

Distributed at 5/31 meeting

Clean Air Performance Professionals

(CAPP)
21860 Main Street Ste A
Hayward, California 94541
Tuesday, May 31, 2011

Hayward City Hall
Mayor Michael Sweeney, & Council members
4th floor,
777 B Street,
Hayward 94541
510-583-4400 (City Clerk)
Fax 510-583-3636

RE: PZEV emissions performance for motorist

Good evening Mayor and Council members,

California has the best car emissions system but we need support to improve performance.

Improved car fleet toxic impact will provide better health and economic performance.

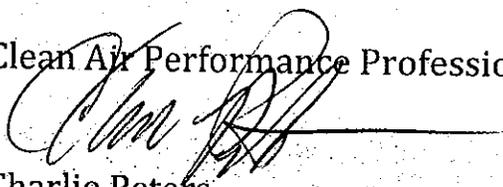
Will Hayward City Council consider a resolution in support of the California Air Resources Board (CARB) efforts to improve compliance with the California Partial Zero-emission Vehicles (PZEV) standards.

CARB contact: Manager of the Zero Emission Vehicle (ZEV) of the Mobil Source Control Division. Elise Keddie, (916) 323-8974, ekeddie@arb.ca.gov.

Attachment

Cc: interested parties.

Clean Air Performance Professionals


Charlie Peters
(510) 517-1796

CAPP contact: Charlie Peters (510) 537-1796 cappcharlie@earthlink.net

State law leaves businesses in a fog

By Brian Hamilton, Staff Writer, *The Union*, May 23, 2011

A state law ordering the Department of Motor Vehicles to delay the mailing of vehicle registration renewals was purported by supporters to have no actual economic impact.

Karl Chelette said such a statement is laughable, although there's nothing funny about what the law has done to business at his two Grass Valley smog shops.

"It's had a huge financial impact. Huge," said Chelette, who owns two East Main Street shops that test vehicles to meet state emission standards.

The delayed mailing is a measure, ordered in Senate Bill 94, to buy time while the state Legislature considers the extension of current vehicle license fees. Gov. Jerry Brown's office says the law will help avoid "erroneous billing, double billing or confusion while a budget

deal is being crafted."

Law enforcement around the state has been instructed not to cite motorists with license plates expired after July 1. California has an estimated 2.4 million vehicles registered each month. July registrations won't receive renewal notices the typical 60 days in advance and won't have to pay late fees for 30 days.

Chelette said the problem for shop owners like himself is that customers who would normally be having their vehicle tested now won't drive into his garages until around Aug. 1, when the mailings are actually made.

According to the DMV, no money will be collected until renewal notices are issued. Previously renewal fees could be collected up to 75 days ahead of the expiration date and were required to be collected within 30 days of expiration when part of

another transaction such as a transfer of vehicle ownership.

"Normally, we would have been seeing the early birds over the past two weeks," Chelette said. "We'd either be fixing their car or they'd be bringing it in for their initial check. We're not going to see them because their registration is not going to be mailed until July 1, and they'll not have to have it done until Aug. 1."

Chelette said other smog shop owners, members of the California Emissions Testing Industries Association, are reporting a 40-percent drop in business statewide. But the loss in revenue has been more stark for Grass Valley shops.

"Our business has dropped off to basically nothing," said Kevin Maltese, co-owner of Arch's Automotive Smog Service, which Maltese said has been in business for 68

years at 1355 East Main Street. "We have a two-bay smog shop and another general shop. Our smogs have dropped to just nothing. Not only are we not seeing smog clients, but we're not getting work on the repair end, either."

Maltese has seven employees, including two full-time smog technicians, but that staff might have to be whittled down with the loss of work, he said.

"We're hoping to do hang on, but we're looking at layoffs because there's not enough to keep both (smog technicians) busy," Maltese said. "It's been a horrible year for us anyway. The economy has really affected us this year."

Maltese said smog shops around town are competing by cutting prices of the state-mandated checks.

"You drive around town and people are doing it for \$40. Everybody is in survival mode and it's really getting to be very competitive," he said. "You do the math. If you pay a tech decent wages, around \$16 per hour, your price has to be 70 bucks.

"But along with this (delayed renewals) it's kind of pushing everybody over the edge."

Don Laurios, who has owned Sierra Automotive Smog & Repair at 1150 E. Main St. for the past seven years, had hoped to sell his shop and retire this year. But the buyers suddenly had cold feet in recent weeks, likely due to the drop in business, Laurios said.

"They called me up and they passed," Laurios said. "I wouldn't be able to give this (testing) machine away right now. Nobody in their right mind would

open a smog shop right now or buy one.

"It's going to put us out of business. It's bad news. I don't know what they were thinking, but they goofed with this trying to get that tax extension. It's really put the hurt on shops here in town."

Chelette owns Karl's Smog & Repair at 1425 E. Main St. and Karl's Downtown Auto Repair at 149 E. Main St. But he's not sure how much longer he can operate both locations. Although he and other shop owners expect to see an avalanche of business in August, paying the bills for the next two months without customers walking through their front doors won't be easy.

"I'm contemplating closing up one of the two," Chelette said. "I'm trying not to. We'll just have to hang on and wait out the cycle."

To contact City Editor Brian Hamilton, e-mail bhamilton@theunion.com or call (530) 477-4249.

<http://www.theunion.com/article/20110523/BREAKINGNEWS/110529944/1066&ParentProfile=1053>

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Senate Bill 94- Letter to Governor Brown

by Commerce Bank of Temecula Valley - CKTM on Thursday, May 12, 2011 at 10:21am

The gist of SB 94 is that the DMV will not be sending registration renewal notices for vehicle registrations expiring on or after July 1, 2011. The stated intent of this decision is to provide time to extend the temporary tax on renewals for another five years, however it will generate many unintended consequences!

