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Protecting personal property and the environment

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California Gets the Skyrocketing Gasoline Prices Brown Fears

by Chriss W. Street, Breitbart News, 13 July 2015

As Breitbart News warned in December in "Brown Needs Oil Trains to Prevent Skyrocketing Energy Prices," decades of anti-oil-production-policies in the Democrat-controlled state had made residents highly reliant on inconsistent supplies of oil from Iraq and oil trains from North Dakota. With supplies now breaking down, Californians are sure to be angry paying \$5 a gallon for gasoline.

GasBuddy noted that an "extraordinary convergence of fuel supply problems this week in California prompted severe spikes in wholesale gasoline prices and experts say there's no immediate relief in sight." CEO Jason Toews sent Governor Brown a letter asking him to consult with the EPA and Department of Energy about a California gas regulation standards waiver due to "extreme and unusual fuel supply circumstances." Toews emphasized that such action has been taken in the past, and hoped the Governor would recognize the burden "especially for people struggling to pay the bills."

Friday's Gas Buddy call came after U.S. crude oil prices plummeted by -5% last week and the average price of gas in the U.S. slumped to \$2.76 per gallon. The International Energy Agency stated that the world is currently "massively oversupplied" with oil, mostly due to the US fracking boom. Over the July 4 weekend, the U.S. national average price

for gasoline fell to the lowest level since 2010.

But while the rest of the America enjoys almost \$1 per gallon in savings, California drivers on Friday in the Bay Area drivers were surprised to see gasoline up-tick to \$4 a gallon, and L.A. Basin drivers were stunned as some stations posted \$5 a gallon gasoline.

When Governor Brown was leaving office after his first stint in 1983, California was America's second-largest producer of crude oil at 1.025 million barrels per day (bpd) 32 years later, California has dropped to the third-largest producer of crude oil, as production plummeted to 545,000 bpd.

Californians are still the second-biggest state consumers of energy, but instead of paying some of the lowest prices for gasoline and electric rates in the nation in 1983, state residents now pay the highest state gasoline prices and the highest retail electric rates, except for Alaska and Hawaii, at 17.35 cents a kilowatt.

The reason California consumers are being hammered on prices is the Democrats' "Climate Change initiatives," including Cap-and-Trade (aka "cap and tax"), plus renewable energy subsidies and environmental restrictions.

When Brown signed a bill in 2011 raising the minimum renewable portfolio standards (RPS) for utilities from

20% to 33% by 2020, he promised investments in wind, solar, biomass, and geothermal sources would cut energy prices and create tens of thousands of jobs. The only things stimulated so far have been higher energy prices.

State oil supplies are now at their lowest point in 12-months. Federal energy officials said that California refiners have been forced to run-down 1.1 million barrels held in their reserve storage tanks. Out-of-state crude oil imports had been averaging about 100,000 barrels a day, but no imports arrived last week, according to state records.

In April, Governor Jerry Brown signed an executive order implementing California's first-ever mandatory water restrictions that required cities and towns to cut their water usage by 25 percent. But realizing the Democrats' policies were risking a crude oil supply interruption, Brown shocked the state's powerful environmentalist lobby by completely exempting oil companies in California, allowing them to use of millions of gallons of water for fracking.

Brown's support for the oil industry contributed to California's oil production jumping to an 540,000 barrels per day this year, after hitting a 30-year low of 490,000 barrels per day last year. But Brown's new found love of "black gold" seems to have come too late to prevent \$5-a-gallon gasoline in California.

<http://www.breitbart.com/california/2015/07/13/california-faces-the-skyrocketing-gasoline-prices-brown-fears/>

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

CAPP contact: Charlie Peters

Repeal the ethanol mandate

Express-News Editorial Board : July 12, 2015

When the Renewable Fuels Standard was expanded in 2007 to mandate the mixing of ethanol into fuel, the hope was it would decrease oil consumption, improve our environment and help the economy.

That hasn't happened. The reality is the ethanol mandate has hurt the environment and the economy. It's raised food prices and served as agriculture welfare. The country would best be served by repealing this failed policy.

A giveaway to big agriculture, the ethanol mandate is premised on a number of faulty assumptions.

