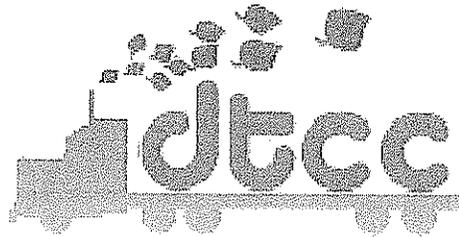


Jeanne Cain

08-11-4



driving toward a cleaner california

August 21, 2008

Ms. Mary Nichols
Chairman
California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Dear Chairman Nichols:

The "Driving Toward A Cleaner California" is a diverse, broad-based coalition representing thousands of small businesses, construction contractors, owner-operators, non-profit organizations and community and business leaders. We are committed to working with the California Air Resources Board (ARB) and you to craft a sensible on-road, in-use diesel truck and bus replacement regulation that both cleans the air and keeps California's economy moving forward. Our members live and work in California and are committed to ensuring that they do their part to help our fragile environment, but they are also employers who are concerned about the impacts this regulation will have on jobs and our economy.

This regulation is being proposed at a time when California diesel truck and bus owners are struggling to make ends meet in the most severe economic climate we've experienced in decades -- skyrocketing diesel prices, rising food costs, record home foreclosures, a 17-year low in housing starts, a credit crisis and the imminent threat of a full-blown recession.

In addition, many of these same truck and bus owners are working to comply with numerous other regulations and laws recently passed by the ARB, the Legislature and other regulatory agencies. The cumulative effect of these regulations cannot be underestimated. The toll it is taking on the already hard-hit construction, trucking, and other business sectors of California's economy is devastating.

Governor Schwarzenegger has repeatedly called for a balance between our environmental needs and our economic necessities. We have used that balance as our guide in crafting the attached alternative proposal to the current ARB proposed regulation. We believe this alternative proposal would achieve the early particulate matter (PM) and oxides of nitrogen (NOx) emissions reductions to improve the state's air quality that you are seeking in the ARB's current proposed rule, while providing much-needed flexibility to comply based on a variety of factors including mileage, type and use of the vehicle, and the best use of the available technology.

Specifically, our proposal targets the reduction of PM and NOx emissions as well as including six important provisions:

- **More Flexible Mileage Exemptions:** Currently, the ARB has no mileage exemption above 7,500 miles annually. The mileage exemptions enumerated in the DTCC alternative would allow for older model year vehicles that meet certain mileage thresholds to use an alternative compliance schedule, which would still realize emission reductions, through 2020, when vehicles will need to meet stricter emissions requirements to help meet air attainment goals.
- **Early Incentive Provisions:** To encourage the purchase of new clean technology as soon as possible, equipment owners who purchase and run 2007 or newer technology, who are not specifically engaged in port service before Dec 31, 2009, will receive an additional two years of compliance under the current BACT regulatory structure starting in 2020 for 2007, etc.
- **Dedicated Specialty Use Vehicle Considerations:** Due to the high costs associated with the purchase of new, specialty use equipment (including but not limited to what is described in Title 13 sec 2027(c) (9)), this provision would allow an exemption for certain dedicated use single unit vehicles to remain in use on a revised emission reduction schedule.
- **Cumulative Effect of Multiple Regulations:** Require ARB to develop a personalized compliance schedule for those businesses subject to two or more ARB rules. The schedule would permit compliance on a schedule that considers the financial impacts of all rules rather than the schedule required by each rule.
- **Safety And Compatibility Issues:** Require ARB to investigate and address all operational and other safety considerations of potential retrofit technology, such as transport of hazardous/flammable materials or sensitive cargo, view impediments, etc. If safety and operational concerns cannot be rectified, require ARB to provide exemptions for such equipment.
- **Utilizing Existing Technology:** ARB should be responsible for compiling a list of eligible or ineligible equipment while simultaneously addressing compatibility issues while also providing a more robust off-ramp for unavailable technology.

Your staff's current draft regulation would require trucks and buses to replace their current engines with 2010 engine technology. The use of new technology, like retrofit devices, to reduce both PM and NOx, is an important component of this proposal and can help to reduce what ARB staff has estimated to cost more than \$5.5 billion. However, because many of these devices remain unverified and others have compatibility issues with certain engine models, we are specifically requesting that your staff at ARB fully evaluate both the benefits and the availability of the diesel particulate and NOx reducing technology verified for use by the Board today.

As serious partners in this effort to improve California's air quality, we fully recognize that this DTCC proposal must help achieve significant emission reductions and have developed it with that understanding. Unfortunately, we are prevented from conducting a complete evaluation of the emissions reductions that would be achieved under our alternative. We were recently informed by your staff in the Mobile Source Analysis Branch that they are working through the emissions inventory and air quality modeling aspects of the Board's proposal and therefore those tools would not be available to us to conduct this important evaluation at this time. Your staff has, however, indicated its willingness to assist us by conducting their own evaluation of our alternative proposal and providing a briefing to the Board and our members on its results. **Therefore, we request that the Board conduct a thorough analysis of this alternative proposal and consider its adoption as we believe it demonstrates reasonable progress toward meeting California's needs for improved air quality and a sustained economy.** And we ask that this analysis be provided well in advance of the scheduled hearing for consideration of this regulation.

We also believe strongly that significant funding and assistance to California businesses are imperative in meeting the aggressive mandates of ARB's regulation, in whatever form it is ultimately approved. According to the ARB's own analysis, about two-thirds of company fleets are comprised of 10 vehicles or less, and about one-third are one-vehicle operations. Without adequate funding and assistance the state will be creating a regulation that has the potential to cause business closures, loss of competition, increased costs of goods, and in the worst case, destruction of critical delivery infrastructure necessary to the state's economy.

We submit this proposal to you on behalf of the members of the DTCC Coalition. We understand that there is also a proposal before you developed by many of the state's agricultural interests. The DTCC Coalition is supportive of their proposal as long as it does not shift their share of meeting emissions reductions to other industries in California.

The "Driving Toward A Cleaner California" coalition looks forward to working with you to evaluate the merits of our proposed alternative and develop a regulation that improves air quality while also taking seriously its potential impact on California's current economic environment. We will be following up with you in the next week to set up a meeting with you and your staff.

Sincerely,



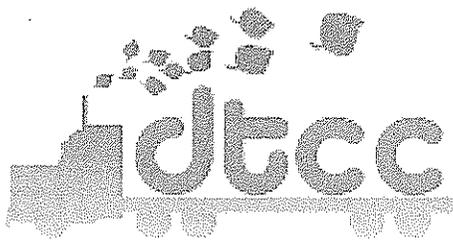
Jeanne Cain
Chairperson, DTCC
Executive Vice President, California Chamber of Commerce

CC: Air Resources Board Members
John R. Balmes, M.D.

Ms. Sandra Berg
Ms. Dorene D'Adamo
Mr. Jerry Hill, Member
Ms. Lydia H. Kennard
The Hon. Ronald O. Loveridge
Mrs. Barbara Riordan
The Hon. Ron Roberts
Mr. Daniel Sperling
John G. Telles, M.D.

The Hon. Linda Adams, Secretary, California Environmental Protection Agency
The Hon. Dale Bonner, Secretary, California Business, Transportation and Housing
Agency
Ms. Cindy Tuck, Undersecretary, California Environmental Protection Agency
Mr. Michael Benjamin, Chief, Mobile Source Analysis Branch, ARB
Mr. Erik White, Chief, Heavy-Duty Diesel In-Use Strategies Branch, ARB

Office of Governor Arnold Schwarzenegger
Ms. Susan Kennedy, Chief of Staff
Mr. Dan Dunmoyer, Cabinet Secretary
Mr. Chris Kahn, Legislative Secretary
Ms. Cynthia Bryant, Director, Office of Planning and Research
Mr. John Moffat, Deputy Legislative Secretary
Mr. Curt Augustine, Deputy Legislative Secretary



driving toward a cleaner california.

Membership List

A&A Concrete Supply, Inc.	Coca-Cola Bottling Company of Southern California
All Vehicle Registration Services	Construction Industry Air Quality Coalition
American Trucking Associations	Coastal Transport Co.
Arborwell, Inc.	Cross Petroleum
Associated Builders and Contractors of California	Dairy Institute of California
Associated Roofing Contractors of the Bay Area Counties, Inc.	Del Monte Foods
Bay Counties Dump Truck Association	Dependable Highway Express
Beck Oil, Inc	Elk Grove Waste Management
Blood Centers of California	Engineering & Utility Contractor Association (EUCA)
Butte Sand and Gravel	Exeter Chamber of Commerce
California Beer and Beverage Distributors	Far West Equipment Dealers Association
California Business Association	Ford Construction Company, Inc.
California Dump Truck Owners Association	Golden West Travel Inc.
California Chamber of Commerce	Greg Lyon Trucking
California Construction and Industrial Materials Association	Griffin Materials
California Delivery Association	Harbor Distributing LLC
California Diesel Compliance	Impact Transportation
California Grocers Association	Industrial Materials Association
California Independent Oil Marketers Association	J.C. Lansdowne, Inc.
California League of Food Processors	Kamps Propane
California Manufacturers & Technology Association	Koder Construction, Inc.
California Moving and Storage Association	Legacy Transportation Services
California Pavement Maintenance	Leonard De Coud
California Professional Association of Specialty Contractors	Mack Trucks, Inc
California Refuse Removal Council	Mid Coast Transportation Inc.
California Sheet Metal Air Conditioning Contractors	Milpitas Chamber of Commerce
California Spa & Pool Industry Education Council	Monterey County Business Council
California Tow Truck Association	Mountain Valley Express Co. Inc
California Trucking Association	Napa Chamber of Commerce
Carolyn Pendergrass Trucking	North American Power Sweeping Association - CA Chapter
Cars Go USA, Inc.	Northern Truck and Crane Inc.
Chemical Industry Council of California	Northwest Excavating, Inc.
Chocolate Express	Pacific Corrugated Truck Lines Inc.
	Pat Cramer Insurance Agency, Inc.
	PCC Logistics, Inc.
	PDM Transportation, Inc
	Peniston Transportation