See the letter below written by a local business owner explaining the consequences this bill will have on his small business:

May 5, 2011
Governor Jerry Brown
State Capitol, Ste. 1173
Sacramento, CA 95814

Re.: Unintended Consequences of SB 94

Dear Governor Brown,

The recent EO SB to suspend the sending of vehicle registration renewal notices for licenses expiring on or after July 1, 2011, will have a disastrous affect on thousands of small businesses in California, as well as causing increased pollution in the State.

When a renewal notice is sent it also includes information as to whether or not a biennial smog check is required. If the notice is not received any vehicle that would normally be required to have the smog test will forego it until the receipt of the notice.

Now for the unintended consequences:

- * There are over 4,000 smog shops in the State of California that will be at risk of going out of business, along with the potential job loss for thousands of employees (4 at my location).
- * Increased air pollution for all Californians. Since approximately 17-18% of tested vehicles fail the biennial smog test, those cars require repairs prior to registration renewal. Those required repairs will be delayed for an undetermined period of time, thereby impacting air quality.
- * Loss of revenue to the Bureau of Automotive Repair. Since the BAR receives \$8.25 for every car that passes the smog check, that revenue will also be delayed. So far this calendar year we have paid over \$21,500 in certificate purchases.
- * Since approximately 2,500,000 vehicle registrations renew every month, what will the long-term impact be on the DMV's ability to process renewals if they find themselves 2 or 3 months behind?

In summary, I hope this decision is reversed before it creates additional turmoil in the State.

Sincerely,

Frederick Hammond
President
Hemet Smog Test, Inc.

Cc: State Senator Bill Emerson
Assembly Member Paul Cook
Assembly Member Brian Nestande
The Press Enterprise
The Los Angeles Times

http://www.facebook.com/note.php?note_id=10150209640736737&comments

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How soon will California Smog Check be at full stop?

"The bill, SB94, suspends for six months the requirement that the Department of Motor Vehicles must notify drivers 60 days in advance that their registrations are up for renewal. It affects registrations due July 1 or later."

Law delays DMV notices to buy time for fee renewal

By Lien Hoang, A.P., SignOnSanDiego, May 4, 2011

SACRAMENTO, Calif. — Gov. Jerry Brown signed a bill Wednesday that buys him more time to try to persuade Republicans that the higher vehicle license fees the Legislature approved in 2009 should continue for another five years, rather than expire on July 1 as scheduled.

The bill, SB94, suspends for six months the requirement that the Department of Motor Vehicles must notify drivers 60 days in advance that their registrations are up for renewal. It affects registrations due July 1 or later.

For those six months, the legislation also does away with late fees if drivers pay within 30 days.

Brown's office said in a statement that the law would help "avoid erroneous billing, double billing or other confusion while a budget deal is being crafted." Without the 60-day requirement, the DMV can wait to send out notices until lawmakers pass a budget, which they are constitutionally required to do by June 15.

The extra time allows Democrats

to try to win over GOP lawmakers who oppose a renewal of the temporary increases on vehicles, personal income and sales taxes. The higher taxes are scheduled to return to their previous rates by July, but Brown wants to extend them.

The tax extensions would bring in an estimated \$9 billion to \$11 billion annually over the five-year period. The vehicle fee alone makes up \$1.4 billion to \$1.7 billion of that each year.

Democrats want the additional money to help close the state's remaining \$15.4 billion deficit, but Republicans have rejected those plans.

"It seems like we're jumping through enormous hoops to continue this myth somehow that we're not increasing taxes," said Senator Bob Huff, R-Diamond Bar, vice chairman of the Senate Budget Committee.

He said the changed timelines in SB94 would send drivers "into panic mode."

The current vehicle license fee is 1.15 percent of a vehicle's value and is

supposed to return to the rate of 0.75 percent in July. The formula takes into account a vehicle's age, but the difference on a \$15,000 car is \$75.

Most Californians support Brown's idea to solve the budget crisis through a mix of spending cuts and higher taxes, but they want the state's wealthiest residents to bear the brunt of tax increases, according to a survey last month by the Public Policy Institute of California.

Brown already signed bills that cut the budget gap from \$26.6 billion by shifting some state responsibilities to local governments, transferring money between government accounts and reducing spending on programs for the state's most vulnerable. The cuts included an estimated \$7.4 billion from the state's welfare-to-work program, services for the developmentally disabled and the state's health insurance program for the poor.

Budget negotiations have stalled over the proposed tax extensions. The governor is expected to issue his revised budget plan May 16.

<http://www.signonsandiego.com/news/2011/may/04/law-delays-dmv-notices-to-buy-time-for-fee-renewal/>

Has John Wallauch applied to the Governor for appointment to CA/DCA/BAR Chief?
VRRRM, with its partner Chevron, never finds out if what is broken
on a Smog Check failed car gets fixed, just promoting more cars.

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senator.steinberg@outreach.senate.ca.gov
Sent: Wednesday, September 15, 2010 2:51 PM
Subject: I share your support for AB 2289

Dear Mr. Peters:

Thank you for your recent communication in support of AB 2289 (Eng). This bill would establish new industry operating standards and technology upgrades to the current biennial inspections of vehicle emission control equipment and systems (smog check) program. I appreciate hearing from you on this important issue.

I am pleased to report that I voted in support of AB 2289. This measure was passed on the Senate Floor on August 25, 2010. It was enrolled and signed by the Governor on September 8, 2010, and is now law.

