

Form Letter 1 for Comment 58 for In-Use Off-Road Diesel Fueled Engines (ordiesl07) - 45 Day.

First Name: W. Kevin
Last Name: Darnall
Email Address: office@hrllc.net
Affiliation:

Subject: CARB Diesel Retrofit Regulation
Comment:

I am writing today to register strong objection to the off-road diesel regulations now being considered by the California Air Resources Board (CARB). In their current form, these regulations would have a profound, negative impact on California's infrastructure rebuilding efforts, the health of the state's construction industry and its overall economy. CARB is proposing to take action on the regulations on May 24, 2007.

While my company supports reducing particulate matter (PM) and NOx emissions from diesel engines, I am concerned that by accelerating the timetable by which off-road diesel-powered vehicles must comply with state limits, CARB is making compliance virtually impossible. There currently is no diesel engine that is capable of addressing both PM and NOx emissions set forth in the regulations. In some cases the engines and equipment necessary to meet the stringent standards in these regulations will not come to market until 2014. In essence, CARB is running the risk of creating overnight a huge shortage of equipment needed to build a variety of infrastructure, including projects funded under last year's infrastructure financing package as contained in Proposition 1B through 1E.

These regulations will produce immeasurable delays and costs to critical infrastructure and housing development projects. A conservative estimate of the regulations' cost is \$13 billion.

Now is not the time for the adoption of burdensome new regulations that will only serve to further slow the housing market, put a drag on the economy and disappoint California taxpayers who are anxious to see the infrastructure funding they approved last fall go to work in their communities today. I strongly urge you to direct CARB to withdraw the current proposed regulations at its May 24 meeting and commence immediate discussions with all stakeholders to work out a more feasible plan to reduce diesel emissions.

Sincerely,

Willows Investment Group LLC

W. Kevin Darnall

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2007-05-15 14:01:15

Form Letter 2 for Comment 58 for In-Use Off-Road Diesel Fueled Engines (ordiesl07) - 45 Day.

First Name: Lucy

Last Name: Dunn

Email Address: ldunn@ocbc.org

Affiliation: Orange County Business Council

Subject: CARB Diesel Retrofit Regulation--OPPOSE

Comment:

Dear California Air Resources Board Members:

Orange County Business Council includes among its members some of the largest employers in the state and nation, with over 2,000,000 employees worldwide.

On behalf of OCBC, I am writing today to register strong objection to the off-road diesel regulations now being considered by the California Air Resources Board (CARB). In their current form, these regulations would have a profound, negative impact on California's infrastructure rebuilding efforts, the health of the states construction industry and its overall economy. CARB is proposing to take action on the regulations on May 24, 2007.

While my organization supports reducing particulate matter (PM) and NOx emissions from diesel engines, I am concerned that by accelerating the timetable by which off-road diesel-powered vehicles must comply with state limits, CARB is making compliance virtually impossible. There currently is no diesel engine that is capable of addressing both PM and NOx emissions set forth in the regulations. In some cases the engines and equipment necessary to meet the stringent standards in these regulations will not come to market until 2014. In essence, CARB is running the risk of creating overnight a huge shortage of equipment needed to build a variety of infrastructure, including projects funded under last years infrastructure financing package as contained in Proposition 1B through 1E.

These regulations will produce immeasurable delays and costs to critical infrastructure and housing development projects. A conservative estimate of the regulations cost is \$13 billion.

Now is not the time for the adoption of burdensome new regulations that will only serve to further slow the housing market, put a drag on the economy and disappoint California taxpayers who are anxious to see the infrastructure funding they approved last fall go to work in their communities today. I strongly urge you to direct CARB to withdraw the current proposed regulations at its May 24 meeting and commence immediate discussions with all stakeholders to work out a more feasible plan to reduce diesel emissions.

We're all for better air quality, but not at the expense of jobs, homes and good quality of life for Californians. There has to be a better way.

Sincerely,

Lucy Dunn
2 Park Plz Ste 100
Irvine, CA 92614

Attachment:

Original File Name:

Date and Time Comment Was Submitted: 2007-05-15 14:56:04