Peterson Power Systems
Pure Power!, Inc.
Ramirez & Sons Trucking, Inc
Ramsey Express Trucking Inc.
RaynGuard
Redding Oil Company
Reliable Liquid Transport, Inc
Rinehart Oil Inc.
RPT
Saied Trucking Company
Santa Barbara County Nursery & Flower
Grower Association
Santa Barbara County Taxpayers Association
Santa Clara Chamber of Commerce and
Convention-Visitors Bureau
SC Fuels
Shalimar Tours & Charter
Simi Valley Chamber of Commerce
SYSCO Food Services of San Diego, Inc.
Tesei Petroleum
Tow Trucks For Less
Transerve, Inc.
Triangle Distribution Company
Trucks Feed Our Families
Valley Contractors Exchange
Valley Iron Inc.
Valley Rock Ready Mix, Inc.
Vegiworks Inc.
Vert Biodiesel
Watsonville Coast produce
Western Electrical Contractors Association -
Independent Electrical Contractors
Western States Oil Co.
Western States Petroleum Association
Yandell Truckaway, Inc.

Alternative Proposal Under Consideration

Keep all regulatory concepts including mileage, early compliance and NOx exemptions, BACT, BACT averaging, and Fleet averaging, responsibility and definitions with exceptions and modifications (see below)...

Additions/changes to exemptions (all require reporting):

- Under 30,000 miles annual: beginning end of 2010: 2004 or newer until 2020 then NOx and PM BACT (2010 Technology). Under 15,000 miles annually: beginning at the end of 2010: 1994 or equivalent with Level 3 PM until 2020 whereupon 2007 technology level. Under 7,500 miles annually: beginning at the end of 2010: Level 3 PM until 2020 whereupon 2004 Technology. (see below) ***(Currently the ARB has no mileage exemption above 7500 miles annually. These mileage exemptions allow for older model year trucks to be used initially while still realizing emissions reductions; until 2020, where then they will need to meet the specific emissions requirements to help meet air attainment goals, will require reporting)***

15,000 – 30,000 Miles:

End of 2010: 2004 engine equivalent or newer until 2020

2020: 2010 Technology (2010 NOx and PM BACT)

7,500 – 15,000

End of 2010: 1994 with Level 3 PM Control or equivalent until 2020

2020: 2007 Technology or equivalent

Under 7,500 Miles

End of 2010: Level 3 PM control until 2020

2020: 2004 Technology or equivalent

- Each Mileage exemption is based upon mileage only. Operating hours have been removed which will result in application of current idling rules to apply to low mileage vehicles where idling rather than low mileage is the issue as in PTO.
- Equipment owners who purchase and run 2007 or newer technology who are not specifically engaged in port service before Dec 31, 2009 will receive an additional two years of compliance under the current BACT regulatory structure starting in 2020 for 2007 etc. ***(This concept encourages the purchase of new clean technology sooner)***
- Allow for exemption for dedicated use or single unit vehicles (including but not limited to what is described in Title 13 sec 2027(c) (9)). Starting at the end of 2012: all dedicated use vehicles must meet 1994 or later with 85% PM and 25% NOx control or equivalent. In 2020 all dedicated use vehicles will meet 2007 standards. ***(this concept allows for used vehicles to remain in service due to high costs associated with the purchase of new equipment of this type)***

- Require CARB to address any and all safety concerns and allow for specific exemptions related to emissions reductions technology and safe operation including the transport of hazardous or flammable materials and other considerations.
- Require CARB to develop a personalized compliance schedule for those commercial entities subject to two or more CARB rules. The schedule would permit compliance on a schedule which considers the financial impacts of all rules rather than the schedule required by each rule.
- Require CARB to investigate and address all operational and other safety considerations of potential retrofit technology (such as transport of hazardous/flammable materials or sensitive cargo, view impediments, etc.) before allowing for its use for compliance purposes and if safety/operational concerns cannot be rectified, provide exemptions for such equipment.

BACT Changes:

Change BACT implementation to allow for PM BACT until 2013, with NOx and PM BACT taking place in 2014, model year compliance path take place chronologically with full NOx and PM BACT requirements by 2022, consistent with current BACT structure.

<i>Compliance Deadline, as of December 31</i>	<i>Engine Model-Years</i>	<i>BACT Requirements</i>
2010	Pre-1994	PM BACT*
2011	1994 -1997	PM BACT
2012	1998 - 2003	PM BACT
2013	2004 - 2006	PM BACT*
2014	Pre - 1994	NOx and PM BACT
2015	1994 -1998	NOx and PM BACT
2016	1998 - 2003	NOx and PM BACT
2017	2004 - 2006	NOx and PM BACT
2018	NA	NA
2019	NA	NA
2020	2007	NOx and PM BACT
2021	2008	NOx and PM BACT
2022	2009	NOx and PM BACT

*Limited Availability of Technology: no retrofit device will be required unless self-regenerating system becomes available for a particular application or engine and is verified for at least one year prior. For engines certified to the 2004 standard (2.5NOx/HC - .10 PM) and for pre 1994 engines unless system becomes available (as described above) will need to follow BACT replacement schedule for 2017.

Fleet Averaging Changes:

- Allow Double credit for Hybrids for the life of the regulation
- For one vehicle fleets, and exempt trucks for two and three truck fleets, move compliance for PM and NOx performance requirements to 2020, require 2004 technology starting at the end of 2012 for exempt truck.
- For two vehicles, move compliance for non-exempt truck from December 31, 2013 to December 31, 2015. Exempt truck to meet 2004 standard at end of 2012.
- For three vehicle fleets; move compliance for non exempt trucks from December 31, 2013 for both to December 31, 2015 for one and December 31, 2016 for the other. Exempt truck to meet 2004 standard at end of 2012.
- Count each vehicle retired (as consistent with previously adopted ARB rules: in that the equipment is scrapped, sold out of state or utilized in a low mileage capacity) in a fleet before December 31, 2010, as 2010 compliant until December 31, 2017 for purposes of fleet averaging. Each retired vehicle will count as a 2010 MY equivalent and will be included in total fleet average size until 2017. Equipment owners who choose to utilize this option must present proof of retirement.
- Space out initial NOx compliance for fleet averaging targets for fleets of four or more. For NOx: Space out requirements starting 2012 a second target in 2014, with a third Target starting in 2016, a fourth target in 2020 and the remainder of the fleet in compliance for NOx in 2022.
For PM: Keep same targets as ARB (See below for NOx and PM Targets)

Compliance Deadline, as of December 31	Fleet NOx Targets for each compliance deadline	
	MHD	HHD
2012	8.5	14.4
2013	8.5	14.4
2014	5.8	9.8
2015	5.8	9.8
2016	4.6	7.8
2017	4.6	7.8
2018	4.0	6.0
2019	4.0	6.0
2020	3.2	3.0
2021	1.6	3.0
2022	0.8	1.6

Compliance Deadline, as of December 31	Fleet PM Targets for each compliance deadline	
	MHD	HHD
2010	0.38	0.710
2011	0.29	0.520
2012	0.17	0.320
2013	0.06	0.110
2014	0.06	0.110
2015	0.06	0.110
2016	0.06	0.110
2017	0.06	0.110
2018	0.06	0.110
2019	0.06	0.110
2020	0.06	0.110
2021	0.06	0.110
2022	0.06	0.110

BACT Percentage Limits Changes:

- For BACT fleet Percentage compliance scenario, employ similar concept for fleet averaging targets with initial space out of one year between initial compliance schedule for NOx. The targets for PM are the same (See Table Below)
- Count the number of vehicles retired (as consistent with previously adopted ARB rules: in that the equipment is scrapped, sold out of state or utilized in a low mileage capacity) in a fleet before the end of each compliance year, in total fleet size for each compliance year starting once a baseline fleet size is established on January 1, 2010. Each retired vehicle will count as a BACT compliant vehicle in total fleet size for each compliance year for fleet percentage requirements until 100% compliance is required.

Compliance Deadline, as of December 31	Percentage of Total Fleet Complying with BACT	
	PM BACT	NOx BACT
2010	25%	NA
2011	25%	NA
2012	50%	25%
2013	100%	25%
2014	100%	50%
2015	100%	50%
2016	100%	75%
2017	100%	75%
2018	100%	80%
2019	100%	90%
2020	100%	90%
2021	100%	90%
2022	100%	100%

Enforcement Consideration:

- The ARB must work closely with the DMV to determine the most appropriate course of action for prohibiting registration of non-compliant trucks. Tie motor carrier permit to emissions compliance as it is tied to it for BIT.
- CARB should be responsible for compiling a list of compatible technologies for all equipment subject to this regulation while simultaneously addressing compatibility and availability issues by providing a more robust off-ramp for unavailable or incompatible technology.
- Require CARB to perform continued cost analysis for the life of the regulation.
- Create "compliance corral" where shippers, brokers, members of the public can look up a fleet to see if it is in compliance. Voluntary participation.
- Create certificate of reported compliance for equipment owners if compliance corral cannot be available for the initial rule implementation. Require that section 2025 b(1)(A) does not apply to person, business until there is a certificate of reported compliance program for equipment owners.
- Require CARB to work with local transportation agencies and evaluate potential emissions impacts from truck route closures resulting in additional mileage or increased exposure for sensitive groups.