You may wish to read more about the status, history and analysis of this and other bills online at www.leginfo.ca.gov/bilinfo.html. While you are online, please check out my website, www.sen.ca.gov/steinberg, to learn of community events and other issues in which I am involved.

Be assured that I will keep your views in mind if this issue comes before me for a vote. Please continue to express your views to me so I may better represent you in the state Senate.

If you need assistance or have concerns about another state matter, please do not hesitate to call my office at (916) 651-1529, or email me at senator.steinberg@sen.ca.gov.

Sincerely,

DARRELL STEINBERG
President pro Tempore
6th Senate District

DS:mr

Clean Air Performance Professionals

21860 Main Street Ste A
Hayward, California 94541

California Environmental Protection Agency
Byron Sher Auditorium, Second Floor
1001 I Street Sacramento, California

THURSDAY, MARCH 25, 2010 9:00 A.M (snip) (page 272 line 4)

CHAIRPERSON NICHOLS: Okay. Go ahead, Charlie.

MR. PETERS: Thank you very much, Madam Chairwoman and Committee.

Mary, I think you're absolutely right that this is not specifically laid out in your presentation today.

However, the Air Resources Board is very definitely involved in this with a press release out indicating huge amounts of fraud in the system of smog check. And we believe that this could make a very significant contribution to helping with your reductions in CO2 and the economics of the state of California.

If my numbers have any validity at all, those kinds of reductions and the value of those reductions could also possibly be a very significant financial improvement and give you lots more flexibility to help address these issues.

So I would petition the Committee, the Chair and the Committee, to give consideration to incorporating this in your deliberations and seeing if it matters at all.

And would like very much to see some conversations about these possibilities of improving the performance and improving what we're doing, because we think the public deserves much better than what we've been getting.

CHAIRPERSON NICHOLS: Thank you. We agree with you about the need for a smog check improvement. I know we are working with — the Legislature is working on a bill to try to start us in that direction. So thank you. You've been very persistent over the years in your criticisms of the program, and now you've finally got some traction on some of it anyway. Good work. Okay. A number of other people have signed up. If any of you feel compelled to speak at this time, you may. Otherwise, we would welcome you back on April 21st.

<http://www.arb.ca.gov/board/mt/2010/mt032510.pdf>

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P What? PZEV's Are Unsung Heroes in the Push to Clean Up the Air

By Jim Motavalli, The New York Times, July 30, 2006

IF you think you can help the environment by parking your car and walking, you may be dismayed to learn this: that parked car — even if it is a recent model officially designated as a low-emission vehicle, according to the California Air Resources Board — gives off more pollutants even when shut off than some new models do while driving down the road.

The clean-running cars in question are those certified to a standard set by California regulators that is known as PZEV — bureaucratic shorthand for a partial zero emission vehicle. They are also available, or soon will be, in a handful of states on the West Coast and in the Northeast that have adopted California's emissions rules.

According to the air quality agency, some 500,000 PZEV's are already on California roads, though their drivers may not even be aware of the contribution they are making to air quality. These are not the sort of vehicles that young enthusiasts spot from blocks away and point at excitedly.

PZEV's hide in plain sight as specially equipped versions of cars as familiar as the Chevrolet Cobalt, the Ford Fusion, the Honda Accord and the Volvo V70, usually with four- or six-cylinder engines. They use an improved pollution-control system to meet California's toughest tailpipe standard for cars with combustion engines. The system carries a factory emissions warranty stretched to 15 years or 150,000 miles, from 10 years and 120,000 miles.

Because a PZEV complies with tailpipe standards for a SULEV, or super ultra low emission vehicle, the exhaust can be as clean as that of many hybrids — yet the cars do not incur the hybrid's price premium of several thousand dollars. PZEV's generally cost consumers no more than identical models that do not have the squeaky-clean certification, which are built for states that have not adopted California's rules, though they are estimated to cost automakers between \$200 and \$500 extra to produce. That money buys special parts like a steel gas tank, a catalytic converter with more precious metals inside, a larger trap for evaporative fumes and in some cases, an air injection system.

One might think that green-leaning drivers would be lining up for this relative bargain, especially in light of some hybrid models' commanding a price well above the window sticker. But hybrids still enjoy a perception of phenomenal fuel economy in the public's eye while a PZEV's fuel economy rating is the same as its non-PZEV counterpart. And there is a powerful draw to the hybrid's earth-friendly reputation.

To be sure, a hybrid still comes out ahead in overall environmental impact, because while it is driving on its electric motor alone it produces no pollutants and uses no gasoline (so it produces no carbon dioxide).

An important part of the PZEV's advantage is its elimination of evaporative emissions, the gasoline fumes that escape during refueling

or, especially on hot days, from the fuel tank and supply lines. Even a car that is not running can emit a significant amount of evaporative pollution — perhaps 25 percent of the vehicle's total emissions, the air resources board says — so the special fuel system makes a real difference in air quality.

Few buyers know about these below-the-radar green machines. Automakers have not promoted them heavily, as they have done with hybrids, and an informal survey of salespeople at dealerships turned up more confusion than useful information.

Jim Kliesch, a research associate at the American Council for an Energy-Efficient Economy, an environmental nonprofit group, and the author of the council's annual Green Book guide to cars and trucks, admits that California's alphabet soup of emission levels is "pretty confusing stuff. They haven't made the nomenclature very easy."

