closest point to the sun. At all other times the total energy to Earth is lower. Thus within a six month period the forces of gravity to Earth are maximized from both Jupiter/Saturn and the sun, AND, the solar insolation is maximized , AND the Earth's potential energy to both the Sun & Jupiter is minimized, all of which result in a maximum of the kinetic energy in the Earth or a temperature peak. All natural.

The IPCC approach to reducing CO2 is scientifically unsound., and will lead to major expenditures and reductions of available energy.with no impact on the temperature. Man can NOT control gravity and the planets, and so can not control global cooling and warming. Mark Twain said everyone complains about the weather (& climate) but noone does anything about it. That's because Mother Nature is in control of it.

All CARB regulations relating to CO2 and Warming are scientifically NOT justifiable.
YOU are wasting taxpayer money.
Stop .

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/203-ptti_temp_1400-2070.jpg

Original File Name: PTTI Temp 1400-2070.jpg

Date and Time Comment Was Submitted: 2009-09-24 20:09:40

No Duplicates.

**Comment 5 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: David

Last Name: Kayes

Email Address: David.Kayes@Daimler.com

Affiliation: Daimler Trucks North America

Subject: Comments in response to "Regulation To Reduce GHG Emissions From Heavy-Duty Vehicles"

Comment:

Daimler Trucks North America respectfully submits the attached comments.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/212-dtna_comments_to_carb_re._smartway_requirement_-_1oct09.pdf

Original File Name: DTNA Comments to CARB re. SmartWay requirement - 1Oct09.pdf

Date and Time Comment Was Submitted: 2009-10-01 11:03:19

No Duplicates.

**Comment 6 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Elmer

Last Name: Rentie

Email Address: pjrentie@yahoo.com

Affiliation:

Subject: Suggested Pressure Ratings

Comment:

Hello there.

I was reading the wording concerning where to get the suggested pressure ratings and I believe you may consider changing from "the vehicle manufacturer's suggested pressure rating" to "the TIRE manufacturer's suggested pressure rating". this is because there may be a chance that the vehicle receiving service MAY NOT be equipped with the same tires it left the factory with. They may have replaced the tires with those from a different manufacturer, and the tire size may also be different. If any of these conditions are prevalent, the recommended tire pressure rating may not be consistent with the brand of tire that's on the car, leading to improper inflation rates. However, the tire itself has the suggested pressure rating on it, which is always correct for the tire it's printed on.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2009-10-01 11:11:20

No Duplicates.

**Comment 7 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Eric

Last Name: Sauer

Email Address: Non-web submitted comment

Affiliation:

Subject: California Trucking Association

Comment:

Please see attached.

Attachment: <https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/214-cta.pdf>

Original File Name: cta.pdf

Date and Time Comment Was Submitted: 2009-10-01 10:27:45

No Duplicates.

**Comment 8 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Timothy A.

Last Name: Blubaugh

Email Address: tblubaugh@emamail.org

Affiliation: Engine Manufacturers Association

Subject: EMA Comments on Modified Text and Additional Documents for HDV GHG
Regulation

Comment:

The Engine Manufacturers Association respectfully submits the
attached comments.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/215-ema_final_comments_15_day_notice_.pdf

Original File Name: EMA Final Comments 15 Day Notice .PDF

Date and Time Comment Was Submitted: 2009-10-02 13:36:51

No Duplicates.

**Comment 9 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Stan
Last Name: Lew
Email Address: stan.lew@us.michelin.com
Affiliation: Michelin North America, Inc.

Subject: Comments to the Heavy-Duty Vehicle Green House Gas (GHG) Emission Reduction Regulation

Comment:

Ms. Mary D. Nichols
Chairman
California Air Resources Board (CARB)
1001 "I" Street, P.O. Box 2815
Sacramento, CA 95812

Please see the attached in response to the subject 15-day comment period.

Sincerely,

Stan Lew

Industry Standards & Government Regulations
Michelin North America, Inc.
515 Michelin Road
Greenville, SC 29605

Phone: (864) 422 - 4862
e-mail: stan.lew@us.michelin.com

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/216-2009_10_02_mna_ghg_regulation_ghghdv08.pdf

Original File Name: 2009 10 02 MNA GHG Regulation ghghdv08.pdf

Date and Time Comment Was Submitted: 2009-10-02 13:36:43

No Duplicates.