Funding Considerations:

- Create self sustaining loan program available to all California based carriers.
- Allow for utilization of the tiered truck trade for exemption vehicles.

BACT Comparison:

CARB Schedule

<i>Compliance Deadline, as of December 31</i>	<i>Engine Model-Years</i>	<i>BACT Requirements</i>
2010	Pre-1994	PM BACT
2011	2003 – 2004	PM BACT
2012	2002 – 2006	PM BACT
	1994 – 1999	NOx and PM BACT
2013	2000 – 2002	NOx and PM BACT
2014	Pre-1994	NOx and PM BACT
2015	2003 - 2004	NOx and PM BACT
2016	2005 - 2006	NOx and PM BACT
2017	NA	NA
2018	NA	NA
2019	NA	NA
2020	2007	NOx and PM BACT
2021	2008	NOx and PM BACT
2022	2009	NOx and PM BACT

DTCC Alternative Schedule (differences in RED)

<i>Compliance Deadline, as of December 31</i>	<i>Engine Model-Years</i>	<i>BACT Requirements</i>
2010	Pre-1994	PM BACT
2011	1994 - 1997	PM BACT
2012	1998 - 2003	PM BACT
2013	2004 - 2006	PM BACT
2014	Pre - 1994	NOx and PM BACT
2015	1994 - 1997	NOx and PM BACT
2016	1998 - 2003	NOx and PM BACT
2017	2004 - 2006	NOx and PM BACT
2018	NA	NA
2019	NA	NA
2020	2007	NOx and PM BACT
2021	2008	NOx and PM BACT
2022	2009	NOx and PM BACT

BACT Percentage Limits Comparison:

CARB Schedule:

<i>Compliance Deadline, as of December 31</i>	Percentage of Total Fleet Complying with BACT	
	PM BACT	NOx BACT
2010	25%	NA
2011	50%	NA
2012	75%	25%
2013	100%	50%
2014	100%	60%
2015	100%	70%
2016	100%	80%
2017	100%	80%
2018	100%	80%
2019	100%	90%
2020	100%	90%
2021	100%	90%
2022	100%	100%

DTCC Alternative (differences in Red):

<i>Compliance Deadline, as of December 31</i>	Percentage of Total Fleet Complying with BACT	
	PM BACT	NOx BACT
2010	25%	NA
2011	25%	NA
2012	50%	25%
2013	100%	25%
2014	100%	50%
2015	100%	50%
2016	100%	75%
2017	100%	75%
2018	100%	80%
2019	100%	90%
2020	100%	90%
2021	100%	90%
2022	100%	100%

Fleet Averaging Comparison (NOx):

CARB Proposal (NOx Targets)

Compliance Deadline, as of December 31	Fleet NOx Targets for each compliance deadline	
	MHD	HHD
2012	8.5	14.4
2013	5.8	9.8
2014	4.6	7.8
2015	4.6	7.8
2016	4.0	6.0
2017	4.0	6.0
2018	4.0	6.0
2019	3.2	4.4
2020	3.2	4.4
2021	1.6	3.0
2022	0.8	1.6

DTCC Alternative Proposal (NOx Targets) (differences in Red)

Compliance Deadline, as of December 31	Fleet NOx Targets for each compliance deadline	
	MHD	HHD
2012	8.5	14.4
2013	8.5	14.4
2014	5.8	9.8
2015	5.8	9.8
2016	4.6	7.8
2017	4.6	7.8
2018	4.0	6.0
2019	4.0	6.0
2020	3.2	3.0
2021	1.6	3.0
2022	0.8	1.6

Fleet Averaging Comparison (PM):

CARB and DTCC Proposals for PM are identical

Compliance Deadline, as of December 31	Fleet PM Targets for each compliance deadline	
	MHD	HHD
2010	0.38	0.710
2011	0.29	0.530
2012	0.17	0.320
2013	0.06	0.110
2014	0.06	0.110
2015	0.06	0.110
2016	0.06	0.110
2017	0.06	0.110
2018	0.06	0.110
2019	0.06	0.110
2020	0.06	0.110
2021	0.06	0.110
2022	0.06	0.110

ContraCostaTimes

Contra Costa Times

Diesel truck rule debated before key vote Friday

By Denis Cuff

December 9, 2008

California's air pollution board Friday will consider adopting strict new rules requiring cleaner diesel trucks to reduce the risk of health ailments linked to soot particles.

Truckers and public health advocates call the diesel truck rule a milestone in California's campaign for clean air, but they sharply disagree whether it requires reductions too soon.

To meet a series of proposed deadlines that vary by truck model, truckers would have to retrofit older diesel vehicles with pollution filters starting in 2010, and eventually replace the 1 million trucks operating in California with cleaner models by 2020.

Truckers said the estimated compliance cost of \$5.5 billion would cause massive disruption in their recession-plagued industry and lead to higher consumer prices for goods ranging from tennis shoes to canned foods.

"This rule is a watershed turning point in the way California commerce will be conducted," said Bob Ramarino, head of a Hayward trucking company and president of the California Trucking Association. "We agree we need to clean up our trucks, but this is too much of a burden too soon."

Environmental and public health groups say the California Air Resource Board should adopt the rule. The regulation will protect the public from microscopic soot particles that can lodge deep into the lungs, triggering asthma, bronchitis, strokes and heart disease.

"Together, these pollutants are taking a serious toll on

Advertisement

Quantcast

California's public health, especially on the most vulnerable, children, whose lungs are still developing, and the elderly, whose immune systems are frail," a coalition of leaders from 17 health advocacy groups wrote in a letter to the air board released Tuesday. The groups include the American Lung Association of California, the California Medical Association and the American Academy of Pediatrics.

The risks from diesel soot are not limited to those who drive trucks or live next to freeways, the coalition said. "Most of us live, work or go to school by a highway, transportation hub, or major road; indeed, 50 percent of all Californians live within 1 mile of a freeway," the groups said.

The California Air Resources Board estimates that over the next 15 years the rule will prevent 9,400 premature deaths, result in 150,000 fewer asthma cases and save up to \$68 billion in public health care costs.

A new national study found that trucking company employees most frequently exposed to diesel exhaust have a much higher cancer and death rate than other workers in the trucking industry.

The study by researchers at Harvard University and UC Berkeley looked at records of 31,135 workers and concluded that short-distance truckers and dock workers — who often worked near running truck engines — have higher cancer and death rates.

"We've known for more than a decade that exhaust from diesel trucks is dangerous," said Mary Nichols, air board chairwoman. "The more we study these emissions, the more dangerous it appears."

The trucking industry asserts the study overblows the danger because the longtime workers toiled near diesel trucks made between the 1960s and 1980s, when trucks burned much dirtier.

Installing particulate filters, an earlier requirement of the proposed rule, can cost between \$10,000 and \$20,000 per vehicle, the air board and industry officials estimate. Buying new trucks to meet the 2020 deadline can cost \$120,000 or more per vehicle.

To ease the burden on truckers, the Air Resources Board plans to offer up to \$1 billion in grants and low-interest loans to truckers to clean up old vehicles and buy new ones.

But that leaves the other \$4.5 billion of the compliance costs to fall on the shoulders of truckers, many of whom are struggling to get credit in a recession that has hurt them because of flagging business, according to the trucking association.

Ramarino said he is not sure how his family-owned company can secure enough credit to replace its 30 trucks by 2020. "This is a much different business climate than it was just in September," he said.

In the Bay Area, the local air pollution district says the state diesel truck rule will boost the region's chances of meeting a federal health standard for fine-particle pollution. Diesel soot — as well as fireplace smoke on chilly nights — contributes to unhealthy air, officials said.

* Story also ran in the San Jose Mercury News

San Francisco Chronicle

FOUNDED 1865 CALIFORNIA'S LARGEST NEWSPAPER

San Francisco Chronicle

Air board to move on global warming proposals

By Wyatt Buchanan

December 10, 2008

California will decide this week whether to adopt the nation's most comprehensive plan to combat global warming and to impose the most restrictive regulations on heavy-duty diesel trucks, a move that would impact nearly 1 million big rigs on the state's roads.

The California Air Resources Board will consider the landmark policies, each of which has generated significant controversy, at its meeting Thursday and Friday in Sacramento. Each of the plans would take more than a decade to be fully implemented.

"This is an important landmark in California's plan to address global warming," said Bill Magavern, director of Sierra Club California, of the "scoping plan" for AB32, the law that mandates California's greenhouse gas emissions be cut to 1990 levels by 2020, a reduction of about 30 percent.

The plan does not include specific regulations for reducing carbon, but it outlines the state's goal for cutting greenhouse emissions into specific areas.

A regulation to strengthen vehicle emissions standards, which has been blocked by the Bush administration, would produce the largest single reduction. The plan also includes the state's initiative to put solar panels on 1 million roofs and still-undefined regulations on building codes and more-efficient appliances.

Critics of the plan say estimates released by the air board - that the average household in the state would save \$500 per year and the changes would have "an overall positive effect on the economy" - are faulty.

A report from the nonpartisan Legislative Analyst's Office was critical of the estimate, stating that the evaluation of costs and benefits of some measures is "inconsistent and incomplete."

"We believe (the air board) underestimates the costs this plan is going to impose on California citizens and businesses and that it's going to have a negative effect on the economy," said Shelly Sullivan, executive director of the AB32 Implementation Group, a coalition of businesses and business advocacy organizations that want to postpone the process.

Republican lawmakers also have called for delaying this week's vote until the issues raised in the legislative analyst's report and a separate peer review are addressed.

Mary Nichols, chairwoman of the air board, acknowledged Tuesday that other studies on the cost of the plan show a slight economic loss.

"But it's amazing that we are planning to cut carbon by 30 percent in the coming years without a noticeable effect" on the state's economy, she said in a meeting with The Chronicle's editorial board.

