

CO 1118

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Copies:

Sierra Club
Executive Officer
Chair

Joanna M. Clark

October 31, 2008

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

Dear California Air Resources Board Members and Staff,

I am deeply concerned about the effect of diesel pollution on public health. I urge the California Air Resources Board (CARB) to adopt strong regulations to clean up the state's largest source of toxic diesel pollution – heavy-duty trucks.

Exhaust from diesel trucks contains a toxic mixture of gases and particles that are harmful to our health

- **Fine particulate matter (PM)** in diesel exhaust can bypass the body's natural defenses penetrating deep into the lungs where it may cause or exacerbate respiratory and cardiovascular illnesses, and even premature death. California has identified diesel PM as a toxic air contaminant and estimates 70 percent of the cancer risk from the air we breathe is attributable to diesel PM.¹
- **Nitrogen oxide (NOx)** emissions from diesel engines contribute to smog formation which has been linked to increases in hospital admissions for asthma and is most dangerous to children, the elderly, and those with preexisting respiratory and cardiovascular disease. NOx emissions also react with other air pollutants to increase the level of particulates in the air.
- The state of California estimates that diesel pollution from trucks and buses alone were responsible for 4,500 premature deaths in California in 2008.² When combined with estimates for hospitalizations, asthma attacks, missed work days and school absences from exposure to particulate matter and smog, the total economic cost to Californians in 2008 is estimated at \$40 billion.³

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Federation of American Scientists
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American Association for the
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Galapagos Conservancy
Greenpeace International
Human Rights Watch
Natural Resources Defense Council
Save Darfur
Planetary Society
Veterans for Common Sense

AIDS Education Global Information
System
1990-Present
Founder

White House
National AIDS Policy Office
1992-1996
NAPO BBS Sysop

Kwajalein Missile Range
1971-1972
Safeguard/Sprint ABM Program
Project RIM/HITS Coordinator

United States Army Reserve
1976-1977
306th PSYOP Battalion
63rd ARCOM
49th Medical Battalion

United States Navy/Naval Reserve
1955-1974
CINCPACFLT
Patrol Squadron 6
Avionics (B) School
Avionics (A) School
Patrol Squadron 49
Air Wing Staff 73L

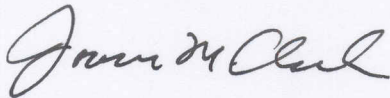
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Together, these pollutants are taking a serious toll on California's public health. Much of this morbidity and mortality can be avoided by cleaning up heavy-duty trucks. While the US EPA has adopted more stringent standards for *new* heavy-duty truck engines, long lasting truck engines operating today will continue to pollute for decades.

This is too long to wait To protect the health of Californians, we urge CARB to adopt a strong regulation that requires cleaning up in-use trucks and buses through pollution control retrofits, cleaner fuels, and replacement of the oldest, most polluting equipment with cleaner alternatives.

In addition, heavy-duty trucks also account for more than 7 percent of California's total global warming pollution. CARB must adopt a strong Heavy-Duty Vehicle Greenhouse Gas Emission Reduction Measure to reduce the truck pollution that causes global warming and meet our commitments under the landmark Global Warming Solutions Act of 2006 (AB 32).

Sincerely,



Joanna M. Clark

References

1. 70% cancer risk figure from Multiple Air Toxics Exposure Study in the South Coast Air Basin (MATES-II), Published March 2000, <http://www.aqmd.gov/matesiidf/matestoc.htm>.
2. California Air Resources Board. Proposed Regulation for In-Use On-Road Diesel Vehicles, October 2008 Appendix D.
3. Cost estimate calculated based on health endpoint valuations listed in source data: California Air Resources Board. Proposed Regulation for In-Use On-Road Diesel Vehicles, October 2008 Appendix D.