

## **Comment 1 for Carl Moyer Program Guidelines (moyer11) - Non-Reg.**

First Name: Stephen

Last Name: Smith

Email Address: ssmith11@cox.net

Affiliation: None

Subject: Tire and brake contaminants

Comment:

Why don't you do a report on tire and brake contaminants. Both tires and brakes contain asbestos and other carcinogenic contaminants from tar to metal powders and ceramics(glass) not related to exhaust. The average car in CA travels 12,000 miles and produces more than 144,000,000 mgs of poison DUST that is covering our food sources, roads, puddles, and drains into our rivers, lakes and water supplies, eventually ending up on our beaches. We have more than 200 million licensed vehicles in the US. An 18 wheel trucks has already produced over 1000 pounds of this dust at every tires change. Asbestos used in auto parts as in 85% of the construction materials still sold in American outlets has been found to burrow through skin into organs causing most forms of cancer either by inhalation or touch. It is spread through normal or intimate contact, clothes, air, washing and it envelopes each car as we drive with or without our windows open, while vehicle exhaust produces only around 7 liters. Less than the 40 pounds of hydrocarbons produced by a average tree in an average California summer. We park our toxic cars in garages , ride our cycles without face masks, and we bike thinking that we are safe. FROM WHAT!

A car 144,000,000 mgs a smoker only 12,000 mgs or so, yet we tax smokers at 8.5 trillion dollars a year. A set of car tires has a measly \$12-15 environmental tax and unlike smokers who are charged full sales tax on the suggested retail of the pack, tire manufacturer discount tire and we only charge them sales tax on the final purchase price.

If groups like yours weren't so into repeating the lies by the ACS, APA, and others who use misinformation to increase taxes and regulations on smokers so they can waste money on more biased TV, radio and print advertisements perhaps some real cancer research and cures could be found. Seems odd smokers are blamed for causing lung cancer when they only pollute about 3-400 or so of their individual 70000 daily inhalations with so little tar contaminated smoke. What about the other 69,700 breaths they take a day that are polluted by asbestos laden tire and brake dust AND exhaust contaminants. That doesn't count the tire cores that are dumped each year here and across our borders and are then burned or recycled into Safe? sidewalk and gym material. How safe is asbestos, powdered plastic, powdered metal and the other composites used in their manufacturing processes.

We talk about pollution yet we let racers burn off a set of tires ever 2-3 laps for dragsters and 10-20 for stock cars. Spectators have no idea what they are breathing yet tracks get filled every weekend during the hottest months of the year just adding to even

more polluted air quality. Again, its the smokers. Our engines have been filtered for nearly a hundred years aand they just now start putting cabin filters in that only catch recirculated air. What about a single cracked window on mainstreet where 10-60, cars travel a day. 144,000,000 mgs??? And now have drifting at tracks (See pic) and we still want to steal anotehr \$300 a year from each smoker. For what? You know darn well where cancer in America comes and it is not form human or automobile exhausting.

Attachment: '[www.arb.ca.gov/lists/moyer11/1-drifter.jpg](http://www.arb.ca.gov/lists/moyer11/1-drifter.jpg)'

Original File Name: drifter.jpg

Date and Time Comment Was Submitted: 2011-03-14 13:43:53

No Duplicates.

## **Comment 2 for Carl Moyer Program Guidelines (moyer11) - Non-Reg.**

First Name: Mike

Last Name: Thomas

Email Address: hugemitnerd@gmail.com

Affiliation:

Subject: Flex fuel conversion

Comment:

I think CARB should consider funding and promotion of flex fuel conversion kits to reduce pollution in existing cars. This will have a much broader impact than any of the suggestions on the agenda. Plus, it costs very little for a flex fuel conversion kit for cars that are not flex fuel from the factory. This is especially important now because there are so many E85 pumps being installed in California over the next two years. Please let everyone use this green fuel.

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2011-03-30 13:37:48

No Duplicates.

### **Comment 3 for Carl Moyer Program Guidelines (moyer11) - Non-Reg.**

First Name: Thomas

Last Name: Christofk

Email Address: Non-web submitted comment

Affiliation:

Subject: CAPCOA

Comment:

Please see attached.

Attachment: 'www.arb.ca.gov/lists/moyer11/4-christofk.pdf'

Original File Name: christofk.pdf

Date and Time Comment Was Submitted: 2011-04-12 12:15:23

No Duplicates.

## **Comment 4 for Carl Moyer Program Guidelines (moyer11) - Non-Reg.**

First Name: Marty

Last Name: Lassen

Email Address: lassem@jmus.com

Affiliation: Johnson Matthey, Inc.

Subject: JMI Comments on the Carl Moyer Program Guidelines

Comment:

Attached are Johnson Matthey's comments on the Carl Moyer Program Guidelines, item 11-2-3 for the 28 April Board Hearing.

Marty Lassen

Johnson Matthey

Attachment: 'www.arb.ca.gov/lists/moyer11/7-jm\_comments\_carl\_moyer\_program\_revisions\_board\_mtg\_110428.doc'

Original File Name: JM Comments\_Carl Moyer Program Revisions\_Board Mtg\_110428.doc

Date and Time Comment Was Submitted: 2011-04-27 09:17:01

No Duplicates.

## **Comment 5 for Carl Moyer Program Guidelines (moyer11) - Non-Reg.**

First Name: Bob

Last Name: Shepherd

Email Address: bshepherd@quinnpower.com

Affiliation:

Subject: Keep Moyer Funds in California

Comment:

I believe ARB should consider an amendment to the Carl Moyer Guidelines that will keep the Moyer used for emissions reductions within California. Under the current guidelines, the funding can go out of State, or even out of Country, as long as the emissions reductions finally end up in the air district providing the funding. Understanding the revenues come from Californians, and given the current economic state of California, it only makes sense the economic benefits should be retained in the California communities where the emissions benefits are provided.

I am providing an attachment showing a recent presentation to the Nevada legislature regarding keeping their state funding used for bid projects within their state. Page 8 of the document lists several other states that have adopted similar bidder preference programs, including California.

I appreciate your consideration of this concern.

Attachment: '[www.arb.ca.gov/lists/moyer11/8-sege345c.pdf](http://www.arb.ca.gov/lists/moyer11/8-sege345c.pdf)'

Original File Name: SEGE345C.pdf

Date and Time Comment Was Submitted: 2011-04-27 10:02:07

No Duplicates.

**There are no comments posted to Carl Moyer Program Guidelines (moyer11) that were presented during the Board Hearing at this time.**