Gov. Arnold Schwarzenegger has said the state's fight on global warming will not be abandoned even in a sagging economy.

"I want you all to know that the strong consensus at our (climate summit in Los Angeles last month) was very clear - that we have no intention of backing away from our historic commitment to the fight against global warming" Schwarzenegger said this week in a videotaped message to the U.N. Climate Change Conference in Poland.

Money also is at the crux of the debate over the new diesel regulations for trucks and buses.

If approved, the rules would require every owner of a heavy-duty diesel truck operating in the state to retrofit or replace the vehicles starting in 2010, even if they are registered in another state or country.

There are about 400,000 trucks registered in the state and about 500,000 from outside the state that do business in California, according to the air board.

Owners of the trucks would be required to install filters on their exhaust, with most having to do so by 2014. Truckers also would have to replace their engines between 2012 and 2022 or buy a new truck with an engine made with 2010 specifications.

Air board officials say their top priority is public health, and failure to meet clean air standards would put at risk billions of dollars in federal highway money.

Air board officials estimate that the rule will save the lives of 9,400 people between 2011 and 2025. A related study by UC Berkeley and Harvard researchers concluded that truck drivers and dockworkers who breathe diesel soot on the job have higher rates of lung cancer and death than other workers.

The trucking industry has offered an alternative plan, with different timelines, that it believes would ease some of the burden on truck drivers who could be saddled with vehicles they cannot legally drive nor sell.

Nichols said Tuesday that the state aims to provide \$1 billion in assistance to small trucking businesses to help pay for the upgrades.

"We don't want to push (truckers) into hardship," she said, "which is why we hope to come up with additional funding."

But trucking industry officials are skeptical.

"I know in many cases it sounds like, 'Oh, the sky is falling.' But this is for real," said Julie Sauls of the California Trucking Association. "The only people who don't seem to recognize the economic downturn are the air board staff."

Lance Pirerovich, who owns Mid-Coast Transportation in Livermore, has two trucks and a yard of trailers that other truck drivers rent to haul equipment to construction sites. He said business has dropped to a quarter of what it was two years ago.

If the rule goes through, he is sure his shop will go under.

"I have no doubt it's going to wipe out all of us smaller-business people," he said.

But many scientists and economists are urging quick and decisive action. More than 1,700 of them have signed a letter from the Union of Concerned Scientists calling on the nation's leaders to tackle global warming. The organization is looking at California as a leader on the issue.

"Both of these rules are extremely important from a scientific standpoint," said Erin Rogers, a climate campaign manager with the group, who added that the scoping plan "is probably the most expansive climate policy in the U.S., if not the world."

Key meetings of air board

The California Air Resources Board meets this week to decide on a plan to curb greenhouse gas emissions in the state by 30 percent by 2020, and regulations to reduce emissions from nearly 1 million diesel trucks in the state.

Thursday: 9 a.m. at 1001 I Street, Sacramento, second floor, Byron Sher Auditorium.

Friday: 8:30 a.m., same location.

The San Diego
Union-Tribune.

San Diego Union Tribune

State air monitors gunning for diesel

By Michael Gardner

December 8, 2008

California's air-quality regulators once again find their pursuit of aggressive public health safeguards in conflict with the economy.

This time, the state Air Resources Board is closing in on diesel soot emissions from nearly 1 million trucks.

"Ultimately, we have no choice but to proceed to control this source," said Mary Nichols, the air board's chairwoman. "They are a huge source of emissions that up until now have been essentially uncontrolled."

The proposed regulations – considered to be the nation's most restrictive – would require many truckers to either gradually replace their rigs or install anti-pollution devices starting in 2010, depending on the model year and fleet size. By 2023, most diesel rigs "would have the cleanest engines available," according to an air board report.

Moreover, during its two-day meeting Thursday and Friday in Sacramento, the air board also is expected to adopt rules to squeeze better fuel efficiency out of long-haul big rigs.

That proposal is part the state's ongoing quest to reduce reliance on fossil fuels contributing to greenhouse gas emissions linked to global warming. To move in that direction, regulators want truck cabs and trailers, depending on size and age, to be outfitted with smoother rolling tires and better aerodynamic equipment to cut wind resistance, for example.

The rules also would apply to out-of-state trucks that deliver goods to California. Most shuttle buses, such as those at airports, also must comply. In all, 900,000 trucks and 170,000 businesses could be affected.

"Any way we look at this, it's going to be a watershed change," said Bob Ramorino, president of the California Trucking Association. "It's going to increase the complexity and cost of moving goods."

Critics say the new pollution standards could cost some operators their rigs and act as a drag on retail and construction. The air board's analysis reports that compliance will cost fleet owners \$5.5 billion through 2020.

"If this activity happens, I'll be forced to quit," said Tom Williamson, who makes his living with one 12-year-old truck, mostly hauling construction debris and materials in San Diego County.

The industry has also warned that the cost will be passed along to customers, adding to the price of food and other commodities.

Regulators, though, describe any potential increases as negligible. If the air board adopts the regulations, no further approval is required.

Public health advocates are lobbying for the air board to stick to its timetable, arguing that the public is paying a high price for diesel pollution through premature deaths and escalated rates of respiratory illnesses such as asthma, bronchitis and emphysema.

The health impacts are staggering, according to regulators. They estimate that over the next 15 years the new rules would prevent 9,400 premature deaths, result in 150,000 fewer asthma cases, save 950,000 work days lost because of illness, and reduce public health costs by as much as \$68 billion.

"These regulations are critical to public health," said Bonnie Holmes-Gen, who tracks the issue for the American Lung Association of California.

Without action, the state will fail to meet federal air-quality standard deadlines, risking millions of dollars in federal highway funding, Nichols said.

The air board estimates that, by 2020, the regulations would cut particulate matter in the soot emitted by diesel engines by 5.2 tons per day, a 43 percent decline. Emissions of oxides of nitrogen, a primary contributor to smog, would be cut by 79 tons per day, a 23 percent reduction by 2020.

Truckers say they want to do their part, but worry about the financial costs.

"We are breathing the same air. We want it cleaned up, too," said Jennifer Secord, owner of Pacific Coast Truck and Warehouse in San Diego.

But the recession makes that goal even more challenging, particularly for contract truckers, she said. Equipment to clean the soot, such as particulate filters, could cost \$40,000 for a truck worth \$10,000. At the same time, the number of runs has dropped off precipitously.

"It's going to be tough. I don't know how it's going to happen," Secord said. "They're doing half the trips they were doing at this time last year."

Industry representatives say the tight credit market makes it virtually impossible to buy new trucks or equipment.

The vehicle resale market has largely dried up, said Williamson, president of the California Dump Truck Owners Association, which has about 100 members in San Diego County.

“At the end of 2012, my truck will have to be pulled off the road,” Williamson said. “There will be no market to sell my truck in California – possibly in other states or countries. But they would only want it at a bargain price.”

Used trucks that drew bids of up to \$40,000 a year ago now bring in less than \$8,000, according to Robert Tennes, a salesman at Western Truck Center in West Sacramento.

“These trucks are going out of state for 10 cents on the dollar . . . Even if they wanted to sell a truck today, they are really not in a position where they can afford to,” Tennes said.

State regulators have put together a \$1 billion package of grants and loans to help the industry comply over the coming years, Nichols said. The state plans to tap several different existing accounts, including bond money passed by voters and funding approved by lawmakers, to come up with the aid.

Truckers have prepared alternatives, including providing more time to comply and exemptions if proven clean technology is not readily available.

The industry also proposes a hand-me-down program that it says will help clean the air without economic hardship. First, the state would buy trucks required to have soot-cleaning equipment installed. Then, after being retrofitted, those trucks could be used to replace some of the oldest and dirtiest rigs that are exempt from the regulations because they are driven so few miles. Operators who sell their vehicles initially to the state could use the money to buy new trucks.

“We want to take the oldest vintage trucks and scrap them as quickly as we can. They pollute the most,” said Ramorino, the trucking association president.

Sacramento Bee

Editorial: Public health is air board priority

December 8, 2008

No one disputes the need to reduce the pollution spewing from trucks in California.

Statewide regulators say diesel exhaust is responsible for an estimated 2,900 premature deaths a year, thousands of hospital visits and asthma attacks and millions of lost work days. Dirty air is also costly. It costs Californians \$3.5 billion a year in lost work days and to treat illnesses caused by diesel pollution. Premature deaths cost another \$16 billion yearly.

New rules set for a vote by the California Air Resources Board this week will require owners of trucks operating in California to either replace their diesel rigs with cleaner models beginning in 2010 or install traps to capture the lung-searing diesel soot that trucks waft into the air. Air board officials say the rules they've designed are essential for the state to meet federal clean air standards. Given the threat of federal sanctions and the health impacts of diesel, the board cannot afford to postpone this decision.

The state's trucking industry concedes the health impacts of diesel pollution but, given the collapsing economy, they have offered a less onerous alternative to the air board's proposal. It would achieve the same air pollution reductions as the air board's plan by 2021 but the requirements would be phased in over a longer period of time and the benefits would come more slowly.

The truckers argue that the recession has negated some of the assumptions built into the air board's regulation. Many companies are having a hard time selling their old, dirty trucks or finding financing to buy new trucks or retrofit their old ones. They also argue that, with the down economy, there are fewer trucks on the road, cutting pollution and making it easier for the state to meet federal clean air standards.

The trouble is, the air board's staff analyzed the truckers' alternative plan and found it would leave the South Coast and the San Joaquin Valley in violation of federal standards by as early as 2014. Compared with the air board's plan, the truckers' proposal would also expose Californians to higher levels of diesel particulate pollution, especially in the years from 2012 to 2018.

