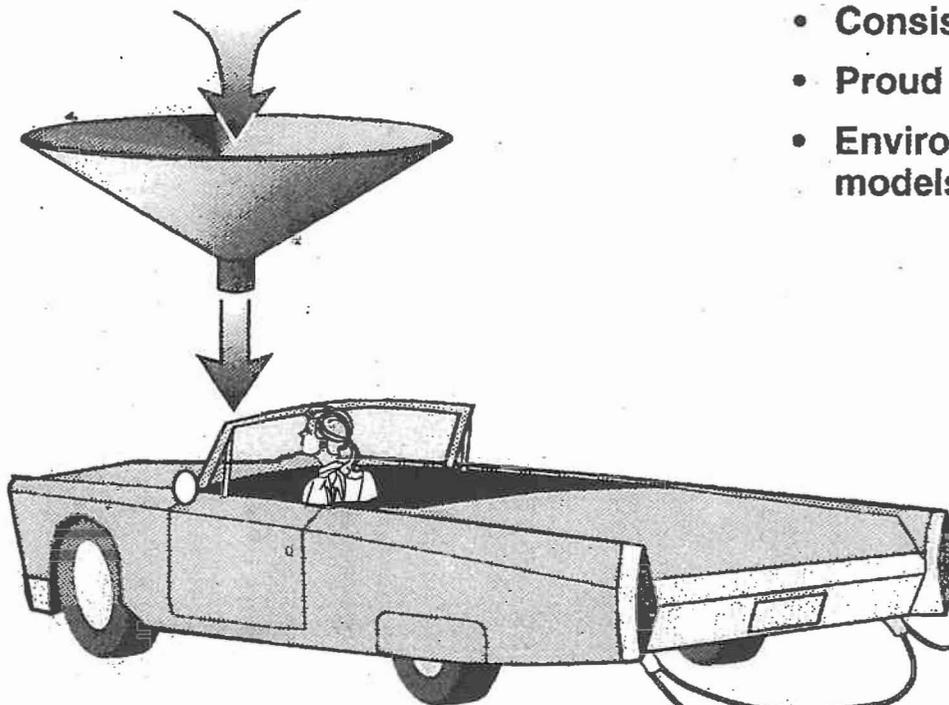




CAPP TQM/enhanced PICA Program

Responsible Quality Management



Outcome

Responsible State Government Management will result in:

- Effective government
- Consistent and effective consumer service
- Proud professional repair industry
- Environmental impact superior to the models



Dem governors call for strong ozone rule

By Devin Henry, *THE HILL*, Monday, June 22, 2015

Regulators should write a stringent new surface-level ozone rule that follows “sound science and settled law,” five Democratic governors said in a letter to Environmental Protection Agency (EPA) Administrator Gina McCarthy.

The governors — Jerry Brown (Calif.), Maggie Hassan (N.H.), Jay Inslee (Wash.), Dannel Malloy (Conn.) and Peter Shumlin (Vt.) — praised the 45-year-old Clean Air Act for improving public health, but they said EPA's current ozone rule isn't strong enough to do that in the future.

“The 2008 primary ozone standard is inadequate to protect public health,” the governors wrote in a Friday letter. “We urge you to finalize the proposed ozone standards

in a timely manner that reflects sound science and settled law.”

The EPA is finalizing a rule to tighten its ozone standard from 75 parts per billion to 65 or 70 parts per billion.

The agency has said the new standards will protect public health, especially among children, the elderly and those with respiratory issues. But opponents of the rule, especially Republicans and manufacturers, say the standards will be expensive to implement and could lead to job losses.

In their letter, the governors tried to rebut that argument, saying Clean Air Act regulations have “saved hundreds of thousands of lives and generated trillions of

dollars in economic benefits to our nation.”

“Compliance with national ambient air quality standards has consistently proven less costly and more beneficial than either its critics or supporters predicted,” they wrote. “The health and environmental benefits associated with cleaner air continue to outweigh the costs of achieving those standards.”

Republicans have launched a legislative assault on the rule, introducing bills to block the EPA by taking the regulatory power out of its hands, forcing it to consider cost when writing pollution rules and delaying new regulations until counties can comply with the current ones.

http://thehill.com/policy/energy-environment/245712-dem-governors-call-for-strong-ozone-rule#disqus_thread

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CAPP contact: Charlie Peters

Ozone Alerts: What You Need To Know

By Sam Brasch, Colorado Public Radio, June 22, 2015

As the summer of 2015 heats up, expect to see more Ozone Action Alerts like the one issued Monday. Here is what those warnings mean and what you can do about them

What is ozone?