It assumed that that gasoline consumption would continue to grow, failing to account for more fuel-efficient cars, and that the Great Recession would restrict driving habits. It also didn't take into account the development of fracking technology that has greatly increased domestic oil production, thereby reducing foreign oil concerns.

There was also an assumption this would be good for the environment. That's not the case.

The hope was the mandate would spur the development of carbon-friendly "cellulosic biofuels." These would be fuel sources that don't release carbon dioxide and aren't tied to the food supply. There has been nominal production of cellulosic biofuels.

The mandate has instead led to a boom in corn ethanol, which has led to increased carbon dioxide, which is a key factor in climate change. In a response to a guaranteed market, farmers have plowed millions of acres of prairie to grow

corn for non-food usage.

As the Environmental Working Group wrote in a 2014 report: "The intent of the Renewable Fuel Standard was to reduce gas emissions, diminish America's dependence on foreign oil and promote development of advanced biofuels. Instead it has resulted in rapid expansion of corn ethanol production, increasing greenhouse gas emissions, worsening air and water pollution and driving up the price of food and feed."

And yet the policy endures — laughably — because of the political importance of Iowa in our presidential election process.

How laughable is the ethanol mandate? The Environmental Protection Agency recently proposed Renewable Fuel Standards for 2014, 2015 and 2016. That's right. The EPA is proposing standards for last year and this year.

Second, the proposed mandate of 17.4 billion gallons of biofuel for 2016 is well below the statutory goal of 22.25 billion gallons. That's because the ethanol mandate has hit the "blendwall."

It's rather simple economics, really. The blend of ethanol in gasoline is set at 10 percent as most vehicles can't handle more. Back in 2007, about half of the gasoline consumed in the U.S. included 10 percent ethanol. But these days, nearly all of it does. The catch is, consumption is down; and it will continue to drop as fuel efficiency improves. Hence, the "blendwall."

Maybe then it's time to stop the mandate. Unless you are growing corn, this policy has been an abject failure.

<http://www.mysanantonio.com/opinion/editorials/article/Repeal-the-ethanol-mandate-6378143.php>

Is it time for an Attorney General, EPA conversation?

CAPP contact: Charlie Peters

Voucher program helps you trade in your gas guzzler for an electric car

By Steve Scauzillo, San Gabriel Valley Tribune, July 12, 2015

There's a new kind of customer walking onto Southern California car dealership lots.

Low- and moderate-income shoppers from disadvantaged communities are scrapping their older, higher-polluting cars and buying fuel-efficient gasoline, hybrid and electric plug-in models. They're stepping into showrooms clutching cash vouchers ranging from \$2,500 to \$9,500 issued by the South Coast Air Quality Management District's Replace Your Ride program.

"I had a lady who bought an Optima hybrid. She got \$7,000 off," said Dan Fouladbakhsh, sales manager for Car Pros Kia Glendale on Brand Boulevard. "She just had a baby," he added.

Launched last week, this ain't your typical cash-for-clunkers program, said Dan Iverson, Internet and marketing manager for Car Pros in Glendale, Carson and Huntington Beach, which has an agreement with the air district to accept program participants.

"The parameters are tougher than cash for clunkers," he said, referring to the 2009 federal stimulus program designed to boost auto sales. "You (customers) have to hit certain income requirements."

Replace Your Ride gives out vouchers for low-, moderate- and above moderate-income residents of the four-county South Coast Air Basin who own working, older, gasoline or diesel-powered cars or pickups. Also, participants must live in "disadvantaged communities," a broad definition that takes in nearly every city in Los Angeles County, including Beverly Hills, Diamond Bar, Arcadia, La Canada Flintridge and Rancho Palos Verdes. San

Marino residents are excluded, according to a list of eligible ZIP codes issued by the state Air Resources Board. Voucher amounts depend on a person's household income, city of residence and type of car purchased, according to the SCAQMD and the program website, www.replaceyourride.com

The \$4.23 million program, already with 200 names on a waiting list, has two parts, the base and plus sections. For example, a low-income household of four earning \$53,666 or less can junk their old car, buy a car 8 years old or newer and get \$4,000 to \$4,500 base. If he or she buys a plug-in hybrid or battery-electric (Nissan Leaf, Kia Soul EV, Chevy Spark EV, etc.), the voucher plus kicks in, for a maximum of \$9,500.