In formulating its rule, the air board has tried to be sensitive to the truck industry's concerns. It has softened its original regulation, cutting the trucking industry's cost of implementation by about \$1 billion. The state has also put together \$1 billion in funding to help small trucking companies clean up their fleets.

Even so, this regulation – years in the making – will be costly for the industry. The air board estimates that trucking firms and diesel bus operators, who also would be covered by the rule, will have to spend \$5.5 billion over 13 years to comply.

When it meets this week, the air board has no choice but to make public health its top priority. Adopting the industry alternative would mean more children suffering asthma attacks. There will be more heart attacks and more lung disease. More people will die prematurely. That is unacceptable.

At the same time, the board needs to consider the possibility of an extended recession in California, and how such a recession would affect air quality and the ability of small trucking companies to comply with its rules.

If the board finds that truck travel is likely to stay flat or even decline over the next five years, it should be receptive to giving small trucking companies some extra time to comply. But it should do so only if board members are confident the state could meet its deadlines under the Clean Air Act.

INLAND VALLEY
Daily Bulletin

Inland Valley Daily Bulletin

Truckers, regulators disagree on proposed diesel rules

By Andrew Edwards

December 7, 2008

California air-quality regulators could soon approve new rules intended to make trucking a cleaner business, but truckers say mandates to replace their fleets will be too expensive.

The California Air Resources Board is scheduled to hold its next hearings Thursday and Friday in Sacramento. The 10-member board is set to consider proposals that will require heavy-truck operators to start using diesel exhaust filters in 2010, and in 2012 to start using diesel engines manufactured no later than 2010.

Meeting the latter standard would require big-rig owners to replace engines in their existing vehicles or purchase replacement vehicles by 2023.

"It's going to make everything very costly," said Steven Snowball, who owns A.C. Byers in San Bernardino.

Snowball said it would now cost about \$130,000 to replace one of the 18 dump trucks in the A.C. Byers yard. That figure does not include the cost of the anti-pollution gear that regulators want to install on California's trucks.

Proponents say the proposed mandate is a necessity for public health.

The proposed regulations are designed to reduce both diesel and nitrogen oxide emissions. Dr. Ralph DiLibero, former president of the Los Angeles County Medical Association, said cutting diesel pollution around the state's freeways needs be a top priority for health policy.

DiLibero said half of Californians live within one mile of a freeway, and the routes linking the Ports of Los Angeles and Long Beach to San Bernardino are a zone of dirty air.

People living near truck routes can inhale diesel particles - nearly one-

twentieth the width of a human hair - that pose serious health risks, DiLibero said.

"They penetrate deep, deep into the lung and cause cancer and all sorts of stuff," DiLibero said.

A report for the board shows that the proposed regulation would affect 170,000 California businesses and would create a \$5.5 billion cost for California and out-of-state trucking businesses that would have to meet the regulation.

Board staffers report that more than \$1 billion in state money will be used to help truckers comply with the clean technology mandates if the board adopts the rule.

The state also estimates the regulation would reduce pollution enough to prevent about 9,400 premature deaths while also lessening the state's number of asthma cases and sick days used by workers with pollution-related illnesses. These anticipated health benefits are valued at an estimated \$48 billion to \$68 billion.

Truckers' advocacy groups are calling for their members to travel to Sacramento for the Thursday and Friday hearings to debate the new regulations. Under the moniker "Driving for a Cleaner California," industry members are asking for a less stringent approach.

A key provision of the industry-supported alternative would allow truck owners to use older engines than the state-proposed 2010 models if their rigs are not used as much as long-haul vehicles.

California Trucking Association spokeswoman Julie Sauls said the recession makes the industry less than enthusiastic when it comes to significant new costs.

"If you don't have customers to deliver for, your trucks aren't rolling, and you're not making revenue," she said.

ContraCostaTimes

Contra Costa Times

Truckers, regulators disagree on proposed diesel rules

By Andrew Edwards

December 7, 2008

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- **Story also printed in Inland Valley Daily Bulletin, San Bernardino Sun and Redlands Daily Facts.**

San Gabriel Valley Tribune

Steady reform for clean air

December 7, 2008

CALIFORNIA - which leads the nation in green initiatives - will set a new standard Friday for the clean-up of diesel exhaust from big rig trucks.

It's a legacy that must continue, not only to help

36 million Californians breathe cleaner air with fewer soot particles, but to continue growing a green jobs industry that will help rebuild our economy.

Still, when the California Air Resources Board convenes to approve the new big rig pollution rule, it must ensure that the \$1 billion in funding promised by the governor and the voters of Proposition 1B will be available to help trucking companies pay for retrofits to old trucks and for brand new cleaner-burning rigs.

We sympathize with trucking firms that told our editorial board they are being hit by not just one regulation but a series of regulations in a slumping economy when keeping trucks on the road and employees on payroll is tough enough. That's why we are also recommending that the CARB provide incentives for companies to voluntarily meet the U.S. Environmental Protection Agency's "SmartWay" proposal that offers aerodynamic "skirts" and wider tires to increase fuel efficiency.

While the CARB has scheduled this voluntary EPA program to become a second, mandatory rule in California, it can help trucking firms ease into cleaner trucks by spreading out the mandatory burden. Many larger firms will go ahead and make trailer improvements anyway, because it will save them fuel costs.

Others will surely follow suit.

However, we don't believe the CARB should roll back its main proposal to cut down on diesel exhaust, a rule that will affect 400,000 trucks registered in California and about 500,000 registered elsewhere but using California roads.

This is simply way too important.

For years, regulators have been criticized for picking on gasoline-powered cars while ignoring diesel-powered vehicles. Even though the science says pollution from diesel exhaust - tiny particulates that can lodge deep in the lungs and cause lung cancer - kills thousands of Californians every day. The rule will also require reductions in nitrogen oxides (NOx), an irritant itself and also a precursor to another deadly smog gas, ozone. CARB

estimates the cleaner trucks will save 9,400 lives between 2010 and 2025, including those of truckers themselves, who have a higher rate of lung cancer than the average population.

On the larger scale, fewer diesel emissions will reduce the build up of greenhouse gases, which are contributing to global warming. The reductions will also reduce health-care costs.

While the state leads in breakthrough legislation, such as AB 32 which puts California on a path to bring down emissions that cause global warming to 1990 levels by 2020, it still must answer to the U.S. EPA when it comes to clean air goals.

Further delays in reaching EPA-specified clean air levels could jeopardize the state's share of federal highway funds - something the near-bankrupt state of California can't afford to let happen.

The best approach is one of steady, clean air reform with grants and loans available for companies to buy new clean-diesel or compressed natural gas-burning trucks. Since the CARB workshopped this rule for more than 18 months and delayed it once already in order to incorporate industry suggestions, further delays would be irresponsible both to the lives and the lungs of all Californians.

The Fresno Bee

Fresno Bee

Editorial: Cleaning our air will be worth the cost
Air board should adopt new rules governing diesel engines
December 7, 2008

The state air board will meet this week to consider tough new rules governing diesel engines and the emissions they cause. We urge the board to adopt the rules for the sake of cleaner skies and a healthier California.

The new rules are on the agenda of the California Air Resources Board for its meetings Dec. 11 and 12. They are opposed by the trucking industry, among others, as too burdensome in this time of economic crisis. And we acknowledge that the cost will be high. But the cost of the status quo is even higher.

Diesel emissions are the single-most damaging form of pollution in California's air. Trucks and buses are responsible for 40% of the harmful particulate matter and 50% of the nitrogen oxides -- the main component of smog -- in the state.

Particulate matter is very pernicious, especially in the Valley, where pollution is exacerbated by the combination of geography and climate. The tiny particles can penetrate deeply into human lungs and other organs. There they can cause or aggravate a whole array of cardiovascular and respiratory ailments, including asthma.

Worse, the children exposed to diesel emissions are at special risk. Particulate exposure can retard lung development in the very young, and has been linked to damage suffered by fetuses and other serious health and reproductive problems.

Those emissions are directly responsible for several thousand deaths each year, and cost billions in added health expenses. A telling figure: Truck drivers themselves are almost twice as likely to develop lung cancer as people not so closely exposed to diesel exhaust.

School children are exposed to high levels of diesel pollution on their school buses. And 50% of all Californians live within one mile of a freeway. Very few of us escape the damages from diesel pollution.

CARB is considering two rules. One would require more efficient diesel engines, better aerodynamic designs of vehicles and fuel-efficient tires. The second rule would require particulate filters and other emissions controls on trucks and buses.

The cost is steep -- CARB estimates it at \$5.5 billion over the next 15 years; the trucking industry and others set the figure much higher. And the timetable is tight. Diesel particulate filters would be required by 2014. The new efficiency rules would apply to 2011 models; older trucks and buses would need upgrades by 2012-13.

But we have little choice, and over the same 15 years, the savings in lives, health costs and reduced diesel fuel consumption could amount to nearly \$50 billion, in CARB's estimate.

It won't be easy for truckers to cover the costs of the upgrades, just as it wasn't easy for Valley farmers to comply with new air regulations that began several years ago. The state is committed to easing the truckers' burden with financial help, just as it did with farmers. In fact, the eminently successful Carl Moyer program is a good model for such aid.

Under the Moyer program, farmers are given help by the state to replace or retrofit older stationary diesel engines used to power irrigation pumps in the fields. The program has helped remove tons of emissions from thousands of older engines.

Such public help is appropriate, because all of us will benefit from cleaner, healthier air. We should all help pay for the cost of those benefits.

None of this will be easy, especially given the fragile condition of both the state budget and the economy. It may take longer than planned to see the benefits of these new rules. But they are badly needed, and we hope CARB will adopt them this week.