On a chemical level, ozone is just oxygen. But unlike the oxygen we breathe, ozone has an extra atom attached to it making it O₃, not O₂.

Ozone occurs naturally and you can probably even recognize it. You know that sweet, pungent smell that often signals a summer rainstorm? That's ozone, according to Scientific American. It's carried on downdrafts in a thunderstorm from higher altitudes.

Christopher Dann, who manages communications for the Colorado Air Pollution Control Division, has a rhyme: "Ozone is good up high, but bad nearby." In the upper atmosphere it protects Earth against the ultraviolet -- and damaging -- rays of the sun, which is why we worry about holes in the ozone layer.

At ground-level, ozone is a harmful air pollutant. Ozone isn't directly emitted into the lower atmosphere, but rather occurs when oxides of nitrogen and volatile organic compounds "bake" in the sun. Motor exhaust, gas vapor, chemical solvents or industrial emissions combine to form ozone pollution, according to the EPA. Such a variety and number of pollution sources makes ozone particularly hard to regulate, says Dann.

What makes ground-level ozone harmful?

The EPA points out that ozone acts as a lung irritant, making it particularly dangerous to children, the elderly or anyone with pre-existing medical conditions like asthma or a respiratory infection. It's also harmful to folks without those conditions. People who work or exercise outdoors in areas with high ozone pollution can experience breathing difficulties and eye

irritation. Prolonged exposure can reduce resistance to lung infections and colds.

How does the state assess and warn against dangerous levels of ozone?

The Regional Air Quality Council declares "Ozone Action Alerts" when it notices dangerous levels of ground-level ozone. The RAQC uses meteorological information, satellite data and hourly reports from air-quality monitors spread across the state to assess the need for an alert. The Colorado Department of Public Health and Environment notifies the public of action alerts through its website, Facebook page, Twitter handle and a range of local media outlets. Sign up for ozone alert emails [here](#).

Those alerts -- Ozone Action Alerts -- are tied to the Federal Air Quality Index, which indicates if ozone levels have surpassed two standards: "unhealthy" or "unhealthy for sensitive groups." Christopher Dann says ozone levels that are unhealthy for everyone are rare, but notes even healthy people should pay attention to all alerts. That's because sensitive groups include people who work or exercise outside.

When should I expect Ozone Action Alerts?

Hot, sunny, windless days are perfect for the formation of high levels of ozone. Clouds and moderate temperatures work to prevent it.

The RAQC issues or revises alerts at 4 p.m. every day and publishes hourly data on regional air quality.

What should I do when the state declares an ozone action day?

Ozone action alerts have two purposes: warning those who could be harmed to stay indoors and encouraging individuals to help reduce the problem. The organization Ozone Aware offers a number of ways regular people can help keep ozone-causing pollutants out of the heat and sun. Those include:

- * Refueling cars in the evening
- * Stop at the click—don't overfill gas tanks when refuel
- * Keep gas caps tight
- * Mow in the evening
- * Using low-impact lawn equipment like electric lawn mowers

Am I contributing to the ozone problem?

Anyone who drives a car or mows a lawn with a gas-powered machine contributes, so the answer to that question is probably a qualified "yes." The RAQC does have a calculator at Ozone Aware that estimates a personal ozone contribution based how you get around and whether you follow some of the general recommendations noted above.

Does Colorado have a particular problem with ozone?

A 2014 report from the American Lung Association ranked Los Angeles first in the nation by the number of days with dangers levels of ozone. The ALA ranks Fort Collins as

the 22nd worst city for ozone pollution, while Grand Junction is noted as one of the cleanliest. Not that Colorado gets a pass in the report. All Front Range counties received either a D or F grade based on a weighted average of high-ozone days between 2010 and 2012.

Who sets ozone standards?

The Clean Air Act requires the EPA set two outdoor air quality standards for ozone. One standard marks an adequate level of safety for the at-risk groups discussed earlier. The other standard marks what is safe for the general public. State-level organizations then work to bring air quality below those standards.

In 2014, the EPA moved to lower those standards by up to 12 percent. Those changes are now pending review. Republicans in control of Congress and the EPA disagree markedly on exactly what those regulatory changes will cost. But if they are approved, Dann expects to see more Ozone Action Alerts in the near term.

"It's not that our air quality is getting worse from year to year," he explains. "It's that the ceiling is being lowered"

<http://www.cpr.org/news/story/ozone-alerts-what-you-need-know>

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Is it time for an Attorney General, EPA conversation?

CAPP contact: Charlie Peters

Industry groups use mayors' meeting to push against ozone rule

By Timothy Cama, The Hill, Friday, June 19, 2015

A hundred business groups signed a letter to President Obama Friday asking him to abandon his plan to restrict ozone pollution levels.

