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Sent: Sunday, October 22, 2017 9:47 AM
To: EPA Sierra Hearing Room@EPA <SierraRm@CALEPA.ca.gov>; Wade, Samuel@ARB <Samuel.Wade@arb.ca.gov>
Subject: LCFS comments for November 6, 2017 workshop

Comments for the California Air Resources Board (ARB) staff Low Carbon Fuel Standard (LCFS) public workshop On November 6, 2017 in Sacramento to discuss the development of program amendments. The LCFS, a regulation to reduce the carbon intensity of fuels sold in California ten percent by 2020, is one of the measures adopted by ARB, pursuant to Health and Safety Code Sections 38500-38599 (AB 32) to reduce California's greenhouse gas emissions. It is designed to help clean the air, protect the environment, and drive the development of clean, low-carbon fuels.

These comments are intended to stimulate conversations and seek recommendations about California being transparent at the pump, with stickers, for the public to see, as to what makes up the cost of the fuels, above and beyond just taxes, for the fuels they are purchasing:

The public has been very supportive of the emissions crusade regardless of costs, but in the years ahead, the state Legislative Analyst's Office (LAO) estimates that Cap and Trade, and the Low Carbon Fuel Standard (LCFS) could raise fuel prices to record heights. These government-imposed costs should be honestly disclosed to the consumer, at the pump. This disclosure, may need to be updated annually to reflect the increasing costs associated with the Cap and Trade and the LCFS in the years ahead, which collectively are projected to exceed another \$1.00 increase within the next 10 years.

Government and special interest groups have been successfully HIDING behind the price of transportation fuels that INCLUDES all taxes and state programs costs that the industry has absolutely no control over. The oil industry – by law - merely collects those taxes from consumers and remits them to the government.

Every taxable item we buy, such as clothes, food, cars, computers, including the 100's of millions of products on Amazon, etc. applies taxes AFTER the purchase. The advertised price of every taxable item, except gasoline, ALWAYS EXCLUDES sales tax and Federal and State Excise taxes.

On November 1st, the "cost" of the fuel will not change, but the price at the pump will increase as a result of SB1 taxes that go into effect November 1st to raise funds for transportation infrastructure.

As of November 1st, the following costs will be "hidden" from the posted pump prices, for the public's viewing and education: In the interest of transparency, the following "picture" should be a sticker at the pump for those costs imposed by consumers' elected and appointed representatives!

November 1, 2017 Taxes and Fees

Gasoline

| | |
|-----------------------------------------|-------------|
| Excise Taxes and Fees | |
| Federal Fuel Tax | 0.18 |
| State Fuel Tax | 0.42 |
| State UG Tank Fee | 0.02 |
| Climate Change and Renewable Fuel costs | |
| Cost of Renewable Fuels standard | 0.07 |
| Cost to fuel of LCFS | 0.04 |
| Cost to fuel of Cap and Trade | <u>0.11</u> |
| Total taxes | \$0.90 |

Diesel

| | |
|-----------------------------------------|-------------|
| Excise Taxes and Fees | |
| Federal Fuel Tax | 0.24 |
| State Fuel Tax | 0.36 |
| State UG Tank Fee | 0.02 |
| Climate Change and Renewable Fuel costs | |
| Cost of Renewable Fuels standard | 0.07 |
| Cost to fuel of LCFS | 0.02 |
| Cost to fuel of Cap and Trade | <u>0.14</u> |
| Total taxes | \$1.16 |

Such stickers, in full view at the pump, would provide transparency to the public for costs imposed on the consumers by their elected and appointed representatives, especially with the LAO projecting that Cap and Trade, and the Low Carbon Fuel Standard (LCFS) could raise fuel prices to record heights in the years ahead.

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