THE PRESS-ENTERPRISE

The Press Enterprise

Truckers fuming over proposed emission plan

By David Danelski

December 7, 2008

California air pollution regulators this week will consider imposing on the state's truckers the toughest emissions-cutting rules in more than a decade.

The changes would force truckers to outfit diesel engines with equipment that traps 90 percent of toxic soot before it escapes the exhaust pipe, significantly reducing a noxious form of air pollution called fine particles.

Truckers already hard hit by the recession are vigorously opposed. They say the costs could force many of them out of business.

Much is at stake on both sides.

Cutting diesel emissions would save thousands of lives and tens of billions of dollars in health-related costs and help California meet federal clean-air deadlines, according to the California Air Resources Board.

"Trucks are the last source of unregulated diesel pollution," said Karen Caesar, an air board spokeswoman. "This is the last, biggest, remaining piece of the puzzle."

Truckers said they plan to show up in force Thursday and Friday when the air board considers the rules changes during hearings in Sacramento.

"This rule is the suicide bullet from the gun in front of your forehead, and bear in mind I am a person who believes in breathing clean air," said Daniel Del Muro, co-owner of PDM Transportation, a 24-truck hauling company in Fontana. He noted that he was working with 24 owner-operators to help him move his loads a year ago, compared with 12 drivers now.

Truckers say their cost -- at least \$10,000 per vehicle -- places an unfair burden on an industry that everyone depends on for goods that stock store shelves. The trucking business already is getting hit by an economic recession that has no end in sight, they say.

The rules, which would be phased in between 2011 and 2023, would result in the greatest air pollution reductions since the 1990s, when cleaner fuels were required in all vehicles, said Erik White, who is overseeing development of the diesel rules.

Diesel soot is a cancer-causing substance that contributes to fine-particle pollution; trucks are responsible for about 90 percent of such pollution from on-road sources. Trucks also are Southern California's largest source of nitrogen oxides, which react in the atmosphere to form both lung-

irritating ozone and fine particles, said Henry Hogo, deputy executive officer for technology and science at the South Coast Air Quality Management District.

Fine-particle pollution has been linked to heart attacks in adults and stunted lung development in children. Both types of pollution have been linked to early deaths.

'WE DESERVE CLEAN AIR'

Northwest Riverside County has some of the worst fine-particle pollution in the nation.

The Air Resources Board staff estimates the new rules would save about 9,400 lives in California between 2010 and 2025 and at least \$48 billion in illness-related costs.

In the rules' first phase, starting in 2011, trucks built before 1994 would have to be equipped with particle traps. Starting in 2013, many trucks would have to be retrofitted with pollution controls that also reduce nitrogen oxide emissions, using technologies still being developed.

Del Muro, the PDM Transportation co-owner, said the rules don't make business sense, because some truckers would be investing in pollution controls that won't meet future state regulations.

For example, 2003 and 2004 models must have particle traps by 2012. But just four years later, the same trucks would need new controls that also reduce nitrogen oxide emissions, he said.

Julie Sauls, a lobbyist for the California Trucking Association, said the rules also would hurt truckers by substantially reducing the value of used trucks, making it more difficult to raise cash to buy new trucks that pollute less. A diesel truck can be road-worthy for decades.

The association supports a less aggressive compliance schedule that, by 2020, would achieve the same pollution reductions, she said.

But Caesar, of the air board, said the proposed changes are needed to meet a 2015 federal deadline to cut fine-particle pollution to acceptable levels in Southern California, among other federal deadlines. Failing to meet clean-air deadlines can jeopardize federal highway funding, she said

"And we would lose in terms of clean air," she said. "We deserve clean air. We have the worst air in the country."

Rachel Lopez, of Mira Loma, fought diesel pollution from the railroad and warehousing industries in her community in northwest Riverside County for more than a decade. While she supports the pollution reductions, she said independent truckers need the state's help to pay for the equipment.

'GETTING A RAW DEAL'

"The independent truckers are getting a raw deal on this thing," said Lopez, an activist with the Glen Avon-based Center for Community Action and Environmental Justice. "This is their bread and butter. There should some kind of easier funding for them."

Riverside Mayor Ron Loveridge, a state air board member, also is concerned about the truckers' livelihood, though he said he is undecided about how he will vote on the rules.

"I have met with truckers in my office, and their pain is real," he said.

"We have the highest unemployment in the nation."

Loveridge said he wouldn't be surprised if the air board delays the rules because of the economic woes.

Mira Loma resident Charlie Lanathoua said tough diesel controls are needed despite the cost to the trucking industry. His neighborhood north of Highway 60 is surrounded by heavy truck traffic servicing the dozens of warehouse complexes that have replaced farms in the past 15 years.

Bad air has a cost, too, Lanathoua said, referring to a Cal State Fullerton study released last month that estimated air pollution costs the Inland area about \$6.3 billion a year in health care, deaths and lost work time, among other effects.

Caesar said the diesel rules would cost the trucking industry an estimated \$5.5 billion between 2010 and 2022.

The state already has three programs that could provide grants or loans to truckers, she said.

One provides \$140 million a year in grants that regional air districts allocate to businesses for pollution reductions exceeding minimum requirements. Funds available through Prop. 1B, a traffic reduction and port security initiative approved by voters in 2006, included \$1 billion for air quality improvement related to goods movement.

Also, the state made \$50 million in loans available this year for truck owners.

Caesar acknowledged the programs won't cover all truckers' costs but said the state will look for ways to make more funds available.

She pointed out that the first pollution controls won't be required until 2011, and the economy may be better by then.



Victorville Daily Press

Truckers fear cost burden of proposed air-quality rules

By Beatriz E. Valenzuela

December 5, 2008

Local truckers fear that proposed clean-air regulations may put them out of business and are hoping the rules can be delayed.

The California Air Resource Board is gearing up to vote on new regulations Dec. 11 and 12 that will force all diesel trucks and buses operating in the state to be retrofitted or replaced beginning in 2010.

"First it was the gas, now this. I can see a lot of people going out of business," said Patty Linares, co-owner of Linares Family Trucking, based in Hesperia.

"We are not asking for a bailout, just a little more time so (CARB doesn't) have to put companies out of business," said Andrew Acosta, spokesman for Driving Toward a Cleaner California, an organization made up of truck owners, grocers and other business leaders.

With new big-rig trucks costing an average of \$120,000, many owner-operators cannot afford the change.

"I still have a year and a half (to pay) on the truck I have," said Linares, whose company mainly transports produce to the East Coast. "There is no way I could afford to buy two new trucks."

Retrofitting trucks is also very costly.

"Getting some of these parts for the trucks cost just as much as a new truck — it's unbelievable," said Vic Latham, a driver from Adelanto.

Acosta hopes CARB members will take the current economic situation into consideration when voting on the proposed measure.

Opponents of the measure say that imposing these regulations during hard financial times will eventually lead to higher prices in the stores.

Linares points to how consumer prices rose in conjunction with fuel prices.

"When gas was like \$5, a head of lettuce cost about \$1.50 instead of two or three for a dollar," Linares said. "If this happens, the prices will go up again."

Linares and Latham both point out that California already has stringent air-quality regulations and more changes would hurt their business.

Acosta said his group understands the importance of clean-air regulations and hopes to work with CARB.

“This is not about people saying no,” Acosta said. “We want to get to the same place. We just need a little more flexibility in getting there.”

The Business Journal

Proposed air rule hurts truck sales

By Gabriel Dillard

December 5, 2008

On the eve of a new rule regulating the state's diesel trucks, a local truck dealer is reporting sluggish sales of new and used trucks.

While a low-revving economy is also a factor, Charlie Simpson, truck leasing manager for Golden State Peterbilt in Fresno, said his dealership has seen a 30 percent decrease in new truck sales this year. Sales of used trucks are nearly stagnant, he added.

The rule would set new limits on particulate matter and greenhouse gases emitted by diesel engines powering tractor-trailers that deliver most consumer goods. It would require retrofits and eventual replacement of trucks from 2010-2022. If a company were to purchase a new truck today, it would require a \$15,000-\$30,000 retrofit in a few years, Simpson said.

"This rule makes several hundred thousand trucks in the state have low value or no value," Simpson said.

He said it's the most significant challenge ever to face his company, which employs about 300 people.

The California Air Resources Board will consider adopting the diesel trucks rule at their meeting in Sacramento Dec. 11-12.

A group of transportation industry leaders called Driving Toward a Cleaner California has asked the air board for more time and flexibility in implanting the rule, which would go into effect in 2010. Trucking companies say the rule will put them out of business.

Jim Ganduglia, owner of Ganduglia Trucking in Fresno, said he understands the health benefits of curbing air pollution emissions, but he said there must be a balance to keep trucking — and the economy — viable.

"I understand asthma like the back of my hand. It's ugly," Ganduglia said. "But we can't make changes without causing huge costs to consumers."



CAPITOL WEEKLY

THE NEWSPAPER OF CALIFORNIA GOVERNMENT AND POLITICS

Capitol Weekly

Yes to cleaner air but at what cost?

By Tammi Swafford

December 04, 2008

As the owner of a small dump truck business based in Dixon, I was trying to do my part to clean the air we all breathe by replacing my outdated truck with a cleaner model.

Because the California Air Resources Board (ARB) is set to vote on a new regulation this December targeting diesel vehicles I wanted to be one step ahead. The proposed rule would impact the almost 1 million trucks and buses used to transport goods and people on California's roads, highways and farms - including my dump trucks.

Starting in 2010, this proposal would require every diesel truck and bus operating in California today (which according to the ARB includes "those transiting California roadways from other states and countries") to be replaced or retrofitted. The ARB estimates the cost of this regulation to be more than \$5.5 billion.