PZEV's might be better known if the process that created them had not been so convoluted. The effort began in 1990 when California established its Zero Emission Vehicle program to reduce smog. The original goal called for 2 percent of new cars and trucks sold in California in 1998 to produce no emissions at all, with the percentage increasing in steps to 10 percent in 2003.

The plan, which essentially mandated battery-powered vehicles, came under attack by automakers and oil companies as unachievable,

and has been considerably modified over the years. But the 2 percent rule for zero-emission cars is still in place, said Jerry Martin, a spokesman. The difference is that a compromise was struck to allow automakers to earn credits against the obligation to "produce, deliver for sale and put in service" zero-emission vehicles by selling hybrids or PZEV's.

The phase-in began in 2005 and the percentages are scheduled to increase in coming years. Credits may be sold, traded or banked for the future, and some carmakers are meeting the mandate with credits earned in past years. The rules stipulate penalties for failure to meet the goals.

Although manufacturers get just a fraction of the credit for a PZEV car that they would get from a fuel-cell or a battery-electric vehicle, the PZEV's are produced in such large numbers that the credits accumulate and keep the manufacturers within the bounds of the state mandate. In the worst case, noncompliance could result in a manufacturer losing the right to sell cars and trucks in California.

All new cars sold in the United States must meet at least federal emissions standards. With the worst air quality in the nation, California won the right to set tougher limits, and some states have adopted California's laws in place of the federal rules set by the Environmental Protection Agency. The states that have passed or are phasing in California rules are New York, Massachusetts, Connecticut,

Maine, New Jersey, Oregon, Rhode Island, Vermont and Washington (and Pennsylvania has begun the process as well); together, the California-compliant states account for about a third of all cars sold in this country.

Theoretically, then, the PZEV's that are made by manufacturers in 2006 are, or soon will be, available at dealers in those states. But with nearly no advertising for PZEV's, the vehicles have a low profile.

Automakers say they are not trying to hide their PZEV's. One challenge, according to Chris Naughton, a Honda spokesman, is that companies do not want to promise what they cannot deliver in a market that is a patchwork of California and non-California states. "If we run ads, we run the risk of having them bleed over into states where PZEV's are not available," he said.

How much cleaner are PZEV tailpipes? In terms of one common pollutant, oxides of nitrogen, today's federal standard for an average car, known as Tier 2 Bin 5, is 0.07 grams per mile. But PZEV's have to meet the California SULEV II standard, which allows only .02 grams per mile.

"They're 70 percent cleaner than cars that are pretty darn clean to begin with," said David Hermance, executive engineer for advanced technology vehicles at Toyota.

Ethanol additives to gasoline in some states pose a challenge to PZEV evaporative emission

performance. Steve Mazure, a DaimlerChrysler spokesman, said that solving the problem may require new engine parts to deal with ethanol. DaimlerChrysler, which sold 20,000 Dodge Stratus and Chrysler Sebring PZEV's in the 2004 and 2005 model years but is not currently offering any, publicized its PZEV's through corporate environmental reports, dealer training and vehicle press kits.

Ford has sold 185,000 Focus PZEV's since 2003, and according to Alan Hall, a spokesman, it hopes to raise the awareness of its clean cars with an exterior badge that incorporates the company's environmental logo — a green-leaf and highway symbol — and lettering that spells out its status as a partial zero emission vehicle.

In California, where an estimated 90 percent of all PZEV's have been sold so far, the visibility of these cars is increasing. The air resources group and its cheering section in the environmental community hope that the number of participating states will soon reach the point that it become cost-effective for carmakers to simply build one version — the PZEV — for the whole country.

By 2012 California could have as many as three million PZEV's on the road, the agency says. "We expect this to be the dominant technology," Mr. Martin said. "And it won't matter if people can say what the acronym stands for, because everyone they know will be driving one."

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<http://www.nytimes.com/2006/07/30/automobiles/30PZEV.html>

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Mercury News

Low-key cars have a clean-air secret

AUTOS VIRTUALLY AS GREEN AS HYBRIDS -- AND THEY'RE EVERYWHERE

By Paul Rogers / Posted on Sat, Jun. 26, 2004

Imagine cars so clean that their tailpipe emissions contain less pollution than the air around some California freeways.

They're not hybrids, the media darlings of the environmentally correct.

Rather, they're clean air's best-kept secret: 31 familiar gas-burning 2004 models that have met a strict new California pollution standard. The Honda Accord, Ford Focus, BMW 325i and Volkswagen Jetta are among the "PZEVs," which stands for "partial zero-emission vehicles."

Lost in the excitement over hybrid models like the Toyota Prius is an even greener trend sweeping California's automobile landscape -- and soon the rest of the nation's. Tens of thousands of new cars that put out as little pollution as hybrids -- and in some cases even less -- are hitting the roads this year, often at a lower cost than hybrids.

A decade ago, it was thought that the only way to meet the nation's clean-air goals was to phase out gasoline-burning engines -- and some purists still think so. But PZEVs are so clean that it takes 590 of them to put out the tailpipe hydrocarbon emissions of one standard 1970s car. So even as

the population grows, the air will continue to get cleaner as more motorists send old cars to the junkyard and purchase new PZEVs.

Reducing pollution

"These cars are going to be one of our most important tools for reducing air pollution," said Jerry Martin, spokesman for the California Air Resources Board.

"Hybrids have gotten a lot of attention, but PZEVs are available now in very large numbers, and they are everyday cars. If you look out your window, you'll see two or three at the stoplight."

The cars are cleaner because they have a repositioned and more efficient catalytic converter, different tuning and a more leakproof fuel system.

