**CARB’s Proposed Off Road Diesel Regulations & Construction in California**

**Talking Points**

- Construction businesses are dedicated to playing an active role in improving the state’s air quality. Over the past five years in Southern California alone, we have replaced more than 1,000 high polluting machines resulting in a reduction of over 3,787 tons of pollution every year.

- We are committed to working with CARB, environmental organizations, the Legislature and other stakeholders to find a feasible solution that achieves the state’s air quality goals while allowing contractors to meet the standards in a reasonable timeframe. We are asking the Board to level the playing field by maintaining its original timeline for implementation of these rules so that the economy, workforce, small businesses, California’s infrastructure and the environment all win.

- Within its currently proposed timeframe CARB’s rule is not viable from an economic or technological perspective. The Board’s original plan called an 18-year timeline to meet the state’s goals of reducing particulate matter emissions only. Due to delays in developing these rules that timeline has been reduced to 13 years. In addition, the regulation of NOx emissions has been added to the rule – which significantly alters the technology needed and available for companies to be in compliance.

- There is no “Toyota Prius” version of the backhoe or bulldozer available on the market today. In fact, the technology to retrofit or replace approximately 165,000 off-road vehicles to meet the proposed standards is not currently available, and in some cases won’t be, for another seven years. Restoring five years to the implementation timeframe will equip manufacturers with the time to catch-up with California’s progressive air quality standards and distribute the massive expense of purchasing new equipment out over a longer period.

- This proposal would have a devastating impact on construction companies that employ nearly one million Californians. The total cost of implementing these rules under the current timeframe will be at least $9 billion. As a result, many construction businesses will be forced to either significantly reduce their workforce to be in compliance or go completely out of business – which means the loss of many high-wage union jobs.

- These rules will also significantly reduce the buying power of the historic $43 billion infrastructure bonds the people of California approved in November. If these regulations are put into place in their current form, fewer roads, schools, housing and levees will be built and the pace at which these projects can be completed will be significantly slowed.