

**Comment 1 for South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard (southcoastpm2.52024) - Non-Reg.**

First Name: Ron

Last Name: Pilani

Email Address: rrpln1@icloud.com

Affiliation:

Subject: 43000 Americans Die on Road Each Year

Comment:

There are 43000 Americans die and 2 million get injured on the road each year. Still California Air Resources Board making air emissions law to make more difficult for Rail to survive. This will lead to more trucks on road.

CARB is getting influenced by corrupt politicians which are in the pockets of auto and truck industry.

Do Not make Laws to Destroy Rail in California. Every American who dies on the road or is injured by the truck is someone's loved one. You would not like to see your loved hurt on the road. Would you?

Amtrak Solar

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2024-05-19 21:19:46

No Duplicates.

## **Comment 2 for South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard (southcoastpm2.52024) - Non-Reg.**

First Name: Tyler

Last Name: Webb

Email Address: tyler18webb@yahoo.com

Affiliation:

Subject: Proposal to Extend Smog Exemption Year to 1985

Comment:

Dear California Air Resources Board Members,

I hope this message finds you well. I am writing to propose an extension of the current smog exemption year from 1975 to 1985. This adjustment will align the regulation with the evolving needs of classic car enthusiasts, reflect advancements in automotive technology, and support environmental goals without compromising air quality standards.

### **1. Preserving Automotive Heritage**

Extending the exemption to vehicles manufactured up to 1985 allows for the preservation of a broader range of historically significant vehicles. Cars from the late 1970s and early 1980s represent important milestones in automotive design and technology, including early adoption of electronic fuel injection and catalytic converters. Allowing these vehicles to be exempt acknowledges their cultural and historical value, ensuring they can be maintained and enjoyed by future generations.

### **2. Limited Environmental Impact**

Classic cars represent a tiny fraction of the vehicles on California's roads. The majority of these vehicles are driven infrequently, primarily for special events, car shows, and occasional leisure drives. The impact on overall emissions is negligible compared to the vast number of modern vehicles in daily use. Moreover, many classic car owners are committed to maintaining their vehicles in top condition, often resulting in better performance and lower emissions than required by the standards of their time.

### **3. Encouraging Sustainable Practices**

Owners of classic cars often invest in aftermarket parts and modifications to improve performance and reduce emissions. By recognizing the advancements made in automotive technology up to 1985, CARB can encourage owners to adopt these improvements. For instance, retrofitting older vehicles with modern emission control systems can be incentivized, promoting cleaner air while preserving the aesthetic and historical integrity of classic cars.

### **4. Supporting Small Businesses**

The classic car industry supports numerous small businesses across

California, including restoration shops, parts suppliers, and event organizers. Extending the exemption year would provide economic benefits to these enterprises by broadening the market and encouraging more restoration projects. This, in turn, would stimulate job creation and local economies, contributing positively to the state's economic health.

#### 5. Reflecting Technological Progress

By 1985, significant progress had been made in emission control technologies. Cars from this era were equipped with more advanced systems compared to their predecessors. Recognizing these advancements by extending the exemption year would be a logical step, reflecting the improved environmental performance of these vehicles and the reduced impact they have compared to older models.

#### Conclusion

Extending the smog exemption year to 1985 is a balanced approach that honors the automotive heritage, supports small businesses, and maintains our commitment to clean air. I urge the California Air Resources Board to consider this proposal, which represents a thoughtful, forward-looking policy adjustment.

Thank you for your time and consideration. I am confident that this change will benefit California's classic car community and the state as a whole.

Thank you,

Attachment: "

Original File Name:

Date and Time Comment Was Submitted: 2024-05-21 13:24:05

No Duplicates.

**Comment 1 for South Coast Air Basin Attainment Plan for the 2012 Annual PM2.5 Standard (southcoastpm2.52024). (At Hearing)**

First Name: jacque

Last Name: merrell

Email Address: jemel7@gmail.com

Affiliation:

Subject: 2030 plan

Comment:

I support immediate adoption and implementation of the plan. We cannot wait until 2050. We need to put health first. Particulates correlate with dementia and asthma.

Stop allowing warehouses that conflict with air quality plans. We can do this.

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2024-06-27 09:42:24

No Duplicates.