By the end of this year, the air board estimates, there will be 140,000 PZEVs on California roads, growing to 4 million by 2010. That's roughly one in five vehicles. By comparison, at the end of last year, there were only a few hundred electric cars in California, and only about 43,000 registrations nationwide for hybrid vehicles.

Other states, including New York, Massachusetts and Vermont, have copied California's emissions rules, sending PZEVs onto the roads there.

"PZEVs are potentially more significant than hybrids simply because of the number of them that will be on the road. Already there are more of them on the road than all the hybrids," said Jim Motavelli, editor of *E* magazine and the book "Forward Drive: The Race to Build the Clean Car of the Future."

Compared with the basic standards for most cars sold in California, PZEVs put out 90 percent less hydrocarbons, nitrogen oxides and carbon monoxide. They have zero evaporative emissions, the fumes that seep from auto engines and cause smog.

And they must have a 15-year or 150,000-mile warranty for the emissions systems to qualify for the PZEV standard, so owners have an incentive to maintain them.

Worldwide vision

"This technology that was developed for California is going to find its way throughout the world," eventually cleaning up

smoggy cities in India, China and Mexico, said Joe Norbeck, director of the University of California-Riverside Center for Environmental Research and Technology.

"With PZEVs, the light-duty-vehicle problem has pretty much been solved. Their emissions are almost below detection level."

Not all environmental and public-health groups are cheering.

The PZEV standard came out of California's 13-year effort to force automakers to build electric cars. But because of low range -- most electric cars can go only 100 miles before requiring recharging -- and high cost, electric vehicles failed to catch on, and last year the state finally dropped its mandates.

Instead, the air board allowed carmakers to receive credits for electric cars if they built hybrids or super-clean gas vehicles like PZEVs.

UC-Riverside completed a study last fall that found even Southern California can meet federal health standards for clean air without an electric-car mandate as long as enough PZEVs are sold.

Some environmentalists say the auto industry gave up too easily on electric cars. And they aren't ready to concede that smog problems can be solved as long as the internal-combustion engine is still around.

"Extremely clean gasoline vehicles are helpful, but we don't

believe we can reach clean-air goals without some vehicles that don't run on gasoline," said Bonnie Holmes-Gen, an assistant vice president for the American Lung Association in Sacramento.

Also, they note, because hybrids get better gas mileage, they emit less carbon dioxide, which contributes to global warming.

"Hybrids are our preferred choice," said Holmes-Gen. "But if you can't buy a hybrid, look at a PZEV. They are more economical and they are extremely clean."

Look again

The new cars leading the clean-air trend are so anonymous that thousands of people buying them -- from the Subaru Legacy to the Toyota Camry -- don't even realize they are driving some of the cleanest vehicles ever made.

Ford is advertising that its Focus, with a 145-horsepower, 2.3-liter engine, meets the PZEV standard.

Yet most other automakers whose models have met the California PZEV standard have said nothing in print, radio or TV ads, because their campaigns are designed for a national audience. The media have been fixated on hybrids. And environmentalists have spent their energy pushing for hybrids and hydrogen-fuel-cell cars that may be a decade or more away.

"The factories aren't advertising it," Jim Fink, sales manager at Al Sanchez VW in Gilroy, which sells the PZEV Jetta. "It's not as important to people as gas

mileage. We're getting lots of SUVs traded in right now. That seems to be the main factor, more than emissions."

PZEVs look like any other car and cost only about \$100 more than less-clean versions of the same model. And some models are considerably cheaper than hybrids. While a standard 2004 Toyota Prius costs \$20,510, a Ford Focus PZEV costs only \$13,370.

"You can have bragging rights on a hybrid because it is plainly a hybrid," Motavelli said. "Most PZEVs aren't marked PZEV, so nobody knows you have an environmentally correct car."

A few drivers are noticing.

Engine power

Jason Chan of Fremont, a 19-year-old computer student at Mission College, got a 2003 Ford Focus, one of the first cars to meet the PZEV standard, last May.

"I knew it was a PZEV," he said. "I knew what that meant. To be honest, I was afraid it might compromise the power. But my car actually has more torque and power than older-model Focuses. I'm surprised they could do it."

Chan said his car leaves his friends' vehicles in the dust.

"I'm amazed at how well this engine performs. And how it can be so clean," he said. "I love this car."

Contact Paul Rogers at progers@mercurynews.com or (408) 920-5045.

(CAPP contact: Charlie Peters / (510) 537-1796 / cappcharlie@earthlink.net)

STATE OF CALIFORNIA

MEETING OF: THE CALIFORNIA INSPECTION & MAINTENANCE REVIEW COMMITTEE

Monday, May 17, 2004, Sacramento, California, AFTERNOON SESSION

VICE CHAIR COVELL: We'll switch positions a little bit in terms of who's asking the questions at this point and provide an opportunity now for those of you who listened to the presentation this morning as part of the audience to ask any questions that you have. The CARB representatives are seated and ready to go, so who would like to go first? Charlie, you're up.

MR. PETERS: Yes, Mr. Chairman, Mr. Covell and committee, I'm Charlie Peters, Clean Air Performance Professionals, and we represent motorists. I found an awful lot of very interesting comments here today. Obviously some people have done some very hard work, sweat over a lot of data and information, making a lot of suggestions. But I'm confused by some of the things that I don't hear, some of the things that are not included, and I'd just like to start with a little question for if there's anybody on this panel or in the committee that could maybe give me a little help.

What happens if you were to take the model that we're discussing and evaluating this program and you increase the failure rate by double? Would that make the program performance go up or down?

MR. CARLOCK: If you double the number of vehicles going to test only; is that what the question is?