Moderate-income families of four (\$71,550) will get \$3,500 to \$7,500; an above moderate-income family of four (\$95,400) receives \$2,500 to \$5,500.

The participant can replace his or her car, or ditch driving entirely and receive \$2,500 to \$4,500 in public transit passes or car-sharing vouchers. The SCAQMD has approved a handful of vehicle purchases under the new program, said SCAQMD spokesman Sam Atwood in an email last week. Fouladbakhsh said his dealership has processed two, the other for the compact Rio, listed as getting 37 miles per gallon on the highway with an MSRP of about \$14,000. That customer received \$4,000 off, he said.

Board member Michael Cacciotti of South Pasadena said more and more, anti-smog agencies are using cash incentives to retire polluting machines, from cars to lawn mowers to leaf-blowers. The idea is

similar to the cash-for-grass programs launched by agencies to conserve water in the current drought.

By targeting most low- and moderate-income commuters, he said the SCAQMD program introduces hybrids and battery-electric cars to people who had never considered them. The removal of gasoline-powered cars from the roads is part of the district's Air Quality Management Plan. Without a changeover to battery-electric or fuel-cell vehicles that run on hydrogen, the region can't achieve particulate (PM10) and ozone pollution standards, said Henry Hogo, assistant deputy executive officer.

Hogo said all-electric vehicles are 95 percent to 97 percent less polluting than gasoline-powered vehicles.

"We were given the opportunity to accelerate turnover of older vehicles," Hogo said. "Our focus is to get fleets, then passenger cars," to turn from gasoline vehicles to zero and near-zero emission technologies.

Hogo said the program is funded to replace between 551 and 992 vehicles. Not a huge amount, considering there are 20.6 million registered cars in California.

He didn't know how many tons of pollutants the program would keep out of Southern California's air.

The \$4.23 million program allows people to turn in an older, higher polluting car and receive \$2,500 to \$9,500 in vouchers toward a newer model. Here are three ways to learn more:

<http://www.dailynews.com/article/20150712/NEWS/150719852>

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California slammed by rising gas prices

By Gary Richards, Bay Area News Group, July 11, 2015

If you're one of those California drivers who already resents having to pay a lot more to fill your tank than most Americans, you're going to be sputtering mad this week.

Some energy analysts are hoping that the increase may last only a week or so. But the less optimistic ones say all bets are off.

Patrick DeHaan, a senior petroleum analyst at Gas Buddy, took the unusual step of urging state drivers not to rush out to fill up.

"Filling up unnecessarily may further strain gasoline supply and exacerbate the situation," he warned. "We have no gasoline as of Monday heading for the California coast. It's a dire situation."

The price at the pump has already begun creeping up in recent days, and it may soar this week as refinery issues and a lack of imported crude oil slam the Golden State.

California gas prices averaged at about \$3.59 per gallon on Saturday, up from about 10 cents from Friday, according to AAA. Saturday's gas price was still below what it was the same day a year ago at \$4.12 per gallon.

Humboldt County gas prices averaged at \$3.63 per gallon on Saturday, according to Gasbuddy.com.

GasBuddy.com analysts say the price hikes are occurring because of "an extraordinary convergence of fuel supply problems" that have caused "severe spikes with no immediate relief in sight."

Other analysts blame California's special blend of less-polluting gasoline, as well as problems at three refineries in the southern part of the state.

The \$2.76 average across the country is a whopping 83 cents less than in California. Usually the gap is in the 20-30-cent range.

The U.S. Department of Energy says the world remains "massively oversupplied." American drivers paid the lowest price for July 4 travel since 2010, saving 90 cents a gallon.

California drivers have also enjoyed lower gas prices than in years past. But state supplies are now at a 12-month low, and federal energy officials say California refiners had to use 1.1 million barrels from their storage tanks. It's so bleak that imports to the West Coast sank to zero last week after averaging more than 100,000 barrels a day over the previous four weeks.

The state average of \$3.59 jumped 16 cents during the two-day period.

"Holy cow — I'm scratching my head," David Hackett, president of Stillwater Associates in Irvine told Bloomberg News. "Gasoline inventories are on the low side, but we're not at the bottom of the tank yet."

