

**SPECIAL CITY COUNCIL MEETING
TUESDAY, OCTOBER 15, 2019**

**HELD AT THE MATT JIMENEZ COMMUNITY
CENTER – 28200 RUSS ROAD**

**DOCUMENTS RECEIVED
AFTER PUBLISHED AGENDA**

ITEM #4 – WS 19-055

**ACCELERATION OF STATEWIDE MINIMUM
WAGE IN THE CITY OF HAYWARD**

Email from Rich Fierro

From: Richard Fierro <>
Sent: Monday, October 14, 2019 8:55 AM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: Minimum Wage

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Greetings Madam Mayor and Council. I am writing in support of the proposed minimum wage ordinance scheduled to be discussed at tomorrows work session. Normally I would appear in person, but I have a scheduling conflict. Many of us Hayward resident have been proponents of this type of ordinance for a long time. Most of our neighboring jurisdictions have already taken action on this item. As the "heart of the bay" I strongly urge our city to not only take action, but be a leader.

Thank you for the consideration!

Rich Fierro

AGENDA QUESTIONS & ANSWERS

Item 5

AGENDA QUESTIONS & ANSWERS
MEETING DATE: October 15, 2019

Item #5 [WS 19-052](#) Feasibility Analysis for Residential Fees and Park Impact Fee Nexus Study (Report from Development Services Director Simpson)

Attachment 4 only includes comparative analysis for 2 development types. What about a multi-family complex with a mix of 50% studio and 50% one bedroom units? Please provide that comparison, if possible, for Tuesday night.

Staff and the consultant prepared 4 prototypes, two residential prototypes, which are included in Attachment 4 and two non-residential prototypes, which we shared previously. We did not include a multi-family prototype of studio and one bedroom units and are not able to do so for tonight's work session given the amount of coordination amongst the various jurisdictions to provide comparative data. However, comparing Hayward's current impact fees with the recommended impact fees for a prototype that involves a multifamily development with a mix of 50% studio and 50% one bedroom units would be as follows:

Current Park Impact Fees (\$9,653 per unit)	Recommended Fees – 50% of maximum (studio:\$3,138; 1BR:\$4,914)
\$965,300	\$402,600

Basing the fees on bedroom count will reduce the overall impact fees for a development of this type.

ITEM #6 – LB 19-042

**INTRODUCTION OF AN ORDINANCE ADDING
ARTICLE 29 TO CHAPTER 10 OF THE HAYWARD
MUNICIPAL CODE RELATED TO VACANT
PROPERTIES AND ADOPTION OF A
RESOLUTION AMENDING THE MASTER FEE
SCHEDULE TO INCLUDE FEES RELATED TO THE
VACANT PROPERTY ORDINANCE**

Email from Ginny Cox Delaney

From: Ginny Cox Delaney <>
Sent: Tuesday, October 15, 2019 9:52 AM
To: List-Mayor-Council <List-Mayor-Council@hayward-ca.gov>
Subject: Support for ARTICLE 29 VACANT PROPERTY ORDINANCE

CAUTION:This is an external email. Do not click on links or open attachments unless you know the content is safe.

Dear Mayor Halliday and esteemed City Council Members,

I am writing to voice my strong support for Agenda item 6 on tonight's City Council Agenda, LB 19-042 "Introduction of an Ordinance Adding Article 29 to Chapter 10 of the Hayward MC Related to Vacant Properties etc."

As a member of Keep Hayward Clean and Green, I see, first hand, how trash and illegal dumping can accumulate around vacant buildings and empty lots. In addition, as a resident of 4th Street in Hayward, my own block suffers from blight of a beautiful home that is not being cared for (see attached image). The city's code enforcement division needs better tools to compel delinquent owners to take care of their property so that our community can become a safer place for us all.

I urge you to vote in favor of this ordinance, and the amendment of the master fee schedule, to enable the Code Enforcement Division to deploy stronger tools to fight the blight facing the city.

Warmly,

Ginny



--

Ginny Cox Delaney

mobile

ITEM #7 – RPT 19-355

**EDUCATION AS A CITY PRIORITY TO
ENCOURAGE TRANSPARENCY,
COLLABORATION, & SUCCESS FOR STUDENTS
& FAMILIES & BECOME AN EDUCATION CITY.
CONSIDER AN ITEM FOR DISCUSSION ON A
FUTURE CITY COUNCIL AGENDA REGARDING A
JOINT AND FULL BOARD MEETING
BETWEEN THE HAYWARD SCHOOL BOARD
AND CITY COUNCIL ON A
REGULAR BASIS.**

Letter from Robert Carlson



Dr. Robert Carlson, Board of Education President
Dr. Matt Wayne, Superintendent
24411 Amador Street, Hayward, CA 94544 T 510.784.2600

October 15, 2019

Honorable Mayor Barbara Halliday
City of Hayward
777 B St. Hayward, Ca 94541

Dear Mayor Halliday;

It has come to the attention of the Hayward Unified School Board that a referral is on this evening's agenda proposing regular joint meetings between the full school board and full city council. If this referral limited itself to proposing a discussion on this matter with the HUSD School Board representatives the HUSD School Board would gladly join in. We appreciate the interest of the City in working with us to make Hayward an Education City. In particular our Executive Team meetings between yourself the City Manager, and representatives of the HUSD as well as the HLAC (Hayward Local Agencies Committee) meetings between representatives of the City (including council members), HARD, and HUSD (including Board members) has always assisted communication between our organizations. However, this referral goes well past that point.

Many of the proposed discussion areas are in the purview of the school board and while we welcome insight from any source on our issues there are many others which might be discussed by a joint board. Some of these which readily come to mind are housing teachers, school security, traffic management around school sites, and impact of new construction on school resources. Decisions about the character and content of such meetings, their frequency, and their overall value should be items for discussion between representatives of each board and not specifically laid out in a unidirectional communication.

Finally, the inclusion of Dr. Reynoso's signature on the proposal conveys to the less initiated the approval or support of the school board of this referral. Unless designated by the Board no individual trustee can represent the HUSD School Board in any capacity and should not be represented as doing so. As with City Council only action by the full board taken in a public meeting are appropriate for any endorsement of a proposal such as this. Beyond this limitation the HUSD Board President is the only person authorized by its bylaws to speak on behalf of the Board to the press or community.

Made in Hayward

The HUSD Board requests this referral be revised and limited to initiating and supporting conversations with the HUSD Board regarding joint meetings. Dr. Reynoso's signature should not appear on that document. Thanks for your attention to this matter.

Sincerely;

A handwritten signature in black ink, appearing to read "R Carlson", followed by a horizontal line extending to the right.

Dr. Robert Carlson, President
Hayward Unified School District Board

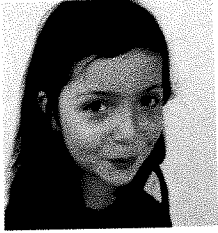
PUBLIC COMMENT

Jennifer Ellis



**YOU can
help me keep her
warm and fed
for only \$5 this
month.**





Please join me in donating \$5 to provide food and shelter to children like Anna. You will empower local struggling families to conquer homelessness.

Go to **GiveFESCOFive.org** to make your gift.

Donations received by October 22, 2019 will be matched by a generous private donor.

Every gift matters!



Place
Stamp
Here

PUBLIC COMMENT

Charlie Peters



Clean Air Performance Professionals

(October 8, 2019)

Attention “SMOG CHECK” Stations

All (Smog Check) stations must complete the Cal-VIS enrollment process with OnCore by October 31, 2019 to perform inspections on November 1, 2019.

https://www.smogcheck.ca.gov/About_BAR/BARLeadership.aspx

Cal-VIS = Parsons Corp Contractor?

VW-Shell Oil-Parsons Corp, “Wallet Flushing” Car Tax?

Google: ARB 1 510 537 1796 ...

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



Clean Air Performance Professionals

August 8, 2019

DCA, Chief Deputy Director

1625 North Market Blvd

Sacramento California, 95834

1-916-574-8200 P / 1-916-574-8613 F

c/o **CHRISTOPHER CASTRILLO & KAREN NELSON**

Dear CHRISTOPHER SHULTZ

We have been honored in the past to have participated in a couple of presentations with the former director regarding systems we believe will help positively impact performance issues of current mobile source environmental emissions.

We would like to schedule a meeting within the next two weeks to continue the progress in exploring how to take these suggestions and get them considered for implementation. The current focus on global environmental concerns should lend itself to an accelerated timeframe that may open the door to something getting done quickly.

Please let us know a proposed date and time so we can coordinate it on our end.

