

SF Targets Fraudulent Car Smog Tests

CBS 5 / BCN, San Francisco, Apr 21, 2009 8:43 am US/Pacific

San Francisco District Attorney Kamala Harris used Monday's record heat and a regional air quality advisory to note efforts to enforce laws against illegal smog certifications.

Harris was joined at a South of Market district gas station by state and local air quality officials to address what Harris called "environmental crime."

Such crimes include so-called "clean piping," when smog check station workers use one vehicle's clean emissions test to fraudulently hand out smog certificates for other cars that have not been tested.

"Our state has long been a leader on the issue of environmental protection," said Harris.

"We cannot afford any breakdown in the systems that keep high-polluting vehicles off our roadways and their dirty emissions from tainting the air we breathe," she said.

Harris highlighted the recently resolved

case of one San Francisco smog check station operator accused in 2008 of six clean-piping incidents.

Ivan Arturo Mendoza, 26, pleaded guilty in March to two felony counts of knowingly accessing a computer system with intent to defraud, according to prosecutors.

"Anyone caught issuing fraudulent smog certificates should know that they will be held to answer for these crimes that endanger our environment," said Harris.

Mendoza was sentenced Monday to five years of probation, according to the District Attorney's Office.

As part of the sentence, he was required to surrender his smog check licenses and will be banned for five years from re-applying for them. He also had to surrender two smog-testing machines—worth between \$8,000 and \$12,000 -- to be donated to local schools for vocational training.

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<http://cbs5.com/local/sf.smog.fraud.2.990190.html>

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



Clean Air Performance Professionals

21860 Main Street Rear
Hayward, CA 94541
Thursday, April 16, 2009

Assemblymember Kevin de Leon - Chair
Committee on Appropriations
State Capitol
Sacramento, CA 94249
Tel: (916) 319-2081
Fax: (916) 319-2145
Assemblymember.deLeon@assembly.ca.gov

RE: NO on AB 859 (Jones) unless amended

Dear Chairman Kevin de Leon and Committee on Appropriations members

Good day

Clean Air Performance Professionals (CAPP) is an award winning international coalition interested in protecting personal property and the environment.

CAPP was created in 1991 to promote common sense (Smog Check) inspection and maintenance programs

California Smog Check program is the best in the world.

Smog Check performs better than it is given credit for.

During breakfast on April 12, 2009 the IHOP waitress was ask how compliance with IHOP rules was managed.

"A secret Shopper" system provides the performance evaluation.

The California motorists deserve the best Smog Check performance that can improve with a secret shopper audit support.

Please vote **NO on AB 859 (Jones) unless amended to provide a "Secret Shopper" performance audit for Smog Check.**

Proposed amendment is attached.

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

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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----- Original Message -----

From: Rocky Cailisic@dca.ca.gov

To: Charlie Peters

Sent: Monday, April 20, 2009 10:08 AM

Subject: Re: "Greenhouse gas rules could fuel oil dependence" / Los Angeles Times, April 16, 2009

Dear Charlie:

I am writing to request that you remove me from your email list. I already read newspapers, emails, news bulletins, etc. and really don't need the editorial that you add to the article. In addition, I think you need to rethink your question of "Is what's broken getting fixed"? If you've been following various reports since 2005, you should know that it is not a repair issue but a testing issue. Technicians are passing vehicles that should fail and they are do so at an alarming rate.

I truly appreciate your tenacity and desire to improve the Smog Check program and I think we share that ultimate goal. However, continually stating that IMRC members or staff have not found out if what is broken is getting repaired does nothing. It simply becomes insulting. We have not delved that deeply into the repair side because the inspection itself is suffering from behavioral inconsistencies that indicate almost half of the vehicles are not receiving a proper inspection. If they fail to find broken vehicles in the inspection process, how are we ever going to figure out what is broken? According to statistics, 49% of broken vehicles are not identified. That's a huge number.

If you recall, the 2004 ARB BAR report identified 40% were failing a Smog Check inspection within 6 months of failing and subsequently passing a test. In that report

Sincerely,

Rocky.

they presumed that the vehicles received repairs. This is the data I used the other day when I stated that "they" already know the answer to your question. Again, the information you seek is already available but what is needed now is a solution. And, while your audit scheme is not a bad idea, it is not cost effective.

