



Clean Air Performance Professionals

March 23, 2015
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Brian Dahle (Vice Chair)
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Dear Assembly Committee on Natural Resources Chair and Committee,

RE: NO on Assembly Bill 23 (Patterson) unless amended

GMO fuel mandate waiver can reduce ethanol ground water impact.

Fuel alcohol generates an increase in ground level ozone and pm

AB 32 (Pavley) climate law performance and children health can improve with a AB 23 alcohol mandate waiver.

Motorists want a fuel mandate option to improve environment for the children, a prevent pollution choice.

Thank you for consideration of our opinion

Clean Air Performance Professionals an award winning coalition of motorists supporting issues protecting personal property and the environment.

**Charlie Peters
CAPP**

Cc: interested parties

CAPP contact: Charlie Peters



Association E-News!

March 20, 2015



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Rally Before Assembly Committee Votes on Bill to Remove Fuels from Cap and Trade

SACRAMENTO - Small business owners, school district officials, students and tax payer advocates will join legislators to show support for AB 23, the Affordable Gas for California Families Act. The bill, introduced by Assemblyman Jim Patterson (R-Fresno), would exempt transportation fuels from inclusion in the state's cap-and-trade program, ultimately saving consumers from increased gas prices as distributors pass on cap-and-trade costs.

"Just like we thought, California has gone from the lowest gas prices in six years to the highest in the nation in a matter of months and we know that cap-and-trade is partly to blame. Assemblyman Patterson said. "Tax payers are tired of the state siphoning money out of their wallets to fund high-speed rail and other programs that don't offer any markers for success in improving our environment."

Gas prices in California have risen by more than a dollar a gallon this month in many cities, while prices nationwide have only risen by 23 cents in the same time period.

AB 23 faces its first and most important hearing in Assembly Natural Resources on Monday at 1:30 pm in room 447.

WHERE: State Capitol - West Steps

WHEN: Monday, March 23 - 10:30 am

WHO: Assemblymember Jim Patterson
Assemblymember Brian Jones
Assemblymember Young Kim
Assemblymember Shannon Grove
Assemblymember Chad Mayes
Assemblymember Marc Steinorth

Bartolucci's



National Federation of Independent Business
 CA Howard Jarvis Tax Payers Association
 Sacramento Tax Payers Association
 Neighborhood Market Association
 Cal Con Trucking
 Salter's Distributing
 Clovis Unified School District
 Association of California Car Clubs

This is a very important rally and should be attended by all who want to see some relief from the "Hidden Taxes" that Californians are forced to pay!

Contact us with comments, suggestions, question, concerns, or just to talk anytime.

Rex Roden
 President-ACCC
 acccpres@gmail.com

Opponents of cap-and-trade struggle to find a strategy to kill it

By Allen Young, Sacramento Business Journal, March 24, 2015

An attempt by Republican lawmakers to dismantle part of California's cap-and-trade program in order to help Californians save money on gasoline died Monday in its first policy hearing.

The fact that Democrats killed the legislation on a 6-3 party-line vote was not in itself remarkable -- for those keeping track of the politics of climate change policy, a swift execution of Assembly Bill 23 was no surprise.

But the vote demonstrates the challenge in dismantling a program that is favored by legislative leaders and the governor. Cap-and-trade has lots of detractors, but they haven't been able to coalesce around a single strategy to rewrite the law so that it places less of a perceived burden on businesses and the public.

Meanwhile, cap-and-trade is running along as the program was envisioned, and state regulators and local governments are driving the argument to certain businesses that it will benefit them while helping the overall economy. Democratic leaders in the state Capitol are now discussing how to expand climate change regulations so they persist into the coming decades.

The Republican alternative, by Assemblyman Jim Patterson of Fresno, was to remove transportation fuels from cap-and-trade, a program that fines companies for pollution. Patterson has said he was motivated by the fact that the regulation would effectively charge California motorists 10 cents or more per gallon at the gas pump without their knowledge, and the money would fund programs favored by Democrats, like affordable housing and high-speed rail.

Last year, California's oil industry led a large grassroots campaign to remove fuels from the cap. But at the beginning of 2015, the fuels component went into effect, and oil companies conceded reversing the law would be much more difficult. By that point, Gov. Jerry Brown and legislative Democrats were already unveiling ideas to expand environmental regulations, and oil companies had to scramble to answer that new threat.

Even Democrats that have expressed grievances with cap-and-trade may be changing their minds. Last year, Assemblyman Henry Perea ran a bill that was similar to Patterson's, in that the legislation would have removed vehicle fuels from cap-and-trade. But Perea, of Fresno, is back this year with a proposal that suggests he is now focused on garnering as much revenue from environmental programs as possible for his constituents, with a plan to bring more money from renewable energy programs to low-income towns that suffer from high pollution.

Perea is the leader of the Capitol's unofficial moderate Democrat caucus, a group of business-friendly legislators. Business groups are trying to court their favor. Last week, a business-backed group released a report for the moderates that showed how cap-and-trade revenue does not appear to be disbursed evenly across California.

Some Capitol staffers fear the report could be used to dismantle parts of cap-and-trade. But in order to overhaul the program, moderate Democrats will need a larger, more active coalition than what Republicans were able to muster Monday.

<http://www.bizjournals.com/sacramento/news/2015/03/24/quick-death-of-cap-and-trade-bill-may-be-last.html>

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CAPP contact: Charlie Peters