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Grant Campbell

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Chairman Nichols & Board Members  
California Air Resources Board  
Sacramento, CA

Re: California Air Resources Board and California Job Losses (Synonyms)

Good Morning/Afternoon Chairman Nichols, esteemed board members, and the men and woman that have taken time away from their businesses to be here today.

My name is Grant Campbell; I represent Lee Jennings Target Express, Inc. and its one hundred and thirty employees. We are a California based trucking company, have been in business for four decades and operate four terminals in California. Our company is struggling with ever increasing fee schedules from state oversight agencies and is limping through the worst economy in our business history. Although we are a small voice in the transportation industry, our troubles are indicative of the industry as a whole, and I thought you might like to hear from us before this regulation forces us out of business.

While CARB's goal to meet particulate matter and nitrous oxide emissions targets is notable, your environmental policies are having the unfortunate side-effect of decimating the Californian trucking industry and the methods employed to accomplish it will put thousands of people out of work.

Reduced to its lowest denominator, the "Truck & Bus Rule" calls for the wholesale replacement of existing truck fleets at an unbearable cost to business and also makes current equipment worthless on the used truck market. This regulation alone will cost our company almost eight million dollars and create a debt retirement ratio of twenty four percent over the first three years. As anyone with any business experience will recognize, a twenty four percent debt retirement ratio is unsustainable. Ironically, as we lay awake at night trying to formulate a plan to save one hundred and thirty jobs, CARB's website is actively recruiting twenty two.

It is becoming increasingly difficult to do business in California and many companies we work with are actively pursuing relocation strategies to "*business friendly states*". While out-of-state carriers will fill the void and continue moving freight from the ports and manufacturers of our state, these same carriers will take payroll, registrations, payment for services, and other California dollars from our weakened economy, extending the economic meltdown and forcing thousands of middle income wage earners onto unemployment rolls. The inconvenient truth is simply this: The creation of revenue from the sales of merchandise and services is what pays for everything... and as this revenue dries up, so too will the state...

From the viewpoint of an organization that does not have to make a profit, 5.4 billion dollars may not seem a burdensome amount. However, the totality of taxes, fees and onerous regulation has become unbearable for many companies. We respectfully request consideration of an extension of two years from the proposed implementation date of the Truck & Bus Rule to assist our industry in helping you to meet emission reduction goals while simultaneously helping to ensure the continued existence of a California domiciled trucking infrastructure. This minor delay will allow trucking companies to recapitalize their fleets at a realistic debt retirement ratio and will save thousands of jobs.

Thank you.