MR. PETERS: The question was, if you double the failure rate in the program, will the program performance go up or down in the model?

MR. CARLOCK: It'll go up.

MR. PETERS: So the more failing cars we have, the more credit we get for emission reductions for the SIP; is that what you're saying?

MR. CARLOCK: In general, yes. That is, it depends on what you're failing as far as whether you get an additional benefit or not.

MR. PETERS: Question number two. If the emissions failure result becomes twice as high, hydrocarbons, NOX readings on the failure are twice as high, and that's the only change that's going into the model, will the program performance go up or down?

MR. CARLOCK: If the average failing vehicle has higher emissions that what we assume now; is that what you're asking?

MR. PETERS: That's exactly what I said.

MR. CARLOCK: Then the benefit would increase.

MR. PETERS: So the program performance will improve if the emissions readings in the program, the data going into the program, doubles on failing cars, then the program performance will increase.

MR. CARLOCK: In general, yes.

MR. PETERS: My, that's interesting data. So if we have a program that were to immediately determine when a car was failing and where it can immediately get fixed and we were to give appropriate credit to the program, the program credit would probably be zero.

MR. CARLOCK: I don't follow. No, it would not be zero.

MR. PETERS: Every car that fell out of compliance with state standard was immediately identified and immediately fully repaired.

MR. CARLOCK: By who?

MR. PETERS: Doesn't matter. By God.

MR. CARLOCK: If it's identified within the program, then there would be benefit within the program. If you as the owner of that vehicle was to identify and repair it, then the only thing that we could credit the program with is possibly a motivation for you to do that.

MR. PETERS: You indicated, I believe, Mr. Carlock, that there were ongoing program evaluations where you are sending cars out in the marketplace to determine whether or not they get fixed for the program performance; is that correct?

MR. CARLOCK: We do that periodically, we don't do it all the time.

MR. PETERS: How long has it been since you've done that?

MR. CARLOCK: The last large item evaluation that we did was in the late nineties.

MR. PETERS: And did you determine specifically what was wrong with those cars and what it took to repair them before they went out for evaluation?

MR. CARLOCK: Dave corrects me. He points out that we are doing such an evaluation of the OBD cars.

MR. PETERS: I'm sorry, I didn't hear that.

MR. CARLOCK: We are doing such an evaluation where we send the cars out with an OBD specific fleet right now, so we are doing an analysis right now.

MR. PETERS: But my question is, when you do that, do you determine what the car needs repaired in order to fix it before you send it out —

MR. CARLOCK: Yes.

MR. PETERS: — to evaluate it?

MR. CARLOCK: Yes.

MR. PETERS: Have you also evaluated whether or not what was broken got fixed?

MR. CARLOCK: Yes.

MR. PETERS: And can you share with us what that result looked like?

MR. CARLOCK: That's difficult to tell you. I can tell you in generalities is the higher the vehicle emits, the more likely it is to fail. The more likely it is to fail, the more likely it is to receive an emissions benefit as far as repair. There are instances where vehicles that are marginal are failed, and when you try to fix those the results are mixed.

MR. PETERS: But I believe when a car is out of compliance that has specific things that are wrong.

MR. CARLOCK: Yes.

MR. PETERS: And the question is about whether or not those specific things that are wrong are determined before the evaluation and whether or not the specific things that are at fault on the car get fixed. That's not a very complex question. I think that should be fairly simple data as to whether or not what's broken is actually getting fixed. You're talking about emissions readings and the level of emissions readings, you're not talking about specific failure readings.

MR. CARLOCK: There's a very simplistic answer. Sometimes they get fixed, sometimes they don't.

MR. PETERS: But that should be some data that is available.

MR. CARLOCK: Sure.

MR. PETERS: And is it possible for you to share that data with the

committee and with myself, if possible?

MR. CARLOCK: Sure. Absolutely.

MR. PETERS: So the failure rate the emissions readings, the whether or not what's broken is being repaired, I think would be very beneficial to the decision process of the committee and behavior of the public and the industry and whether or not they actually fixed what's broken. I think would be a key issue as to what appropriate kinds of actions are necessary here to improve how the public's being treated, improve the air and improve the total emissions. Would you say that would be a reasonable possibility?

MR. CARLOCK: I can say that the data is available to anyone that would like to request the data.

MR. PETERS: And under what kind of timeframe might I expect to be able to get that data?

MR. CARLOCK: Let's see, my flight is about three. If you call me tomorrow, I think you'd have it by the end of the week.

MR. PETERS: That would be delightful. Thank you, Mr. Chairman.

VICE CHAIR COVELL: All right, Charlie, thank you. If you have further questions you want to hold them and we'll move around the room and pick you up again.

http://www.imreview.ca.gov/meetings/transcripts/transcript_may1704.doc

(CAPP contact: Charlie Peters / (510) 537-1796 / cappcharlie@earthlink.net)

UC Riverside Study Shows Accelerated Introduction of Super-Clean Cars Will Help Los Angeles Meet Federal Smog Standards By 2010

(September 23, 2003)

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RIVERSIDE, Calif. — Sept. 23, 2003 — (www.ucr.edu) — The Los Angeles metropolitan area, characterized by some of the dirtiest air in the nation, could achieve federal air quality goals for smog more rapidly if the use of super-clean vehicles, available in showrooms today, is aggressively implemented, according to study results released today by the University of California, Riverside.

The "Study of Extremely Low Emission Vehicles" (SELEV) was conducted over the past three years by the UC Riverside Bourns College of Engineering's Center for Environmental Research and Technology (CE-CERT). The study examined emissions from vehicles that meet the California Air Resources Board's standards for ultra-low emission vehicles (ULEV), super-ultra-low emission vehicles (SULEV), and partial zero-emission vehicles (PZEV).

