

Dear Chairman,

I am respectfully submitting my comments to the board prior to noon on the day before the hearing in regards to the proposed amendments to the truck and bus regulation meeting to take place on April 24, 2014.

We are a California based small business and we have done everything to comply to the rules set forth by CARB. We were a couple hundred miles short of qualifying for any incentives or grants since we used to haul in Oregon and California. We were just shy of the qualifying California required mileage to qualify for retrofit or new truck purchase grants. Since 2013 we have been hauling 90% in California. We were pressured by companies we sub-haul for to purchase a new truck by December 2014 or we would no longer have a contract since they were receiving information that they would be penalized if they had sub-haulers that did not comply.

We owned a well maintained 2005 Peterbilt that was paid for. Even if the engine needed to be replaced at some point it would have cost us a fraction of the cost of the new truck we had to purchase. We sold a well-maintained truck that was paid for and making money in order to purchase a new 2014 truck that costs us approximately \$2300 per month, not including our increased insurance premiums. That cost is after we spent \$50,000 of our savings as a down payment to bring the monthly cost down. We now find out that we sold a perfectly good truck that was paid for, spent a majority of our savings on a new truck, have higher insurance premiums, just to realize that CARB is going to extend the regulation requirements for people who could not qualify for financing to comply.

We are California residents, tax payers, and homeowners. We need to keep our business in order to keep our home and maintain our livelihood. With the extension to comply for non-qualifying owner-operators we feel as if we are being punished for being responsible with our credit in order to qualify for financing as well as being punished for complying with the regulations set forth by CARB in the first place. There should be a tax credit or some sort of benefit to owner operators who purchased new trucks in order to comply. The proposed amendment only seems to cover operators who could not qualify for financing or operators who installed a filter. It does not provide any incentive to operators who operate in California and complied by, the Dec. 31, 2014 deadline by purchasing a new truck whether they qualified for a California grant or not.

I would like to compel the board to consider the responsible small business/owner operators and provide them with some sort of credit or incentive for complying in a timely and responsible manner. It is really hard to compile a business plan if the rules for the Truck and Bus Regulation continue to change and be extended. We could have paid off our home with the money we will be spending on the truck we had to purchase in order to comply by the original deadline. This has placed a huge financial burden on our family and business. This burden will be even more evident if owner operators who did not comply are allowed to continue operating in California with the old/non-compliant equipment. The non-compliant operators can operate at a lower cost because their overhead is much lower than a business that complied, has truck payments, and increased insurance premiums.

I would like to thank the board for their time in reviewing my comments and suggestions. Please do not let the the responsible small business down when considering the proposed amendments..

Kind Regards,

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