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16 July 2012

Theodore D. Schade, P.E.
Air Pollution Control Officer
Great Basin Unified Air Pollution Control District
157 Short Street
Bishop CA 93514-3537

Dear Mr. Schade,

I read with great agreement and approval your letter of July 5, 2012 to Mr. James Goldstene executive director of the California Air Resources Board.

I totally concur with your observations, conclusions and recommendations. I only wish that the date of this letter was many years and many already-enacted regulations ago. The CARB has made way-to-numerous unrealistic requirements on truck and equipment operators with little or false justification and zero concern for businesses, their financial well-being and their very ability to exist. Your recommendation to allow attrition is the only fair, just, and logical way to approach these required implementations.

Unfortunately, the ARB has ignored the pleas and supplications of concerned businesses, trade organizations, and political individuals and agencies and has boldly forced their tyrannical will on the citizens of California. Your board is a breath of fresh air (pun intended) in this era of stifling government regulation.

Due to the compliance requirements of March 31, 2012 many of us have already been forced to make unwise business decisions based solely on threats of fines and reprisals. In the past 4 months, I have sold two perfectly fine truck tractors and purchased a $175 K Peterbilt in order to comply with the convoluted fleet compliance profiles allowing me to "keep" the remainder of my fleet in service for an undetermined length of time. My business decisions were made under duress and certainly not using the normal wisdom associated with my 45 years of business experience.

I am bewildered, humiliated and demoralized by the mandates made upon me by Governors Schwarzenegger and Brown and Mary Nichols and her "merry" crew. Sadly, we have only been talking about truck and bus regulations. Now what happens when I am forced to replace my 10 diesel-powered utility vehicles and my 20 plus pieces of diesel-powered construction equipment? These deadlines are yet to be determined.

Thank you for your concern and understanding and the obvious wisdom of yourself and your board. I hope your letter to the ARB is treated with more respect than all of mine have ever received.

Sincerely,

CONSPEC INC
Jeffrey P. Hansen, President
cc: Lee Brown, California Construction Trucking Association