The study's final results found that the greater use of the best existing, proven, gasoline engine and auto emission control technology could enable the Los Angeles air basin to reach 2010 ozone — commonly referred to as smog — attainment goals.

Atmospheric modeling conducted as part of the CE-CERT study showed that if it was possible by 2010 for all passenger vehicles to be less than 15 years old, and for all cars sold in 2004 and later to meet at least the current California SULEV standard, then the federal smog standard could be met by 2010.

"Achieving this scenario may not be realistic, but the important point is that the technology is here today to do it," Norbeck said.

The study was sponsored by the U.S. Environmental Protection Agency, the California Air Resources Board (CARB), Honda R&D Americas, Inc., ChevronTexaco North America Products, and the Manufacturers of Emission Controls Association.

"There is no such thing as a magic bullet in solving the air pollution problem," said Dr. Joseph Norbeck, CE-CERT director. "But we believe we've found a viable tool with the emerging crop of cars that meet California's most stringent emissions standards. Meeting the Los Angeles metropolitan area's 2010 air quality goals can be helped with aggressive implementation of existing technologies.

"This study illustrates that light-duty passenger automobiles will soon be taken off the 'most-wanted' list of air pollution sources," said Norbeck. "Our results show that replacing a gasoline powered vehicle in Los Angeles that is 15 years old or older reduces the smog-forming emissions by more than 97 percent.

"The impressive thing about these findings is that the technology and fuels that were developed for these clean cars to meet the California air standards will, within a few years, find themselves in the rest of the nation's fleet and then the rest of the world's fleet. The recipe for attacking smog is clean vehicles aided by clean fuels. If the clean fuel is available we'll soon find that these cars will be able to help solve air quality problems in cities in China, India, Egypt and other air-quality challenged countries."

The study evaluated tailpipe emissions from ULEV, SULEV and PZEV vehicles under real-world conditions to meet California's strict emissions standards. Researchers drove the test vehicles in typical Southern California traffic in all types of weather conditions.

"We drove these cars the way most Southern Californians drive theirs — in stop-and-go rush-hour traffic on high-speed freeways, in the heat and rain — and they were found to maintain near-zero emissions," said Norbeck. "We found that the cars' emissions were below the CARB emissions standards. The in-use deterioration of the emissions control systems was extremely low, meaning we can anticipate these cars to go well into the 100,000 mile range with consistent air quality benefits."

The CE-CERT work on the SELEV program was a continuation of research — results of which were announced in September 2002 (<http://www.cert.ucr.edu/selev/>) — that found advanced technology could all but eliminate air pollution from gasoline-fueled vehicles. The current study expanded the vehicle testing program and looked at the atmospheric improvements achievable with the new technology.

These new, super-clean vehicles use improved fuel management and catalyst technologies as well as new

technology that virtually eliminates evaporative emissions. The technologies also allow cars and light trucks to be produced at costs similar to those of current vehicles.

Differing types of SULEV and PZEV technology are available today in thirteen models of cars from various manufacturers certified by CARB. Honda, Ford, Toyota, BMW, Volvo and several other automakers provide models that include the SULEV and PZEV technology.

Background

In June 2000, CE-CERT established the SELEV program in partnership with industry and government agencies with the purpose of understanding, via direct measurements and modeling, the impact that new-generation vehicles with extremely low emissions have on overall air quality.

CE-CERT has successfully developed the measurement technology to test emissions at lower levels, most importantly vehicles that meet the state's stringent SULEV and PZEV standards. These vehicles must

meet the increasingly stringent requirements for volatile organic compounds (VOC), oxides of nitrogen (NOx), and carbon monoxide (CO) on emissions certification tests. Technology has also been developed to measure the emissions of these vehicles under real-world conditions, while they are being driven on the road.

VOCs are of concern because of their role in the formation of ozone, which has adverse health effects. NOx, which is formed in the combustion chamber of the engine, is an irritant to the lungs and can aggravate respiratory problems. It is also a precursor to the production of ozone and very fine particulate matter in the atmosphere. CO, a colorless, odorless, and poisonous gas, results from incomplete combustion of fuel and is emitted directly from vehicle tailpipes. Its entry into the bloodstream through the lungs can hinder the blood's capacity to carry oxygen to organs and tissues. CE-CERT's results showed the emissions of these pollutants were essentially reduced to zero.

CE-CERT was established in 1992 as a model for partnerships among industry, government, and academia. CE-CERT's goals are to become a recognized leader in environmental education, a collaborator with industry and government to improve the technical basis for regulations and policy, a creative source of new technology, and a contributor to a better understanding of the environment. CE-CERT is committed to furthering education and research for the next generation of engineers. Its students receive an excellent education and unprecedented opportunities to be intimately involved in the research enterprise.

http://newsroom.ucr.edu/news_item.html?action=page&id=669

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MEMORANDUM

TO: Harold Mace, Manager
Field Inspection / Testing Section

FROM: Tony Dickerson, Air Resources Engineer
Field Inspection / Testing Section

DATE: August 28, 2003

SUBJECT: A FIELD REPORT REGARDING -
APPORTIONED PLATED VEHICLES WITHIN CALIFORNIA

In February 2003, during the course of our regular commercial fleet inspections, Field Inspection Staff inspected various U-Haul, Ryder, and Penske rental facilities in the Los Angeles area. These inspections provided information detailing make, model, year, mileage, certification information, OBD information, and license plate number.