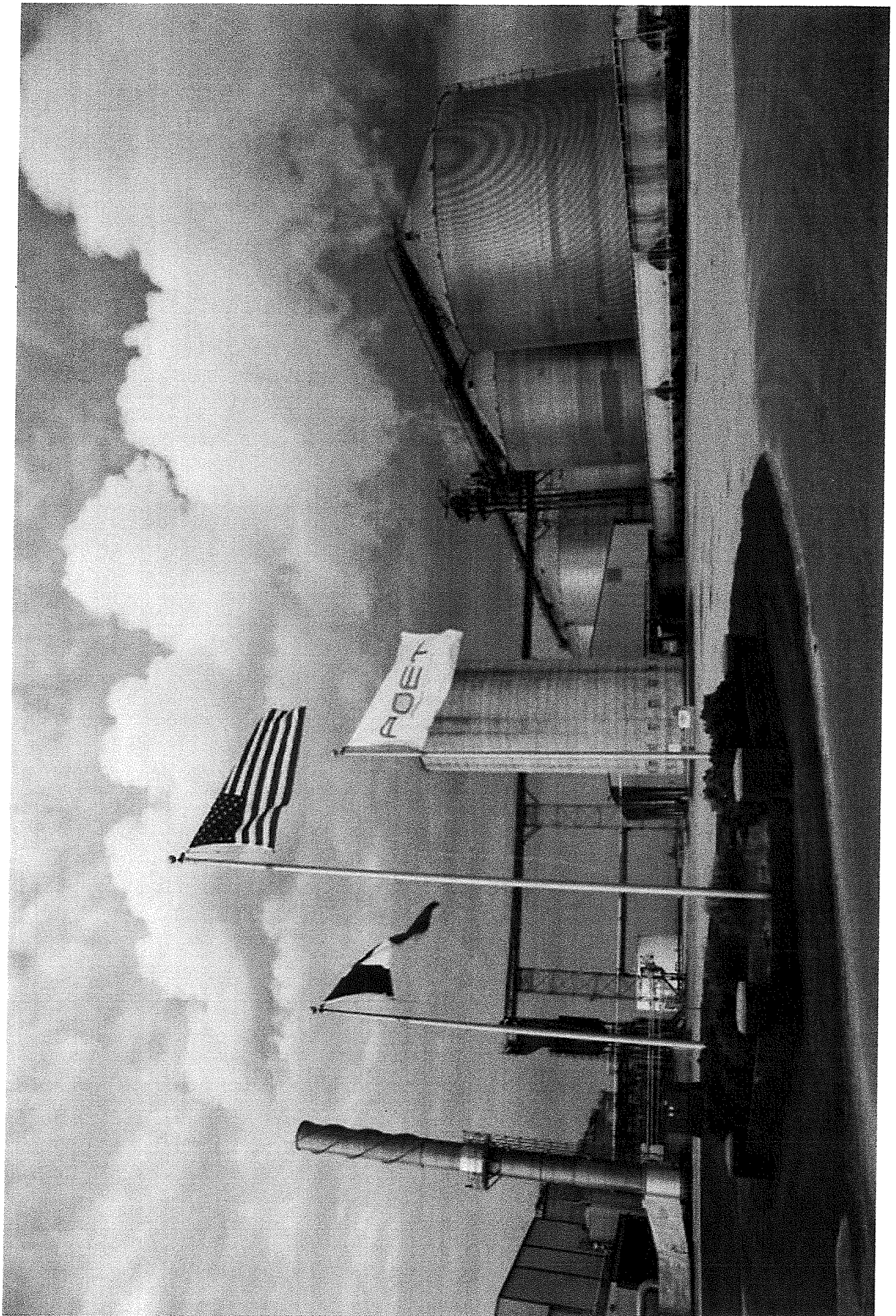
Charlie Peters

21860 Main St Ste A

Hayward California, 94541

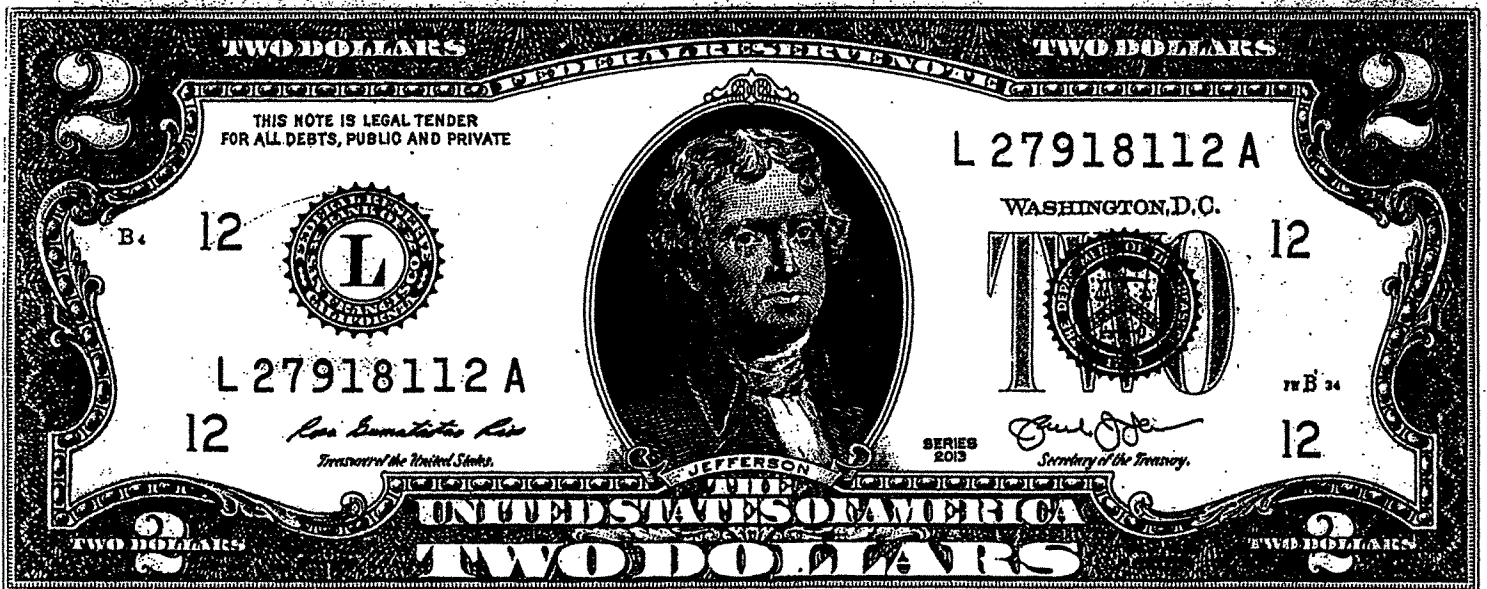
Cc: Interested Parties

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



**Newsom For Governor
Deane & Company
1787 Tribute Road, Suite K
Sacramento, CA 95815**

Charlie Peters / DCA Director



A handwritten signature in black ink, appearing to read "Charlie Peters".

Volkswagen Makes Major Investment in Electric Vehicles

By David McHugh (AP) / VOA News / September 11, 2019

The German automobile maker Volkswagen has launched what it is calling the best electric car for the masses.

The Associated Press describes the car as the leading edge of a wave of new battery-powered vehicles about to hit the European auto market. They are the result of big investments in battery technology and new factories.

But it is not at all clear whether people are ready to buy these vehicles. Electric cars still make up less than 2 percent of the market. That is partly a result of higher costs and worries about a lack of places to refresh the batteries. It adds up to a risky investment for car companies.

Volkswagen's new electric vehicle is called the ID.3. It has lots of room inside, accelerates quickly and can travel up to 550 kilometers without needing a recharge. The company believes the ID.3 will change peoples' feelings about electric cars. Volkswagen argues that the base cost under \$33,000 makes it "an electric car for everyone."

A leading competitor, Tesla's Model 3, starts at about \$40,000 in Europe. But the company's website notes the Model 3 can cost over \$44,000, depending on additions made to the vehicle.

Volkswagen demonstrated the ID.3 earlier this week before the Frankfurt Motor Show. The company also showed off a new advertising design.

Both moves aim to demonstrate changes at the company since its 2015 scandal. At the time, the United States Environmental Protection Agency discovered that Volkswagen was using software to cheat on emissions testing. The company paid more than \$33 billion in fines.

In this Monday, September 9, 2019 combination of four photos workers unveil the new company logo of the German car manufacturer 'Volkswagen' on top of the company's headquarters in Wolfsburg, Germany.

The ID.3 goes on sale in Europe next year. Volkswagen plans to launch a larger electric vehicle in the U.S. at a later date.

The company is deploying wide-reaching financial and manufacturing know-how to make a success of its electric cars. Volkswagen says it will have invested over \$33 billion in this area by 2023. It has spent about \$1.3 billion on a factory in eastern Germany to make the ID.3. That is the first of eight planned electric-car factories, including one in Chattanooga, Tennessee.

The company, which sold 10.8 million vehicles last year, aims for 40 percent of its sales to be electrics by 2030.

Experts warn that the industry could be stuck with slow-selling products that hurt earnings in a weakening international car market. Electrics were only 1.8 percent of the European market through the first six months of the year.

So far it has mainly been government rules leading the launch of electric cars, not the public. Above all, companies are working to make electric cars to meet stronger rules on carbon emissions and pollutants, especially in the European Union, or EU, and China.

“The industry has spent billions developing its new generation of electric vehicles,” wrote Max Warburton of research company Bernstein. “But this money is being spent without convincing evidence that customers are waiting for these cars.”

The EU has new limits on emissions of carbon dioxide, or CO₂, the main gas blamed for rising temperatures in Earth’s atmosphere. The limits come into effect fully in 2021. Cars will have to produce no more than 95 grams of CO₂ per kilometer. Failure to meet these limitations means a fine for every gram of CO₂ over the limit per car.

Ferdinand Dudenhoeffer is with the Center for Automotive Research at the University of Duisburg-Essen in Germany. He says each electric car sold could be worth more than \$11,000 in avoided fines.

CEO of Volkswagen Herbert Diess introduces the new VW ID.3 at the IAA Auto Show in Frankfurt, Germany, Monday, September 9, 2019.

