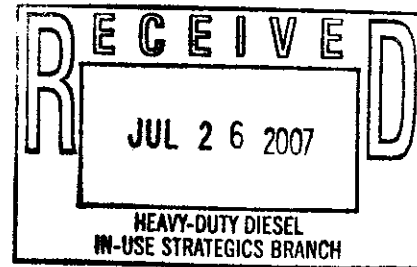


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7/22/07

Air Resources Board
Mobile Source Control Division
1001 I Street
Sacramento, CA 95812

Re: Proposed Regulation for In-Use Off-Road Diesel Vehicles

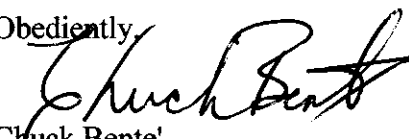
I oppose this regulation because it requires additional expenses be levied on an already cash strapped state. This regulation creates another layer of bureaucracy to inspect retrofit devices. Is another crew to be created to enforce the five minute rule if the public does not? If the ARB has no incentive money to help small business comply, how are they going to fund inspectors and staff to file the necessary paper work, file complaints and fines (if any)? For the ARB to state that they are giving small business time to comply because "understanding and learning about the regulation is such a challenge" is a short term help but at the price of the insulting verbiage of this regulation.

In the eighty (!) page regulation there is a suggestion of layering costs, which is to "pass on costs to customers" i.e. (tax payers) this is a mentality that must end. The economic impacts of this study, while looking good on paper are some what suspect coming from U.C. Berkeley.

Figure V1-2 shows mandatory federal reductions not that different from the states proposal, another reason I oppose these regulations.

Bottom line: if the USEPA does not approve these regulations, we're back to square one-spending millions on another study from Berkeley. That's why this unnecessary layer of bureaucracy and regulations should be defeated.

Obediently


Chuck Bente'