Comment 10 for Greenhouse Gas Heavy Duty Vehicles (SmartWay) (ghghdv08) - 15-1.

First Name: Randal
Last Name: Mullett
Email Address: mullett.randy@con-way.com
Affiliation: Con-way, Inc

Subject: Comments to GHGHDV08
Comment:

Clerk of the Board
Air Resources Board
1001 I Street
Sacramento, CA 95814

October 1, 2009

COMMENTS RE: MODIFIED REGULATORY LANGUAGE OF THE CALIFORNIA CODE
OF REGULATIONS, TITLE 17, SECTIONS 95300-95311

The following comments are being submitted on behalf of Con-way, Inc. in response to the modified regulatory language for public comment pertaining to the regulation to reduce greenhouse gas emissions from heavy-duty vehicles.

Con-way, Inc. is a \$4.7 billion freight transportation and logistics services company headquartered in San Mateo, CA. Con-way companies operating in CA include Con-way Freight, Con-way Truckload, and Menlo Worldwide. These operating units provide high-performance, day-definite less-than-truckload (LTL), full truckload and intermodal freight transportation; as well as logistics, warehousing and supply chain management services. Con-way Inc. and its subsidiaries employ over 2000 people in CA operating from 42 locations throughout the state.

Con-way operates equipment in California that is subject to these regulations and we are pleased with many of the modifications made to the regulatory language. We do, however, have several concerns:

1. It is our understanding that trailer requirements have been modified to split the 5% required aerodynamic improvement from the low-rolling-resistance tire requirement of 1.5% into two parts wherein neither improvement can be counted toward the other. Please clarify that this interpretation is accurate.
2. We request that the modified language include confirmation that low-rolling-resistance tires that have been recapped are in compliance so long as the tire casing originally qualified as a LRR tire.
3. The rule seems to have conflicting definitions of short-haul tractors; those that operate less than 50,000 miles annually as well as those that operate within a 100 mile radius. Federal DOT regulations for maintaining duty-logs specify a 100 air-mile

radius. This is already well established within the trucking industry and the enforcement community. We request that the modified language specify that tractors qualify as "short haul" if they meet either of these requirements and that the 100 mile radius conform with the Federal statute as air miles.

4. We agree with the deletion of the requirement to provide a copy of each trailer's registration.

5. Lastly, it is our interpretation that Subsection 95303 (b) now states that trailers no longer have to adopt trailer skirts, nose cones or boat tails as the only approved technology for improving fuel savings by the required 5% and that any combination of EPA SmartWay technologies achieving that goal will qualify the trailer as CARB compliant. Please clarify this interpretation in the modified language.

Respectfully submitted,

C. Randal Mullett
Vice President Government Relations
Con-way, Inc
2855 Campus Drive
San Mateo, CA 94403

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/217-comments_1_.10.01.09.doc

Original File Name: Comments[1].10.01.09.doc

Date and Time Comment Was Submitted: 2009-10-02 13:43:53

No Duplicates.

**Comment 11 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Will

Last Name: Jones

Email Address: wjones@werner.com

Affiliation: Werner Enterprises, Inc.

Subject: Werner Enterprises' Comments on GHGHDV08

Comment:

Please find my comments in the attached document.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/218-comments_on_15-day_notice_hdghg_100209.doc

Original File Name: Comments on 15-Day Notice HDGHG 100209.doc

Date and Time Comment Was Submitted: 2009-10-02 13:49:14

No Duplicates.

**Comment 12 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Michael

Last Name: Tunnell

Email Address: mtunnell@trucking.org

Affiliation: American Trucking Associations

Subject: Modified Text - HD GHG Regulation

Comment:

Comments Attached

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/219-2009_ata-carb.hd-ghg-mod.comments.doc

Original File Name: 2009 ATA-CARB.HD-GHG-Mod.Comments.doc

Date and Time Comment Was Submitted: 2009-10-02 13:54:45

No Duplicates.

**Comment 13 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Steven

Last Name: Butcher

Email Address: sbutcher@rma.org

Affiliation: Rubber Manufacturers Association

Subject: CARB Notice of proposal to consider regulation to reduce GHG from heavy-duty Vehicles

Comment:

Please see attached comments on cited topic from the Rubber Manufacturers Association.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/220-rma_letter_to_carb_ghg_hdv_retreads_10_2_09af.pdf

Original File Name: RMA letter to CARB GHG HDV Retreads 10 2 09af.pdf

Date and Time Comment Was Submitted: 2009-10-02 14:05:32

No Duplicates.