China is a major market for German carmakers. It is also pushing for lower-emission vehicles. Yet the U.S. government has put less pressure on carmakers to produce electric vehicles. President Donald Trump and his administration have sought to ease rules on vehicle efficiency set by the Obama administration.

To date, electrics are most popular in wealthier countries, where the average person earns over \$44,100 a year. In poorer countries, electrics are nowhere to be seen. Just 293 sold in Slovakia, for example, and 315 last year in Greece.

Financial incentives are important. In Norway, where electrics were over 30 percent of the market last year, incentives were responsible for almost \$13,000 in tax breaks.

Finding a place to charge is another issue. Tesla has its own system of fast-charging stations along major roads and highways. A group of automakers including Volkswagen aims to have 400 highway charging stations by 2020.

While Volkswagen has been pushing hard for electric cars, others are going about it more slowly. Daimler has the EQC sport-utility vehicle (SUV), which shares parts with an existing traditional gasoline-powered engine. That means lower new investment spending.

BMW is launching its iX3 electric SUV and an electric Mini. BMW’s experience shows the difficulties: it was first with an all-electric car, the i3 city car in 2013. But Bernstein researchers report the company lost money on it and cancelled another kind of electric car that was meant to follow the i3.

In all, some 20 new electric cars will hit the market by 2021. If demand is lacking, carmakers may have to sell the cars to rental companies and other businesses. They may also require employees to take them as company cars, or offer customers cost-cutting deals, all of which would reduce profits.

<https://learningenglish.voanews.com/a/volkswagen-makes-major-investment-in-electric-vehicles/5079515.html>

EPA GMO Corn Fuel Waiver for Clean Air, Water & \$2 Gas.

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

San Jose Lawmakers Ask to Declare a Climate Emergency

By Grace Hase / San Jose Inside / September 11, 2019

San Jose may join the growing ranks of cities that have declared a climate emergency.

At the City Council's agenda-setting committee on Wednesday, Mayor Sam Liccardo and council members Sergio Jimenez, Raul Peralez, Magdalena Carrasco and Dev Davis will call on other city leaders to adopt the climate emergency declaration and recommit themselves to creating a more sustainable San Jose.

"The growing affliction of wildfires, hurricanes, floods and other natural disasters sharpens our focus on our new reality: we live in a climate emergency and must accelerate our efforts to combat it," Liccardo said. "In the absence of federal leadership, San Jose will continue to carry the standard for US cities in reducing green house gas emissions and promoting sustainability."

The plan lays out a slew of priorities to make San Jose more green, including providing 100 percent carbon-free power in the next two years through San Jose Clean Energy.

Councilors say that two of San Jose's largest sources for emissions are buildings and transportation. To negate some of the impact, they want to make sure new city facilities are "all-electric, zero-net-carbon." They're also hoping to ban natural gas in new construction city-wide by Jan. 1, 2023.

"Ensuring that our city is doing everything within its power to lower emissions and provide 100 percent carbon-free energy to our community is critical to meet our city goals and take this global warming challenge head-on," Carrasco said.

Climate Smart San Jose—a Paris Agreement-like policy—may also be expanded under the proposal. If the initiative is approved by the full council, city officials will explore adding a new zero-waste element. Councilors backing the sustainability blueprint said they want to know how much of the city's greenhouse gas emissions come from solid waste and how they can implement zero waste strategies.

"Climate Smart San Jose is an ambitious plan to drastically reduce air pollution; we have set doable goals that are attainable if every resident takes immediate

action,” Kerrie Romanow, San Jose's environmental services director, said. “Together, we can enjoy a healthy lifestyle and help the planet by biking, walking, conserve water and energy.”

“San Jose has a reputation for being at the forefront of environmental stewardship and our leadership is needed now more than ever,” Davis added.

The city would also review its investment portfolio to “identify holdings with direct investments in fossil fuel companies.” Those investments would end and the city would explore investing in opportunities such as renewable energy and clean technology.

Liccardo, Jimenez, Peralez, Carrasco and Davis want the process to be collaborative and equitable by ensuring that communities of color, the elderly, disabled, immigrants and low-wage workers also benefit from the new policies.

“Climate change is a global emergency that needs to be addressed immediately and aggressively,” Jimenez said. “San Jose is positioned to lead in efforts toward equitable solutions that benefit all of our communities.”

Lastly, the councilors want to explore supporting a future federal tax on carbon-based fuels. They referenced HR 763—the Energy Innovation and Carbon Dividend Act—and said they wanted to make sure the policy would be “designed to minimally disrupt the economy while sending a ... price signal to businesses to develop and use non-carbon-based energy resources.”

“We are proactively working on implementing projects and policies to reduce emissions in the two most significant sources of emissions: buildings and transportation,” Peralez said. “Despite the current federal administration’s efforts to roll back environmental progress, San Jose remains unwavering in our commitment to protect our environment and create sustainability for future generations.”

If the full council approves the plan, San Jose will join nearly 1,000 local governments across 18 countries that have issued similar climate emergency declarations.

<https://www.sanjoseinside.com/2019/09/11/san-jose-lawmakers-ask-to-declare-a-climate-emergency/>

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



Clean Air Performance Professionals

California Spends \$ Billions

The VW-Shell Partnership

But No Data

Former FBI Chief Qversaw The Deal

NO DATA!

<https://www.youtube.com/watch?v=mr1WuVeudcQ&feature=youtu.be>

Google: 510-537-1796 arb

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

Net zero is 'the only way to go'

By James Murray / Business Green / July 4, 2019

Ben Van Beurden calls for industries to urgently step up collaborative efforts to support the Paris Agreement and overcome systemic barriers to faster decarbonisation

The chief executive of oil giant Shell has issued a direct call for businesses around the world to collaborate in support of the Paris Agreement, warning that the net zero transition is now non-negotiable and that the public will simply "not stand for" current emissions trajectories and the resulting warming.

Speaking at the company's annual Energy Summit in Weybridge yesterday, Ben van Beurden offered a sweeping overview of the challenges and opportunities presented by the net zero transition, for the economy as a whole and high carbon businesses in particular.

He repeatedly stressed that a rapid net zero transition would be hugely difficult to engineer, but was now all but inevitable. "Even for a country with the resources, the talents, and the capacity to innovate of the UK, reaching net zero by 2050 is going to be a challenge," he said. "But it is a challenge that is also entirely consistent with the Paris Agreement goal of restricting the temperature rise to less than two degrees, and I think significantly less. Lowering emissions to the point that the world is no longer adding to the stock of greenhouse gases and the atmosphere is the only way to go."

He also added that the net zero transition would extend far beyond the UK. "The whole world has to get to that point," he said. "Now some people say the whole world needs to get there by 2070, and some people say 'no, you have to get there by 2050'. But whatever timeframe you pick, getting to net zero will require an absolutely unprecedented level of coordinated action. And I believe governments will need to do a lot and will need a lot of help as well."

Challenged by Environmental Defense Fund CEO Fred Krupp to support a target of net zero emissions by 2050 in every industrialised country, Van Beurden said Shell would back such goals. "If we could get to a point, which I think we are very close to in Europe, where the EU would support net zero by 2050 we would be wholeheartedly, vocally supporting it," he said.

Van Beurden argued there was a compelling case for bolder climate policies across the board, reiterating his previous calls for more ambitious carbon pricing mechanisms and for the UK government to bring forward its target date to end the sale of internal combustion engine vehicles by 2040. "The UK will have to move a whole lot more quickly on vehicles to meet the commitments that the government made [on net zero]," he said.

However, he also stressed that significant systemic and structural barriers continued to hamper investment in the net zero transition.

Challenged repeatedly by event host, ITV's Allegra Stratton, on the contrast between Shell's \$3bn of capital investment in renewables and its \$25bn investment in the rest of its primarily oil and gas focused business, Van Beurden argued that if a rapid increase in renewables investment failed to deliver financial returns shareholders might push back against the entire strategy of building a Paris Agreement compatible business.

"You know, my biggest concern about our investment levels, is that we get ahead of ourselves, and at some point in time we have to say, 'whoops, you have to write off a few billion dollars because we got a few things wrong'," he admitted. "And a very significant set of stakeholders in our company will say, 'well, that's enough. Yeah, you guys just stick to your knitting - you do oil and gas because at least you know how to do that'."

Krupp countered that there was a compelling case for Shell to be investing more now in renewables, carbon capture, and other forms of clean technology. "I'd like to see every dollar of capital that is expended by the company be expended in a way that aligns with this goal of net zero," he added. "And I'd like to see the company be able to justify how that alignment is taking shape to both its investors and the general public. After all energy infrastructure lasts for a long time, and 2050 is just around the corner. So the dollars being spent by Shell today are really shaping what's going to happen in 2050."

Van Beurden insisted the company was looking to step up investment in clean energy infrastructure, having already established itself as a major player in the market. He argued the company was working hard to convince shareholders and other stakeholders of the investment case. "What we have to do is to tell people, 'there is value in this, you know, the energy transition is a huge value opportunity, a huge investment opportunity'," he said. "And as a matter of fact, we do believe we have very relevant competencies that will allow us to be winners in that new energy world. So, trust us a little bit to demonstrate that we can make good business out of the energy transition."

