



YOU'LL
HAVE TO
REDUCE YOUR
CONSUMPTION

Chappattie



Clean Air Performance Professionals

Monday, June 29, 2015

Department of Motor Vehicles (DMV)

Jean Shiomoto / Director

2415 First Ave., Mail Station F101

Sacramento, California 95818-2606

(916)-657-6941 / 7393 fax

RE: Partial Zero Emissions Vehicle (PZEV) Performance

Good evening Director Shiomoto,

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

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

Will DMV consider a letter of support for the California Air Resources Board (CARB) efforts to improve compliance with the PZEV standards.

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

Clean Air Performance Professionals (CAPP), award winning coalition of motorists.

Respectfully

Charlie Peters

interested parties

CAPP contact: Charlie Peters (

Say No On The Gas Tax!

Senate Bill 16 raises gas taxes by 10-12 cents a gallon and raises the car tax by \$35 per vehicle. The average miles driven per year by the typical California driver is 12,000 miles per year.

Let's say that the average driver averages 20 miles per gallon ...The additional cost per vehicle will be in excess of \$100.00 per year. The average California family owns 2 vehicles per household so ...Get ready to pay an additional \$200.00 per year.

Senator Beall, author of SB16 states that California needs this additional tax to fix the roads. Well I wonder what happened to the millions of dollars that were stolen from the highway accounts that were originally collected to fix the roads and never repaid!

Senator Beall states in his bill that the highway account's funds will be repaid by 2019. I have heard that song & dance before. In addition, a good portion of the money collected from this bill will go to the General Fund to fund politician's pet projects like the "Train To Nowhere".

Governor Brown has boasted about the 4 Billion dollar surplus in California which will soon be 5 billion dollars thanks to another tax increase on fuel from "Cap & Trade Auctions" which went into effect January 1,

Thanks,
Rex Roden
President-ACCC

The ACCC...Representing The Collector Car Hobby Since 1972

<http://www.acccdefender.org/docs/ACCC-Legislative-Alert-June-30-2015.pdf>

Ethanol waiver and elimination of E-85 flex fuel credit can cut our ozone & CO2 transportation pollution over 50% in 2015

CAPP contact: Charlie Peters

2015. Let's use this money to fix the roads and if there's any left over the Politicians can use that for their pet projects.

Oh, we must not forget the new proposed tax increase on services, i.e. SB8. This is a new tax on services or labor. For example, you have the brakes fixed on your car and the cost for repairs is \$200.00 in parts and \$400.00 labor or a total of \$600.00. If SB8 passes you will be charged an additional tax on the labor of up to 8% or an additional \$32.00 that did not pay before. Another really good example for car guys & gals is body & paint work on your collector car. A \$10,000 paint job is usually about \$2000.00 for paint and materials and \$8000.00 labor. This will add up to an additional tax on the labor of approximately \$640.00 that you did not pay before.

The politicians in Sacramento have gone completely tax crazy. California already has the highest taxrate in the U.S. and they want more. When will this craziness end? It's time to let your representatives in both the Senate and Assembly know that you are opposed to any new tax on fuel; on cars; and on services. Call or write your representative today! Not sure who your rep is? Go to <http://findyourrep.legislature.ca.gov/>.

This is urgent, so don't delay, do it today!

Half Measures Make Ethanol Mandate Worse ...

By Thomas Pyle, Special to Roll Call, Thursday, June 25, 2015

In an effort to show Congress “can work again,” some lawmakers are attempting to make an unworkable law even worse. Recently, several proposals have been floated to “amend” the Renewable Fuel Standard, which requires refiners to blend rising volumes of renewable fuel into gasoline.

Proponents of such bills, including Sens. Patrick J. Toomey, R-Pa., and Dianne Feinstein, D-Calif., would do away with the corn-ethanol mandate but retain the mandate for “advanced” biofuels — products that don’t exist in appreciable, economically viable quantities, if at all.

Lawmakers should reject these half measures. This month, Sen. Bill Cassidy, R-La., introduced legislation to do away with the RFS entirely. This approach addresses the reality that by keeping intact the costly “advanced” mandate, corn-only repeal may actually inflict more harm on American families than the status quo. The only real “reform” to the broken RFS is full repeal.

Congress enacted the RFS in 2005 and expanded it in 2007. The law requires refiners to blend 36 billion gallons of biofuel into the nation’s transportation fuel supply by 2022 — a figure that all agree is unachievable and most would argue unwarranted.

This program was doomed to failure. Under the delusion that “if you mandate an industry, it will come,” Congress and President George W. Bush trusted the Environmental Protection Agency to accurately project and mandate biofuel production nationwide.