In order to get ahead of the curve and start cleaning my fleet, we purchased a 2007 model-year truck. But in my line of work, we're not just talking about going down to the local dealership and picking out a shiny new F-150. Dump trucks are built to last upwards of 20 years and typically cost well over \$150,000. We were able to secure \$208,000 in financing for the new, cleaner truck through one of the largest equipment financiers in the nation.

What has changed since I bought my truck? California's diesel truck and bus owners are facing one of the worst economic climates in decades. With the real estate market crashing and construction falling with it, these days my trucks are parked. We're lucky to work a few days out of the entire month. Like so many business owners in today's economy, my business is just barely staying afloat. And I'm not alone. Almost 3,000 trucking companies across the United States have declared bankruptcy so far this year.

In addition, many of us are also working to comply with numerous other regulations and laws recently passed by the ARB, the Legislature and other regulatory agencies.

And what about my new, clean dump truck, the one that was going to help my firm start to comply with the impending ARB regulations? As a result of the economic crisis, I was forced into "voluntary repossession" of the truck by the lender. To make things worse, the financier is now saying I owe upwards of \$225,000. That would be \$17,000 more than I financed. My once-perfect credit score is now shot, and soon I will have to file bankruptcy. I'll be lucky to keep my house.

While the ARB and a recent Sacramento Bee editorial continue to highlight grants and bond money that is supposedly available to fleet owners to help them replace or retrofit their equipment, they fail to take into account that many financing options for small businesses to

access the required matching funds have dried up entirely.

California's diesel truck and bus owners are committed to improving California's air quality and we recognize that we must do our part to achieve significant emission reductions. But in order for the regulations to achieve the goal of cleaner air, without putting more small businesses like mine into bankruptcy, we must find common ground.

We hope that this discussion with the ARB includes a wide range of options to help get more financial resources into the system quickly and more flexibility for fleet owners to comply with the regulation.



ETrucker

Calif. truckers: Adjust emissions rules

December 4, 2008

California trucking operators are trying to convince the state's environment bureaucracy that upcoming emissions regulations should be postponed or modified because of the compliance cost in a shaky economy.

Driving Toward a Cleaner California, a coalition of trucking interests, is asking the state's Air Resources Board to take into account the economy and adopt rules that clean the air without hurting the trucking industry. CARB is scheduled to vote Dec. 11 on a program to require trucks to be retrofitted with emissions equipment or replaced over several years to reduce air pollution from diesel engines.

Karen Caesar, CARB information officer, admitted the proposed regulations won't be popular but said the board needs to pass them to follow federal requirements on air quality. She added that delaying the decision until the economy improves "is not an option."

"This rule is coming with a pretty significant price tag at a time when the economy is not doing so well," said Julie Sauls, vice president of external affairs for the California Trucking Association. "CARB has estimated the financial impact to be about \$5.5 billion, which we feel is on the low end."

She complained that CARB's proposal is "one size fits all, and that's not how the industry works. Not everyone in the industry is utilizing brand-new trucks."

In addition, she said the agency's grant and loan assistance program to buy new vehicles is constructed in a way that "very few can take advantage of it." For example, she said California-based trucking companies that cross state lines would be disqualified from obtaining financial assistance.

Plus, if a company does qualify for grant assistance, it would have to come up with matching funds. "In the current credit market, lending institutions aren't in the position to lend this kind of capital," she said.

CARB has set aside an estimated \$1 billion in grants, with an emphasis on companies with three or fewer trucks, Sauls said.

"For the industry, it's going to be a significant hit," Sauls said. "It's going to be extremely costly, and it may very well drive businesses out of California or force businesses to close."

The group's alternative proposal would:

- Allow for more flexible mileage exemptions for older model year vehicles meeting certain mileage thresholds. These vehicles would use an alternative compliance schedule while still realizing emission reductions.
- Encourage early incentive provisions for the purchase and use of new clean technology.
- Require CARB to factor in the cumulative effect of multiple regulations, to permit compliance on a schedule that considers the financial impacts of all rules rather than the schedule required by each rule.
- Require CARB to investigate and address operational and other safety considerations of new retrofit technology.



Land Line Magazine

Trucking group asks CARB to delay on-road rule

By Charlie Morasch

December 3, 2008

A coalition of nearly 100 California companies is asking the state's Air Resources Board to delay approval of its proposed diesel truck retrofit rule.

Members of Driving Toward a Cleaner California say that delaying the rule will protect truck owners, grocers, contractors and other businesses, which already are fighting a recessed economy.

Commonly referred to as the retrofit rule, CARB's "in-use on-road diesel truck rule" phases in model-year engine emission requirements continually for any trucks traveling on state highways. CARB officials are scheduled to adopt the regulation at their board meeting Dec. 11-12.

The in-use diesel rule has drawn attention, particularly after transportation companies disputed CARB's estimate that it would mandate between \$4.4 billion and \$5.4 billion in diesel engine replacement costs.

The proposed rule would require older trucks to meet 2007 and 2010 emissions standards between 2012 and 2022, though it allows for a series of compliance options. The regulation addresses both diesel particulate matter and oxides of nitrogen.

The group Driving Toward a Cleaner California announced in a press release Tuesday that it will ask CARB "to consider the current economic climate and adopt a rule that cleans the air without seriously harming the goods movement sector of the economy."

On Wednesday, the coalition publicly asked CARB to adopt a different retrofit rule that would allow more flexibility, including:

Exempting older model trucks and buses that don't go above certain mileage thresholds;
Require CARB to "develop a personalized compliance schedule for businesses subject to two or more CARB rules" based on financial impacts of all applicable environmental rules; and
Require CARB to investigate and address all operational and other safety considerations of retrofit technology, and to require CARB to exempt equipment that may be unsafe.
For more information about the coalition's proposed retrofit rule, visit drivecleanca.org.

CARB's proposed rule exempts fleets of up to three vehicles from the rule's engine performance requirements in 2010 and 2011, meaning one truck from those small companies must meet 2004 emissions standards by Dec. 31, 2012, and would be exempt from additional particulate matter changes until 2017. By Dec. 31, 2017, the truck must be replaced by one meeting 2010 engine emissions requirements. A company with three or less trucks would then upgrade engines for the rest of its trucks between 2013 and 2022.

School buses would be exempt from NOx regulations, as would any 14,000-pound diesel powered vehicle that is used less than 1,000 miles or 100 hours annually. Vehicles driven “exclusively” in counties that meet federal air quality attainment standards are exempt until 2020. Attainment area counties include Alpine, Colusa, Del Norte, Glenn, Humboldt, Lake, Lassen, Mendocino, Modoc, Plumas, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz, Shasta, Sierra, Siskiyou, Trinity, Tehama and Yuba.

INLAND VALLEY
Daily Bulletin

Inland Valley Daily Bulletin

ARB seeks cleaner technology

By Liset Marquez

December 2, 3008

As consumers tighten their belts and businesses reduce inventories, trucking companies in the Inland Empire are feeling the economic pinch.

Valerie Liese, president of Jack Jones Trucking in Ontario, says things might get worse if the state's Air Resource Board approves a plan that requires heavy-duty diesel trucks and buses to be replaced or retrofitted with cleaner technology.

Next week the California Air Resources Board will convene in Sacramento to discuss a rule requiring heavy duty trucks to install diesel exhaust filters on their rigs starting in 2010, said Karen Caesar, public information officer for the board.

But Liese is asking for some leniency on the enforcement date.

"When you don't have money or the bank to lend out to give us the relief, what else can we do?" Liese said.

Liese will be among several owners and drivers traveling to Sacramento to testify at the hearing on Dec. 11 and 12.

A year ago, Liese said, she had 50 trucks delivering goods ranging from medical equipment to furniture. Her company has had to stop operating 12 trucks because of the economic slowdown, she said.

Liese said she is not sure what the exact fiscal impact of the rule would be but does know she will have to park more trucks and lay off more people.

Daniel Del Muro, who owns PDM Transportation in Fontana, has crunched the numbers and said he would have to pay up to \$3.5 million to retrofit his rigs over a four-year period.

The proposed rule is a measure to help meet air-quality standards imposed by the U.S. Environmental Protection Agency, Caesar said.

Heavy duty trucks are the last remaining source of unregulated diesel emissions in the state. They are responsible for 32 percent of smog-forming emissions, she said.

Driving Toward a Cleaner California, a coalition of small businesses, nonprofits and business leaders has met with several air resources board members in an effort to have them reconsider the deadline, said coalition member Andrew Acosta.

Those meetings have prompted revisions to the rule, but that is as far as the board will go, Caesar said.

"We need this regulation to meet federal health-based deadlines," she said.

To ease the economic hardship on those impacted, Caesar said the state has offered \$1 billion in grants and low-income loans.

Del Muro, who has a fleet of 24 trucks, said he is not eligible to receive any government funding because his trucks travel out of the state.

He said companies should be given more time to recover financially.

To further reduce the impact on owners, Caesar said the board is proposing a staggered deadline, with total compliance reached by 2020.

"We know it's expensive and times are very challenging, but this is something that is a public health concern, we critically need it to clean up the air in California," Caesar said.

*** Story also printed in the San Bernardino Sun and the Contra Costa Times.**

The Fresno Bee

Fresno Bee News Blog

Political push on the diesel rule

By Mark Grossi

December 2, 2008

The final political push has begun over the new diesel rule, which by 2010 will force truckers and bus owners to begin buying clean-running rigs or retrofitting their equipment with more pollution controls.

An industry coalition called Driving Toward a Cleaner California will ask the state to consider the current economic situation and adopt a rule that cleans the air without seriously harming the goods movement sector.

The California Air Resources Board will vote on the rule Dec. 11. The coalition says the cost will be at least \$5.5 billion.