Problems with California's crude oil supplies began before Memorial Day when a series of refinery problems in the Midwest led to more oil being sent there than here. Without the ability to get relief from other U.S. regions because California doesn't have major pipelines, the West Coast has been forced to wait for large vessels from around the world to bring oil here.

<http://www.times-standard.com/general-news/20150711/california-slammed-by-rising-gas-prices>

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

CAPP contact: Charlie Peters

Agency may get power to force oil cuts

New global-warming bill could drive up costs of driving and manufacturing
By *Steven Greenhut*, *San Diego Union Tribune*, July 10, 2015



Mary Nichols, chairwoman of the California Air Resources Board, left, and Deb Markowitz, secretary of the Vermont Agency of Natural Resources view an electric car displayed in Sacramento, Calif., following a news conference to announce the signing of an agreement on zero emissions cars, Thursday, Oct. 24, 2013. Nichols, Markowski and the representatives of six other states signed an memorandum of understanding to work together to create charging stations and other fueling infrastructure needs — AP

(Snip)

<http://www.sandiegouniontribune.com/news/2015/jul/10/agency-power-oil-cuts-efficiency-standards-brown/>

\$billions for free charging & production design

CAPP contact: Charlie Peters (760) 441-1111

SB 350 Passes Assembly Committee, Pro Tem Hails Chamber's Climate Leadership

Senate President pro Tempore Kevin De León, July 07, 2015

SACRAMENTO – Senate Bill 350 passed the Assembly Utilities and Commerce Committee on a 9-5 vote Monday. The bill now moves on to the Assembly Natural Resources Committee. SB 350 establishes ambitious new targets for renewable energy generation, energy efficiency, and petroleum use reduction to strengthen California's leadership in tackling climate change and air pollution while building the renewable energy economy of the future.

"We cannot afford to keep the status quo." Senate President pro Tempore Kevin De León said. "We need to break the stranglehold the profit-driven oil companies have on our economy and give consumers better options to power their homes and cars in cleaner, healthier, and more sustainable ways," De León added.

During the hearing, the Pro Tem praised the Assembly's role in shaping California's landmark climate policies, including the Global Warming Solutions Act and the California Clean Car Standards, which have helped reduce emissions and spur economic innovation. "Thanks to the leadership of this Chamber, and bipartisan collaboration, we have added clean energy technology to our mantle of

economic leadership – right up there with entertainment, biotech, information tech, and agriculture," Senator De León said.

Senator De León also warned of the dire costs of inaction to reduce greenhouse gas emissions. Failing to act aggressively and with intention leaves Californians exposed to the dangerous and costly impacts of climate change and air pollution.

*** According to the American Lung Association, California is home to the five most polluted cities in the nation (link is external) for ozone and particulate matter, which come primarily from vehicle tailpipe emissions.**

*** 8 in 10 Californians live in areas with unhealthy air.**

*** Twice as many Californians die early deaths from the health impacts of vehicular pollution than from motor vehicle accidents (link is external) every year.**

*** A 2008 study by CSU Fullerton researchers found that air pollution costs Californians \$28 billion in added healthcare costs and lost income each year (link is external). Residents of the San Joaquin Valley suffered the most, losing roughly \$1600 per person per year.**

SB 350 establishes reasonable and achievable goals that will protect our health and make energy consumption more sustainable for our families and businesses. SB 350: 50 percent reduction in petroleum use; 50 percent utility power coming from renewable energy; 50 percent increase in energy efficiency in existing buildings.

In a recent article in the Sacramento Bee, Senator De León laid out the steps to achieve 50% reduction in petroleum use that will tap into California's innovative spirit and make our state less dependent on foreign oil. "We will do so with cleaner fuels, more efficient cars and trucks, and reductions in traffic," De León wrote. (Read more: California can reach petroleum reduction goal (link is external)) The Air Resources Board also has a fact sheet (link is external) that lays out specific ways to achieve 50% reduction in overall petroleum use by the year 2030.