Congress’ first mistake was passing the RFS. The error was compounded when

lawmakers trusted EPA to implement it in a reasonable fashion. Case in point: in 2010, despite mandating millions of gallons of cellulosic biofuel (fuel derived from inedible plant matter), exactly zero gallons of cellulosic were produced. This “minor inconvenience” didn’t deter EPA. The following year, EPA raised the mandate even higher, but still cellulosic producers mustered up no fuel.

In fact, the EPA has so thoroughly mismanaged the RFS that in 2013 the D.C. Circuit Court ruled the agency’s actions amounted to illegal promotion of cellulosic biofuels. Not to mention that the EPA had, until last month, failed to even propose standards for 2014, in violation of federal law.

Instead of accepting reality, the EPA created a new reality. Faced with the fact that cellulosic biofuels aren’t cost-effective enough to be produced in large quantities, EPA simply changed the definition of “cellulosic” to include things such as compressed natural gas and electricity. Since those cannot physically be blended into gasoline, refiners are forced to purchase credits and pass along those costs to motorists.

Unfortunately, the EPA’s incompetence continues. In May, the agency released its long-delayed mandates for 2014 and beyond, calling on refiners to blend 206 million gallons of cellulosic in 2016—even though cellulosic producers have failed to demonstrate a capacity to produce even 1/206th of that amount (until the EPA changed the definition, of course).

It’s long past time Congress learned its lesson. Removing the implied corn portion but keeping the “advanced” mandate does

nothing to stop the EPA's accounting gimmicks. Instead it transforms the RFS into California's expensive low-carbon fuel standard, which one study showed could raise the state's fuel prices by more than \$2.50 per gallon.

Partial repeal also, ironically, is worse for corn farmers than full repeal. Corn ethanol is a commercially viable product and a reliable blendstock — in the proper quantity. It doesn't need the mandate to survive.

Under Toomey-Feinstein, however, corn ethanol loses the war for mandated market share. The mandate for "advanced" biofuel remains untouched, which means it continues to rise and shift the market for

ethanol away from corn and toward more costly sources.

The big issue with corn ethanol isn't commercial viability, but the ethanol lobby's continued push for higher ethanol blends even though we've reached the maximum percent of ethanol most cars can safely handle—the blend wall.

If the last decade has taught us anything, it's that Congress should never have passed the RFS. Yet proposals short of full repeal only make the mandate worse. The desire to "do something" does not require doing the wrong thing. Congress should fully repeal the RFS and give Americans, not the EPA, the power to choose the fuels they deserve.

Thomas Pyle is president of the American Energy Alliance.

<http://blogs.rollcall.com/beltway-insiders/half-measures-make-ethanol-mandate-worse-commentary/?dcz=>

** Do you want \$2 Gasoline at the pump?*

** Do you want clean air and water?*

Ethanol waiver and elimination of E-85 flex fuel credit can cut our ozone & CO2 transportation pollution over 50%

Let's improve performance of CA Climate change law AB 32 (Pavley) in 2015 for future generations

Is it time for an Attorney General, EPA conversation?

CAPP contact: Charlie Peters

Free emissions check planned in Merced

Sun-Star Staff, June 24, 2015

Merced-area drivers who have owned a car for more than six months may qualify for free vehicle emissions testing and diagnostic inspection Saturday.

The San Joaquin Valley Air Pollution Control District and Valley Clean Air Now, a nonprofit, will offer the free service as part of their Tune In and Tune Up car cleanup event.

It takes place 9 a.m. to 3 p.m. Saturday at the Merced County Fairgrounds parking lot near Martin Luther King Jr. Way and 11th Street.

The event can typically handle more than 500 vehicles. Owners of cars that do not pass the test but can be repaired will receive a \$500 voucher for work at a participating STAR-certified smog shop, according to organizers. The event will only provide screenings, and no smog certificates will be issued.

Eligible vehicles must be legally registered in California, and owners must be San

Joaquin Valley residents.

Drivers at past events have waited two hours or more to get their car checked. Free food and drinks will be available.

The event is part of an outreach effort that aims to eliminate mobile-source pollutants generated by cars. According to the Valley CAN website, the Valley is home to a large number of older vehicles, many of which do not have up-to-date smog certificates.

According to event organizers, the more vehicles that are tested and repaired, the cleaner the air will be for Valley residents. More than 10,000 cars have been repaired to state smog standards through the program since 2003.

Tune In and Tune Up events take place throughout the year in different Valley locations. Other upcoming checks are planned July 11 at West Hills College in Coalinga; July 25 at the Fresno Fairgrounds; and Aug. 1 at the Chowchilla Fairgrounds.

People with questions can contact organizers at TITUEvent@valleycan.org or (800) 806-2004.

<http://www.mercedsunstar.com/news/local/article25441270.html>

I'm confused does the air district car testing meet California laws?

California Smog Check business can get a \$1000 fine for testing a car on the wrong test for the car.

Does Governor Brown and the attorney general support this game?

Is it time for an Attorney General, EPA conversation?

CAPP contact: Charlie Peters