He added that as such he was hopeful Shell could increase its investment in renewables to around \$5bn a year by 2025, assuming the financial case can be made. "We need to step up [renewables investment] ideally already before 2025, because we expect to have a business model that can create eight to 12 per cent return," he said. "And we have to show the pathway to getting there. At the moment there aren't too many companies in that sector that make that kind of return. And that's why it sounds a little bit too ambitious. But I think if you can get that in the lead up to 2025 then we will be stepping up our investment levels."

He offered a similar analysis of the prospects for carbon capture and storage (CCS) technologies, arguing that Shell was investing in the nascent sector and was keen to do more to help bring down costs and develop new business models, but was still hamstrung by the fact

that without stronger policy interventions there was currently "no business case" for capturing emissions.

Speaking on the same day as rival oil giant BP admitted that a combination of economic and climate-related pressure from investors meant some of its higher cost and higher carbon resources "won't see the light of day", Van Beurden revealed there were encouraging signs that some investors wanted Shell to actively accelerate its clean energy transition.

"We now talk to some shareholders who ask questions where they say, 'it may well be that in 10 years' time, we're not allowed to invest in you guys anymore, which is a real problem for me as a shareholder because the dividends you pay are pretty good. What are you going to do to make sure I can continue to invest in you?'," Van Beurden revealed. "That is a helpful sign. But in the end, we're not going to get there just relying on altruism of shareholders. We have to get there by demonstrating that investing in the energy transition is good business, not just for us to be able to do the right thing, but also for society to be able to get there."

Throughout the event Shell executives argued all businesses had a responsibility to help make the case for the net zero transition. Van Beurden issued a direct call for whole sectors to work together to deliver deep decarbonisation at the requisite pace and scale. Warning that both the supply and demand of fossil fuels had to be addressed if a net zero emission economy was to be achieved, he argued businesses, governments, and even individuals had a role to play shifting demand away from carbon intensive resources.

"Shell wants to establish a coalition of businesses which work together within sectors to enable the decarbonisation of those sectors," he said. "Shell is already working together with many businesses, of course, but I'm talking about an entirely different level of ambition, a form of action that all business sectors can take in different that we in this room can make... I believe it is by cooperating through transformative collaboration, by bringing together the supply side with the demand side that we can help to bring the low carbon advances that the world needs as quickly and as cheaply as possible."

Referencing the Paris Agreement's national climate action plans, known as Nationally Determined Contributions, Van Beurden said there was an urgent need for a "coalition of Industry Determined Contributions". He added that these groups should focus on hard to decarbonise sectors, such as aviation, shipping, and heavy industry, and should look to deliver detailed, specific policy proposals that extend beyond overarching calls for more carbon pricing measures.

Van Beurden's call for greater co-operation to bring businesses into line with the Paris Agreement was broadly welcomed, but Shell also faced fierce criticism from some of the speakers on the day over its continued investment in fossil fuel exploration.

Krupp said the company's emissions goals could be "stronger", while later in the day Professor Kevin Anderson from the University of Manchester received applause from the audience for his stark warning that oil majors are helping to perpetuate climate inequality, with the world's poorest and most vulnerable already suffering the worst climate impacts.

"Whilst we carry on in a modern building with the air conditioning running because they are so badly built and designed, and with gas, nuclear and renewables keeping the lights on while it's sunny outside... people elsewhere in the world, typically low-emitting, poor, in climate vulnerable zones, typically non-white, typically women and children, they are today suffering the implications of our choice to fail," he said. "[This is] an indirect repercussion of our choice to explicitly fail for 30 years on climate change. And the [pace of transition] that Ben and Fred outlined before, I still see that as ongoing failure for another 20 or 30 years."

His analysis was echoed by leading environmental analyst, Mike Berners-Lee, who argued Van Beurden was "glossing over" some of the "basic realities" dictated by tightening global carbon budgets. "I thought there was some dissonance in the room," he said of the Shell CEO's opening address. "I thought there was some glossing over of the basic realities about energy growth, and some glossing over the need to leave the fuel in the ground. We can have all the renewables we like, but if we don't leave the fuel in the ground it won't help us."

Asked by BusinessGreen if sceptical shareholders fully consider the long-term commercial implications of more 3C or more of warming, Van Beurden said he was "not trying to hide behind shareholders" and that the barriers to investment extended beyond investor short termism to take in market design and customer demand as well.

But he quickly added that "I'm totally with you; we can't deliver a world of 3C". "As a matter of fact, I'm not quite a techno optimist, I'm more of a socio-realist," he explained. "I do think the world would not go for it, would not stand for it... We may not be on track to get there at this point in time. But I do believe, whether it is through activism or through general mobilization of voters or society, the world will insist that governments and companies will take action to get us below 2C, and significantly below it."

<https://www.businessgreen.com/bg/news/3078443/shell-boss-net-zero-is-the-only-way-to-go>

VW-Shell Oil-Parsons Corp, "Wallet Flushing" Car Tax?

EPA Corn Fuel Waiver for \$2 Gas

Google: ARB 1 510 537 1796 ... opinions

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

California governor seeks explanation for high gas prices

By ADAM BEAM / AP News / April 24, 2019

SACRAMENTO, Calif. (AP) — California's governor wants to know why gas prices are higher than in the rest of the country, blaming potential "inappropriate industry practices" Tuesday rather than the state's higher taxes and tougher environmental regulations.

Democratic Gov. Gavin Newsom asked the California Energy Commission for an analysis of the state's gas prices by May 15. California drivers were paying an average of \$4.03 per gallon Tuesday, or \$1.18 more than the national average, according to AAA.

Higher taxes, along with a combination of tougher gas standards and environmental regulations, normally account for about 70 cents of that difference, said Gordon Schremp, a senior fuels specialist with the California Energy Commission. But the rest is a mystery.

In 2017, the state's Petroleum Market Advisory Committee found that California has had "a continuous and significant unexplained differential compared to the rest of the country" since February 2015. That difference has cost Californians more than \$17 billion, or about \$1,700 for a family of four, said Severin Borenstein, faculty director at the Energy Institute at the University of California, Berkeley's business school.

In a letter to energy commission chairman David Hochschild, Newsom defended the state's environmental standards, accusing critics of using the high prices to "undermine our clean air and safety standards."

"Independent analysis suggests that an unaccounted-for price differential exists in California's gas prices and that this price differential may stem in part from inappropriate industry practices," Newsom wrote.

The commission agreed to do the price analysis but declined further comment.

Western States Petroleum Association President Catherine Reheis-Boyd noted that California's gas prices have been scrutinized in dozens of government inquiries, "all of which concluded the dynamics of supply and demand are responsible for movements in the price of gasoline and diesel fuel."

Spiking gas prices have caused headaches for California policymakers since the Legislature approved a 12-cent gas tax increase in 2016.

Last year, voters recalled a Democratic state senator who voted for the increase and replaced him with a Republican. But a statewide ballot initiative to repeal the higher tax failed with more than 56 percent of the vote.

As gas prices kept climbing, 19 state lawmakers in January asked Attorney General Xavier Becerra to investigate the "unexplained surcharge."

"This mystery surcharge happens between the refinery and retail purchase by the consumer," Democratic Assemblyman Marc Levine said. "This is a punitive, abusive practice that Californians are paying."

But it's unclear if Becerra's office took any action. Representatives from his office on Tuesday would not confirm or deny an investigation.

<https://apnews.com/d9eae4f406024e99b8cd2b87d7875e42>

Corn Ethanol Waiver for \$2 Gasoline, Clean Water & Clean Air

Tunnel Waiver Study may Show Credits for FREE Road Fix.

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

How Volkswagen turned from diesel pariah into electric gorilla

By David Ferris / E&E News / January 3, 2019

**... A special master
— a certain former
FBI chief named
Robert Mueller —
oversaw the
negotiations. ...**

<https://www.eenews.net/stories/1060110789>

<http://www.foxbusiness.com/features/2017/03/05/german-chancellor-angela-merkel-to-testify-on-volkswagen-emissions-scandal.html>

VW-Shell-Parsons-EPA Partners?

GOOGLE: 510-537-1796 ARB

Ethanol Waiver for \$2 GAS, Clean Water & Clean Air

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



Clean Air Performance Professionals

September 7, 2018
Governor Jerry Brown
c/o State Capitol, Suite 1173
Sacramento, California 95814
Fax: 916-558-3160

Introduction: Position Statement

Ethanol Voluntary Waiver for Improved Financial, Air and Water Considerations

There is significant concern regarding both the issue of global warming and the development of renewal fuels. Both concerns could be impacted in a positive way through a sensible approach.

Financial Economic Impacts:

Implement a waiver for voluntary ethanol for California gasoline. Some believe there is a proposal for a single federal allowance of 15% ethanol but there are also waivers showing other levels including none. Allowing for 15% and a voluntary choice generates policy that significantly increases not only the supply of oil but can also affect the price.

As funny as it might seem using ethanol actually increases the use of fossil fuel!

Fuel economy per gallon of gas is reduced due to the introduction of ethanol because the performance output is less than with unblended fuel. The net result is a loss of gas mileage per tank of gas so "more" fossil fuel is needed to cover the same distance driven.

The price of a gallon of gas is impacted by the introduction of ethanol due to increased transportation methods used today such as ships, barges, trains and trucks. Refining techniques required by California environmental policy mandates a boutique fuel which cannot be sold elsewhere affecting economies of scale which increases the cost.

Without these parameters the price of a gallon of gas could be reduced by at least \$2.00 per gallon to the consumer.

