

DISTRICT HEADQUARTERS

200 Litton Drive, Suite 320

Mailing Address: P.O. Box 2509

Grass Valley, CA 95945

(530) 274-9360 / FAX: (530) 274-7546

email: office@myairdistrict.com or www.myairdistrict.comNORTHERN FIELD OFFICE

257 E. Sierra, Unit E

Mailing Address: P.O. Box 2227

Portola, CA 96122

(530) 832-0102 / FAX: (530) 832-0101

email: ryan@myairdistrict.com or www.myairdistrict.com

September 23, 2013

Mary Nichols, Chair
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

RE: California Air Resources Board's On-Road In-Use Diesel Regulation

Dear Chair Nichols,

The Northern Sierra Air Quality Management District's Board of Directors is concerned about the impact the Air Resources Board's On-Road, In-Use Heavy-Duty Diesel regulation will have on all businesses utilizing trucks within the three counties of the District; Nevada, Plumas and Sierra, respectively.

This On-Road In-Use Diesel regulation was originally adopted by your Board in December 2008. After numerous updates and public hearings, this regulation became effective in December 2011. This regulation requires that most fleets of heavy-duty diesel trucks within the Nevada, Sierra and Plumas counties demonstrate compliance with the engine and retrofit requirements beginning January 1, 2014.

To ease the financial hardship that this regulation is bringing on truck owners, your board has authorized incentive funding for truck upgrades in the form of Proposition 1B funds and Carl Moyer funds. Unfortunately, the Northern Sierra Air Quality Management District is specifically excluded from 1B funds by law and the short implementation time of the regulation makes the Carl Moyer funding not cost-effective. The Northern Sierra Air Quality Management District receives the annual minimum allotment of \$180,000 for Carl Moyer Program Projects and as per the program guidelines, most local on-road trucks can not qualify for grant funding. One area where our district will be utilizing a reasonable amount of incentive funding is the newly approved TIMBER program for log trucks and our Board is grateful for this funding. Unfortunately, the large number of dump trucks, mixers, flatbed, single-engine cranes, and other construction and service trucks have not been able to obtain grant funding due to the short implementation time of the regulation. Particularly hard hit are those single owner/operator engines.

Our Board is well aware that for every grant program there is a corresponding tax and that additional taxes and grants will not make this regulation tolerable to all residents and businesses. We are asking the Air Resources Board to consider the following common-sense amendments to this regulation:

1. Your Board should take action to delay the compliance date of January 1, 2014 to January 1, 2023. At the very least this should apply to small fleet owners of one to three trucks. This action is critical for rural California, and would benefit the economy of the entire state. For small fleet owners that are common in rural California, the purchase of a \$20,000 particulate filter or \$120,000 new engine and cab, without financial assistance will be devastating. By delaying the implementation date of this rule, used vehicles with 2010 engines will begin entering the market by 2015-2016 and these will be an option for small fleets to begin compliance with the rule. This will also allow filter technology to improve for

operators that can only afford to comply via retrofit

2. Re-open the agricultural vehicle provisions approval period and increase the maximum number of trucks that can be approved.
3. Re-open the low-mileage construction truck provisions approval period and increase the allowable mileage to 20,000 miles/year for all trucks in this category.
4. Increase the low-use vehicle threshold from 1,000 miles and 100 hours. Raising the low-use cap in Attainment/NOx exempt areas will create only minimal emissions and allow low-use vehicles some reasonable opportunity to provide an owner a living.

The Northern Sierra Air Quality Management District has worked productively with the California Air Resources Board in the past. We ask that you consider the economic impacts to our Air District that will result from the current implementation schedule in the Truck and Bus Rule. If you have any further questions, you can contact our Air Pollution Control Officer, Gretchen Bennitt, at 530 274-9360 X 102.

Thank you for your consideration.

Sincerely,



Ed Scofield, Chair
Northern Sierra Air Quality Management District

Cc:

Northern Sierra Air District Board Members -
Nevada County Supervisor Richard Anderson
Sierra County Supervisor Peter Huebner
Sierra County Supervisor Paul Roen
Plumas County Supervisor Sharon Thrall
Plumas County Supervisor Terrell Swofford
Senator Ted Gaines
Congressman Doug LaMalfa
Congressman Tom McClintock
Assemblyman Dan Logue
Assemblyman Brain Dahle