The groups sent the letter the same day Obama is speaking at the annual meeting of the United States Conference of Mayors in San Francisco.

They argued that the Environmental Protection Agency's (EPA) proposal to set the ozone limit at 65 to 70 parts per billion — down from the current 75 parts per billion — would stifle economic activity.

"The objectives of this regulation are important: ensuring clean and safe air for the public and environment. We

are committed to these objectives," wrote the groups, including the National Association of Manufacturers and the American Chemistry Council.

"However, the simple fact is that we have reached a point with this particular policy that regulatory flexibilities are diminishing and technological feasibility is lacking," they said. "We are committed to striving for additional improvements in environmental protection, but we need policies that allow us to grow, innovate and unlock the next generation of technological breakthroughs."

The groups urged Obama to listen to the Conference of Mayors, which filed comments

with the EPA in March opposing the rule, along other other associations of local government leaders.

Cities are uniquely impacted both by air pollution and by the regulations meant to control it; dense areas are like to have concentrated manufacturing, transportation and other activities that burn fossil fuels.

Those fossil fuels can turn into ozone, the main component of smog that can cause or exacerbate various respiratory illnesses.

Areas that do not comply with ozone limits must work to reduce pollution, which could impact businesses that rely on fossil fuels.

<http://thehill.com/policy/energy-environment/245593-industry-groups-use-mayors-meeting-to-push-against-ozone-rule>

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San Diego Association of Car Clubs

August 19, 2014,
Brandon Baranco
Office of Assemblymember Nancy Skinner
Elihu Harris State Building
1515 Clay Street, Suite 2201
Oakland, CA 94612
(510) 286-1400 / Fax: 1406

Dear Mr. Baranco

RE: AB 69 Perea and AB 32 Pavley

I would like to take a minute to thank Honorable Assembly member Nancy Skinner for her help and concerns about 2006 Assembly Bill (AB) 32 Pavley, this important matter that will effect so many of us.

A question came to me, would a voluntary use of GMO Ethanol in our fuel and a quality audit of the Smog Check program further improve the performance of AB 32 law?

Thanks for your service.

Respectfully
James Stukey
CA Automotive green job professional

cc: interested parties

<http://carclubcouncilofsandiego.com/>

Higher gas prices? Blame ethanol

By Natalie Sejnost, Autoweek, April 3, 2014

MarketWatch reported today that the price of ethanol has seen a 30-percent price increase so far this year, taking the price of gasoline up with it, since a good majority of "gasoline" sold today is around 10 percent ethanol.

The average price of a gallon of gas today is \$2.30, according to FactSet data, but this has varied since the beginning of 2014. Despite the recent surge, ethanol prices have also proved to be rather volatile with reports of it dropping 8 percent this past Thursday after falling 10 percent just the day before.

It wasn't until March that the alternative fuel saw a significant increase in price, ultimately causing the price of regular gasoline to go up as well. So why does this price spike have a direct correlation on the price of gas?

The 10 percent of ethanol that goes into regular fuel is the culprit. Adding ethanol to the mix originally resulted in about a 5-cent-per-gallon decrease, according to Tom Kloza, GasBuddy.com's chief oil analyst. This is because ethanol prices at the time were significantly cheaper than gasoline. But now that prices have gone up, adding that 10 percent to regular fuel becomes more expensive.

Kloza says, "The skyrocketing cost of ethanol has altered that economic calculus," as ethanol prices over the past few weeks have been around \$4/gal or higher.

So, essentially the \$4-a-gallon ethanol is being blended with the \$2.50-a-gallon gasoline, resulting in an overall increase in price, which was recorded at \$3.566 a gallon according to AAA's Daily Fuel Gauge Report.

<http://autoweek.com/article/car-news/higher-gas-prices-blame-ethanol>

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CAPP contact: Charlie Peters

BAR SUNSET REVIEW

BAR field offices, is it time for improved Smog Check Performance?

Charlie Peters, Clean Air Performance Professionals, March 8, 2014

Money to repair not scrap, and.....

How about a car at the referee that fails being refereed back to the Smog Check provider after the fail fault has been determined, for further action, without any instructions on fault analysis?

The BAR and the owner just ask the service and repair provider if the referee failed car should be provided with further opportunity to repair?

Can a historical 50% repair performance result be improved to 80%, 30% performance improvement?

A BAR previous motorist Smog Check partnership resulted in all failed cars that received further voluntary repair passed at the next referee inspection every time. Every time.

