

January 24, 2012

California Air Resources Board  
1001 I Street, 23<sup>rd</sup> Floor  
Sacramento, CA 95814

RE: Public Testimony on Proposed Amendments to the Clean Fuels Outlet Regulation Hearing on January 26, 2012 at:

Metropolitan Water District of Southern California Board Room  
700 North Alameda Street  
Los Angeles, California 90012

Hello, I am Ronald Stein, Vice President of Business Development for a small family owned business that does staffing for technical and professional people to the energy and alternative energy industries throughout California.

I need to take a moment to congratulate CARB for past actions that have obviously cleaned up our air to the point that California now contributes less than 1% to the worlds green house gases. Our clean air has however come with a financial cost.

- The California Energy Commission estimates that California drivers pay up to an extra 15 cents per gallon as a result of the stringent requirements from CARB for California's boutique blend of fuels. No other refineries in the USA produce this expensive blend.
- California has the 2nd largest State fuel tax that is 43% higher than the national average.

There are many similarities between the Global Warming initiative AB32 that is moving toward implementation, and the current efforts to have the 37 million that live in California help subsidize hydrogen fuel stations for future Zero Emission Vehicles (ZEV) that only a few of the very wealthy will ever be able to afford, let alone chose to purchase. The cost seems unjustifiable to have the public pay for maybe 1% of the 32 million vehicles that would be owned by the very wealthy – maybe!

In both the AB32 and Hydrogen movement, the analogy is similar to crossing the street within the confines of the crosswalk and getting hit by a truck – you're right, but DEAD RIGHT! Pursuing a reduction in green house gases in a State that only contributes less than 1% of the GHG's is right but we are dead right as it provides fuel for the exodus of businesses and people from California and unemployment to remain among the highest in the country. Solving a world GHG problem is not the responsibility of the few that live in California. Maybe China and India with 2.4 BILLION contributors may be, but not California's 37 million.

I, as one of the 37 million living in California and the owner of a small family owned business am personally disappointed with CARB on two fronts:

1. That CARB does not promote and educate the public of their successes that have cleaned our air and reduced California's contribution to less than 1% of the GHG's being emitted into the worlds' atmosphere.
2. That CARB does little or nothing to educate the entire public of the additional costs they will need to bear to subsidize the few elite wealthy just so the wealthy have an option to purchase another toy. For example, the public is totally unaware that the manufacturers of our transportation fuels estimate that the additional Carbon Tax costs to California drivers as a result of implementing the California Global Warming Initiative AB32 and Cap and Trade may be as much as another 50 cents to a \$1.00 a gallon by 2018, just for those in California. No other person in the USA will bear this cost, just those that live in California.

At a recent lunch in December I had an opportunity to ask Governor Browns recently appointed job czar Michael Rossi a question after his opening remarks.

My question to Mr. Rossi was:

With California transportation fuels already being the most expensive in the USA and our fuels tax being the second largest in the USA, how will an additional 50 cents to a \$1 necessitated by the full implementation of AB32, just for the 37 million that live in California, help California attract and keep businesses in California and reduce unemployment? His response was the best political answer I ever heard – "I DON'T KNOW"!

The vocal minority, repeat VOCAL MINORITY, such as CARB, setting policy while the silent majority, repeat SILENT MAJORITY bears the cost, is in my opinion, unethical However, the silent majority has CHOICES, thus we are seeing the net out-migration of businesses and people from CA.

I oppose the amendments to the Clean Fuels Outlet regulation to subsidize the installation of fueling stations for hydrogen fuel cell vehicles.

Sincerely,

*Ronald Stein*

Ronald Stein, P.E.  
Vice President of Business Development