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Lakhbir Bhambra

NORTHERN CALIFORNIA PORT AND RAIL TRUCKERS ASSOCIATION
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March 22, 2010

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

RE; Port of Oakland Independent Truckers Grant through BAAQMD:

Dear Ms. Nichole:

My name is Lakhbir Bhambra, currently holding position as a CEO for the Northern California Port and Rail Truckers Association, which has its currently 742 members; therefore, through this letter I will present voice of all of 742 members, currently serving Port of Oakland and Rail yards of Oakland.

First of all I appreciate for being supportive to Port of Oakland's independent truckers while finding solutions new emissions regulations for Port of Oakland. Although we do appreciate the California Air Resources Board's additional grant funding of \$11 million from State I-bond funds for Port of Oakland truck retrofit or truck replacement. By doing taking an extra step to provide grant of 11 million, shows that CARB understands difficult time for the Port of Oakland Independent truckers facing low-income while serving Port of Oakland during this unprecedented economic down-turn.

It is our understanding that CARB is about to return \$6 million I-bond funds back to state.

Originally about 1320 Drivers (owner operators), serving Port of Oakland were rejected from the original \$22 million truck retrofit and replacement grant through Bay Area Air Quality Management District (BAAQMD), and only 666 owner operators are to receive new grant. Please concenter following concerns about the possibility return of these grants funds.

- (a) We 742 independent contractors agreed with Oakland mayor Dellums suggestion that there exists an intense for the \$6 million for Port of Oakland owner operators (independent contractors), in terms additional funding support for those receiving \$5,000 retrofit grants and also the owner operators who did not qualify for the new grants. Mayor Dellums also very clearly expressed his view that his office and him self heard from many truck drivers and financial organizations serving the drivers that given the finances of many drivers, they are facing great difficulties in securing the

funds need to pay for retrofit with only \$5,000 grant. He has also stated that it is his understanding that the 1,000 truckers who secured grants from the original \$22 million received full grants. In addition, close to another 1,000 truckers applied for the new grants but only 660 are receiving the grants. The need also exists to assist the other drivers not receiving the CARB grants.

- (b) Mayor Dellums and his office has been working diligently with our association to help truckers and put efforts to seek federal funding support from the White House and from various federal agencies. It may be an impediment for him and his Congressional leaders to effectively make the case for federal funds (grants) if the designated State funds for Port of Oakland operations are not able to be fully utilized.
- (c) As he also suggest and addressed his concerns, we (742) members also agreed with Mayor Dellums concern, therefore, we are also humbly requesting flexibility in the administration of the CARB funds.

We are also suggesting to utilizing the \$6million to provide for increased grant awards to the new grantees to prevent Port of Oakland truck drivers from being burdened with monthly payments that they can not financially sustain.

Since it falls under CARB's jurisdiction, it is also requested that CARB enable the \$5,000 retrofit grants to be utilized for replacement purposes. It is also our understanding that the truck drivers would have newer, safer, more fuel-efficient equipment rather than expensive retrofit equipment in need of replacement.

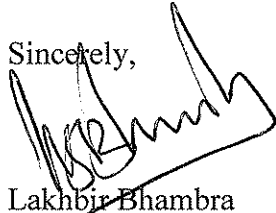
As previously has been suggested that the problem solving solution would be only two step process. The first step would be to use \$5,000 CARB grant for a down payment on a 2005 or 2006 engine year truck which will be pre compliant until 2013 (according to mile stone). It is true that trucks 2005-2006 are being sold in the current market for \$25,000 (versus about \$19,000-\$21,000 for retrofit or \$75,000 for a 2007 engine) and result in an affordable monthly payment of about \$575 per month for a period of three years. During the three-year period, the truck would be paid off and as suggested that the second step to have 2005-2006 trade in on a 2007 or newer engine.

In three years, the 2007 and newer engine will have depreciated to the point that the cost should be about the same or less than a 2005-2006 engine is now. The two-step process would put truckers ahead of the rule by three years. Permitting this flexibility would also addressed by trucker organization of technical problems being experienced with the retrofit devices, The Nor Cal Port and Rail Truckers Association (NCPRTA) with support of Mayor Dellums and large group of trucking business and other business presented by West State Alliance (WSA), is requesting the flexibility as described above.

NCPRTA is also supporting Mayor Dellums suggestion that raising the Cal Cap loan guarantee to lenders who are providing loans to truckers for retrofit to 50%, this will provide the more security needed to get more capital into the program for current lenders. Therefore, providing the \$6 million into Cascade Sierra Solutions AB118 funded program for truck retrofits which would enable them to allocate more funds for currently serving Port of Oakland as independent owner operators (Truckers). Therefore, I Lakhbir Bhambra, currently holding title as a CEO in

NCPRTA, respectfully requesting you and CARB through voice of 742 independent truck owners and with the support of other organizations, spicily efforts and support of Mayor Dellums, that you reconsider the restrictions attached to \$6million that prevent its usage for the Port of Oakland truckers.

Sincerely,



Lakhbir Bhambra
CEO for NCPRTA

Cc: Arnold Schwarzenegger, Governor of California
Jack Broadbent, Bay Area Air Quality Management District Executive Director
Damian Breen Bay Area Air Quality Management District Director, Strategic Incentives Division
Omar Benjamin, Port of Oakland Executive Director
Victor Uno, Port of Oakland Commission President
Ronald V. Dellums Mayor for the city of Oakland
Barbra Boxer, U.S. Senate
Barbra Lee, U.S. Congress
Loni Hancock, State Senate
Sandre Swanson, State Assembly
Nancy Skinner, State Assembly
Keith Carson, Alameda County Board of Supervisors
Nate Miley, Alameda County Board of Supervisors
Richard Grow, U.S. Environmental Protection Agency