Air Quality and Water Contamination:

Ethanol increases undesirable particulate matter and ozone levels into the air. As was seen in Brazil within the last 5 years when their fuel was blended with 25% ethanol a public health crises was created leading to smog and negative health impacts.

According to an Environmental Protection Agency Report as referenced in an article in the Daily Caller by Jason Hopkins August 4, 2018 stating that "Air Quality modeling suggests that production and use of ethanol as fuel to displace gasoline is likely to increase such air pollutants as PM2.5, ozone and SOx in some locations. While traditional gasoline contains more CO2, ethanol-based fuels have more nitrogen oxides (NOx), which can be more harmful to human health".

Here in California with the high level of use of ethanol the outcomes may be even worse.

The exposure of ethanol to the water supply is a particularly difficult subject requiring our concentrated efforts to stop any leaking of carcinogens from getting into the ground water.

Wildlife habitats along with plant, agriculture and public use is all at risk when levels of contamination occur resulting in not only associated health problems but unusable areas of land and water.

Suggested Approach:

Emergency study to evaluate ethanol impacts on the environment and the economy. This can be accomplished quickly by a study at the Caldecott tunnel using existing protocol which can demonstrate the factual basis for the improved environmental and economic impacts in California along with answering the ethanol question.

Thank you for your service to California



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cc: interested part

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Electrify America to spend \$44 million on Sacramento-area electric vehicles

By Department of Energy / Sacramento Bee / June 14, 2018

The city of Sacramento on Wednesday announced a \$44 million investment by Electrify America to bring hundreds of electric vehicles to the city over the next year, an initiative officials hope will encourage sustainability, simplify transportation and ease traffic downtown.

Mayor Darrell Steinberg said the project is part of a reparations effort by Volkswagen, which owns Electrify America. After its diesel emissions scandal, the automaker agreed to pay more than \$20 billion in settlements, which included a deal with California to designate and invest in one "green city." Sacramento won the competition to become that city, Steinberg said, and the mayor says that success is part of a bigger goal of using more renewable vehicles beyond the city's borders.

"It's \$44 million of game-changing investment for our city and our region," Steinberg said. "Our goals are big and our vision is broad. We want to be the vision of alternative fuel technology in the entire state."

The project includes 260 electric vehicles from Gig Car Share, which will function like the burgeoning bike share industry; users can locate nearby cars with an app and drive them anywhere within a 13-square-mile radius of the "home zone," according to a news release. The cars will be available in early 2019.

Once one driver has parked the car and finished using it, someone else with the app can take over. Users pay by rental time or distance traveled — whichever is cheaper — and can attach bikes to the roof-mounted rack, the news release said.

"People are going to have such an easier time getting around," said Steinberg, who predicts that the advent of car sharing will decrease reliance on individually owned vehicles, which could reduce traffic downtown. "You really don't (need to own a car to get around), especially if there are clean vehicle options."

An additional 142 electric ride-share cars will be offered through another firm, Envoy Technologies, to residents of specific apartment complexes around town, the news release said. Those cars will be ready to drive by summer's end.

Those who commute frequently between Davis and Sacramento will also benefit from the project. Electrify America will pay for 12 electric buses, co-run by Sacramento Regional Transit and the Yolo County Transportation District, to travel between UC Davis' main campus and the UC Davis Medical Center in Sacramento. The buses are expected to be ready in 12 to 18 months, the news release said.

"Making it easier for people to get across that causeway is a key piece of connecting UC Davis and Sacramento in a more significant way," Steinberg said. "This is the first very large step in making that happen."

Steinberg is especially elated by increased ease of access to the medical center because of the Aggie Square technology campus that will be built nearby.

"This is our project with Davis and the business community to build an innovation center in Sacramento that will be a job creator, an incubator for new businesses, pathways for college and high school students," he said.

The investment's third transportation component is a shuttle service, which will help residents of Franklin Boulevard's nearby neighborhoods get around town. The area has been without bus service since 2008, the news release said. Sacramento RT will start operating three buses in July, and Electrify America will pay to replace those buses with electric ones in early 2019.

"More than 90 percent of the micro-shuttle's service territory is in a low-income or disadvantaged Sacramento neighborhood," the news release said.

Electrify America will also install more than 10 electric vehicle charging stations around the Sacramento region, the news release said.

"The impact of this (project) ... I don't even think we realize today just how big this is," Steinberg said. "I think there are many components of it that are transformational."

<http://www.sacbee.com/news/local/transportation/article213138339.html>

VW, Shell Oil, & Parsons, Public Private Partners?

Google: 510 537 1796 CARB ... opinions

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

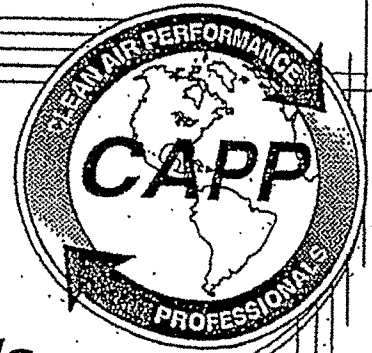
Parsons Signs Framework Agreement with Shell to Provide Engineering, Procurement, and Construction Services

Press Release / Parsons / March 15, 2017

1. PASADENA, CA (March 15, 2017) – Parsons has signed a global framework agreement to provide engineering, procurement, technical, and construction services to Shell spanning its refining and chemical projects and across its upstream and midstream businesses. Parsons will deliver a full-spectrum of services from concept and scoping, to design, construction, and start-up.
2. “We are pleased to sign this framework agreement with Shell, and we look forward to making a step-change in capital project delivery efficiency through our unique multi-industry perspective along with an alternative project delivery mentality to our projects, driving performance, efficiency, quality, and value,” said Michael Johnson, Parsons Group President.
3. Collaborations like these reflect a new operational and contract approach in the oil and gas industry. EPC supplier partnerships focus on safety, quality, and operational efficiency by utilizing data-centric technology. Parsons’ ability to safely provide cost-effective, turnkey solutions for global organizations, combined with state-of-the-art technologies and best practices are crucial for providing sustainable solutions on time and within budget.
4. *Parsons (NYSE: PSN) is a leading provider of technology-driven solutions focused on the defense, intelligence, and critical infrastructure markets. Celebrating 75 years of operations, Parsons provides technical design and engineering services and software products to address our customers’ challenges. Parsons has differentiated capabilities in cybersecurity, intelligence, missile defense, space, connected communities, physical infrastructure, and mobility solutions. Parsons’ combination of talented professionals and advanced technology enables a safer, smarter, and more interconnected world. For more about Parsons, please visit www.parsons.com, and follow us on Facebook, Twitter, LinkedIn, Instagram, and YouTube.*

<https://www.parsons.com/2017/03/parsons-signs-framework-agreement-with-shell-to-provide-engineering-procurement-and-construction-services/>

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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*

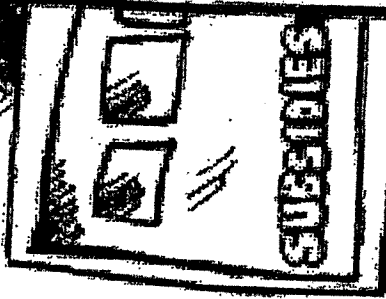
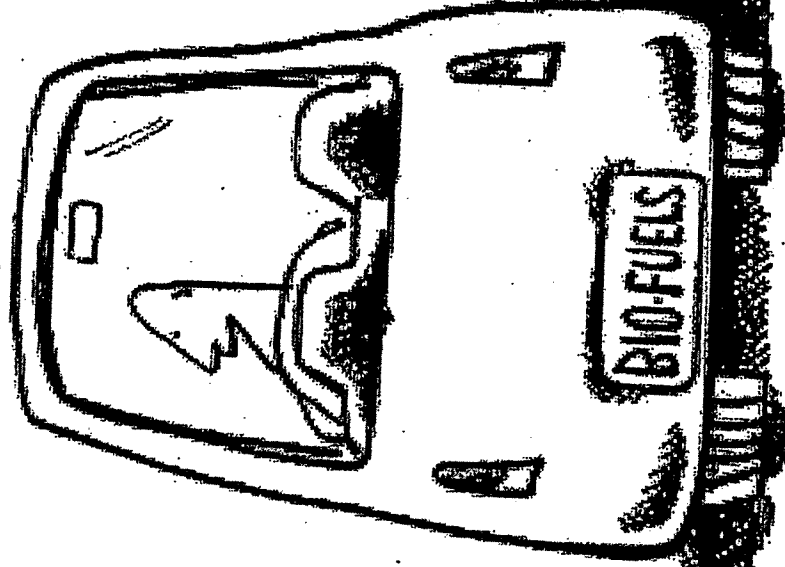
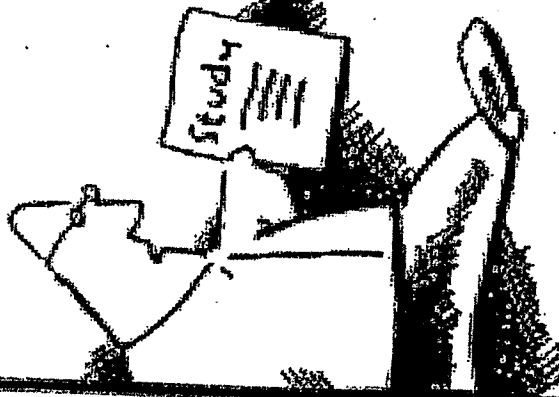
** About 60,000 barrels per day of the oil used by cars is allowed by the "renewable fuel" CAFE credit*

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WAIT!