Bottom line, according to the coalition:

"The regulation, as it currently stands, could force many businesses to close their doors altogether because they simply won't be able to afford the new equipment they will need to comply."

Read about the coalition's suggestions for rule tweaks [here](#).

No word yet on a final push from the other side -- environmentalists and activists. What will they say?

THE PRESS-ENTERPRISE

The Press-Enterprise

Cost of diesel retrofit troubles truck owners

By Jack Katzanek

December 2, 2008

Faced with the costly prospect of coming up with thousands of dollars for new equipment in a shaky economy, trucking companies are trying to stave off new regulations on diesel emissions.

The California Air Resources Board is scheduled to vote on Dec. 11 whether to phase in a program to force trucks to be retrofitted with controls to reduce much of the dangerous soot air pollution produced by diesel engines.

The owners of trucking companies - many of which own only a few trucks and have limited access to capital - say they won't be able to secure financing in this economy to afford the retrofits, or buy new trucks if the equipment doesn't do the job.

Two owners of smaller operations in Inland Southern California held a press conference Tuesday in Ontario, and similar events are being scheduled in other parts of the state.

Also, several Inland trucking executives say they will make the trip to Sacramento this week when the Air Resources Board holds a hearing on the regulation before voting.

Valerie Liese, president of Jack Jones Trucking Inc. in Ontario, said she is for cleaner air, as are most of her industry colleagues.

"We're not saying no to this, but we want some flexibility in getting there," Liese said. "There clearly has been a dramatic shift in the economic situation."

The regulations, which would be phased in over several years, would also cover buses, including school buses, and other large diesel vehicles.

Truckers would be forced to spend between \$15,000 and \$25,000 per truck for the retrofits, and Liese said some models could cost as much as \$60,000. When she bought three new diesel rigs earlier this year, she said she paid \$86,000 each for the trucks without the refit.

Outlays like that are not something a trucking firm can handle in this economy, owners say. The industry is suffering from a year of high fuel prices and a sharp drop in demand. Liese's company owns 50 trucks, but she said 12 are currently parked because there are not enough loads to move. She was forced to lay off two employees last week.

The Air Resources Board currently consists of 10 people appointed by Gov. Arnold Schwarzenegger, with one vacancy. They represent a cross-section of business people, a lawyer, two physicians, an environmentalist, and board members of Air Quality Management Districts from across the state, including Riverside Mayor Ron Loveridge.

Karen Caesar, information officer for the ARB, admitted that these regulations will not be popular but said in a recent interview the board needs to pass them to follow federal mandates on air quality. She added that pushing the decision back until the economy improves "is not an option."

"The last significant source of diesel emissions are large trucks," Caesar said. "They're not being singled out."



NBC Los Angeles

Truckers Head to Capitol to Protest Environmental Regs

December 4, 2008

The California's Air Resources Board is holding hearings on proposed air qualities regulations for trucks that would require companies to retrofit some trucks to control air pollution.

In a tough economy, Inland Empire truck companies say the regulations could signal an end of some of their business. The truckers and those that support them are organizing a protest at schedule hearing in Sacramento on Dec. 11 and 12. Channel four's Mary Parks talked with some Inland Empire trucking companies and they told her that the new regulations could costs millions for a small company. The truckers want the state to postpone the regulations between 12 and 24 months.



KERO 23 ABC Bakersfield

Local Truckers Say Not So Fast To New Emissions Regulations

December 3, 2008

As California continues to lead the nation in fighting pollution, local truckers said Wednesday afternoon that one proposed idea could hurt their business.

The California Air Resources Board's (ARB) proposal would require all diesel trucks and busses in the state to be replaced or retrofitted in 2010 to meet tougher pollution standards, standards above and beyond the federal Environmental Protection Agency.

Truckers say it is a proposal that could cost them.

"They proposed an aggressive plan to reduce emissions which we are in favor of doing, but we believe our proposal, the DTCC (Driving Toward a Cleaner California) proposal, is a much more flexible plan at less cost to consumers and to carriers," said Danny Mairs, President and CEO of Cox Petroleum Transport.

In other words, trucking companies would like to see the state gradually enforce the cleaner emissions standards, so that vehicles from 2006 and 2008 could be slowly phased out rather than be forced to undergo expensive retrofits or even replacements.

"In our industry in the state of California we're looking at a cost of over \$5 billion cost to the trucking industry," Mairs said. "At my company alone, we're looking at a \$2 million cost over and above what we budgeted for, what we anticipated for."

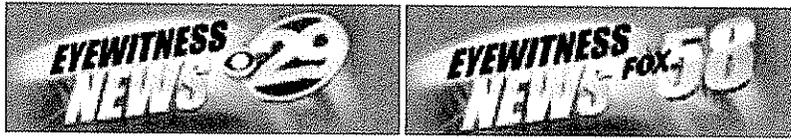
But that's if the proposal, as it stands now, is accepted by the ARB next week. The ARB must have a plan in place by January 1st under Assembly Bill 32 to reduce green house gas emissions to 1990 levels by 2020.

One way to reduce that is to address the causes and diesel trucks and busses are a significant cause.

"About 40% of our nitrogen oxide, which is the primary thing that contributes to smog or ozone pollution, comes from heavy duty diesel trucks," said Brenda Turner, spokesperson for the Valley Air Control District. Turner added that the only way to see anything change in terms of smog is to address those heavy duty diesel trucks.

But the truckers say that given the recession and credit crisis, implementing such standards could mean not just fewer trucks on the roads but fewer jobs.

The California Trucking Association plans to attend the meeting about the proposal next week in Sacramento and they're hopeful the air resources board will listen to their alternative to gradually enforce these new emission standards.



Bakersfield KBAK/KBFX

CBS Channel 29 and Fox News Channel 58

Truckers: Proposed air regulations unaffordable

By Jose Gaspar, Eyewitness News

December 3, 2008

If California's Air Resources Board has its way and adopts strict new regulations to reduce emissions from diesel trucks, Bakersfield truck driver Jim Ehoff says it'll spell doom for an already depressed trucking industry.

"It's going to put a lot of people out of business. If you don't need a trucking company, you're not going to need a driver," said Ehoff.

The Air Resources Board votes on Dec. 11 and 12 on landmark regulations. If adopted, the rules would require truck owners to install exhaust filters on their rigs starting in 2010.

The rules also would require long-haul truckers to equip their vehicles with fuel-efficient tires and aerodynamic devices that lower greenhouse gas emissions and improve fuel economy.

But local truckers say they can't afford the added cost to comply with the proposed regulations.

"My company alone is looking at a \$2 million cost over and above what we budget for, what we anticipated for," said Daniel Mairs, president of Cox Petroleum Export.

California has the dirtiest air in the country. A study by California State University Fullerton cites the Los Angeles basin and the San Joaquin Valley as having the highest levels of pollution.

Diesel emissions are toxic, associated with cancer and can also exacerbate cardiovascular and respiratory ailments.

"One of the last things we can afford to do is wait; the health impacts from emissions from trucks and buses is significant throughout the state," said Eric White with the Air Resources Board.

The trucking industry is proposing an alternate plan that delays compliance and allows for a more gradual phase of cleaner trucks.



Bakersfield KGET Channel 17

Truckers Protest Proposed Air Quality Restrictions

December 3, 2008

The California Air Resources Board is set to vote in about two weeks on a rule that would require bus and truck operators to replace or retrofit diesel engines with cleaner burning alternatives. Representatives from local trucking companies are asking the air board to modify the proposed rule because of the tough economic times.

The truckers want the board to delay rolling out the regulations in full and allow exemptions for specific trucks with high mileage.

Driving Toward a Cleaner California (DTCC) is a coalition of truck owners, grocers, construction contractors.

The group will hold a news conference Wednesday showing the cost of brand new compliant trucks, that range from \$130,000 to \$150,000.

DTCC is asking the air board to revise the schedule by which trucking companies will have to comply with the stricter rules.

The also seek exemptions for certain vehicles.



ABC's KFSN Channel 30
Controversial Exhaust Filters
By Andres Araiza
December 04, 2008

Valley truckers are fighting new proposed state regulations. The rules are meant to crack down on pollution.

Jim Ganduglia points to a source of controversy a device that filters a truck's exhaust.

"When the exhaust stream comes out, there's 85-percent less particulate matter comes out the stack," said Ganduglia.

The filters cost up to \$10-thousand dollars. Under proposed state rules truckers would have to cut their emissions and could be forced to install the filters beginning in 2010. A coalition of concerned truckers held a news conference Thursday morning. Charlie Simpson with Peterbilt said all trucking companies would have to spend millions in a short amount of time to meet the guidelines.

Story continues below

Advertisement

Simpson said, "With the proposed rule, we know we need it. We all support it. We just got to make it in a way we can survive it."

Heavy duty diesel trucks have been identified as a large pollution source. The California Environmental Protection Agency wants to cut down the Valley's notorious smog. Regulators posted the proposed rules on line and wrote.

"The regulation is projected to achieve significant emission reductions, but at a significant cost to affected fleets. The scope of the proposed regulation is broad. It would affect about 170,000 California businesses in most sectors of the State's economy, and almost a million vehicles."

Truckers warn their vehicles supply food to the nation. If they spend more meeting new regulations ... you'll be paying for it at the dinner table.

Truckers plan to gather in Sacramento next Thursday. At that time ... state regulators will hold a public hearing to gather input on the proposed regulations.



1410 KERN News Talk

Local Truckers Say No to Regulations

December 3, 2008

Truck companies throughout Bakersfield met Wednesday, calling on the Air Resources Board to consider the economy before voting to regulate diesel replacement by the year 2010. Members of the Driving Toward a Cleaner California coalition say the move would cost at least \$5.5 billion at a time when there is little to no access to funds. They say the regulations could force many businesses to close their doors.