

MEDIA RELEASE

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Governor Ritter shouldn't go it alone on vehicle emissions *There is no compelling reason to California-ize Colorado*

Today Gov. Bill Ritter announced a plan that requires Colorado to adopt California emission standards for vehicles here and to impose California Air Resources Board (CARB) mandates on our citizens. The following statement from Tim Jackson, President of the Colorado Automobile Dealers Association, comes in response to the governor's announcement.

"CEDING COLORADO AIR QUALITY AUTHORITY TO CALIFORNIA

"Colorado residents value local decisions, local control and their independence. Ceding authority for Colorado air quality to a governmental body charged only with addressing California air quality and with responsibility limited only to California is a mistake few Coloradans could support.

"GOVERNMENT BY EXECUTIVE FIAT

"A decision of this magnitude should include the input of a larger group rather than the single vote of the chief executive of the state.

"NEW CARS ARE CLEAN CARS

"New cars today are significantly cleaner than those of 20, 15 or even 10 years ago. Vehicles today emit far less carbon than older cars. Yet the requirements under California Low Emission Vehicles (Cal-LEV) ramp up so quickly that no new vehicle produced today would qualify to be sold under the Cal-LEV standard.

"Auto manufacturers are spending billions of dollars annually to reduce emissions. Despite these efforts, however, the technology is simply not yet available to meet the Cal-LEV standards as early as 2016. It is impossible to legislate technology. Visit a showroom today, and you will see hybrids, clean diesel power, ethanol-fueled E-85 and – soon – combinations of these technologies. Yet even these technologies do not meet the out-of-reach Cal-LEV standards.

“Implementation of Cal-LEV could actually increase vehicle emissions by keeping the public in older vehicles. If a Colorado resident cannot buy the new car he or she wants because it is no longer available, the jalopy effect takes place in that the would-be new car buyer keeps the older, higher emission-emitting vehicle.

“California standards shouldn’t be rubber stamped in Colorado. Adopting California Low Emission Vehicle standards in this high altitude state would have grave implications and could actually increase air pollution.

“GOV. RITTER’S CALIFORNIA (Cal-LEV) PROPOSAL: ALL STICK, NO CARROT

“Rather than force the public into cars that are far too small or those that do not have enough power to climb Colorado’s mountainous terrain, it would be much more effective to incentivize Coloradans to move into newer, cleaner cars. Sales or income tax rebates or reductions could help offset the cost of newer vehicles, moving more of Colorado’s driving public to cleaner vehicles. A new car is a clean car.

“Unlike Cal-LEV, implementing an incentive program that removes older higher carbon-emitting cars from the roadways would net effective results. Many new cars today are as much as 99 percent cleaner than those of 10, 15 or 20 years ago.

“Some states have created vehicle buy-back programs to take older, higher emitting vehicles off the street. In certain places, utilities and others wanting to gain carbon credits buy back old cars. When those older cars are taken out of commission and new lower emission vehicles replace them, the net result is cleaner air. This has a much greater impact on clean air than does forcing the impossible as Cal-LEV standard attempts to do.

“GLOBAL WARMING IS A GLOBAL ISSUE

“The climate issue is a global one that must be addressed as a shared responsibility of government, industry and individuals. Vehicles today are 99 percent cleaner than those of the 1970s. Automakers are producing vehicles with substantially reduced emissions through voluntary initiatives that often exceed government requirements. The auto industry has traveled farther than any other industry toward a cleaner environment.

“As an industry, we are dedicated to going even further toward cleaner products and are doing so without mandates or big-brother government. Only through sustained economic growth will both the public and private sectors be capable of financing investment in new, clean energy technologies. We must join forces and work in a united process to achieve positive results for Colorado.”