IT TURNS OUT BIOFUELS
MAY BE WORSE FOR
GLOBAL WARMING!

TOO
LATE!

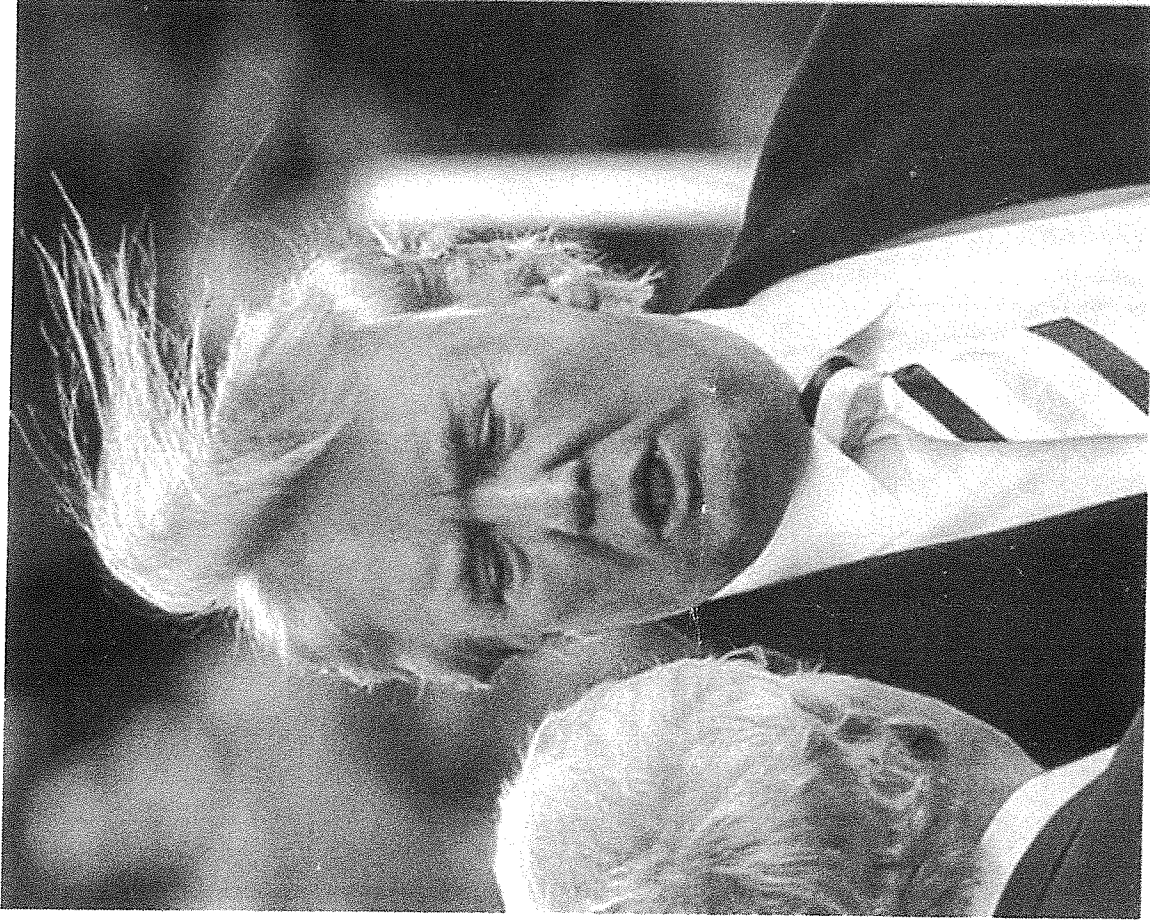


FULL
SERVICE

570

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DON'T YOU CARE
ABOUT THE SCIENCE? - GUESS



Trump Corn Ethanol Waiver For Clean Air and Clean Water

<https://www.arb.ca.gov/lists/sip07/112-0777com0010.pdf>

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



Clean Air Performance Professionals

October 1, 2015

RE: VW Smog Check game

Honorable Governor Jerry Brown.

In a 1992 visit to Washington DC Environmental Protection Agency (EPA) upper management, EPA ask for an opinion of Smog Check test performance, can the IM 240 generate desired results?

The opinion provided was NO, even Federal Test Procedure (FTP) could not, NOT, control cheating results.

EPA was provided the opinion that the ethics of regulator and regulated with a proper audit system could perform superior to the modeled technology only results.

So what does it take to consider a Total Quality Management (TQM) E. Edwards Deming audit pilot study concept demonstration?

A California meeting in 1993 resulted in an "agreement" to start a pilot study to demonstrate proof of concept within 45 days.

Is it time to consider adding Little Hoover Commission to the game?

People matter.

Respectfully, CAPP an award winning coalition of motorists

Charlie Peters
510-537-1796
cappcharlie@earthlink.net
cc: interested parties

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After reading the three-part series "Consumer Nightmare?" by Steven Church (March 17-19), I find it amazing that more Californians are not aware of what is really happening with the state's Smog Check program.

For the past five years, a poor economy has plagued California. The money-starved California government and regulatory agencies have found their pot of gold at the end of the rainbow via the Smog Check program.

Financial relief for the poor economy will be generated by contracts such as the smog-testing contract signed with the Parsons Co. (via Engineering Science) and Envirotest.

The Environmental Protection Agency's demands for clean air (through the 1990 Clean Air Act amendments) will generate the largest tax increase in history. Behind the effort is Dr. Don Stedman, patent-holder of the remote sensing technology to detect "gross polluters," the state's worst-polluting vehicles. Stedman works out of the University of Denver.

A long list of international government and big-business interests, led by the federal EPA, have provided funding for Stedman's work.

Pollution credit trading is at the core of this money tree.

Numerous buy-back programs project that 50,000 cars a day will be scrapped to meet the state's clean-air standards, generating approximately \$1,000 a car. This moves money from small businesses and the public to government and big business.

Parsons (Engineering Science) is also the referee for Smog Check II, the latest rendition of

Smog Check, and Envirotest is the quality auditing service that takes all the information from the smog-testing equipment in California. These two international companies are providing government and big business the opportunity for increased revenue.

At the heart of these efforts are monopoly contracts to inspect vehicles on the road and in "state" test stations.

Remote sensing studies by California and Arizona are reported to "false-fail" more than 50 percent of identified cars. State test stations in Colorado are reported by some to have false-failures in excess of 50 percent.

So, the question is: Are clean air mandates about clean air — or money?

If the goal of scrapping 50,000 vehicles per day is met, the incentives to provide privatized rapid transit may be next. An additional party to this tax increase strategy, some say, will be privatizing roads and charging for parking. This will help with incentives to make privatized rapid transit economically feasible.

Is the American love affair

The question is: Are clean-air mandates about clean air — or money? If the goal of scrapping 50,000 vehicles per day is met, the incentives to provide privatized rapid transit may be next. Is the American love affair with the automobile at risk?

with the automobile at risk because of funding demands of government and big business's desire for profits (and thus, its partnership with government)?

These policies are being questioned by an expanding group, including academics from state universities and many groups across the country.

Money and power generated from command and control policies that have possibilities of changing the face of America are a raging debate in many quarters. One voice is demanding that responsible government "manage what it mandates."

Promotion of responsible government to promote competitive market inspection and quality maintenance is getting consideration as an option to the money-trading strategy. The Clean Air Performance Professionals has requested a pilot study to change management techniques to improve mechanics' Smog Check performance. CAPP maintains that the study will demonstrate a

reduction in mobile emissions in excess of 1 million tons per year. Such a result promotes continuation of America's love affair with the automobile.

The strategy of the proposed pilot study is that government and the private sector can work together toward common goals to provide the public with services that are superior to those provided by government monopoly efforts.

America is making big decisions that affect the very air we breathe. But only private citizens can decide the final direction and results by lobbying for improved performance.

Peters of Loma Linda is president of Clean Air Performance Professionals. Point of View is an occasional column of commentary by local citizens. Send material to Point of View, The Sun, 399 N. D St., San Bernardino, Calif. 92401. Or fax it to (909) 885-8741.

Charlie Peters



POINT OF VIEW

Energy fact of the week: Peak ethanol?

Discussion: (1 comment)

By Charlie Peters / AEI / June 12th, 2012

Bill Clinton, Al Gore & Senator Obama supported the California 2006 Prop. 87, a GMO corn ethanol welfare program.

Bill, Al, have changed opinion on the ethanol mandate, I wonder if Obama will make this the time for CHANGE?

I support a waiver of the ethanol mandate, voluntary use of ethanol in my gas.

Federal ethanol policy increases Government motors oil use and Big oil profit.

It is reported that today California is using Brazil sugar cane ethanol at \$0.16 per gal increase over using GMO corn fuel ethanol. In this game the cars and trucks get to pay and Big oil profits are the result that may be ready for change.

We do NOT support AB 523 or SB 1396 unless the ethanol mandate is changed to voluntary ethanol in our gas.

Folks that pay more at the pump for less from Cars, trucks, food, water & air need better, it is time.

The car tax of AB 118 Nunez is just a simple Big oil welfare program, AAA questioned the policy and some folks still agree.

AB 523 & SB 1326 are just a short put (waiver) from better results.

