

Comment 1 for Carl Moyer Guidelines for On-Road Heavy Duty Trucks (cmp2014) - Non-Reg.

First Name: John

Last Name: Dutra

Email Address: jmdutra@live.com

Affiliation:

Subject: OVER REGULATION

Comment:

To whom it may concern,

I am taking this opportunity to air my frustration with the California Air Resources Board. There has been a total disregard for the plight of the small independent trucker and what we have gone through since 2007 when the recession has all but crushed any hope of making a decent living in California. We have a major investment in truck's that were sold legally in California and now do to your decision to change the air quality standards our sole source of income have been rendered useless unless an affordable retrofits or replacement of the truck entirely takes place. In my mind if you want this done then pay for it out of the states coffers ! Oh, ridiculous you say; impossible from a fiscal stand point, now your just beginning to understand the ridiculous nature of your request on the trucking industry !

As a precedent I would like to remind you of just a few items that were grandfathered into the auto industry and feel the same grandfathering should take place in the trucking industry regarding older trucks. 1. seat belt requirements 2. lap belts vs lap and shoulder restraints and the fact that cars with no belts weren't required to have any installed at all. 3. five mile an hour bumpers. 4. The most pertinent of all the fact that every time CARB requested tightening of the emissions regulations you never once forced car owners to retrofit their cars to meet your new demands !. Why then do you insist on crippling an already suffering industry whose profit margins have been seriously eroded by skyrocketing over head such as fuel, tire, oil and repair costs ?

I just hope that my plea does not fall on deaf ears. I believe the people employed in the public sector have no real idea what this recession has done to the entire private sector. The sacrifices that have had to be made just to stay afloat and scrape together enough every month just to pay the bills. we're talking corn flakes and beans and rice, holes in our clothing and patch repairs on every thing that breaks in our lives. I'M NOT OVERSTATING THE DIRE SITUATION HERE ! I'm merely trying to paint you a mental picture of the reality of the situation. Your inability to grasp the situation is evident in your television commercials. The one with the women that states " just do it, comply " Comply with what? Mortgage our upside down homes or sell our 20 year old patched together cars. Thank You, John Dutra.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2014-06-06 14:31:12

No Duplicates.

Comment 2 for Carl Moyer Guidelines for On-Road Heavy Duty Trucks (cmp2014) - Non-Reg.

First Name: Timothy

Last Name: Brown

Email Address: brntrkg@gmail.com

Affiliation: owner oper 1 trk

Subject: carl moyer program

Comment:

Hello, I am a 1 truck owner who has complied and installed a level 3 DPF retrofit by the 1/1/2014 deadline and took the small fleet option. My engine MY is a 1992 and is compliant till 1/1 2023, which is fine with me as I will be retiring at 67 with 45 yrs of trucking. My complaint with CARB and the Carl Moyer Program is they did not fairly distribute funds fairly. I had to pay out 15K for the DPF and another 7K in engine repairs just to make sure I had a good platform to start with, however I did not qualify for the Carl Moyer Program because my engine was not a 1996. Why is this? there was a verified device (Hug R40, great filter by the way) and I can operate anywhere up till 2023. To me this unfair CARB practice as with a lot of other things, for example in the CARB file under alternate considerations para; 7 CARB states that small fleets, 3 or less trucks contribute to 50% of nox and particulates, then how come small Fleets did not receive half of the funding? Face it CARB you don't want the small fleets to prosper, you only care about the big boys like UPS who make millions in net profits! Wake up CARB stop the unfair distribution of Funding and Help the small fleets, this are the ones who make California Prosper!

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2014-07-03 10:30:05

No Duplicates.

Comment 3 for Carl Moyer Guidelines for On-Road Heavy Duty Trucks (cmp2014) - Non-Reg.

First Name: Kenneth
Last Name: Koyama
Email Address: kenk@capcoa.org
Affiliation:

Subject: CAPCOA Letter - Proposed Moyer Changes
Comment:

Please see attached letter.

Attachment: 'https://ww2.arb.ca.gov/sites/default/files/BARCU/barcu-attach/8-cmp2014-AGNcOwNyUmIEbVQ1.pdf'

Original File Name: CAPCOA Letter - Proposed Moyer Changes 7.21.2014.pdf

Date and Time Comment Was Submitted: 2014-07-21 11:20:00

No Duplicates.

There are no comments posted to Carl Moyer Guidelines for On-Road Heavy Duty Trucks (cmp2014) that were presented during the Board Hearing at this time.