Of particular note was the license plate of these rental vehicles. Nearly every vehicle inspected was registered in another state, other than CA. Over 200 vehicles were inspected. The pattern seen was that U-Haul vehicles are registered to AZ, Ryder vehicles are registered to IN, and Penske are registered in OK. At the time of inspection, staff was not concerned with registry because it was thought that these vehicles would move on after a period of time.

In August staff returned to inspect a local U-Haul rental site. Again, all vehicles on the lot were licensed in AZ. In fact, some of the same vehicles from the previous inspection were found on the same lot. Some of the rental vehicles registered in AZ had the phone number of the local U-Haul rental lot painted on them (Picture 1 and Picture 2). This seemed strange on a vehicle supposedly "just passing through."

Field Staff inquired with the rental site manager as to where these vehicles received maintenance. The manager reported that light maintenance was performed "on-site," and major repairs are performed at regional centralized station, in this case City of Industry. When asked if these vehicles ever receive a Smog Check the manager stated "NO."

A phone call was made to California DMV to inquire about registration details of these apportioned plated vehicles. Ms. Debbie Tarrant, Manager of the International Registration Plan (IRP) Section outlined the usage and requirements of these vehicles.

The energy challenge facing California is real. Every Californian needs to take immediate action to reduce energy consumption. For a list of simple ways you can reduce demand and cut your energy costs, see our Website: <http://www.arb.ca.gov>.

According to DMV these vehicles are authorized to operate within CA on the condition that they make one trip outside the state per year. This out of state trip would keep them compliant with IRP rules. Ms. Tarrant stated there are 1.43 million apportioned plated vehicles operating within CA.

Field Staff's curiosity next led to contacting the Arizona Department of Environmental Quality. Chris, from the Technical Support for Government and Law Enforcement, researched the question, "Do any of these vehicles receive a Smog Check?" Her reply was "NO." She stated that though registered vehicles operating within certain Arizona communities are required to receive a Smog Check, it was too confusing to bring the U-Haul vehicles into the program. It was decided that Arizona would exempt these vehicles from their Smog Check requirements.

During the April 2003 ARB Board Meeting FITS staff heard comments from Mr. Charlie Peters regarding the fact that U-Haul vehicles operated within CA outside of the Smog Check. Upon follow-up to the inspections conducted in 2003 Mr. Peters stands correct. Yet it appears, this trend extends to more vehicles than U-Haul.

John, the Marketing Manager from U-Haul's Phoenix office was contacted and he stated their nation-wide fleet base of vehicles to be approximately 64,000 gasoline powered engines and an additional 28,000 diesel powered engines.

U-Haul vehicles inspected by staff ranged from a 1978 Ford F-350 with 37,153 miles to a 2002 Chevy Sonoma with 2,447 miles. The GVWRs of all the inspected vehicles ranged from 4,200 to 18,200 pounds. Of note was a 1990 Toyota 1-Ton Pickup (6,600 GVWR) with 205,257 miles. Though these vehicles do not violate any current Health and Safety Code, because they have in excess of 7,500 miles or are certified to California emission standards, they do not receive any Smog Check inspection.

It appears none of the 1.43 million apportioned plated gasoline or diesel powered commercial vehicles ever receive an annual or biennial Smog Check from any state, including California.

(CAPP contact: Charlie Peters / (510) 537-1796 / cappcharlie@earthlink.net)

Proposed Amendment:

Clean Air Performance Professionals



Amendments to Section 44036 California Health and Safety Code Consumer protection-oriented quality assurance portion of the motor vehicle inspection and maintenance program

Preamble - Under these amendments, an in-field vehicle repair audit program is added to Section 44036 of the California Health and Safety Code. These amendments, in conjunction with existing BAR legal responsibilities will create a program with the goal and procedures intended to create maximum vehicle owner satisfaction. The in-field vehicle repair audit program will provide a mechanism for continuous improvements in how vehicles are repaired so that customers will be better satisfied with the time and investment that they are making in California's Smog Check Program. By adopting a new philosophy of management we are acknowledging that motorists no longer need to live with vehicle repairs that might be characterized as insufficient or defective.

By identifying the actual quality of repairs through in-field audits of known, defects, and feeding this information back to smog check technicians and BAR staff, there would be continual improvement of quality and opportunity to reduce waste in repair actions.

Presently fear of loss of license or legal sanctions is a barrier to improving the quality of vehicle repairs. This program will encourage effective two-way communication and other mechanisms that will enable technicians and regulators and consumers to be part of the new quality audit program.

A program will help remove the barriers that rob service technicians and managers of their pride in workmanship. The

in-field vehicle repair audit program will institute a vigorous program of education and self-improvement for all participants in the Smog Check program. In summary, these amendments provide a permanent legislative and executive commitment, and the necessary audit procedures for ever-improving quality and productivity in the vehicle repairs (and emissions reductions), mandated under California's vehicle emissions inspection and maintenance program.

44036 (a) The consumer protection-oriented quality assurance portion of the motor vehicle inspection program shall ensure uniform and consistent tests and repairs by all qualified Smog Check technicians and licensed Smog Check stations throughout the state, and shall include a number of stations providing referee functions available to consumers.

(b) To achieve the goal of consumer protection and quality assurance, the department is directed to adopt in-field audits using known vehicle defects. The in-field audits will be used to determine if a technician does actually detect, diagnose and repair the designated audit vehicle defect.

(c) As there are no clear standards to see that emissions defects are being corrected, these audits are to be conducted without notification being provided to ensure accurate assessment. The improved methods generated by the audits will provide continuous improvements in the quality of vehicle repairs actually occurring.

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