<http://www.aei.org/publication/energy-fact-of-the-week-peak-ethanol/#comment-8386>

*Google: **ARB 510 537 1996** ... for More opinions*

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

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

From: Senator.Steinberg@outreach.senate.ca.gov

Sent: Wednesday, September 15, 2010 2:51 PM

Subject: I share your support for AB 2289

Dear Mr. Peters:

Thank you for your recent communication in support of AB 2289 (Eng). This bill would establish new industry operating standards and technology upgrades to the current biennial inspections of vehicle emission control equipment and systems (smog check) program. I appreciate hearing from you on this important issue.

I am pleased to report that I voted in support of AB 2289. This measure was passed on the Senate Floor on August 25, 2010. It was enrolled and signed by the Governor on September 8, 2010, and is now law.

You may wish to read more about the status, history and analysis of this and other bills online at www.leginfo.ca.gov/bilinfo.html . While you are online, please check out my website, www.sen.ca.gov/steinberg, to learn of community events and other issues in which I am involved.

Be assured that I will keep your views in mind if this issue comes before me for a vote. Please continue to express your views to me so I may better represent you in the state Senate.

If you need assistance or have concerns about another state matter, please do not hesitate to call my office at (916) 651-1529, or email me at senator.steinberg@sen.ca.gov.

Sincerely,

DARRELL STEINBERG
President pro Tempore
6th Senate District

DS:mr

Clean Air Performance Professionals

21860 Main Street Rear
Hayward, CA 94541
Phone - (510) 537-1796
Fax - (510) 537-9675 (call first)

BILL ANALYSIS, Hearing Date: June 28, 2010, Bill No: AB 2289

Senate Committee on Business, Professions and Economic Development

Senator Gloria Negrete McLeod, Chair Bill No: AB 2289 Author: Eng As Amended: June 23, 2010 Fiscal: Yes

SUBJECT: Smog check program: testing: penalties.

NOTE : This measure failed passage in this Committee on June 21, 2010, by a vote of 4-2, and was granted reconsideration. It is before this Committee today for Reconsideration and "Vote Only."

(snip)

7. Arguments in Opposition. Clean Air Performance Professionals (CAPP) opposes the bill and requests the bill be amended to include an in-field vehicle repair audit program. CAPP believes an in-field vehicle repair audit program would create maximum vehicle owner satisfaction, and provide a mechanism for continuous improvements in how vehicles are repaired so that customers will be better satisfied with repairs made under the smog check program. CAPP says that presently fear of loss of license or legal sanctions is a barrier to improving the quality of vehicle repairs. CAPP argues that such a program would improve quality and productivity in vehicle repairs and result in emission reductions, as mandated under California's emissions inspection and maintenance program.

NOTE : Double-referral to Transportation and Housing Committee (second.) Any amendments to this bill taken in BP&ED should be made in T&H.

SUPPORT AND OPPOSITION:

Support:

Department of Consumer Affairs, Bureau of
Automotive Repair (Sponsor)
Air Resources Board (Sponsor)
American Lung Association in California
Bay Area Air Quality Management District
Breathe California
California Air Pollution Control Officers
California Council for Environmental and Economic Balance
California Emission Testing Industries Association
Clean Power Campaign

Consumer Federation of California
Environmental Defense Fund
Green California
National Parks Conservation Association
Natural Resources Defense Council
Planning and Conservation League
Sierra Club California
South Coast Air Quality Management District
Union of Concerned Scientists
1 Test Only Station

Opposition:

Clean Air Performance Professionals

Consultant: G. V. Ayers

http://www.leginfo.ca.gov/pub/09-10/bill/asm/ab_2251-2300/ab_2289_cfa_20100624_190753_sen_comm.html

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Will junkets corrupt California's climate regulators?

By Charlie Peters / Los Angeles Times / December 29, 2009

California CalEPA Secretary Linda Adams, signed a MOU with the UN in China on earth day. China gets about 50% of the world carbon tax and the China government gets a 50% tax of the credits.

** China goods and services may increase

** We pay the carbon tax and Pew Business Environmental Leadership Council (BELC) Member Companies: ABB, Air Products, Alcoa Inc., American Electric Power, Bank of America, BASF, Baxter International Inc., The Boeing Company, BP, California Portland Cement, CH2M HILL, Citi, Cummins Inc., Deere & Company, Deutsche Telekom, The Dow Chemical Company, DTE Energy, Duke Energy, DuPont, Entergy, Exelon, GE, Hewlett-Packard Company, Holcim (US) Inc., IBM, Intel, Interface Inc., Johnson Controls, Inc., Lockheed Martin, Marsh, Inc., Novartis, Ontario Power Generation, PG&E Corporation, PNM Resources, Rio Tinto, Rohm and Haas, Royal Dutch/Shell, SC Johnson, Toyota, TransAlta, United Technologies, Weyerhaeuser, Whirlpool Corporation, Wisconsin Energy Corporation and friends may all share in the public/private partnership of corporate and NGO welfare

<http://www.aqmd.gov/TAO/ConferencesWorkshops/SmogCheckForum/SmogCheckSummary.pdf>

Clean Air Performance Professionals

Charlie Peters

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cappcharlie@earthlink.net

Ps: Does Paul Jacobs, chief of enforcement for mobile sources for the California Air Resources Board want Porsche crushed at 10 years or 100,000 miles which ever comes first, not just Porsche but all makes and models?

Pss: California Smog Check providers have been questioned about a Sierra Research 'Forty Nine Percent Refail Report' Reporting a possible 50% fraud rate, Smog Check providers fail millions of cars but Tom Cackette officer of CARB and Tom Austin (Sierra Research) use the information to justify public policy but refuse to release the tax dollar funded report.

http://www.imreview.ca.gov/correspondence/governor_49percent_report_8.25.09.pdf

A random "Smog Check" inspection & repair "secret shopper" audit, ethanol cap and elimination of dual fuel CAFE credit can cut California car impact over 50% in 2010. (Prevent Over 2000 tons per day of sulfur, HC, NOx, CO & CO2.) Improved performance of AB32 at reduced cost.

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Smog Check test-only not required

In 1980 the annual state wide test-only central program was a "done" deal. The Fed. was threatening highway and sewer fund sanctions. The California Senate had passed statutes; the Assembly had passed statutes through policy committee and was being considered by the appropriations committee for the money, with reports that all members would vote for the bill. The Assembly floor votes were expected for total support and the LA Times reported Governor Brown (Oakland Mayor today) already had the cap off his pen ready to sign the bill.

The Chair of the committee, The Honorable Daniel Boatwright, received a report from a friend at his tennis club that called into question the southern California operating central program (change of ownership). The bill stopped.

In 1980 the Environmental Secretary & Chairwoman of CARB was Mary Nichols. Mary Nichols is now Secretary of Resources for our Governor. Governor Brown's Chief is now Governor Davis. The Executive Officer of CARB was Tom Austin (now of staff Sierra Research) CARB and BAR contractor. Dan Boatwright called a hearing that demanded BAR, Tom Austin and Mary Nichols to testify. Tom lost his position at CARB.

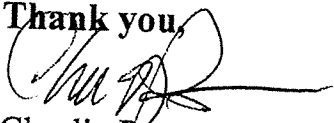
In 1990 I was told California was going to a central contract on the day the bill went to President Bush.

In 1992 The Secretary of Cal EPA and Dep. Secretary of State and Consumer Services sent a letter on the Governors Stationary to Carol Browner Demanding no test and repair for California.

In 1993 the I/M review committee provided a demand for a central contractor program to the Governor and Legislature. The EPA was going to withhold Highway funds if California refused to pass the contractor bill. California Legislature, Willie Brown, said NO

In 1995 The Highway bill removed from EPA the demand. for test-only.
The contractors are finally going to win? Never.

Thank you,



Charlie Peters

(510) 537-1796

cc: interested folks

<http://clubs.hemmings.com/frameset.cfm?clu...>
<https://www.indybay.org/newsitems/2002/12/28/15553271.php>

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“Leaks from the Condit camp now suggest that Mr Condit had a private meeting with Mr Cheney on May 1, just 30 minutes before Ms Levy logged off from her computer for the last time.”

<http://www.guardian.co.uk/world/2001/jul/23/usa.dickcheney/print>

“Gary A. Condit (D-Calif.) has introduced legislation, in the opening days of the 107th Congress, to help drive gasoline prices down while protecting the environment. HR 52 seeks to relieve California from federally mandated year-round gasoline oxygenate requirements while preserving the full benefits of California’s reformulated gasoline program.”

What They Didn't Say

Stella, Hemmings Motor News, MARCH 2001

(Gary Condit, Dick Cheney, Chandra Levy, ENRON, Arnold, Gray Davis, MTBE, ethanol & Alex Farrell)

(snip)

“Rep. Gary A. Condit (D-Calif.) has introduced legislation, in the opening days of the 107th Congress, to help drive gasoline prices down while protecting the environment. HR 52 seeks to relieve California from federally mandated year-round gasoline oxygenate requirements while preserving the full benefits of California’s reformulated gasoline program. Condit introduced the bipartisan legislation with another member of the California delegation, Rep. Chris Cox. ‘California already meets Environmental Protection Agency requirements for reducing emissions of toxic air pollutants and ozone-forming compounds,’ Condit said. ‘When a state meets these requirements, under this legislation, they would not be required to add oxygenates to gasoline’.”