**Comment 14 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Tom

Last Name: James

Email Address: tjames@trala.org

Affiliation:

Subject: TRALA Comments on GHG Emissions Rule

Comment:

Please see the attached containing TRALA comments on proposed modifications to the rule aimed at reducing greenhouse gases from heavy duty vehicles.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/221-trala_comments_on_smartway_ghg_rule_amendments.pdf

Original File Name: TRALA comments on Smartway GHG Rule Amendments.pdf

Date and Time Comment Was Submitted: 2009-10-02 14:47:02

No Duplicates.

**Comment 15 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Rod

Last Name: Curbo

Email Address: rcurbo@paccar.com

Affiliation:

Subject: Comments concerning the "Regulation to Reduce Greenhouse Gas Emissions From HD Vehicles"

Comment:

Please find attached PACCAR's comments to ARB's Notice of Public Availability of Modified Text for the Regulation to Reduce Greenhouse Gas Emissions From Heavy-Duty Vehicles.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/222-arb_ghg_regulation_comments.pdf

Original File Name: ARB GHG Regulation Comments.pdf

Date and Time Comment Was Submitted: 2009-10-02 13:55:06

No Duplicates.

**Comment 16 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Kathy

Last Name: Rose

Email Address: krose@nosecone.com

Affiliation:

Subject: Please post PDF file

Comment:

Previously submitted file was in Word Doc format. Please post only
PDF file attached.

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/224-carb_comments_1009.pdf

Original File Name: CARB Comments 1009.pdf

Date and Time Comment Was Submitted: 2009-10-02 15:11:39

No Duplicates.

**Comment 17 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Gary

Last Name: Gaussoin

Email Address: gary.gaussoin@silvereaglemg.com

Affiliation: Silver Eagle Manufacturing Co.

Subject: Comments - proposed HD GHG regulation

Comment:

See attachment

Attachment: https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach-old/ghghdv08/227-carb_comm100209.pdf

Original File Name: CARB_comm100209.pdf

Date and Time Comment Was Submitted: 2009-10-02 15:38:02

No Duplicates.

**Comment 18 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Dave

Last Name: Tavares

Email Address: davet@mckinney-sea.com

Affiliation:

Subject: 53' Storage Trailer Smartway Tire Requirement

Comment:

Under the current proposal storage trailers that are being hauled empty to a location to be used as product storage trailers are required to have "Low-rolling resistance tires". Would it be possible to add a "Storage Trailer" category to the submitted trailer fleet list. Any trailer found to be on the road with freight would be out of compliance and a citation could be issued. If the trailer is empty and in route to the storage destination or back to "local-haul base" the trailer would be considered in compliance.

Our business supplies several 53' trailers for storage purposes. The cost of changing all the tires for compliance would be cost prohibitive while the fuel savings would be minimal. Not all storage trailers will be hauled by a designated "Local Haul Tractor" and therefore under the current (Smartway Rule) proposal would be out of compliance.

Thank you

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2009-10-02 16:10:16

No Duplicates.

**Comment 19 for Greenhouse Gas Heavy Duty Vehicles (SmartWay)
(ghghdv08) - 15-1.**

First Name: Elmer

Last Name: Rentie

Email Address: Non-web submitted comment

Affiliation:

Subject: Underinflated Vehicle Tire Regulation

Comment:

Hello there.

I was reading the wording concerning where to get the suggested pressure ratings and I believe you may consider changing from "the vehicle manufacturer's suggested pressure rating" to "the TIRE manufacturer's suggested pressure rating". this is because there may be a chance that the vehicle receiving service MAY NOT be equipped with the same tires it left the factory with. They may have replaced the tires with those from a different manufacturer, and the tire size may also be different. If any of these conditions are prevalent, the recommended tire pressure rating may not be consistent with the brand of tire that's on the car, leading to improper inflation rates. However, the tire itself has the suggested pressure rating on it, which is always correct for the tire it's printed on.

Please feel free to contact me if any questions.

Thank you for your time.

Elmer (PJ) Rentie
Technical Writing
Parts and Service Communications
American Honda Motor Co., Inc.
310-783-3120

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2009-10-05 15:42:38

No Duplicates.