W. Edwards Deming audit Total Quality Management (TQM) reviews changed Japan to the #1 performing mfg. country in the world in 4 years flat.

About 1980 Ford, IBM, Harley-Davidson etc., etc. with W. Edwards Deming contributions made large progress in cost, quality & profit results.

Central Valley free inspection and repair program might prove an interesting audit study.

Who is Awet Kidane?

Can PZEV Smog Check failed car perform @ over 80% pass rate after repair, two years after previous test fail result? 2,000,000 PZEV's have been produced so far.

Data from BAR Chief Patrick Dorais United Parcel Service (UPS) performance study about 1995 might prove interesting. 90% fail became about 90% pass. Initial test result performance improvement without any factors other than a quality audit.

Union, licensed Smog Check providers at the start and no Smog Check license after 1 year. Just a little of the TQM methods.

Keith Smith, TQM guru, ask the Inspection and Maintenance Review Committee (IMRC) about improved Smog Check oversight methods at the only meeting held in the State Capitol.

Mike Vanderlaan, the UPS study manager, also ask IMRC if the committee would support the Deming method.

CAPP contact: Charlie Peters

**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 that, 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.

**MEETING
STATE OF CALIFORNIA
CALIFORNIA PERFORMANCE REVIEW COMMISSION
RESOURCE CONSERVATION AND ENVIRONMENTAL PROTECTION**

**AUDITORIUM
SATELLITE STUDENT UNION
CALIFORNIA STATE UNIVERSITY, FRESNO
5241 N. MAPLE STREET
FRESNO, CALIFORNIA
FRIDAY, SEPTEMBER 17, 2004, 10:00 A.M.**

...
Charlie Peters, (Clean Air Performance Professionals) ... representing motorists (page) 228

...
MR. PETERS: Mr. Chairman and Commission, my name is Charlie Peters. (Clean Air Performance Professionals) I'm probably confused, I'm probably in the wrong place, because I'm not here asking for money. I'm not here asking that anything actually be changed from what you're proposing.

I was hearing that one of the considerations that was being made has been rescinded and maybe my comments will help you understand that.

I'm here, today, representing motorists. I don't hear too many people representing that group. I have a little proposal that I perceive might economically impact the State of California, \$30 billion within a year, in a positive way, as well as remove 50 percent of the negative environmental impact of the car, particularly the ones that participate in smog check, within one year.

What I am proposing is, in one sentence, is that the smog check inspection and repair is audited by the State to see that what is broken is, in fact,

getting repaired.

That system is quite dysfunctional and the opportunities to improve it are immense. It is the best program in the world and California's done a better job than anybody, but the opportunities to improve it are immense.

That small business, who is coming under threat, and is being criminalized, and thrown out of business, instead of supported, and improve the behavior, and an audit can accomplish that.

I also believe that the issue of gasoline oxygenates, which virtually every important person in the State of California has agreed, that we need a waiver, we need relief from the oxygenate requirement, which is resulting in \$600 million a year in corporate welfare for the refiners, for putting ethanol in the gasoline, which is coming straight out of our Highway or Transportation funds.

In addition to that, we have an issue of credits, CAFE credits, which are giving significant

increases in the amount of fuel that new cars use, by making cars operate where they can work on both gasoline and ethanol, and those credits are increasing the amount of gasoline, creating a shortfall in the available gasoline. Which relief from that, which would require petition of the fed to get, could significantly lower the amount of gasoline and improve the amount of gasoline that we're using.

So the combination of those three units, the smog check reductions, which we believe would generate credit for 2,000 tons a day in emissions reductions, which are currently selling in the competitive marketplace for approximately \$20,000 a ton, is approximately \$20 billion in positive economic impact to California, where businesses are not having to purchase those credits to do business.

Thank you.

COMMISSION CO-CHAIRPERSON HAUCK:

Okay, thank you, Charlie.

http://www.cpr.ca.gov/Updates/Archives/pdf/09_17_2004/Hearing_Transcript_Sept_17.pdf

CAPP contact: Charlie Peters



April 7, 1992

To all concerned Citizens,

We, the Clean Air Performance Professionals, the association of licensed smog inspection and repair technicians of California, believe we will eliminate 25% of the total ozone from the air of California within a time frame of less than three years. We will do this with no additional cost to the consumer or the government.

We believe our quality, communication, and education agenda is the most effective method of promoting clean air. Consistent evaluations and repair of vehicles will be a process enjoyed by the consumer.

We would very much appreciate your awareness and support of our agenda.

Sincerely,

The Clean Air Performance Professionals

The person who complains about the air is not an activist. The person who cleans up the air is the activist. Marilyn Peters