

STAPPA / ALAPCO

STATE AND TERRITORIAL
AIR POLLUTION PROGRAM
ADMINISTRATORS

ASSOCIATION OF
LOCAL AIR POLLUTION
CONTROL OFFICIALS

January 30, 2004

S. WILLIAM BECKER
EXECUTIVE DIRECTOR

Bill Graves
President and Chief Executive Officer
American Trucking Associations
2200 Mill Road
Alexandria, Virginia 22314-4677

Dear Governor Graves:

On July 30, 2003, the State and Territorial Air Pollution Program Administrators (STAPPA) and the Association of Local Air Pollution Control Officials (ALAPCO) joined with a number of environmental and public health organizations to write to you expressing our concern over press reports that top executives of four ATA member companies were seeking to delay federal requirements to clean up diesel trucks. While your August 2003 response to our letter was appreciated, our associations were disappointed that it did not include what we had hoped for: your assurance that ATA does not endorse, and will not pursue, efforts to delay or weaken EPA's 2007 highway diesel rule. Moreover, our concerns were further heightened by the remarks of ATA Chairman Fred Burns, Jr., as published in the October 27, 2003 issue of *Transport Topics*, who stated with respect to the 2007 rule that "EPA should allow more time."

Both the emission reductions to result from the 2007 rule and the timing of these reductions are critically important to state and local air pollution control agencies' efforts to meet and sustain National Ambient Air Quality Standards and, thereby, deliver healthful air quality to our citizens. The extensive, thoughtful and inclusive process that preceded final promulgation of this rule, in which ATA participated, and the remarkable level of scrutiny it has withstood since adoption, have provided more than adequate certainty that the rule is technically and economically viable. In fact, our associations' strong support of the rule was, and continues to be, based on the package as a whole, including not only its public health and environmental strengths, but its technical and economic validity as well. The fact that at least three major diesel engine manufacturers have announced that they are on schedule to comply with the rule further supports the justification for moving forward without delay.

If the provisions of the 2007 rule are weakened or delayed, clean air efforts across the country will be severely undermined and public health will suffer. Although we

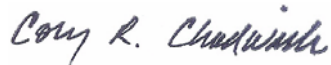
would prefer to garner the benefits of this program via implementation of the federal rule, the trucking industry's continued comments calling into question the rule's timing have caused states to seek certainty through a backstop. Therefore, over the coming year, our associations will work with states to facilitate their ability to pursue their statutory authority to opt into California's highway diesel emission standards for 2007. Again, while this is not our preference, we believe it is a necessary step to ensure timely implementation of this crucial program and expeditious attainment and maintenance of clean, healthful air for our nation.

STAPPA and ALAPCO understand the essential role that the trucking industry plays in our nation's economy and believe that all stakeholders should work cooperatively to ensure smooth implementation of the 2007 rule. To this end, we urge you and your colleagues to join us in placing the highest priority on ensuring that this critical rule is implemented on schedule, so that our nation can reap the enormous public health benefits.

Sincerely,



James A. Joy, III
STAPPA President



Cory R. Chadwick
ALAPCO President