Finally, in last weeks meeting you felt compelled to refer to committee members as a "cancer". This is not the first time you have insulted the committee since on several occasions you have accused members of taking bribes from corporations etc. These committee members serve for no compensation and contribute many hours of their own time and resources to complete the best evaluation and subsequent recommendations possible to improve the Smog Check program. I, for one, am always offended when you decide it is acceptable to personally attack the membership. You are certainly welcome to agree or disagree with the findings and no one would complain however, you never provide any substance to support your opposition. It is always hearsay and innuendo.

Anyway Charlie, as always, I appreciate your participation but I grow tired of the insults toward committee members. I'll cease my diatribe and close by saying thank you for your concern over Smog Check.

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CALIFORNIA INSPECTION & MAINTENANCE
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February 28, 2007

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Jeffrey Williams

Rocky Carlisle,
Executive Officer

The Honorable Dave Jones
Assemblyman, Ninth District
PO Box 942849
Sacramento, California 94249-0001

Dear Assemblyman Jones:

I am writing on behalf of the Inspection and Maintenance Review Committee (IMRC) to express our support for Assembly Bill 616 (AB616). This bill implements a recommendation made by IMRC in its 2006 report on Smog Check.

If AB616 becomes law, owners of older model-year vehicles will be required to have their vehicle inspected annually to ensure that vehicle emissions control systems are working as designed.

The joint report issued by the Bureau of Automotive Repair (BAR) and the Air Resources Board (ARB) entitled *April 2004 Evaluation of the California Enhanced Vehicle Inspection (Smog Check)* dated September 2005, clearly identifies the need for such a statutory change. The report indicates that the overall average failure rate for Smog Check was 16 percent in 2002 while vehicles 15 years old had approximately 30 percent failure rate. In addition, the failure rate increases to 40 percent for early-1980 model-year vehicles.

Another source of data that validates the need for this statutory change is analysis performed by Sierra Research Inc., under state contract. They conducted analysis on roadside Smog Check inspection data that indicates that 40 percent of vehicles that fail a Smog Check, receive repairs, and subsequently receive a Smog Check certification, fail the Smog Check again within 6 months of the original event. These failing vehicles are then driven for another 18 months with failing emission control systems which adds to smog problems in urbanized areas of the state.

Implementation of AB616 will reduce emissions of hydrocarbons and oxides of nitrogen by approximately 21 tons per day by 2014.

We look forward to supporting your efforts to gain legislative approval. Should you make any changes to the bill, we will reassess the bill as amended. Our endorsement applies to the bill as introduced. If we can assist you or your staff as this bill progresses through the Legislature, please contact our Executive Officer, Rocky Carlisle at (916) 322-8249. Thank you for your efforts to help clean the air and improve the environment for all Californians.

Sincerely,

Judith Lamare
Acting Chair



California State Assembly

Committee on Appropriations

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Feet on the Street: by Bud Rice



May 2009 - Auto repair regulation seems to be receiving support for change.

Going back in time there have been a number of bills introduced to the State Legislature attempting to create change.

On a personal note which may not be the position of CalABC or the Inspection and Maintenance Review Committee (IMRC) is that industry has been served by the sanity check the BAR has been able to provide. By looking at industry and what they think they can impose there has been a blending of regulations and the ability to perform by the shops that are faced with the various rules and regulations that are decided upon.

In my opinion the BAR has taken a practical approach to improving the program while at the same time understanding that there is a relationship between the desires of those seeking to improve air quality and the providers of the service necessary to perform the testing along with the motoring public and their understanding that it is their car that is ultimately responsible for helping to prevent pollution.

The latest issue has been an unreleased report from Sierra Research that will show that upwards of 49% of vehicles tested which

have passed a smog test are failing at road side tests.

However the new spin on the report which hopefully will be released shortly is that the evidence is pointing to the vast majority of the vehicles failing road side should not have passed in the first place.

There are a number of thoughts as to how this could happen and the BAR has been hard at work trying to determine the underlining cause of this and how as the agency charged with quality control of the program can provide guidance on closing this gap.

Along these lines they have developed the STAR system which stands for Station – Technician – Achievement – Rating. The thought here is that they have the ability to look at the accumulated Smog Check data which is provided electronically by the testing stations and can determine which locations show a likelihood of low performance when it comes to effective testing. They also believe that there is a split of responsibility for the quality of the test from the location to the technician. The automotive repair industry has been interested for some time in supporting a mechanism where technicians could be held to a performance standard along with the shop. BAR has decided that this might be an opportunity to blend the requests of industry regarding technician performance along with the standard the shop is being held to.