California is already well on its way to having 33 percent of electricity come from renewable resources by 2020. SB 350 pushes the marker to 50 percent by 2030 to increase the benefits families experience when their electricity is more

sustainable and cheaper. The California Energy Commission issued a fact sheet (link is external) laying out how half the state's electricity can come from renewable energy by 2030. Governor Andrew Cuomo of New York recently challenged California by also announcing the goal 50 percent generation from renewable resources in New York by the same deadline. This spring, Hawaii passed a law to have 100 percent of the state's electricity come from renewable energy. And just last week, President Obama announced a deal

with Brazil to reach 20 percent renewable energy by 2030. California has to keep leading to make sure the clean-energy jobs and investments keep growing here.

Increasing energy efficiency in existing buildings by 50 percent by 2030 is a reality the U.S. Green Building Council in California says we can achieve (Read details here (link is external)). The Air Resources Board also has a fact sheet (link is external) that lays out the energy savings California is already experiencing and

how the state can achieve more reduction in energy costs.

SB 350 lays out specific accountability measures that will require government agencies implementing these targets do so in a cost-effective and economically beneficial manner. Senator De León has a proven record of holding the ARB accountable and making sure their clean energy investments are equitable and reach communities disproportionately impacted by pollution.

<http://sd24.senate.ca.gov/news/2015-07-07-sb-350-passes-assembly-committee-pro-tem-hails-chamber%E2%80%99s-climate-leadership>

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Is it time for an Attorney General, EPA conversation?

CAPP contact: Charlie Peters

SB 350 sounds good, but misses the mark

By Janet Nguyen, Press Telegram, June 19, 2015

Senate Bill 350, the "Clean Energy and Pollution Reduction Act of 2015," carries a positive name and many wonderful-sounding promises. Unfortunately, these promises could potentially generate long-term problems for all Californians.

Without providing any specifics on how Californians are to meet this steep mandate, SB 350 proposes a 50 percent reduction in petroleum use. This provision, if passed, would also give the California Air Resources Board (CARB) the power to force all Californians to cut their gasoline and diesel use by 2030. Unfortunately, details as to how these cuts will be accomplished by everyday motorists are absent from the bill.

What is especially troublesome about this arbitrary petroleum reduction mandate is that CARB holds no accountability to taxpayers. The danger is that unelected bodies, like CARB, are prone to view issues through a narrow scope and may ignore the real world impacts of their decisions on

everyday Californians.

SB 350, if passed, would have unintended negative consequences, that could literally and figuratively take the fuel out of the engine of California's economy. Fuel economy in vehicles will likely continue to improve steadily, but the rate of these improvements has not been reconciled with the mandates set by SB 350.

Currently, California motorists, including personal and commercial use of vehicles, use 36 million gallons of gasoline and 7 million gallons of diesel every day. SB 350 would require by 2030 that these be reduced in half. However, it fails to address how that fuel will be replaced.

Hybrid and electric automobiles are the assumed solution; however, their viability depends on expedited technological advancements and their affordability to consumers. To address affordability issues, California has spent \$125 million since 2012 to subsidize the purchase of 59,000 electric vehicles. At that rate, the state

would need to spend \$28 billion to replace half of the state's vehicles with electric cars. And, if that subsidy doesn't materialize, the significantly higher cost of electric vehicles would be passed on to consumers.

The reductions mandated in SB 350 also fail to account for our state's population growth. In fact, by 2040, an estimated 48 million people will reside in California. Unfortunately, SB 350 does not account for that growth, making it that much more difficult to determine the feasibility of the mandated cuts.

We all want California to continue to lead in energy efficiency, and most importantly we all want to ensure clean and sustainable environmental practices that will preserve our state for future generations. However, we need practical, detailed standards, that are mindful of the real world impacts to consumers, businesses and the state's overall well-being. Unfortunately, SB 350 misses the mark.

<http://www.presstelegram.com/opinion/20150619/sb-350-sounds-good-but-misses-the-mark-janet-nguyen>

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**BOARD MEETING, STATE OF CALIFORNIA, AIR RESOURCES BOARD,
9530 TELSTAR AVENUE, AUDITORIUM, EL MONTE, CALIFORNIA,**

THURSDAY, APRIL 28, 2005 1:00 P.M.

(snip)

MR. PETERS: Yes, Madam Chairman and Board. I'm Charlie Peters, Clean Air Performance Professionals. And we represent motorists. This subject matter is a lot of interest to me. I certainly don't have any education or anything that says that I should be paid any attention to. (Laughter.)

