**Comments to C.A.R.B on the Proposed Changes to the Truck and Bus Regulation**.

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**The proposed changes to the Truck and Bus Regulations show a responsiveness of the CARB Board and Staff to the concerns of the small fleet, small business.** This is appreciated. The opportunity to see you have an understanding there are those of us who are willing to comply, but are having difficulties in doing so, is helpful.

As a resident of this state, a fifth generation Santa Clara County business person, mother and grandmother **I am a supporter of changes for cleaner air.** I remember the haze lingering over the valley. It is my hope that my grandchildren’s children have a safe environment. I believe we all need to take responsibility, as individuals and as business people.

**In reference to staffs comments in the Initial Statement of Reasons For Proposed Rulemaking. I would like to refer to the description of the Current Economic Conditions. This description fits my situation closely.**

I am a member of the Baby Boomers generation. I have worked since I was in my teens, only taking 4 years out to spend time at home with children. I have had only 5 jobs in 46 years of working, at 64 not many can say that. I feel I am a hard worker, but am concerned how the existing business climate will let me finish my last years to the fullness of my ability.

**The effects of the recession and the subsequent decline in construction hit my business very hard.** **My women owned construction trucking company lost 90% of our business in one year**. I let go of six truck drivers, office staff and ten subcontractors. Along with this my retirement evaporated and my credit worthiness declined.

**I am now rebuilding the business, and working to comply with the rules the** Board **has put into place**. These two goals are not easy to achieve together with the hardships I have encountered. The need to purchase new or upgraded trucks is a must for me. **I have been told by my truck dealer that my two trucks are not suitable for the retrofit equipment.**

**The proposal for flexibility for those who require help with financing is needed.** I may need this help if I am unable to obtain funds with BAAQMD through the Goods Movement program. **I would like to see more programs that will help the small trucking company.**

**The Finance Flexibility option should be approved, but with tighter restrictions.** Those who make use of this proposal need to show that they have been working to comply with the rules. There should be verification that the applicant signed up to TRUCRS when required. Any notes of communication with the Board or Staff should be shown. The possibility of fraud in obtaining a denial letter is too easy. **Strengthening the qualifications for this is needed**.

I am not a person who has stuck there head in the sand, ignoring what has, and is going on. I belong to two state trucking associations, and Women In Construction. This rule has been discussed at all of these groups. I have attended meetings sponsored by C.A.R. B. since the introduction of this rule.

**Changes are needed to Truck and Bus Rule.** **Without changes many small trucking companies** **will close.** Some already have. I do not want to close my business at the end of year. This would mean letting go of two more drivers, one part time clerical, and one more subcontractor. I would be unable to repay existing obligations. It would put me on Social Security and dependant on my adult children for assistance.

But when you don’t have the funds, or the credit ability, there is not much a person can do. The business has been gaining ground the last three years. I still have it in me to keep this business working and growing.

**My request is for the California Air Resources Board to help small fleets, add financial assistance and time for compliance**.

It is helpful to know that C.A.R.B is looking at the difficulty small business is having in complying. Your approval would be appreciated.