<http://clubs.hemmings.com/clubsites/capp/mar01.html>

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MTBE on '60 Minutes'

Stella Sez, Hemmings Motor News, MARCH 2000

(snip)

Sierra Research, a consultant hired to help oversee the implementation of the new car inspection system, repeatedly wrote memos outlining numerous concerns about Parsons Infrastructure & Technology, the company hired by the state to install and operate the system. The following memo excerpt may be of special interest: "Nov. 25, 1998 ... blames problems on incompetence of top Parsons Infrastructure executives, and complains state officials are ignoring these problems... The state needs to recognize that the people involved in this effort (e.g., Sherwood and Amlin) have absolutely no experience doing what they are trying to do. They have never been involved in implementing or operating a centralized program."

The memo refers to Larry Sherwood, general manager of Parsons Infrastructure, and Dave Amlin, a Parsons employee. Larry Sherwood is the "father of California Smog Check II", and the former chief of staff of the Bureau of Automotive Repair. Dave Amlin, the current California Manager of BAR Engineering, is reported to have been a Parsons employee. Could this be a different Amlin? Could this be a conflict of interest? At a recent Inspection and Maintenance Review Committee meeting that CAPP President Charlie Peters and I attended, Dave Amlin was present. The main subject of the meeting was Smog Check program evaluation. Remote Sensing was a part of the presentation. Note: As reported in one of my earlier "Hemmings" letters, Dave Amlin of BAR is the person who, at the 1994 Clean Air Conference Seminar on scrappage, giggled every time the word "scrappage" was mentioned. When I went to the microphone to ask questions as a hobbyist, he suggested that I might be the person who could put ads in OUR hobby magazines for collector cars to be scrapped.

More next month... Stella

<http://clubs.hemmings.com/capp/march.html>

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Challenging Enhanced I/M

States have generally gone along with EPA guidelines for enhanced I/M, drawing up state implementation plans (SIPs) to put test-only stations into operation by the beginning of 1995.

The holdout has been California. The state has a well-established network of test-and-repair stations. It has allowed these stations to raise test fees to the point where they actually make a profit on emissions testing. These businesses will be hurt if they lose emissions testing to state-sponsored centralized test stations.

Their response? Lobby like hell. Smog Check shops, with help from a group called Clean Air Performance Professionals, pressured state politicians to resist the EPA's demand that California implement a test-only enhanced I/M program.

Some of this is clearly self-interest. California is in the midst of a major recession—the defense spending that helped fuel a 50-year economic boom in the state is drying up, real estate prices are softening and the computer industry is scrambling. So you can hardly blame smog shops for wanting to hold on to a profitable business.

But the rebels also raise some serious questions as to whether a new, more complex I/M program will work significantly better than the existing one.

EPA studies show that decentralized systems, such as the one in California, produce only about half the emissions reductions of centralized, test-only programs. But a recent Rand Corp. study concluded that there was no evidence that a centralized I/M system would work better than the current one.


A political showdown seemed certain when the EPA threatened to withhold up to \$700 million a year in federal highway funds if the California legislature didn't pass an acceptable I/M program before it adjourned Sept. 10.

Cooler heads prevailed—for now. The legislature took no action for or against enhanced I/M. The EPA agreed to hold off on sanctions until after Jan. 1, 1994, giving the legislature time to craft an acceptable program and pass it when they reconvene for the new year.

The EPA retreat was potentially a brilliant move. The delay means that other states will have their SIPs filed and their enhanced I/M programs in the works before the California legislature reconvenes. That way, even if California maneuvers the EPA into allowing the state to continue a test-and-repair system, the revolt won't spread. The rest of the states will be well on their way to implementing the test-only programs the EPA really wants.—T.W.

MOTOR

THE MAGAZINE FOR THE RESPONSIBLE AUTOMOTIVE TECHNICIAN

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54 MOTOR November 1993

By Tom Wilkinson

An I/M240 Alternative?

The goal of enhanced I/M is an honorable one—to find polluting cars and force their owners to have them fixed. But not everyone agrees that a new network of high-tech, test-only stations is the only way to pursue this goal.

Clean Air Performance Professionals (CAPP) of Loma Linda, California, an organization of Smog Check shops, is lobbying for an alternative approach. CAPP wants to beef up California's existing network of test-and-repair shops, arguing that better management of the current program can yield as much improvement as a massive switch to I/M240.

CAPP is convinced that problems with California's I/M program result from a failure to set and enforce quality control standards. CAPP proposes a multi-point program that would tighten up the current system. Expanded use of undercover cars would help clean up dishonest or incompetent shops, while a menu of modern quality-control strategies build professionalism in the Smog Check network.

A 2500-rpm standard test would be used for all vehicles, and standards for the initial timing check would be tightened to keep technicians or their customers from retarding timing to squeak a car through the test. Repair waivers would be eliminated, and the Smog Check program would be expanded to cover all vehicles in California, including diesels and vehicles with out-of-state registrations.

California has so far refused to adopt I/M240, and the state and the EPA are struggling to find a compromise. One possibility: The EPA could allow California to try something like the CAPP program as an experiment. If it doesn't reduce emissions as much as comparable I/M240 programs, the state would then have to make the switch.—T.W.



Smog shops have vested interest in clean air

By Charlie Peters / San Bernardino Sun, pg A6 / April 8, 1996

After reading the three part series "Consumer Nightmare?" by Steven Church (March 17 - 19). I find it amazing that more Californians are not aware of what is really happening with the state's Smog Check program.

For the past five years a poor economy has plagued California. The money starved California government and regulatory agencies have found their pot of gold at the end of the rainbow via the Smog Check program.

Financial relief for the poor economy will be generated by contracts such as the smog testing contract signed with the Parsons Co. (via Engineering Science) and Envirotest.

The Environmental Protection Agency's demands for clean air (through the 1990 Clean Air Act amendments) will generate the largest tax increase in history. Behind the effort is Dr. Don Stedman, patent holder of the remote sensing technology to detect "gross polluters," the state's worst polluting vehicles. Stedman works out of the University of Denver.

A long list of international government and big business interests, led by the federal EPA, have provided funding for Stedman's work.

Pollution credit trading is at the core of this money tree.

Numerous buy back programs project that 50,000 cars a day will be scrapped to meet the state's clean-air standards, generating approximately \$1,000.00 a car. This moves money from small business and the public to government and big business.

Parsons (Engineering Science) is also the referee for Smog Check II, the latest rendition of Smog Check, and Envirotest is the quality auditing service that takes all the information from the smog testing equipment in California. These two international companies are providing.

Money and power generated from command and control policies that have possibilities of changing the face of America are a raging debate in many quarters. One voice is demanding that responsible government "manage what it mandates."

Promotion of responsible government to promote competitive market inspection and quality maintenance is getting consideration as an option to the money trading strategy. The Clean Air Performance Professionals has requested a pilot study to change management techniques to improve mechanics' Smog Check performance. CAPP maintains that the study will demonstrate a reduction in mobile emissions in excess of 1 million tons per year. Such a result promotes continuation of America's love affair with the automobile.

The strategy of the proposed pilot study is that government and the private sector can work together toward common goals to provide the public with services that are superior to those provided by government monopoly efforts.

America is making big decisions that affect the very air we breathe. But only private citizens can decide the final direction and results by lobbying for improved performance.

Peters of Loma Linda is President of Clean Air Performance Professionals. Point of view is an occasional column of commentary by local citizens. Send material to point of view, The Sun, 399 N. D St., San Bernardino, Calif. 92401. Or fax it to (909) 885-8741.

CAPP contact: Charlie Peters (510) 537-1796 cappcharlie@earthlink not

California I/M Review Committee

November 18, 1994

Attn: Mr. Buzz Breedlove, and all Committee members

I am writing to this committee in hopes that you can help me answer some questions that I have. My research on this I/M issue has led me to four newspaper articles from the Los Angeles Times The dates are:

- * **May 16, 1980:** Panel rejects vehicle smog inspection bill.
- * **June 7, 1980:** Panel to probe possible smog program misconduct: Assembly unit subpoenas six state officials to testify about inspection firm in Southland.
- * **June 17, 1980:** U.S. moves to bar road sewer aid to California Failure to pass auto smog plan.
- * **June 18, 1980:** Reconsideration of smog plan rejected. Panel brushes side Federal funding threat.

My questions are:

Mary Nichols (then the ARB Chairman), is mentioned in two of these newspaper articles. Could this be the same Mary Nichols of the EPA.

Hamilton Test is also mentioned in three of these articles. Isn't Hamilton Test part of Envirotest, and United Technologies? Isn't Chester Davenport the owner of these corporations?

* **The June 18, 1980** article mentions the Carter administration's involvement in this. Was Chester Davenport an official in that administration? Was he in the Dept. of Transportation, or the head of it?

These articles also mention Assemblymen Daniel E. Boatwright, who is now one your Senators, as committee chairmen and long time critic of Hamilton Test Is he part of this I/M process now? If not - Why not?

I also understand there was an agreement to do a pilot study, an inexpensive pilot study on May 23, 1995. It was purported to change the effectiveness of your Smog Check program 300%. There was a wide spectrum of people there from regulatory - Education - Oil Company's - Mechanics - etc., held in the Upland BAR field office. Working together they put together a program that was to be tested in 1993. Why is the department of Consumer Affairs failing to follow through with this agreed to process? No one can seem to justify why it will not work. All avenues of how to fix this emissions problem should be explored.

Could the ethics of the State of California possibly be in question here? I do not know, but my main concern is for my country and what is best for AMERICA.

Stella ... Fords, New Jersey

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