You can read more about this important STAR approach at: <http://www.bar.ca.gov> and look under HOME > STATION PERFORMANCE > REPORT ON 1/09, 2/09 AND 3/09 WORKSHOPS.

Although this is a huge step forward towards gaining better performance from the program it could even be better.

If this passes it would make it extremely difficult for someone who has gotten behind to catch up when they will be restricted from working.

One of my sports hero's was Bill Walsh former coach of the San Francisco 49ers. During his first two years with the team they were the laughingstock of the National Football League. In an effort to turn things around quickly he brought in an incredibly high number of athletes to try out for the team. There were so many of them that he simply could not remember all of their names and had the trainer place white medical tape across the front of all of the players helmets with their names on them. The turnover was unbelievable as he struggled to put a competitive team on the field. At one point a player came into Walsh's office after practice and told the coach he knew he wasn't going to make the squad and appreciated the opportunity to try out. Then he mentioned that he knew Walsh had made inquiries with other clubs seeing if he could place him with another team. He told Walsh he couldn't believe he was going out of his way trying to help him catch on with another organization. Walsh stopped him and said that as long as he was wearing the 49ers uniform he would get all he had to offer him, and even after he would support him anyway he could. The player relating the story some time later said that the exchange he had that day with Coach Walsh changed his life forever.

Why bring it up – why tell the story? Because it is possible we are at a point in time where the BAR could provide that kind of feedback

and support Coach Walsh provided to the industry and all of the shops that provide the products and services to the motoring public.

In order to do this the BAR needs to create both a mechanism for measuring performance and then support industry for meeting that performance while at the same time provide feedback to those that are falling short so they can make the necessary adjustments which will enable them to join the effort that industry must provide to enable us to meet our clean air goals.

With this kind of feedback and support framework in place the performance of the shops could skyrocket and achieve incredible results. From the small Mom and Pop shops to the large chains, from the shops that perform smog checks, to the heavy duty garages, the change could be remarkable.

I for one urge the BAR to work with industry in creating this kind of performance model. A model that we can all be proud of and would no doubt put a smile on the face of Coach Walsh.

CalABC has been working hard at trying to build better relationships with the regulators and the regulated.

Keep the faith – stay informed and get involved. The industry is stronger when we all work together to make things better.

Keep the faith – stay informed and get involved. The industry is stronger when we all work together to make things better.

Spread the Word!

-Bud

Bud Rice is Secretary on the CalABC Executive Board of Directors and is President of Side B Corporation the Franchisor for Quality Tune-Up in the North Bay, Peninsula, East Bay and Napa Valley with 19 locations. You can contact Bud at budr@sidebcorp.com or 408-374-2001.

http://calabc.org/calabc_smog.html

Obama/Waxman Fast Track Carbon Tax

Posted by [Steve Elliott, resistnet.com](http://www.resistnet.com), May 11, 2009

All signs indicate that President Obama and Rep. Henry Waxman are pushing for a key vote on the Carbon Tax BEFORE Memorial Day -- a tax that studies show will cost each family \$3,100 each and every year.

Last week, Obama met behind closed doors with House Democrats to pressure them to pass the Carbon Tax. Now, Waxman is even contemplating skipping the Subcommittee hearing on the \$2 trillion Carbon Cap and Trade Tax (The Waxman-Markey bill; original draft here; summary here) and fast-tracking this new tax straight to his Energy and Commerce Committee.

Waxman wants this all done by the end of next week... and Team Obama is turning up the heat on key Democrats in the House to pressure quick passage of the Carbon Tax.

++Why Obama and Waxman Are Fast-Tracking The CO2 Tax

There's a reason Obama and Waxman are pulling out the stops to pressure Democrats to pass this tax through the Committee...

Obama, Waxman, Pelosi and the gang fear that any delays could kill their precious plan to "save the planet" and give the government the power to tax and control the air!

That's because even some Democrats are now getting nervous about imposing such a large tax at a time when the economy is struggling. Reports indicate this new tax could cost the average American over \$3,000 every year and result in 7 million lost jobs! (Go here to download a .pdf of the MIT report from which the \$3,100 estimate is generated.

Here is the pertinent data from pages 24-25 which reports \$366 billion in carbon tax revenues. The GOP is using this number, divided by 111 million households, to derive the roughly \$3,100 cost per family.)

