

MS. PLOWMAN: My name is Betty Plowman. I'm with

2 the California Dump Truck Owners Association.

3           Those of you who have been hit hard by pollution,  
4 let me tell you, diesel pollution we're doing our best to  
5 eliminate as probably 40 percent of the construction  
6 trucks are no longer in business within the last year. So  
7 you'll have better air out there.

8           Paul, thanks for everything. It's always been  
9 great to work with you.

10           I have been certified by the State of California  
11 to inspect diesel trucks. I've probably done over a  
12 thousand of them. One thing that has always bothered me  
13 was the fact that this was not tied into DMV registration,  
14 because I wrote down the words "expedite settlements." By  
15 the time you expedite a settlement, you've already failed,  
16 because you've had a failure within the system. And, to  
17 me, the periodic smoke inspection program should have  
18 never been a failure. It should have been tied into DMV  
19 from the beginning if you'd ever intended it to work.  
20 I don't even know if we'd be going through this on-road  
21 rule if that had been implemented. We would have gotten  
22 the dirtiest trucks off the road, or they wouldn't have  
23 gotten their registration.

24           Where this program has failed is its basically  
25 word-of-mouth. Now, we've had Paul and staff to our

1 meetings. But if there is not a way to enforce this, it's  
2 just not going to happen.

3           I paid my registration for my car last week and  
4 they said, "You need a smog check. You're not going to  
5 get your registration until you get your smog check."

6           Do you think I would have gone and done that just  
7 because I'm a nice person? No. They had something over  
8 my head, so I complied.

9           But instead of that, we go and fine these  
10 companies -- good companies, who, by the way, every one of  
11 their trucks has exceeded any limit, but they're fined  
12 thousands and thousands of dollars, some that Paul has  
13 even worked with are now bankrupt. And I would say a  
14 large part of that has been due to the excessive fines by  
15 this staff. So -- not this staff. I'm sorry. We have  
16 the rules. They're enforced. Bad enforcement policies.  
17 We could have done better. We didn't have to go that far.

18           And I say this, because California is supposed to  
19 be the leader. We're looked at as the leader in the  
20 nation with air quality. And yet we have states with a  
21 quarter of our population that require their trucks to be  
22 tested. Tied directly into registration. Why can these  
23 states do this and the state of California can't?

24           As I look at the citations and the penalties --  
25 and I know that's a great source of advertisement for why

1 you've got to do this, because look what's going to happen  
2 to you? And I see cities out there -- cities. Cities  
3 have legal counsel. They have a full staff telling them  
4 what the rule is, and they can't figure this out. You're  
5 fining cities; we know they're not in good shape now. If  
6 a city can't do it, how does Joe blow contractor figure it  
7 out? That's just being honest.

8           So I guess that's my spiel here. I think the  
9 outreach program -- I don't know about outreach. It just  
10 could have been made easy. It could have been simple. If  
11 we do it for 13 million cars, we can certainly do it for  
12 under a million trucks.

13           Thank you.