MR. PETERS: And there's been a few people who have ignored me a lot over time. But I have provided for you some opinions that are related to this issue, I think. I will give you just a little anecdotal situation that took place here in this neighborhood a little while ago.

I went on a track scholarship to Citrus JC here which is in the neighborhood. At that time it was so bad on some days you could not see across the football field at noon. And that wasn't with any fog. That was just how thick the air was at that time.

I was from an area that at that time was a much, much nicer place than, Madam Chairwoman, you may have some experience with, called Redlands. And I was captain of the cross-country team and so on. And I would go out even during the summer time and run maybe five miles a day just for something to entertain myself.

I went down there and I could not go a hundred yards without stopping and hacking and coughing, and it was pretty amazing.

I will say to you that within probably a week I was whoopin' everybody that was there, which included a guy which was the record -

- quarter mile record holder for the junior college league.

So I also saw a study that indicated that a healthy person subject to .12 ozone level first day on the treadmill would be degraded considerably, second day in the same environment would be degraded a lot less, and by the third day was actually performing better than standard, fourth and fifth days were better than standard.

So what effect the ozone has is of interest to me. And so how does it exactly affect people's health? Certainly when you get into that when you're not used to it, it certainly has a pretty negative impact.

The Air Resources Board may be getting responsibility for a smog check very soon. I have two things in your packet that I am suggesting might solve the problem here or at least significantly contribute to it.

If in the smog check program what was wrong with a car, somebody cared enough to find out if what was broken ever got fixed; which the current regulatory process does not ever do that I'm aware of.

And if we got relief from the requirement of oxygenates in our gasoline, the combination of those two could probably cut our pollution level in half in a year and probably not cost anybody a dime. As a matter of fact, probably save us a bunch of money.

Seems to me as though these heavy standards probably have an awful lot to do with taxing the public, collecting money from people and giving it to pals, not

necessarily with doing policies that would affect the air and clean it up and make it better.

So I have some pretty strong reservations that all this data may require a little additional look before a final decision to go forward takes place. Possibly it might be appropriate to set it a little higher -- it's not - if it's just about setting standards, it's just going to cause people a whole lot of money to build a house or to drive a car or to do anything to be a California citizen, and there isn't any real benefits.

If there's nothing here about making it better, then I suggest that you do further study before you go forward.

Do I believe that we should clean up the air in California significantly? Absolutely.

Do I think there are ways to accomplish that? If somebody would pay attention to looking at the possibility and try it, I think there's significant opportunities that we are ignoring that we could put in place.

I think all it really takes is for Arnold to pick up the telephone and make two one-minute phone calls and this would be on its

(snip)

<http://www.arb.ca.gov/board/mt/mt042805.txt>

The California Department of Motor Vehicles (DMV) collects \$billions\$ using "Wallet Flushing" car tax. Is it time for CA AG Kamala Harris EPA GMO ethanol fuel waiver conversation?

Did Governor Brown choose a CA/DCA/BAR Chief who can find out if what is broken on a PZEV Smog Check failed car gets fixed? A Smog Check secret shopper audit would cut toxic car fleet impact 1500 tons per day while reducing cost by \$billions.

<http://www.youtube.com/watch?v=Zl-Nrep74qg>

Dr. Stan's California water supply opinion

<http://mediaarchives.gsradio.net/radioliberty/121213d.mp3>

CAPP contact: Charlie Peters

way.

We sit here and blame the federal government for all of our pollution problem because we're putting ethanol in the gasoline, which costs us more money, gives us less gas mileage, creates more pollution.

And we're going to blame George Bush for this somehow or another just doesn't pass the laugh test. We can regulate the refiners in every way. But, gee, we can't control the amount of ethanol. In my view that doesn't pass the laugh test.

If the public were to provide a little support for Arnold, I think we'd have that fixed, I think we'd have a management of smog check fixed. Because all he has to do is call the Chief of the Bureau of Automotive Repair, and in a one-minute conversation we'd have a management program in to determine if what's broken is getting fixed and to put in procedures to help get that done more often, which would significantly help the public.

If you do all of that, in my opinion, you'd contribute a thousand dollars to every man, woman and child in the State of California in economic positive impact.