Dems -- especially the Blue Dog Dems -- are getting very squeamish. Many are particularly annoyed that Waxman is considering skipping the subcommittee hearing in order to rush the bill to the full committee and get his vote by the

Memorial Day break. The New York Times reports that Waxman will produce a new version of the bill this week to appease the concerns of moderates.

++Americans Oppose this new Tax

Democrats and the White House try to claim that cap and trade is not a tax. But Warren Buffett recently admitted that cap and trade is a "regressive" tax that the utilities will "pass through" to consumers. And even Democrat John Dingell admitted recently that "Cap and Trade is a tax, and a great big one."

How big is this tax? Obama's shows "only" \$600 billion for carbon tax revenues -- that alone would be the largest single tax increase in history. But the real, hidden number is closer to \$2 trillion over 8 years. And the American people overwhelmingly do NOT want the Carbon Tax (by a 2-to-1 margin according to Pew Research).

++Global "reset" of the economy under way!

If the cap-and-trade scheme passes, it will initiate the most radical restructuring of our economy toward socialism in American history. And don't be fooled... Al Gore and "Big Environment" will get filthy rich in the process. In fact, as Timothy Carney of the Washington Examiner explains, companies like GE are lining up to profit from the global warming scheme. Carney points out that GE has invested millions in lobbying in favor of carbon tax related schemes. And GE's Chairman Jeffrey Immelt actually sees a global "reset" of capitalism under way:

"I believe we are going through more than a cycle. The global economy, and capitalism, will be "reset" in several important ways. The interaction between government and business will change forever. In a reset economy, the government will be a regulator; and also an industry policy champion, a financier, and a key partner."

Waxman wants to fly under the radar and push the Carbon Tax Scheme before the American people realize what is happening. As a result, the most crucial vote on the Carbon Tax cap-and-trade scheme may be taking place before Memorial Day.

<http://www.resistnet.com/profiles/blogs/obamawaxman-fast-track-carbon>

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Motorcycle smog check proposed for California

Susan Carpenter, Los Angeles Times, May 3, 2009

Cars do it. Trucks do it. And now the state of California may require motorcycles to do it, too. Biennial smog checks would be required for motorcycles manufactured in the 2000 model year and later under a bill making its way through the California state legislature.

Motorcycles account for 3.6% of registered vehicles in the state and make up just eight-tenths of a percent of vehicle-miles traveled, yet they account for 10% of passenger vehicles' smog-forming emissions, according to the California Air Resources Board, which backs the measure. Although fuel-efficient bikes emit significantly less carbon dioxide per mile than cars, the ARB says they are, on average, 14 times more polluting per mile when it comes to emissions of oxides of nitrogen and hydrocarbons – smog-forming pollutants that have been shown to trigger asthma attacks and worsen respiratory and cardiac illnesses.

Introduced in late February, Senate Bill 435 targets bikes with illegally modified exhaust systems and would go into effect in 2012 if passed and signed by the governor. The measure has won support from health and environmental groups that say the move is critical to reducing the state's smog pollution. It has angered motorcycle-rights groups, dealers and manufacturers, which say it's bad for business and an infringement of riders' freedoms.

Gov. Schwarzenegger "owns and rides motorcycles" but has not taken a position on the bill, said spokesman Aaron McLear.

The ARB estimates 5.2 tons of pollutants would be prevented from entering the atmosphere daily if motorcycle smog checks become law.

"Five tons of smog out of 5,691 tons emitted daily from all statewide sources is so minuscule," said John Paliwoda, executive director of the California Motorcycle Dealers Assn. in Lake Elsinore. "Our

feeling is that fewer people will want to buy motorcycles if they'd have to go through a smog check where no smog check is required right now." Already, the industry is aching from the freezing of consumer credit and plummeting personal wealth, which have led to a 30.5% decline in new motorcycle sales for the first quarter of 2009 v. the same period last year, according to the Motorcycle Industry Council.

But the ARB says every emissions source is fair game in its effort to corral pollutants linked to health problems and climate change. "It's so difficult to find new sources of emissions reductions, particularly for L.A.," said Tom Cackette, the ARB's deputy director. "Some people think motorcycles look small, and percentage-wise they are tiny, but so is everything else that's available for emissions reductions."

California's existing smog check programs already stop 400 tons of smog-forming pollutants daily, primarily from light-duty cars, trucks and SUVs, but the state must, by 2023, come up with several hundred more tons of pollution savings per day to meet federal clean air requirements. The state also is committed to reducing greenhouse gases that cause climate change.

If motorcycle smog checks become law, the vehicles would join light-duty diesel trucks, which will be subject to smog checks beginning next year, and, potentially, older vehicles. AB 859, requiring annual, rather than biennial, smog checks for vehicles 15 years and older, is also working its way through the legislature.

In pursuing bikes of 280 cc and above made in the 2000 model year and beyond, SB 435 attempts to home in on the size of motorcycle that is more likely to have a modified exhaust system, and an era of bike equipped with catalytic converters. Motorcycles that employ catalytic converters are more reliant on them to reduce emissions and are at

greater risk of becoming gross polluters when those systems are removed.

It's these gross polluters SB 435 is after.

Whether for improved performance, a different sound or a custom look, 38% of on-road motorcycle owners replace or modify their exhaust systems, according to the Motorcycle Industry Council's 2008 Owner Survey. Cruisers are the most common type of bike with a modified exhaust, followed by sport bikes, touring models and competition dirt bikes.

A 2008 study of aftermarket activity by the ARB, however, found that 85% of motorcycles 280 cc and larger had modified exhausts. "Most" of those systems, said Cackette, were illegal.

Not all modified exhausts are illegal; some comply with the state emissions requirements that allow particular makes and models to be sold in the state. But many modified exhausts remove the bikes' catalytic converters, causing them to emit twice the legal limit of hydrocarbons and oxides of nitrogen.

"Motorcyclists perhaps don't realize that those catalytic converters are absolutely critical to improving our air quality," said California State Sen. Fran Pavley, author of SB 435. Pavley also authored AB 1493, a law that, pending EPA approval, would limit greenhouse-gas emissions from passenger vehicles. "I would like to challenge the motorcycle dealerships to work with us in educating motorcycle riders about the importance of keeping their catalytic converters on their bikes...Cars are part of the smog-check program and because we really have air pollution problems in so many parts of California, (motorcycles) need to be part of the solution."

California was home to nine of the country's top ten cities for ozone, or smog, pollution, according

-- Susan Carpenter

<http://latimesblogs.latimes.com/greenspace/2009/05/motorcycle-smog-check-proposed-for-california.html>

to a recent report by the American Lung Assn., a co-sponsor of SB 435.

"I'm sure that many of these riders have families. They have children, who are especially susceptible to pollution," said Bonnie Holmes-Gen, senior policy director for the American Lung Assn. of California. "I believe people that ride are concerned about these issues also but maybe just don't understand how serious the problem is."

Although currently stalled in the Senate's Appropriations Committee, SB 435 could come to the floor later this month, and could be sent to the assembly in June. A full vote would be expected before August.

The California Department of Consumer Affairs would oversee development of the test if the bill passes and has not estimated its cost or come up with a specific methodology for the test. "It will probably be a simple test -- maybe a visual inspection or a tailpipe test," Pavley said. "It wouldn't be as complicated or sophisticated as it is for automobiles."

Tim Buche, president of the Motorcycle Industry Council in Irvine, said the aims of the test could be circumvented more easily by motorcyclists than other motorists.

Aftermarket exhaust systems, which cost \$1,000-\$4,000, can be removed in several hours and reinstalled after the test, he noted.

"We don't feel it's a time for government to deploy inefficient uses of scarce resources," said Buche. "The whole impact to the consumer of not being able to customize and personalize your motorcycle and tune it as you would like is something we can't support because we know how valued that is by our customers."

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AQMD, Wright seek to overturn emissions permits ruling

By Melissa Pamer, Daily Breeze, 05/01/2009 08:25:58 PM PDT

Since a sweeping court ruling last fall, hundreds of modernization and construction projects across Southern California have come to a halt, unable to obtain air emissions permits needed to move forward.

Now a local legislator, along with the South Coast Air Quality Management District and a coalition of industry, business and public-sector backers, is aiming to change that.

Saying the stalled projects must advance to speed the state's recovery from recession, state Sen. Rod Wright is carrying a bill that would essentially overturn the court decision, which found in favor of environmental groups that are critical of AQMD's method of distributing emissions permits.

"The effect of the decision has been to shut down growth of new business," said Stan DiOrio, legislative director to Wright, D-Inglewood. "Given the recession it has wide-ranging effects and (Wright) felt something had to be done."

Environmental groups that won in court are preparing to battle for defeat of the bill.

"It's an end-run around our victories in L.A. Superior Court, and it appears to be an effort on the part of the district to change the law because it feels it cannot comply with it," said Tim Grabiell, an attorney with the Natural Resources Defense Council.

At issue is an esoteric system used by AQMD to allow access to its internal bank

of emissions credits, which must be obtained by public and private projects to offset air pollution from new equipment.

Those credits are traded on the open market at steep cost by major polluters, but AQMD has allowed projects at hospitals, schools, fire stations and other "essential public services" to get the credits for free.

In 2007, the district changed its rules to allow companies proposing new power plants to pay for those internally held credits at below-market rates. That move provoked outrage from environmental groups that were opposed to the new plants; a coalition including NRDC sued and won.

A Los Angeles Superior Court judgment in November invalidated some existing credits and the process for distributing future ones.

Wright, who was backed by local business groups in his campaign for election last year, was drafted by AQMD to carry a bill that would allow the credit system to be set up again - without a review required under the California Environmental Quality Act.

That's anathema to NRDC, which won its suit partly on the grounds that AQMD did a poor job of reviewing the environmental ramifications of its rule change in the first place.

"While they're trying to sweep these rules under the rug, we're trying to bring them to light," NRDC's Grabiell said.

Supporters of the bill emphasized the broad impact of the ruling, and its effect on businesses and government branches already suffering in the economic downturn.

Locally, at least four refineries are affected by the ruling, according to court documents. Upgrades at the Palos Verdes Landfill and Terminal Island sewage treatment plant have also been stalled.

"What we hope is that legislators will recognize that this is a very grave situation that effects the lifeblood of California's economy at a time when the economy is struggling," AQMD spokesman Sam Atwood said. "It's not going to degrade the environment but will allow many facilities to install more efficient and less polluting equipment."

Grabiell said the district has "tried to create hysteria" since the court ruling.

A economy-focused campaign in support of the bill, complete with a Web site - yeesonb696.com - has been launched with funding from Western States Petroleum Association, a powerful trade group with a strong lobbying presence in Sacramento.

"It's important to us because our facilities down in Southern California, like a lot of industrial facilities, need these permits on an ongoing basis so they can continue to upgrade and meet air quality requirements,"

said Tupper Hull, spokesman for Western States Petroleum Association.

Hull stressed that the bill has support from a broad group of businesses and government groups - including the chambers of commerce of industry-heavy El Segundo and Torrance, along with the county sanitation districts.

Los Angeles Unified School District has submitted a letter in support of the bill, saying its \$20 billion school construction campaign would be "in jeopardy" without the legislation.

"This is an issue that cuts across all economic sectors. Unless it can get resolved, it really does threaten economic activity in general in Southern California," Hull said.

Meanwhile, AQMD has appealed the court ruling and has begun a new environmental review of its permit system - a process that would be unnecessary under Wright's bill. The review is expected to be complete by the end of the year, but district officials are hoping the measure will be signed into law before that.

Drafted as emergency legislation in late February, the bill would take effect immediately once signed by the governor.

The bill will have its first hearing May 12 before the Senate energy committee.

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http://www.dailybreeze.com/news/ci_12276848

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Clean Air Performance Professionals

California Smog Check providers fail millions of cars but Dennis DeCota, as a member of the Inspection and Maintenance Review Committee (IMRC), has never found out if what is broken on a Smog Check failed car gets fixed

A random "Smog Check" inspection & repair audit, corn ethanol cap and elimination of dual fuel CAFE credit can cut CA car impact over 50% in 2010. (Over 2000 tons per day HC, NOx & CO2.) Improved performance of AB32

Should California consider a fee on corn fuel ethanol use?

*** * Lower price for food, gas, water, beer, cleaner air and funds for the budget from oil profit**

** Is Dr. Russell Long/ Brooke Coleman (REAP)/Pavley 2002 CA tailpipe bill for corn fuel ethanol?*

** Clean Air Performance Professionals (CAPP) supports a Smog Check inspection & repair audit, gasoline ethanol fuel cap and elimination of dual fuel CAFE credit to cut car impact over 50% in 1 year.*

** Some folks believe ethanol in gasoline increases oil use and oil profit*

** Ethanol uses lots of water*

** A Smog Check audit would cut toxic car impact 50% in 1 year. Dr. Jeffrey Williams, Acting Chair of the California Inspection and Maintenance Review Committee (IMRC), has never found out if what is broken on a Smog Check failed car gets fixed.*

** An ethanol waiver would stop a \$1 billion California oil refinery welfare program coming from the federal government*

** About 60,000 barrels per day of the oil used by cars is allowed by the "renewable fuel" CAFE credit*

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